A GUIDE TO THE
INDUSTRIAL ARCHAEOLOGY OF
SUSSEX

EDITED BY
JOHN BLACKWELL, PETER HOLTHAM AND MARTIN SNOW

Association for Industrial Archaeology
The abbreviations LI, LII and LIII* refers to the site’s listed building status.

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is being published to mark the AIA’s 2015 Conference at the University of Sussex. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the Industrial Archaeology Review, the leading international journal on industrial archaeology, which is sent twice yearly to members, together with the quarterly Industrial Archaeology News. Further details may be obtained from the AIA Liaison Officer, AIA Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford, TF8 7DX.

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AUTHORS AND ACKNOWLEDGEMENTS

Brian Austen                      Road Transport
Brig. Tony Baxter                Utilities, Gas
John Blackwell                   Railways & Buses & Trams
Chris Bryant                     East Sussex Waterways
Don Cox                          Wind and Water Mills
Diana Durden                     Swimming Pools and Lidos
Peter Holtham                    Breweries and Malt Houses
Robin Jones                      Piers, Theatres
Ron Martin                       and East Sussex Cinemas
Sir Frederick Sowrey             Limekilns and Water Towers
Alex Vincent                     Air Transport

Other information and topics were contributed by the editors.

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SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

Further information regarding the activities of the Sussex Industrial Archaeology Society can be obtained from the Hon. General Secretary Martin B Snow 32 Orchard Avenue Worthing BN14 7PY or the Society’s website www.sussexias.co.uk

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Sussex is a long narrow county, actually now two counties East and West Sussex, 78 miles long and an average of 30 miles north to south. Early industries made use of its geology which forms three distinct bands running from west to east. The fertile Coastal Plain is 10 miles wide south of Chichester before narrowing and ending at Brighton. The chalk South Downs, now a National Park extends from the Hampshire border to Beachy Head. The Downs were settlements for flint miners and flint tool makers our first prehistoric industry and from the eighteenth century provided the raw material for lime kilns. The Weald stretches from the Hampshire border to Hastings with deposits of clay in the Low Weald and sand and clay in the High Weald. It was originally densely forested. The timber was used for fuel, shipbuilding, and domestic dwellings and the sand and clay for brick, tile and pottery manufacture. In the east of the county the Wadhurst Clay beds contain ironstone with small amounts of gypsum occurring in the lower strata.

The Domesday Survey for the county shows 157 watermills and 285 salt pans and an old document, the Testa de Nevill dated 1155, records the first windmill stating “Hugo de Plaiz gave to the monks of Lewes, the windmill in his manor of Ilford, for the health and soul of his father”. By 1800 there were more windmills under construction than at any other time as all available water power was being utilised and steam power was not yet in sight. The many windmills adorning the Sussex landscape were a familiar sight until the early twentieth century. Fortunately some survive with a few still capable of grinding.

Iron was smelted in the Weald from the second century BC and during the first part of the Roman occupation it was the most important region for iron production in Britain. Of lesser importance during the Middle Ages, the Weald rose to prominence again during the sixteenth century, with the introduction of blast furnaces and their associated finery forges. The principal product was bar iron for the smithing and ironmongery market, but from the late sixteenth century, gun foundry became the main activity at furnaces. With coke replacing charcoal for smelting the industry migrated to the Midlands and North of England.
The major Sussex rivers flow north south and a port/town and a harbour, have developed on each, except the Cuckmere, namely: on the Arun, Arundel/Littlehampton; on the Adur, Shoreham; on the Ouse, Lewes/Newhaven and on the Rother, Rye. They have always been transportation arteries and during the eighteenth century cuts were made and dredging undertaken to improve navigation. The county’s canals were constructed between 1790 and 1823. The rivers Wey and Arun were joined with a series of locks and the navigability of the River Ouse extended into the Weald again by a series of locks. Two new canals were built, stimulated by the Napoleonic Wars providing a safer alternative to the coastal shipping trade, the Portsmouth and Arundel Canal between Ford, on the River Arun, and Portsmouth and the Royal Military Canal between Pett Level east of Hastings and Folkestone in Kent.

Roads which had often been impassable in winter were improved and new sections opened under various Turnpike Acts mostly between 1750 and 1820 by which date all the main towns had turnpike connections with London. By 1841 the same year as the London and Brighton railway opened over 50 trusts existed in the county but by the 1880s all had been wound up due to railway competition and because of public opposition to their continuation and the payment of road tolls. By the 1930s most roads had tarmacadam surfaces and reinforced concrete was used for both the A23 Crawley and A27 Chichester bypasses in 1937. Motor bus and coach services developed and expanded from the 1920s to the 1960s the principal operator in the county being Southdown Motor Services. The last
40 years have seen continuous and not always welcome new construction, dualling and widening of trunk routes but motorways have only entered the central northern area, M23.

The coming of the railways not only took traffic from the roads – in 1835 there were 23 public coach departures from Brighton, by 1843 only one remained – but also abstracted goods formerly carried by the river navigations and canals. The line from London to Brighton opened in 1841 extending along the coast to Hastings and Chichester in 1846 and Portsmouth in 1847. Within this triangular area, Portsmouth, London, Hastings, the London Brighton and South Coast Railway was to be the main provider of services in the county and by 1863 had completed building their principal lines. Cross channel ferry services from Newhaven Harbour commenced in 1848 but it was not until massive improvements to the harbour during the 1880s that they became non tidal dependent. In 1923 the company became part of the Southern Railway which carried out a programme of electrification of the major routes in the 1930s. Nationalisation in 1948 saw a decline in services followed by the closure of rural routes in the 1960s. Two further lines were electrified in the 1980s South Croydon to East Grinstead and Tonbridge to Hastings.

Resort towns along the coast developed for fashionable visitors in the late eighteenth and early nineteenth centuries, along with the service industries to cater for the needs of both visitors and residents such as breweries, coach builders, and iron foundries. Social mobility, a slow drift from agrarian work and the increasing wealth of the burgeoning middle class led to increases in population of the major towns during the nineteenth century. Improvements to public water supply and waste disposal were undertaken, often following an epidemic. Street lighting initially by gas and later by electricity became the norm for towns. Leisure facilities such as libraries, seaside piers, theatres, and later cinemas, were enjoyed initially by the wealthy visitors but also as bank holidays were introduced and working hours decreased, by the masses. Our towns still retain much of this Victorian infra-structure and associated industrial buildings although these are disappearing at an increasing and alarming rate. The twentieth century saw increasing rationalisation and centralisation of the small local industries such as brickworks and flour production with many moving out of the county completely. The increase in car ownership led to roadside filling stations and repair garages, motor buses travelling between villages and town centres made rural railway lines uneconomic. The early rudimentary aviation industry rapidly developed over a period of 50 years spurred on by two World Wars. Following the Second World War a series of 'New Towns' were built with factories and housing to relocate the war torn industries and their workers from London, Crawley being one such town. New industries developed including electronics, film and television. Hastings lays claim to be the birthplace of television with the experimental work of John Logie Baird. Concrete became an increasing material of choice not only for buildings but for roads and bridges. As the century progressed leisure time and activities increased with firstly cinemas, lidos and popular dance music and latterly sport and digital entertainment which have changed the manufacturing predominance into service industries.
Sussex was the source of a whole variety of minerals extracted for use mainly in the building industry. Flints were picked from fields or beaches and used for buildings. They were used as found in rough courses or knapped, split to produce a flat face, or in quality construction knapped and squared off. Sand was obtained from workings at Washington and Pulborough. Horsham Stone, a sandstone that occurs as layers within the Weald Clay, was used as paving and roofing as it can be split into relatively thin layers. On roofs they were laid in diminishing courses, the lower ones being of massive dimensions. Herstmonceux castle built in the 1440s is the first recorded wholly brick building in the county. The bricks were made on site. Clay was dug wherever potteries and brick and tile works were established throughout the Weald. The brick earth, found along the Coastal Plain, was exhausted during the 1930s. With the coming of the railways in the 1840s enormous quantities of bricks were needed for stations, bridges and tunnels, far exceeding the local capacity. Temporary brickfields were set up along the line being built if there were clay deposits but where none was present or greater quantities were needed they were transported from further afield using navigable waterways and the developing railway system. Of the 180 brickyards and brickfields shown on the 1898 Ordnance Survey maps of the county little evidence remains, the sites being levelled and returned to agricultural use or more often developed as housing estates. Of the handful of brickworks that remain modern methods of production are used although small quantities of handmade bricks are still produced. These sites have no public access and have been excluded. Extensive chalk pits can be found along the South Downs including Offham (TQ 401 116) and Upper Beeding (TQ 199 086). Chalk was used for the production of lime and cement. Amberley Museum was formerly the site of the largest lime burning works in the county. Gypsum used to control the hardening process of cement and for the manufacture of plasterboard has been mined since 1876. Today it is transported from a new mine at Brightling by a purpose built three mile long enclosed conveyor belt to the Mountfield plasterboard plant (TQ 725 197).

**E1 EBERNOE COMMON BRICKWORKS**  
SU 979 274  
The remains are especially important as they include a complete late eighteenth century updraught kiln with twin stoke holes. Restored in 2000, along with the nearby brick moulding shop, the kiln is situated a few yards to the west of a footpath leading from the church.

**E2 SHOREHAM CEMENT WORKS**  
TQ 199 086  
Located in the Adur Valley in the parish of Upper Beeding, the existing works were built between
E1: Ebernoe Brickworks

1946 and 1952, a then state of the art plant, but the site has been used for cement production since the 1880s. Bisected by the A283 road with the manufacturing plant to the east comprising clay slurry and chalk mixing tanks, two 351 feet long rotary kilns, and storage silos; the offices and packing plant to the west. Behind the plant is the chalk quarry. Coal was delivered to the site by rail, and unloaded by a tippler. Conveyor belts carried the material over the marl road to storage bunkers from where the coal was later pulverised before being blown into the kilns. The works closed in 1991 and are now in a derelict state with some demolition, notably of the conveyors crossing the road. A terrace of workers housing can be seen north of the works.

E5: Limekiln at Ebernoe Common - see page 6

E2: Shoreham Cement Works

**E3 PIDDINGHOE POTTERY KILN**

TQ 432 032

An early nineteenth century updraught cupola type of pottery kiln. The kiln tapers towards the top and has a central opening flue intact. There are two firing tunnels underneath. It can be seen in the garden of Kiln Cottage on the east side of the Lewes to Newhaven road just north of Piddinghoe village. Here was a wharf alongside a brickyard enabling both bricks and pottery to be shipped up to Lewes or further inland, and down to Newhaven.

**LIMEKILNS**

Lime is probably the most widely used manufactured material, apart from food products. It has been used as a fertiliser to correct the acidity of the soil, as whitewash applied to walls and ceilings and is a constituent of mortar, concrete and plaster. The raw material for the production of lime is limestone which in Sussex is mostly chalk. The earlier type of kiln, producing lime for agricultural purposes, was the flare kiln which produced a single load. With the increase in demand for lime for building in the late eighteenth and nineteenth centuries many lime kilns were erected along the line of the South Downs, where the means of communication by water or rail enabled easier distribution of the finished product and delivery of rail borne coal. These were of the draw, or continuous type where the raw materials were loaded at the top, then fired with the resultant lime being extracted from the base. When production became more industrialised the interior of the kilns resembled an inverted bottle and hence were known as bottle kilns.
E4: Duncton Lime kiln
right: E7, Ebourne House lime kiln

E4 DUNC顿
SU 961 162
A group of three nineteenth century brick and flint continuous kilns set side by side into the steep chalk hillside. The kilns have double brick arches with grates set well back, the centre one being larger than the others. Alternate layers of chalk and coal would be supported on fire bars above the draw hole. A fire would be lit at the base and the layers of coal in turn would start to ignite heating the chalk to about 1000°C. Lime would be removed at the base and more layers of chalk and coal loaded into the top of the kiln. Access is from the footpath running southward from the bend on the A285 at the bottom of Duncton Hill.

E5 EBERNOE
SU 971 278
A restored flare kiln with stone retaining wall and brick pot located at the south side of Ebernoe Common. The kiln is circular with the pot above a firing chamber. Near the bottom of the pot an internal shelf extends around its circumference on which a rough dome of tightly packed chalk is built on a timber or iron centre. Lumps of chalk about fist size were then filled to the top of the kiln. Fuel comprising furze and faggots was fed through a firing hole as long as required to burn the lime through a total duration of about 72 hours.

E6 AMBERLEY (MUSEUM)
TQ 027 119
The largest lime works in the county had at various times, nearly 30 kilns. Not all these are extant. Lime burning started here in the 1840s and rapidly expanded when Thomas Pepper started taking over the existing businesses in 1876, and remained in the family ownership until production ceased in the 1960s. The railway arrived in 1863 with later exchange sidings connecting with the works internal rail system. There are five draw kilns south of the museum car park, two bottle kilns next to the shop and at the far end of the site the impressive De Witt kiln of 1905. This consisted of eighteen back to back chambers operating on a down draught principle with heat moving progressively from one chamber to the next. They were not successful and were soon modified by inserting bottle kilns into part of the structure.

E7 WASHINGTON, EBBOURNE HOUSE
TQ 119 123
A group of four 19th century draw kilns with a complete retaining wall of brick and flint. Three of the kilns are filled but one is open at the top. Access is from the South Downs Way car park, down the track towards the north for about 300 yards, turn sharp left to follow track to kilns.

E8 BOGNOR,
ICE HOUSE, LONDON ROAD
SZ 936 995
Ice houses were not for the storage of food, the ice they contained was used for the cooling of drinks or chilling cold confections. By the end of the eighteenth century most large houses had one in their grounds. This ice house has a circular pit 12 feet in diameter and 16 feet deep approached by an entrance passage at ground level with two doors creating an air-lock. The pit and chamber have vaulted roofs which would have been earthed over. Blocks of ice were collected from nearby ponds or lakes and stored in the pit separated by layers of straw. Probably dates from 1790s when nearby Hotham House was built.
BREWING

Beer is produced by adding hot water to ground malt in a 'mash-tun', boiling the resulting wort in a 'copper' with hops and often sugars, cooling, fermenting by the action of yeast for about five days and finally racking into casks or bottling. Once there were over 300 breweries in the county ranging from the small publican brewer producing for his own retail sales to large concerns that had evolved from take-overs and mergers. The coming of motor transport made deliveries over a large area much easier and most of the small firms closed. Many of these premises have, however, survived, their strong construction making them ideal for other uses. They can often be recognised by their louvered roof and 'tower' outline.

**B1.1 WALBERTON, ELLIS'S BREWERY, THE STREET**

SU 975 057

The buildings of this former brewery and malthouse survive on the south side at the east end of the 'Street' now put to residential use. Brewing ceased in 1922.

**B1.2 ARUNDEL, THE EAGLE BREWERY, BREWERY HILL**

TQ 017 070

The brew-house of Messrs Lambert and Norris' brewery built in 1832 remains halfway down the hill on the west side. Brewing ceased in 1910 when the business was acquired by Friary Holroyd & Healy's Breweries Ltd of Guildford, who retained it as a depot until 1935. A building inscribed **Eagle Brewery Offices** can be found at the top of the hill in Tarrant Street next to 'The Eagle' pub.

**B1.3 WORTHING, TOWER BREWERY, WARWICK ROAD**

TQ 153 026

Both the brewery and the adjoining 'Egremont Hotel' date from 1835. A beer bottling plant and store were built on the opposite side of the road. In 1924 brewing ceased. After being put to a variety of uses it was converted to residential use. A replica water tank at roof level now surrounds a roof garden.

**B1.4, DUDNEY'S BREWERY, SOUTH STREET, PORTSLADE**

TQ 254 064

This, the largest former brewery to survive dominates the village. The inscription at the base of the chimney **D & S 1881** refers to the building that replaced earlier premises that survive to

*B1.2: The former Eagle Brewery in Arundel*
the west dating from 1849. Brewing ceased in 1930. The buildings have since been used as an engineering works, a pickle factory and now a battery manufacturer Mersen, formerly Le Carbone.

B1.5 THE HURSTPIERPOINT BREWERY
CUCKFIELD ROAD
TQ 280 167
The former brewery and malthouse are now in residential use. Brewing ceased about 1912.

B1.6 BRIGHTON, THE VINE STREET BREWERY
TQ 312 046
This brewery of William Carter at the north end of the street had a three year life. Since 1891 the premises have been put to a variety of other uses.

B1.7 THE LINDFIELD BREWERY, HIGH STREET
TQ 346 254
Situated at the rear of the 'The Stand Up Inn'. The business dates from the early nineteenth century but brewing had ceased by 1909. The building has been retained as a store and much of the plant has survived. The horse gin that powered the brewing machinery has recently been removed and re-erected in the garden of the nearby ‘Red Lion’ pub.

B1.8 LEWES, THE STAR LANE BREWERY, FISHER STREET
TQ 415 101
The brewery of Beard & Co was the oldest in Lewes dating from c1730 although brewing probably took place from much earlier. After brewing ceased in 1959 the premises were used by Beards as a depot for wines and spirits and a store. They have now been converted into small workshops.

B1.9 LEWES, HARVEYS BREWERY, CLIFFE HIGH STREET
TQ 420 103
The company commenced brewing at the Bridge Wharf in 1838. The present brewing tower dates from 1882, designed by William Bradford, and extended recently to cope with the ever increasing demand for real ale.

B1.10 SEAFORD, THE ELM BREWERY, CROFT LANE
TV 484 990
The brewery building survives as ‘Elm House’ and dates from 1878. In 1907 it suffered £1,500 damage in a fire. It was repaired but brewing ceased. Mineral water manufacturing continued for a while.

B1.11 THE HAILSHAM BREWERY, BATTLE ROAD
TQ 589 101
The brewery bears the date 1887 when it was rebuilt. Brewing ceased just before the Second World War. The premises have been converted into a residential care home.
B1.12 THE FRANT BREWERY  
ON THE BELL YEWS GREEN TO FRANT ROAD  
TQ 605 359  
The attractive 1893 brewery building survives intact (except for the chimney). Designed by the renowned brewery architect William Bradford.

B1.13 EASTBOURNE, THE GOLDEN HOP BREWERY, 24A SEASIDE  
TV 617 991  
Founded in about 1877 the brewery had a short life. The premises survive at the rear reached through an archway to Golden Hop Yard. Since 1886 they have been put to other uses.

B1.14 THE BATTLE BREWERY,  
15 THE HIGH STREET  
TQ 747 159  
The former premises of James and Edward Baily built in 1850 can be found down a passageway behind the Nat West Bank, reached through an archway. Brewing ceased in 1911.

B1.15 RYE, THE STRAND BREWERY  
TQ 919 202  
This brewery and adjoining malthouse probably date from soon after 1791 when the wharf was built. The wall inscription L.M. 1802 refer to an enlargement by Lewis Meryon and a second plaque M.H. 1840 to a later partnership with William Holloway. Brewing ceased by 1850 when the premises were offered for sale.
MALT HOUSES

Malt, an essential ingredient in the production of beer, is produced in a malthouse by first steeping barley in a cistern of water for up to 48 hours. After the water has been drawn off the barley is spread on the floor and allowed to germinate for between 8 to 15 days. The sugars in the barley undergo a chemical change making them suitable for brewing. The resulting malt is finally dried in a kiln at various temperatures depending on the kind of beer to be produced. Most malting was carried out by brewers close to their breweries although there were a few independent maltsters who produced malt ‘for sale’ much of which was sent out of the county. No malting is now carried out in Sussex but several malthouses have survived, easily recognised by their rows of small ventilation windows on one or more low floors and a drying kiln with its steep roof topped by a cowl.

B2.1 CHIDHAM (THE VILLAGE HALL)
ON THE A 259 ROAD
SU 792 053

The present village hall on the south side at the junction with Chidham Lane has been converted from a malthouse operated by a ‘maltster for sale’.

B2.2 CHICHESTER, DRAYMANS MEWS, 112/113 ST PANCRAS
SU 867 050

Malting had been carried out on this site for over 200 years for several brewers. On the closure in 1910 of the Eagle Brewery, Arundel malting ceased and it became a brewer’s store; it is now private residences.

B2.3 ADVERSANE, STANE STREET
TQ 074 232

A row of cottages opposite the ‘Blacksmiths Arms’ pub were once one of five malthouses belonging to the Allen brothers. In 1857 they fled the country rather than face prosecution by the Excise for malt duty fraud where stocks had been concealed from duty assessment. Malting appears to have been carried out here by family members until the 1880s.

B2.4 WORTHING, 42/44 PARK ROAD
TQ 153 027

Although standing on private ground at the rear of 42-44, Park Road, the former malthouse can be viewed from Beach Park that is to the east. A plaque on the south wall inscribed C.C.1836 records the building by Charles Carter who owned the Fountain Brewery in Chapel Road. Malting ceased in the 1870s and since then it has been used as a builder’s store.

B2.5 SOUTHWICK, WATERFRONT THE YACHT CLUB
TQ 244 050

The Sussex Yacht Club premises with its six hipped roofs close to the locks started life in 1816 as a malthouse. It was built by John, Philip and James Vallance whose initials are on the wall. They owned the West Street Brewery of Brighton. Production was transferred to larger premises at Kingston in 1844 although the Southwick premises may have been used from time to time by other maltsters until the later part of the nineteenth century.

B2.6 EAST GRINSTEAD, THE BRITISH LEGION CLUB, STATION ROAD
TQ 389 385

These premises were once the malthouse of the nearby Hope Brewery. When this closed in 1920 it became redundant and closed.

B2.7 COOKSBRIDGE, (THE VILLAGE HALL) ON THE A 275 ROAD
TQ 400 132

The hall was built as a malthouse in the middle of
the nineteenth century to supply the brewery of George Norman that was situated a mile to the north. The brewery burnt down in 1912 and the redundant malthouse was let to the parish council soon afterwards.

**B2.8 LEWES, ‘THE MALTINGS’, CASTLE PRECINCTS**

TQ 414 102

The present building until recently used by the East Sussex Record Office was once the malthouse, built c1852, to supply the nearby Castle Brewery. It was bought by Beards of the Star Lane Brewery and continued in operation until just before the Second World War.

**B2.9 UCKFIELD, CHURCH STREET**

TQ 471 214

The old malthouse of Edward Kenward dates from c1812 and survives next to the church having been put to various other uses since 1862.
During the sixteenth and seventeenth century, following the introduction of the blast furnace, the Sussex Weald became the centre of England's iron industry. The Weald contained the raw materials; good quality iron ore, large areas of timber for producing charcoal to fuel the furnaces and a plentiful supply of water. Rapid expansion swallowed up the forests and created artificial lakes, known as hammer ponds, by damming the streams. These ponds provided the power to operate the blast furnace bellows, the forge's tilt hammers and the boring tools used in cannon manufacture. The industry declined during the eighteenth century when coke replaced charcoal for smelting. Visible remains are few, many of the sites being built in secluded locations, except for some hammer ponds. During the nineteenth century iron foundries, melting a mixture of pig and scrap iron in cupolas for casting in moulding sand, were established in most large towns, supplying the surrounding area, all of which are now closed.

HAMMER PONDS

Particularly attractive examples in typically wooded settings are Hawkins Pond (TQ 217 292), Hammer Pond (TQ 219 289) and Slaugham Pond (TQ 249 281). These are in St. Leonards Forest east of Horsham. In each case a minor road runs across the earthen dam, or bay. Both the drop necessary to provide adequate power and the quantity of water stored to ensure continuous operation of the works is well demonstrated.

I1.1 SHOREHAM AIRPORT, PILLAR BOX
TQ 204 051
This 'Air Mail' pillar box was manufactured between 1932 and 1938 by the Carron Company of Falkirk and is situated facing the terminal building's main entrance. It was originally painted blue with a vertical oval plate bearing the words AIR MAIL surmounting the cap. One of only three boxes still with the original double plate holder that gave details of collection times in one aperture and postage rates by 'Air Mail' in the other. The service was discontinued on the outbreak of war in 1939 and boxes were repainted red for normal postal collections.

I1.2 BRIGHTON, PILLAR BOX
TQ 302 044
Located at the corner of Montpelier Road and Western Road this First National Standard pillar box was manufactured in 1860 by Cochrane & Company of Dudley. It is of the larger 'A' type with the posting aperture, which had a hinged flap that could not be left open, below the cap. It is thought to be the only remaining example in daily use.

I1.3 BRIGHTON, MADEIRA TERRACE AND LIFT
TQ 323 036
The great sea wall stretching along the face of the East Cliff from the Old Steine to Kemp Town was constructed between 1830 and 1838. In 1890 a terrace supported by cast iron columns and delicate latticed arches, adorned with moulded heads of Neptune and Amphitrite at their crown, was commenced. It extended east from the Aquarium to Dukes Mound and was completed in 1897. The iron work was cast at
Every's Phoenix Iron Works in Lewes. The Madeira Lift and Shelter Hall near the eastern end of the terrace was constructed at the same time. The lift was originally hydraulically powered. The upper entrance kiosk, at the cliff top, now Marine Parade, is surmounted by a pagoda roof with fish-scale decoration and a griffin at each corner. The lift now electrically driven descends into a shelter at the base of the cliff originally with reading, refreshment and toilet facilities intended to shelter visitors in inclement weather.

11.4 LEWES,
MEDHURST GRAVE MARKERS
TQ 409 100

In the grave yard of St Annes Church in Western Road, Lewes, are a fine collection of 13 'deadboard' grave markers commemorating the family of Samuel Medhurst, the Lewes millwright, whose works were opposite. They are of cast iron with a post at each end and a 'board' between giving details of the deceased. The dates of the death are recorded between 1828 and 1887. It is likely they were all erected following Samuel's death in 1887 and probably cast at the nearby Phoenix Ironworks.

11.5 LEWES, EVERY'S PHOENIX IRON WORKS, NORTH STREET
TQ 417 105

The works were founded by John Every in 1835 and moved to the riverside site at the bottom of North Street in 1861. By 1900 there were two cupolas and large and ornate castings were being produced which can be found particularly in the coastal resorts. Production declined in the 1950s with the final casting being made in 1986. The remaining buildings consist of the smith's shop of 1902, abutting North Street, the 1911 non-ferrous foundry, with iron framed windows shown in a contemporary Every catalogue, and a range of pre-1914 sheds both fronting Phoenix Place. Currently used as artist and craft work units the site is under threat of redevelopment.

11.6 WADHURST,
CAST IRON GRAVE MEMORIALS
TQ 640 318

These illustrate one of the few products of the Sussex iron industry surviving locally. The collection in the church floor and churchyard, number over 30, and range in time from 1617 to 1799, providing the finest example in any Wealden church.
FACTORIES

These were never a feature of the Sussex landscape most manufacturing being undertaken in small workshops and it was not until the twentieth century that larger buildings were built.

I2.1 CHICHESTER, SHIPPAM'S FACTORY, EAST WALLS
SU 864 048

Shippam's famous for a wide range of potted meat and fish paste also produced a variety of canned foods. The processed foods factory was built 1912-14 and steadily expanded as the reputation of its products spread. It closed in 2002 and in 2006 planning permission was granted to redevelop the site. All that remains of the factory is part of its facade along East Walls together with the entrance to the former board room on the corner of East Street, now used as a shop window. The large clock with its pendant wishbone - a reference to chicken products - serves as a reminder of past glories.

I2.2 CRAWLEY, CROMPTON WAY
1950s BUILT TO LET UNITS
TQ 273 381

The first factories for the 'New Town' were ready in late 1950. Large firms had factories designed around their needs but a number of standard units were also built to let. Many of the larger sites have now been cleared and rebuilt upon. However a few of the standard units survive in Crompton Way. These single storey buildings feature 'wavy roofs' typical of the period, and single storey offices abutting the front or sides of the working area with doors and windows often shaded by an overhang of their flat roof.

I2.3 CRAWLEY, BOC OFFICES
20 FLEMING WAY
TQ 273 381

A 1960 purpose built factory for the British Oxygen Company, (BOC), with a single storey office frontage and large workspace behind. The long and low brick offices, now unused, have windows running the length of the building and a central canopied entrance; features typical of the period. Some windows retain their original Crittal metal frames and the site remains in the occupation of BOC.

I2.4 HOVE, FORMER SWEET FACTORY, STONEHAM ROAD
TQ 276 055

A seven bay red brick three storey factory constructed in 1902 formerly Maynards sweet factory. The top floor was devoted to sugar boiling and making the lettered sticks of rock for their Brighton shops as well as for other seaside towns. The three decorative Dutch 'gables' are an attractive feature. The glass pitched roof is a modern addition when the building was converted to loft style town houses in 2000.

I2.5 HOVE, DUBARRY PERFUME COMPANY
TQ 289 056

Viewable from the railway footbridge it is the most impressive factory building in Brighton and Hove,
with a frontage of 536 feet. This range of three and four storey buildings is situated facing the railway, to the west of Hove station. Built for the Dubarry Perfume Company in 1930 it is noted for its fine green and white mosaics, advertising the company’s products, and pleasing fenestration. Following the demise of the company in 1962 it was subsequently converted to small live/work units.

12.6 BRIGHTON, HOLLINGBURY INDUSTRIAL ESTATE
TQ 321 092

One of the first buildings completed in 1948 for Typewriter Sundries Ltd, is situated immediately north of the bend in Crowhurst Road. The building which is of brick construction with cement facings has large windows along the length of the frontage and a wide stairway to the main entrance. A tower at the south end of the building houses the stairs to the upper office floor. The clean modern lines are typical of the period.

A small purpose built factory for KDL Precision Engineering later Talbot Tools was built in 1950.

12.6: Hollingbury Industrial Estate, factory built for KDL Precision Engineering

on the south side of Crowhurst Road. Brick built with a flat roof it has ceramic tiles decorating part of the frontage, the factory is on one floor with office space above.

The largest of the early factories was constructed for CVA Jigs, Moulds and Tools Ltd in 1952. Behind the long office frontage, on the south side of Crowhurst Road, is a six bay production area built in a series of vaulted sections with large circular windows in the roof, a rather unusual arrangement and quite rare. To the east, behind Talbot tools, is the even larger CVA factory of 1958. In 1968 both these factories were linked into a further extension fronting the park at the southern boundary of the estate.

A later factory completed for Gross Cash Registers Ltd in 1960 is situated in the area where Crowhurst Road turns north. It has a roof car park with a rather unusual access ramp which runs through the front of the west facing facade.
WINDMILLS

Sussex is fortunate in having so many surviving mills, of which eleven are open to the public during summer weekends and five grind corn. The latter part of the 1990s saw a surge in the restoration work on mills in the county.

There are three types of mill in the county.

A POSTMILL has a timber body, carrying the millstones and sweeps, which rotates whilst supported by a post and trestle.

A SMOCK MILL has a substantial timber tower containing the millstones; the cap alone rotates and carries the sweeps.

A TOWER MILL has a stone or brick tower.

SWEEP is the Sussex name for a driving sail.

TALTHUR raises the rear steps from the ground.

The following mills are open to the public. Please check days and times of opening, normally available at: www.sussexmillsgroup.org.uk

W1.1 SINGLETON, WEAUD AND DOWN OPEN AIR MUSEUM

SU 875 128

Reconstructed hollow post mill that originally stood at Westham in East Sussex and was rebuilt here in 1975. A mid nineteenth century wind powered pumping mill originally used to drain brick clay workings. Power is transmitted from the sails and the windshaft to a vertical iron rod by bevel gears. The iron rod passes down the hollow centre-post and, with another pair of bevel gears, drives a horizontal shaft below the post. On this shaft are fixed two eccentric cams driving push rods connected to the vertical pistons of two lift pumps. Now pumps water from the water mill back up into the mill pond, wind permitting. One of the museum exhibits.

W1.2 HIGH SALVINGTON MILL AND GLYNDE WINDPUMP

TQ 123 066

A black post mill with tailpole and talthur. Built about 1745, the mill is one of the oldest now standing in Sussex, but paradoxically most of the main timbers have been renewed in recent times. After ceasing work in 1897, it served as a tea room and local attraction before coming into the ownership of Worthing Borough Council in 1959. Now completely restored to working order and grinding corn to produce flour for sale on open days. The restored windpump from Glynde has been re-erected on this site. This was originally used for pumping water to drain the lime kilns at the Glynde quarry. Situated to the north of the A27 road in High Salvington.
W1.3 CHARLWOOD, LOWFIELD HEATH MILL  
TQ 235 408  
A white post mill with tailpole and talthur. It is believed this mill was moved from Horsham Common to Lowfield Heath about 1738 by the Constable family. Lowfield Heath was in Surrey until 1974 when boundary changes designated it to Sussex. However with the encroachment of Gatwick Airport the mill was dismantled and moved back into Surrey on the outskirts of Charlwood in 1988. It was subsequently reconstructed and restored to a workable condition. She ceased working by wind in 1880. Now owned by a trust, and fully restored into working order.

W1.4 WEST BLATCHINGTON MILL, HOLMES AVENUE, HOVE  
TQ 279 068  
A preserved hexagonal smock mill erected on a pre-existing flint and brick tower to which abutted barns on the north, west and south side. Built circa 1820, it ceased work in 1897. Painted by John Constable in 1825, this ‘lady’ was modified and updated during her working life. Much use is made in the internal construction, of old ship’s timbers which pre date the mill. It was owned by the Abergavenny Estate but is now in the care of Brighton & Hove City Council and the Friends of West Blatchington Mill. On both floors of the west barn there is a fascinating exhibition of milling bygones and rural artefacts. In the north barn there is the Frank Gregory Memorial Gallery on which are housed a library of mill books and the H E S Simmons papers relating to wind & water mills in Sussex.

W1.5 CLAYTON, JACK & JILL MILLS  
TQ 303 134  
A well known and unique pair of windmills standing high on the South Downs.

W1.6 KEYMER OLDLAND MILL  
TQ 321 163  
A white post mill with spring sweeps and tailpole and talthur. She was first shown on an estate map of 1703 and was owned by the Turner family for her entire working life which ended in 1912. A fine collection of iron machinery was added during the Victorian era including a cast iron windshaft fitted in 1873 by Boaz Medhurst of Lewes. The large external pulley wheel and auxiliary drive were used to run the machinery inside the body by
steam engine when there was no wind and is now
the only known surviving example in the region.
Following a major reconstruction project which
began in 1980, the mill produced flour once again
in 2008 and has received several conservation
awards. Approachable by foot from Keymer
or Ditchling but there is no vehicular access or
parking on site.

W1.7 ROTTINGDEAN,
BEACON HILL MILL
TQ 366 025

Externally renovated black smock mill. Erected in
1802 for Mr T Beard, and worked until the early
1880s. Originally owned by the Abergavenny
Estates, and now owned by Brighton and Hove
City Council and leased to the Rottingdean
Preservation Society. Some of the original
machinery remains. She is occasionally open
to view and provides a coastal landmark
standing next to a public footpath on the edge
of Rottingdean.

W1.8 CHAILEY, HERITAGE MILL
TQ 387 214

Externally renovated white smock mill with fantail.
Built c1830 at Highbrook, five miles north of here
and then moved nineteen miles to Newhaven in
1844. In 1864 it was moved to the present site by
Samuel Medhurst of Lewes. Mounted on a single
storey brick base the mill worked until just before
the First World War. Although devoid of most of
her machinery, the mill houses a rural life collection.
Until the county boundary changes during the
1970s the mill reputedly marked the approximate
centre of Sussex. The mill stands at the far end
of Mill Lane just north of the A272 road near the
junction with the A275.

W1.9 NUTLEY, POST MILL
TQ 582 291

A restored black open trestle post mill with tailpole
and talthur. It is believed the mill was erected here
c1820 but contains timbers and machinery that
are considerably older. The post has been dated
to the sixteenth century by dendrochronology
making it the oldest known example in England.
The mill last worked in 1908. She is the only
surviving open trestle post mill in Sussex and the
only workable example surviving in England. All
machinery is present and capable of occasional
grinding. This mill has been well restored and
 gained several awards. Park in Ashdown Forest
car park and walk the short distance back. North
of the Nutley to Duddleswell road.

W1.10 POLEGATE, OVENDEN’S MILL
TQ 582 041

A restored red brick tower mill with fantail. Built
in 1817 for Joseph Seymour. Worked by wind
power until 1943, following which an electric
motor was used until grinding finished in 1962.
Mr Albert Ovenden the last owner, generously
made the mill and ground over to the Eastbourne
& District Preservation Trust for £1,000. The trust

W1.8: detail of Chailey Mill
survived in a derelict condition until 2003 when restoration commenced with Heritage Lottery funding. Over a 3 year period the superstructure was almost entirely reconstructed and the weather-boarded exterior was covered with zinc sheeting to resemble the iron sheeting present at the end of her working life. Situated on the A271 between Boreham Street and Hertsmonneux.

The following windmills are not normally open to view but the exteriors can be seen from adjacent public paths or roads.

**W2.1 EARNLEY, SOMERLEY MILL**

**LII**

Small smock mill originally with a black multi-sided ogee cap typical of the Manhood Peninsular area, fantail and one pair of common and one pair of spring sweeps. Erected c1797, and believed to have been raised on to a single storey brick base in 1827, she last ground by wind in 1942. Owned from 1845 for 100 years by the Stevens family. A long term restoration project undertaken by the Darby family made good progress during the 1970s and 1980s but unfortunately was never completed. The exterior has been renovated by a successive owner but there is no cap or sweeps. Most of the machinery is present on site. Stands in a private garden close to the B2198 Bracklesham road.

**W1.11 STONE CROSS MILL**

**LII**

An attractive white cement faced brick tower mill, reflecting some Kentish practice, with a fantail. Built in 1876 by Stephen Neve of Warbleton and worked until 1937. The mill has been restored to working order and now grinds regularly. Almost surrounded by housing and now owned by a trust it is situated off the B2247 road to the east of the crossroads with the B2104.

**W1.12 WINDMILL HILL MILL**

**LII**

A giant white post mill with two storey roundhouse, patent sweeps and tailpole and talthur, erected c1814-19. Between 1878 and 1892 she was owned by the Hammond brothers of Clayton mills who installed their patent sweep governor. A pair of millstones in the roundhouse was worked by steam engine from 1894 until about 1914. The mill
W2.2 SELSEY, MEDMERRY MILL
SZ 844 934
Converted red brick tower mill with dummy sweeps but missing her fantail. Built circa 1805 and worked until 1890 when she fell into disrepair. Completely rebuilt by J.W. Holloway of Shoreham in 1907/08 then worked until the early 1920s by Faine & Co. Some basic machinery survives, but the lower floor is used for commercial purposes as part of the adjacent holiday caravan site. Very prominent to the west of Selsey village on the West Sands holiday complex.

W2.3 HALNAKER MILL
SU 920 096
Externally renovated tile hung brick tower mill with common sweeps and having once had a fantail. The oldest remaining tower mill in Sussex, erected circa 1750 for the Goodwood Estate. Last worked in 1905 and restored externally in 1934 as a static landmark. Little of the interior survives but she is well worth the short walk required, as is the view. A prominent landmark seen for many miles from the south. Just off the A285 road north east of Chichester.

W2.4 BARNHAM MILL
SU 966 039
A black tower mill with white beehive cap, fantail and bare stocks. Built in 1829 and extensively reworked in 1890 by J.W. Holloway of Shoreham, she finished working by wind in the early 1920s when a gas engine took over and later electric power until 1963 when she ceased working. A major renovation programme was undertaken between 1991 and 2004 but the mill and adjoining buildings were later converted into living accommodation. The tower, which is built of flint and brick, still contains the basic machinery. The mill is a prominent landmark and easily spotted adjacent to the B2233 road through Barnham village.

W2.5 WEST CHILTINGTON, MEETEN’S MILL
TQ 085 181
Erected circa 1838 and refitted by W. Cooper of Henfield in 1865. Worked until 1922 when all the machinery (except the windshaft) was removed and the building converted into living accommodation. Stands on a two storey sandstone base, the mill was originally hand winded before the addition of a pretty white fantail. Now privately owned, the exterior of the mill may be seen by walking up a sunken lane.

W2.6 SHIPLEY, VINCENT’S MILL
TQ 143 219
A white smock mill with fantail, maintained in working condition. Built by Grist & Steele of Horsham for Friend Martin in 1879. Came into the hands of Hilaire Belloc in 1906 and continued working until 1926. She is a very large mill (measuring 26 feet across the inside corner case of the smock) standing on a two storey brick base and equipped with an auxiliary drive for engine power. All the original tackle is in place and a second hand auxiliary engine has been installed to replace the missing steam engine. Filming by the BBC was undertaken here for the television series Jonathan Creek. Somewhat sheltered today and stands in the beautiful setting in the village of Shipley.
W2.7 PATCHAM, WATERHALL MILL
TQ 292 086
Converted cement faced brick tower mill with fantail. Built in 1885 by J W. Holloway of Shoreham and worked until 1924. Subsequently converted into living accommodation with the machinery and millstones still intact between the floors. This was the last windmill to be built in Sussex. Stands south of the A27 Brighton bypass, on Mill Road. Best viewed from Green Ridge in Westdene.

W2.8 CROSS-IN-HAND, NEW MILL
TQ 558 218
Fatigued white post mill with Sussex tailpole fantail. Originally erected at Framfield, brought to Cross-in-Hand and rebuilt in 1855 on a site 500 yards south west of here. Moved to present site in 1868 by Samuel Medhurst of Lewes. The exterior is covered with metal sheeting. Worked until 1969 and was the last windmill to grind commercially in Sussex. Stands just off the B2102 road in Cross-in-hand village on private ground up a short drive.

W2.9 MAYFIELD, ARGOS HILL MILL
TQ 570 283
A white post mill with patent sweeps and a Sussex fan-tackle. Built in 1835 and worked until 1927. The extension at the tail of the body is one of many features of special interest. All the original machinery survives. A major restoration project commenced in 2014 and, when completed, the mill should reopen to visitors. Visible for miles around, high on Argos Hill, just west of the A267 road and standing on private ground next to the lane.

W2.10 PUNNETT'S TOWN, BLACKDOWN MILL
TQ 627 209
Rebuilt white smock mill with fantail. Believed to have been brought here in 1857 from Biddenden, Kent, after the nearby post mill was burnt down. The mill was re-erected on a two storey base of sandstone hewn locally. She worked until the late 1920s and was partially dismantled. Painstakingly rebuilt by the late Archie Dallaway to its present remarkable trim. A striking and attractive landmark north of the B2096 road. Stands on private land but can be viewed externally from the adjacent road.

W2.11 BATTLE, CALDBEC HILL MILL
TQ 748 166
A house-converted white smock mill with dummy metal sweeps and fantail. Erected in 1805 and worked until the First World War. The exterior of the smock was covered with zinc sheeting in 1984 which preserved the mill remarkably well. All internal machinery was removed in 1920. The original cast iron windshaft is on display at Polegate Mill. Stands on private ground off Caldbec Hill next to a public footpath.

W2.12 ICKLESHAM, HOG HILL
TQ 887 160
Renovated black post mill with roof-top fantail and trolley steps. Erected in Pett in 1781 and moved here in 1790 where the mill worked until the late 1920s. Very picturesque privately owned with curved mill house affording fine view to the south. May be seen from Wickham Rock Lane between Icklesham and Winchelsea. Stands on private land off the road with a footpath running close by.
WATERMILLS

Unlike windmills that are generally situated on exposed positions watermills tend to be sited in well hidden wooded valleys. However we are fortunate in Sussex in having a number of mills that are available for all to see. There are also some that are not open to view that can be seen from adjoining footpaths and roads.

The following are open to view:

W3.1 SINGLETOn, WEALD AND DOWN MUSEUM, LURGASHALL MILL
SU 875 128
Small stone watermill with overshot waterwheel. Rescued and rebuilt at the museum where it can be seen at work on most days. Mainly wooden machinery with two pair of millstones.

W3.2 CRAWLEY, IFIELD MILL
TQ 245 364
On the site of a sixteenth century iron forge, a corn mill was erected in 1649 and rebuilt in 1814. Milling ceased in 1927, it became derelict until 1974 when restoration began by volunteers. Has a fine working waterwheel and collection of milling machinery. Currently leased to Crawley Museum Society. Situated in Hyde Drive, Crawley.

W3.3 MICHELHAM PRIORY MILL
TQ 556 093
Old timber framed building on brick base. The machinery was removed in the 1920s and a turbine installed to generate electricity but this does not survive. A new waterwheel and machinery have been installed with one pair of stones usually grinding wholemeal flour to sell at the mill. Owned by Sussex Archaeological Society.

W3.4 BATEMANS, BURWASH PARK MILL
TQ 670 236
Eighteenth century brick and timber framed building with a 10 foot 9 inch diameter overshot waterwheel and three pair of stones. Owned by The National Trust and in working order following restoration work largely by members of Sussex Industrial Archaeology Society in the 1970s. Usually grinding most weekends during the summer months. Adjoining the mill is a Gilkes water turbine installed by Rudyard Kipling in 1902 to drive a dynamo to provide electric light for the house; also in working order.
The following watermills are in various states of repair and can be seen from adjacent public roads or footpaths but are on private land and not normally open to the public:

**W4.1 LOXWOOD, BREWHURST MILL**
TQ 046 311
Large nineteenth century mill containing most of the interior machinery and two pairs of stones. The remains of an overshot wheel are beneath the floor plus an exterior undershot floodwheel. In 1928 a Blackstone oil engine, now restored to workable order, was installed which ran until 1981 although commercial grinding ceased in 1968. Close to a footpath.

*below, W3.4: Waterwheel and turbine, Burwash Park Mill*  
*below right, W4.3: gas producer plant at Cobbs Mill, Sayers Common*

**W4.2 HORSHAM, WARNHAM MILL**
TQ 168 323
Fine building, stone lower walls then brick. Tile hung gable and a handsome Horsham stone roof. Large rebuilt iron and wood waterwheel. Basic machinery survives with building converted to commercial use. Stands alongside the Warnham Road, near the Robin Hood Roundabout.

**W4.3 SAYERS COMMON, COBBS MILL**
TQ 274 190
An interesting nineteenth century mill, built to replace a much older predecessor, which ceased working in 1966 and is now partially house-converted. The restored overshot waterwheel (penstock dated 1868) worked four pairs of millstones by a layshaft. Some machinery by W Cooper of Henfield remains. A gas producer plant and a Tangye single cylinder, open crank, horizontal, four stoke gas engine were installed in 1906 to provide power when water levels were low. The rebuilt engine now runs on propane and the producer plant has been cosmetically restored. Beside public footpath and can be seen from lane leading off the A23 road.

**W4.4 LINDFIELD, DEANS MILL**
TQ 354 261
A fine four storey mill rebuilt 1881. Last used in 1976 and still retaining all the machinery, kept in excellent but unused condition. Regrettably the
iron breast waterwheel which drove four millstones has lost most of its buckets. Can be viewed from fisherman’s path on bank of River Ouse to the north of Lindfield.

**W4.5 FURNERS GREEN, SHEFFIELD MILL**

TQ 416 257

Small mill with a large millpond on site of former iron furnace. Old wooden layshaft drives two pair of millstones but more recent cast iron waterwheel by Medhurst of Lewes. Can be seen from footpath along mill bay. Off the A275 to the east of the village along a track.

**W4.6 UCKFIELD TOWN MILL**

TQ 474 209

Interesting group of buildings showing growth of business. The oldest is dated 1792, five floors, slate hung with enclosed waterwheel. In 1894 a five floor roller mill was added built of brick on brick piles and powered by a turbine. In 1922 a brick storage building was erected between the existing mills. The complex ceased work in 1950 and the exterior has sympathetically restored and the building used for office accommodation. No machinery remains. Can be seen upstream of the road bridge in the town centre.

**W4.7 HELLINGLY MILL**

TQ 585 125

Timber framed building on brick walls dating from 1749 with three pairs of millstones on T-shaped hursting. Restored with one pair of stones and new 7 foot 6 inch diameter by 10 foot wide waterwheel. Privately owned but can be seen alongside the road to the north of the village.
TIDE MILLS

Tidemills are really watermills with greater availability of water. With this type of mill the incoming tide is allowed to enter a mill bay and be trapped at high tide. The difference in levels with the outgoing tide is utilised to drive a waterwheel. Thus the miller is guaranteed two periods every day when power is available unlike the normal water mill that can lose all its water in times of drought. There are no examples of tidemills extant but we have remains of the following.

W5.1 BIRDHAM TIDE MILL
SU 824 011
The mill is recorded as being rebuilt in 1768 and again in 1891. A timber building with five pairs of stones and two waterwheels, one inside the building, it ceased work in 1935. Now stripped of all internal machinery, the sluice and mill bay are still recognizable. Part of the millpond and the building are used as a marina and office.

W5.2 SIDLESHAM TIDE MILL
SZ 861 973
Again the foundations are all that can now be found of this mill that was part of Pagham Harbour.

The last mill on this site was built on 1755 with three large waterwheels driving eight pairs of stones. However by 1876 the mill was left high and dry as a result of the Reclamation Act for Pagham Harbour and was converted to steam power until its demolition during the First World War. The brick footings are all that remains of the mill; on the other side of the road is the much reduced millpond.

W5.3 BISHOPSTONE TIDE MILL
TQ 459 002
This extensive complex was erected in 1761, large areas of marshland were excavated and earthen banks erected to form millponds to the east, fed by a tidal creek from the River Ouse at Newhaven. The 16 pairs of millstones were driven by three undershot wheels. A windmill atop the buildings was used to unload sacks of grain from barges. Grinding took place for four to five hours during each low tide. In 1876 a violent storm caused much damage and the mill closed in 1883 and the creek was closed off. Today only mill footings and culverts remain. Information boards are erected around the site.

W5.3: remains of the tide mill at Bishopstone
P1.1 LITTLEHAMPTON

The River Arun has always had a problem with silting and a number of river mouth channels were cut at various times as silting occurred. In 1735 a new cut was completed to the west of the then entrance and two piers were constructed. These finally stabilised the entrance, and allowed development as a harbour although Arundel remained the principal port until the 1820s. The West Pier caught the sand and silt which would have clogged up the river and allowed the formation of shallow sand flats and sand dunes on West Beach. Shipbuilding was carried out on both banks during the nineteenth century, and boat repair yards remain on the west bank. Timber storage sheds lined River Road until recently but these have all been demolished for apartments.

EAST BANK OF RIVER

OLD RAILWAY WHARF
TQ 022 023

This is situated north of the footbridge. It was mostly built by the London Brighton & South Coast Railway in 1863. Between 1863 and 1882 scheduled steamboat services ran to the Channel Islands and Honfleur in France. The main imports were eggs, butter fruit and vegetables but following withdrawal of the railway services, coal and timber. The only remaining building is the former Custom House of 1864-65 which was heightened and extended to the north in 1972. The public house nearby is appropriately named 'The Steam Packet'. Today only aggregates dredged from the English Channel are landed on the old railway wharf.

DRAW BRIDGE
TQ 022 021

A modern footbridge opened in 1981 stands on the site of the 1908 road bridge. Three brick pillars with cap stones, surmounted by lamp columns, two on the west and one on the east side together with some railings, are all that survive of the former road swing bridge. The swing bridge replaced a chain ferry of 1824.

RIVER ROAD
TQ 023 022 to TQ 025 020

South of the bridge are several small warehouses of flint and brick construction with slate roofs. The northern range retains part of the original street elevation; as an unsightly feature fronting new apartments. The southern part, the earliest, has a stone inscribed 'ISEDONGER 1830' at first floor level. The Isemongers were shipbuilders and seafarers.

PIER ROAD, GAS WORKS
TQ 028 017

The flint drill hall with slate roof and adjacent retail premises were the coal store and manager’s house of the 1847 gas works, the site being strategically placed for receipt of sea-borne coal. In the late 19th century the works moved to the west end of Gloucester Road (TQ 021 024) north of the railway where coal was delivered by rail. Here
can be seen the former offices, workers housing and a surviving gas holder.

**EAST PIER**
TQ 029 012
The timber east pier is much the same length, 220 feet, and in the same position as that of the 1735 pier although it has been rebuilt several times. The disused concrete lighthouse replaced an earlier timber structure in 1945. This is the best position to view what may be the remains of the original west pier at low tide at the foot of the timber fender piles.

**WEST BANK OF RIVER**
**CLIMPING SHIPYARD, ROPE WALK**
TQ 022 021 to TQ 023 019
The boat building yards of David Hillyard were laid out in 1837 as Stephen Olliver’s shipyard. Operated by Harvey’s from 1846 to 1921, building boats up to 600 tons, many of the old sheds and an old wet dock remain but in an altered condition. The southern group of buildings were used by Osbornes from c1920 to c2000 who built over 100 lifeboats here. There was a covered ropewalk which ran the entire length of the landward boundary of the site, now River Road. The building that may have housed the machinery, at the north-west corner, still exists. 50 yards further south is a two-storey flint and brick building with a later hipped roof that housed the steam sawmills and probably powered a patent slip.

**P1.2 SHOREHAM HARBOUR**
The Port of Shoreham is situated at the mouth of the River Adur. A harbour has existed here since Roman times. The present opening through the shingle spit of land, with three piers, east and west parallel to each other, and a smaller middle one, was completed in 1821. Prior to this the river had found its way to the sea by breaching the spit at several places between the present opening and a point to the east at Aldrington now part of Hove. The piers were entirely rebuilt in the twentieth century when the middle one was shortened and the other two lengthened and re-aligned. The port has undergone many changes in the last hundred years and today mainly bulk cargoes such as timber, steel and building materials are handled. Ship-building, once a thriving industry has ceased although the remains of a slip-way (TQ 216 049) can still be seen to the north east of the footbridge. Most of the harbour can be viewed from public roads.

**LIGHTHOUSE**
TQ 234 049
The simple stone lighthouse (strictly a light tower as it guided vessels into the harbour rather than warned of danger) is opposite the harbour entrance. The tower is built of limestone with the lantern roof surmounted by a four feet diameter
bronze ball and weathervane. Work commenced in 1842 and the light was first shown in 1846, the date above the entrance door. Originally oil burning, gas was used from c1880 until the changeover to electricity in 1952. An original lamp is preserved at the Marlipins Museum in Shoreham together with many other Shoreham maps, pictures and artefacts.

THE LOCKS
TQ 242 048
The first lock, 175 feet long and 31 feet wide, and now a dry-dock was opened in 1855. The second, the Prince George Lock, 240 feet long and 40 feet wide was opened in 1933 for vessels up to 1500 tons. It has been fitted with sector gates and is now used by yachts and fishing boats. The third, the Prince Philip was opened in 1958 enabling larger vessels of up to 4,500 tons to bring coal to the former gasworks and power stations.

POWER STATION
TQ 246 048
A gas fired station built on the site of a former coal fired plant opened in 2002 and cost £150m. It is owned by Scottish Power and runs on natural gas. The exhaust gases from the gas turbine pass through a heat recovery boiler producing steam which drives a steam turbine. The gas turbine shaft and steam turbine shaft are coupled together to drive the generator. The chimney, a local landmark, is only 20 feet lower than those of its predecessor and the single generator has a greater output than the six in the building it replaced.

THE EASTERN ARM BASIN ROAD
TQ 268 047 to TQ 243 048
The eastern arm of the harbour is the original course of the river which became silted up. When the 1855 lock was built it was dredged to a depth of 15 feet to form the 1¾ mile long Southwick Ship Canal; the impounded water making it navigable again. Silos (TQ 258 048) built from 1981 receive grain from local farmers for drying and storage prior to distribution. The six brick built transit sheds (TQ 244 048) to the south east of the locks no longer handle import cargoes. Nearby is the pump house (TQ 241 048) housing pumps for maintaining the water level in the canal and providing cooling water for the 2002 power station. The Canal can now accept vessels of up to 350 ft in length.

THE ADUR FERRY BRIDGE
TQ 217 048
The river is crossed by a new bridge for pedestrians and cyclists, which opened in 2013 replacing a 1921 footbridge that was subject to a toll until the Second World War. The bridge which links the town to the beach has seven spans and is 700 feet with a pivoting centre section to allow river traffic.

P1.3 NEWHAVEN
In the sixteenth century the River Ouse entered the English Channel at Seaford but in c1539 a new outlet was made at Meeching, later to be called Newhaven. Unprotected by piers this soon silted up. It was not until the 1730s when the need for a harbour arose rather than an outlet for land drainage, that piers on both the east and west sides of a new entrance beneath Castle Hill were erected. These were rebuilt in 1793 on a more easterly orientation. The simple but crucial improvement that stopped the westward drift of shingle obstructing the entrance was the erection
in 1834-5 of a trap groyne 500 feet long west of the western pier. This also had the advantage of deepening the entrance by 9 feet to a depth of 17 feet which attracted the London Brighton & South Coast Railway to commence their Newhaven to Dieppe cross channel service in 1849. The curving western concrete breakwater constructed between 1880 and 1889 is 3,100 feet long. At the same time a new wharf, East Wharf, complete with railway station and warehouses was built to the south of Tidermills Creek for the now non-tidal dependent ferry service. These buildings have been demolished and a once thriving port has declined.

MARINE WORKSHOP RAILWAY WHARF
TQ448 014
Built in 1882 to service and overhaul the paddle and later turbine steamships that worked the Newhaven-Dieppe ferry service. A shearleg was erected to lift the boilers from the ferries but this was demolished in 1965. The workshop a square brick building of double height that still had the original forges is now being converted for further education use. The carpentry and paint shop adjoining to the south is part of the development.

SOUTHEASE SWING BRIDGE
TQ 428 053
The River Ouse was improved below Lewes to create the Lower Ouse Navigation between 1791 and 1795 by cutting off a series of lengthy meanders. Here where farmland had been severed an accommodation bridge was provided. The bridge has three wrought iron, lattice bowstring spans, the westernmost one being fixed whilst the other two are accommodated by a single structure pivoting about its centre to allow the passage of masted vessels. To open, a capstan bar was applied to a spigot in the middle of the deck, this turned a pinion below that engaged with a circular rack on top of the pier and rotated the bridge. Recently refurbished but no longer able to open.

P1.4 RYE
An ‘Ancient Town’ (sic) in the Middle Ages and the busiest port on the south coast in early Tudor days. However during the sixteenth century its trade began to decline due to the silting up of the River Rother. Attempts were made to establish a “new” harbour in the then estuary of the river which ended in total failure. Modern improvements support a fishing fleet.

THE STRAND QUAY
TQ 918 202
Some LII
Although now separated from their river frontage, by a 1960s road, are a group of fine brick and weather-boarded warehouses with slate or tile roofs. They date from the eighteenth and early nineteenth century and served the coal and corn merchants in business here. Converted in the 1980s to shops and apartments. Note also the stone building that allegedly housed a grist mill.

P1.5 SMEATON’S HARBOUR,
WINCHELSEA BEACH
TQ 918 161
In 1724 an Act was passed to replace the harbour at Rye, which had become blocked by silt and shingle. It proposed to join the waters of the Rother, Tillingham and Bresie in a new channel at what is now Winchelsea Beach. John Smeaton was consulted in 1763 on how to complete the harbour works which had started 35 years before and is attributed as being the designer, perhaps unfairly. The project was an expensive catastrophe. The New Harbour took 63 years to build, was fully operational for perhaps four months and was abandoned in November 1787. Eventually the entire harbour basin filled with silt creating what is now called the Harbour Field. The few remains of the outer channel, the east pier and the two pier heads are still visible subject to low tide and shingle drift.
P2 PORTSMOUTH AND ARUNDEL CANAL
SU 826 012 to TQ 004 038
The Sussex section runs from Ford to Birdham a distance of 11 miles 75 chains with two locks at each end. There are a few remains on the length from Hunston to Ford which opened in 1823 and on which commercial traffic had ceased by 1853. Part of the route is a public footpath. The Birdham to Chichester section now known (erroneously) as the 'Chichester Ship Canal' included a branch from Hunston to Chichester which allowed seagoing vessels to enter a basin at Chichester. It opened in 1822 and has been continuously in water. Commercial traffic ceased in 1906. The towpath is accessible for the entire length.

P2.1 BIRDHAM, SALTERNS LOCK
SU 826 012
The entrance lock from Chichester Harbour, not currently operable. It is abnormally deep, eight feet, to accommodate part of the rise and fall of the tide.

P2.2 HUNSTON, TRAMWAY BRIDGE ABUTMENT
SU 860 021
A mass concrete abutment survives on the northern side of the canal. This carried the lifting
bridge of the Hundred of Manhood and Selsey Tramway which opened in 1897 and closed in 1935. Its engineer was the redoubtable Colonel H F Stephens. A short section of permanent way has been installed by Sussex Industrial Archaeology Society on the abutment to show canal visitors what was previously here.

**P2.3 POYNTZ / PADWICK SWING BRIDGE**
SU 860 039
The only complete surviving swing bridge of seven supplied for the Birdham to Chichester section. The superstructure of Poyntz Bridge at Hunston was moved and erected on the pivot block of Padwick Bridge near the canal basin. These cast iron bridges, dated 1820, were supplied by C & H Tickell of Southampton. Each was 40 feet 7 inches long and weighed 13 tons with the pivot point at two thirds of its length. They were transported in kit form by sea and canal. Restored to working order by Sussex Industrial Archaeology Society between 1982 and 1997.

**P2.4 CHICHESTER BASIN**
SU 859 041
Brick lined basin which is maintained in good condition and full of water as an amenity. The Chichester Canal Trust has plans to make the canal navigable from the sea (Salterns Lock) to the basin. They run regular trip boats between the

**P2.5 BARNHAM, STEWART SWING BRIDGE**
SU 960 035
Two abutments and a grooved cast iron lower bearing ring, mounted on a stone pivot block behind the abutment on the opposite side of the canal to the towpath, are all that remains of the bridge. The ring housed a ball race which allowed the bridge to swing but the superstructure is missing.

**P2.6 YAPTON, TACK LEE BRIDGE**
SU 976 032
A brick arch bridge, now a feature of a modern housing development. The best preserved surviving fixed bridge of the original 18 on the Ford to Hunston section.

**P2.7 FORD, CANAL COTTAGES**
TQ 002 037
Lock Cottage was originally a pair of cottages which survive in a field near Ford church, just east of where the canal joined the River Arun. One was for the lock keeper, the other for the 'keeper of the engines' who operated the steam powered water pumping engine of which no trace remains.
It delivered 5,000 gallons per minute from the River Arun into the canal.

**P3 ROTHER NAVIGATION**
SU 889 213 to TQ 034 180
The western River Rother is a major tributary of the River Arun (not to be confused with the eastern River Rother which forms part of the county boundary between Sussex and Kent). Opened in 1794 to link Midhurst and Petworth with the River Arun and hence the sea at Littlehampton. After 1816 it linked with the Wey and Arun Canal. There were two miles of cuts along its 11 ¼ mile length and it rose by 54 feet with eight locks. The engineer was William Jessop and the navigation was abandoned in 1888

**P3.1 MIDHURST BRIDGE**
SU 889 213
At the point where the Rother Navigation terminated at a basin, now filled in, is a single round arched stone bridge. The date **1794** is inscribed in the parapet. The wharfinger’s cottage survives south east of the bridge.

**P3.2 SELHAM, LOD’S BRIDGE**
SU 935 213
Single arch stone bridge with towpath under.

**P3.3 COULTERSHAW WHARF**
SU 972 194
Coulthershaw is on the Rother Navigation built in 1794, but now disused. The remains of a lock are adjacent to the A 285 south of Petworth. Two 19th century warehouses on the Coulthershaw Wharf have been restored; one as a store and stables for horses pulling the boats and the other as a room for schools visits, meetings and exhibitions, all part of the Coulthershaw Heritage Site.

www.coulthershaw.co.uk

**P3.4 PETWORTH CANAL, HASLINGBOURNE BRIDGE**
SU 981 203
A short lived spur (SU 982 191) from the Rother Navigation of which only the bridge survives. It is a single arch stone bridge of 1792 since widened and raised for road traffic.

**P4 WEY & ARUN**
The River Arun was made navigable up to Pallingham (TQ 037 214) by 1575. From here the 4½ mile Arun Navigation was built to Newbridge (TQ 068 259) in 1785-87 with three locks and an aqueduct. The Wey and Arun Junction Canal running for 18½ miles from Newbridge to the River Wey at Shalford (SU 99 465) was designed by Josiah Jessop and built by Zachariah Keppel of Alfold between 1813 and 1816 with 23 locks. Both canals closed because of railway competition, the
Junction Canal in 1871 and the Arun Navigation in 1896. The Wey and Arun Canal Society (now Wey and Arun Trust) was set up in 1970 to restore the waterway and has achieved considerable success. www.weyardarun.co.uk

**P4.1 LOXWOOD**
TQ 041 312
The original bridge was demolished in 1893 and replaced with a causeway for road traffic. To enable the restored waterway to be navigable the canal was lowered six feet, and a new road bridge and lock with a replica canal bridge were constructed and opened in 2009. Here can be found the visitor centre for the Wey and Arun Canal Trust and the boarding point for the trip boat.

**P4.2 DRUNGEWICK AQUEDUCT**
TQ 060 309
Originally a three arch structure demolished in 1957 and replaced by a single span concrete design in 2002-3, that is better able to cope with flood conditions. The nearby road bridge in Drungewick Lane was also rebuilt and faced with brick similar in appearance to the original.

**P4.3 ORFOLD LOCK AND AQUEDUCT**
TQ 058 245
This lock on the Arun Navigation, also known as Lordings lock, and the adjacent aqueduct were restored between 2003 and 2005. The aqueduct has three arches spanning the river from which water is raised by a breast shot scoop wheel to the canal, ensuring an adequate supply of water. The replica wheel, 14 feet in diameter, rotates at a leisurely 2 rpm and lifts 1,800 gallons per hour through a head of approximately 10 feet.

**P5 THE UPPER OUSE NAVIGATION**
TQ 419 102 to TQ 324 260
Following a survey by William Jessop in 1788 the navigation was opened from Lewes to Sheffield Bridge in 1793 and following financial problems to Upper Ryelands Bridge in 1812 a distance of 22½ miles with 19 locks designed for barges 50 feet long by 12 feet 4 inches wide. Terminal decline set in with the coming of the railways in the 1840s, the river becoming unnavigable above Barcombe Mills around 1875.

**P5.1 OFFHAM, CHALK PIT CUT**
TQ 405 116
A straight 1,300 feet long cut from the navigation to the foot of the scarp. A chalk pit at Offham (TQ 401 116) was connected to the cut by an incline plane rail way, often ascribed the title of the 'First Sussex Railway', which operated from 1809. Loaded waggons from the chalk pit descended through a tunnel, beneath the turnpike road, under gravity to a wharf on the cut below, causing the empty waggons to be hauled back up. The nearby Hamsy lock chamber (TQ 408 119) is only visible at low tide.

**P5.2 BARCOMBE MILLS**
TQ 433 148
Two well preserved brick lock chambers 150 feet apart and separated by Pikes Bridge. The locks are used as weirs and the navigation as a fish ladder.

**P5.3 ISFIELD LOCK**
TQ 441 187
The brick chamber is being rebuilt. Just above the lock is the well preserved by-pass weir.

*below, P5.2: Pike’s Bridge on the Upper Ouse Navigation at Barcombe Mills*
P5.4 BACON WISH LOCK
TQ 398 241
The lock chamber has been converted into a weir. It has a well preserved navigation bridge over its tail.
There is unfortunately no right of way here.

P5.5 FRESHFIELD LOCK
TQ 385 244
The brick lock chamber is clearly visible on the upstream side of the road bridge opposite the Sloop Inn. The upper half of the chamber walls survive with the paddle culverts being visible.

P5.6 FULLING MILL LOCK
TQ 350 268
This is the best preserved of four stone locks on the navigation. It was maintained by Ardingly College Rowing Club until c1914. There is unfortunately no right of way here.

P5.7 UPPER RYLANDS BRIDGE
TQ 324 280
The terminus of the navigation was adjacent to the Ouse Valley viaduct. The two wharf cottages can be seen below the road bridge. The basin was filled in after the Second World War.

P6 ROYAL MILITARY CANAL
TQ 888 133 to TQ 909 175
& TQ 932 225 to TR 188 349
Built between 1804 and 1809 as a coastal defence during the Napoleonic Wars. It was constructed in two sections – Winchelsea to Cliff End at Pett near Hastings and Iden Lock to Seabrook near Folkestone. The total length including river sections is 28 miles. The canal has ‘kinks’ to facilitate enfilading fire in the event of invasion.

P6.1 PLAYDEN, TOLL HOUSE
TQ 926 217
A Military Road ran alongside the canal and tolls were levied on road traffic. Two toll houses were constructed, this one collected tolls for the eastern end of the route, the other nearer Rye has been demolished.

P6.2 IDEN LOCK
TQ 936 244
Gives access to the eastern section of the canal from the River Rother. The lock chamber is still intact measuring 72 feet by 16 feet. The original officer’s house and the soldier’s barracks are alongside.
ROADS

The earliest evidence of road communication in Sussex are the trackways across the South Downs. The Romans provided a network of metalled roads with wooden bridges. Following their withdrawal the road system disintegrated and the crossing of rivers or streams was by ferry or ford. It was not until the medieval period as trade increased that stone bridges were built by manorial lords or religious houses. The roads prior to the eighteenth century were the responsibility of the parishes through which they passed, the only exception being roads within boroughs. Maintenance was rudimentary, and especially in the winter months roads in the central Wealden area were not infrequently impassable. The development of turnpike roads was a response to the growing size of London and the need to provide its markets with produce. Sussex was first involved in the expanding network of turnpikes when in 1697 the Reigate Trust was extended over the county border to Crawley. Thereafter development within the county progressed steadily and by the middle of the century all the main towns in Sussex had turnpike connections to the capital (Chichester 1749, Lewes 1752, Hastings 1753, Horsham 1755, Hailsham 1753, Petworth 1757, Rye and Steyning 1762). Later turnpikes connected London to the fast growing coastal resorts of Brighton (1770), Worthing (1802) and Eastbourne (1819). Also from the second half of the eighteenth century west to east routes joined the main London turnpikes. In 1841 51 trusts existed in the county, though some main roads were still not turnpiked, including the A27 between Chichester and Shoreham, kept free of tolls because of the landed interests of the Goodwood, Arundel and Petworth estates. Later in the turnpike era new river crossings developed at Shoreham, road surfacing and alignments were generally improved, hills lowered by the use of cuttings, new roads built utilising gaps in the South Downs and even flyovers were introduced. From 1840 railway competition resulted in the decline in road traffic outside towns and the eventual abolition of turnpike tolls. Little new road development occurred outside urban areas. By the 1930s increasing use of motor traffic saw trunk road improvement including the A23 north of Brighton, but in the second half of the century motorways have kept clear of the county except in the north where the M23 was constructed to bypass Crawley and connect to the M25. The A27 has however been substantially improved as a west to east route and most towns provided with bypasses or relief roads.
ROAD BRIDGES

T1.1 STOPHAM BRIDGE
TQ 029 184
The finest medieval bridge in Sussex carried the A283 over the River Adur and was built in 1423 by the Barttelot family. The centre arch was raised in 1822 to allow passage for high loaded barges to the Wey and Arun Canal and both ends of the bridge were extended in the 1865. The road now bypasses the old bridge on a new bridge built in 1986. Other medieval bridges can be found at Durford (LII) SU 783 233, Habin (LII) SU 808 229, Trotton (LI) SU 836 224, Iping (LII) SU 853 229 and Woolbeding (LII*) SU 873 220.

T1.2 OLD SHOREHAM BRIDGE
TQ 207 059
A wooden bridge of 26 piers and trestles opened to replace an inconvenient ferry over the River Adur. The cost of construction amounting to £5,000 was raised by means of a tontine and from its opening in March 1782 tolls were charged. Despite competition from the new Norfolk suspension bridge from 1833, the earlier structure continued in use and was acquired by the London, Brighton & South Coast Railway in 1861. The bridge became part of the A27 and the collection of tolls continued under British Rail in the post war period even after the Shoreham to Horsham railway line was closed. Collection ceased on 7 December 1970 as A27 traffic no longer needed to use the bridge after the opening of the new flyover. The old bridge was subsequently deemed unsafes for motor traffic, but was restored and opened to pedestrians on 23 October 2008.

T1.3 SHOREHAM, NORFOLK BRIDGE
TQ 213 050
An earlier suspension bridge opened in 1833 spanned the River Adur. It was replaced in 1923 by a four section cantilever bridge that itself was replaced by the present concrete structure in 1987. At the Shoreham end the later and larger extension to one of the original four small tolhouses survives with identical straight classical door, window pediments and a dentil moulding below the cornice. The original tolhouses were demolished probably when the toll ceased in 1927. The 1923 replacement toll gate is now at Sel Priory, Upper Beeding TQ 192 111.

T1.4 MIDHURST TOLL HOUSE
SU 875 218
On the north side of the A272 one mile west of Midhurst and constructed by the Midhurst to Sheet Bridge Trust in 1825 to a common pattern with its other tolthouse at Rogate (LII) (SU 781 235). A brick bungalow with a tiled roof, originally containing three rooms. A central angled bay at the front was designed to enable the toll collector to view approaching traffic. Later extended at the rear.

T1.5 NORTHCHAPEL TOLL HOUSE
SU 952 296
On the east side of the A283 road five miles north of Petworth. On the line of the Petworth Trust of 1757 but probably not constructed until 1801. Tolls were collected earlier by appointed keepers utilising their own dwellings. Of brick construction with a tiled roof, the bricks sourced from Colhook.
(near Chichester) brick kilns. An L-shaped ground plan was adopted with tolls being collected from the wing extending towards the road at the south. A milestone is incorporated in the front of the toll house giving distances of 44 miles from London and 5 miles from Petworth. The toll board indicating rates survives and is at the Weald and Downland Open Air Museum, Singleton, currently attached to the reconstructed toll house from Upper Beeding (Beeding Trust).

**T1.6 MILESTONES – PETWORTH TRUST**

Apart from the one incorporated in the wall of Northchapel toll house, further stones were built into the front of cottages in the Petworth area lining the route. These are at:

- **SU 975 209 – 50 MILES To LONDON**
- **SU 967 237 – 48 MILES From LONDON**
  - To PETWORTH 1
- **SU 963 180 – 52 MILES To LONDON / MILES**
  - To PETWORTH 2½

**T1.7 MILESTONES – MIDHURST TO SHEET BRIDGE TRUST**

Of sandstone to a common pattern and of triangular cross section. One of these survives in situ 400 yards west of the Midhurst toll house SU 672 218 listing distances to Midhurst, Petworth and Brighton on the west face and Petersfield and Winchester on the east face.

Two further ones exist at Petworth House SU 977 218. They flank the inner arch of the courtyard to the Stable Block. They were placed there during the Second World War when road direction signs were removed to hinder possible German invading forces. The Stable Block was used in the War as a military depot and the mile stones were utilised to save the arch from damage caused by military vehicles entering through the arch. They were never replaced beside the A272 after the War. They were originally at Stedham and Rogate as the inscriptions on the sloping head of the stones indicate and show distances to Midhurst, Petworth and Brighton on one face and Petersfield and Winchester on the other.

**T1.8 LONG FURLONG TOLL HOUSE**

TQ 101 075

On the east side of the A280 road on the line of the Worthing Branch Turnpike Trust extension of 1823. It is a two story cottage with a stuccoed front decorated in the then fashionable “Gothick” style. This may have been because of its close proximity to the country house Michelo Grove which had adopted this style and may have been an eye-catcher from the house regarded as one of the estate ornaments to be admired. It is built of brick and flint and has a slated roof. Despite the exterior show, internally it was as primitive as any other rural worker’s dwelling of this time. The two rooms, one up and one down were originally connected by a ladder in one of the turrets. A central front window was where the tolls were collected and a Gothic niche above was for the display of the toll board. Extended at the rear and in 1938 was being used as a tea room.
T1.9 WARNINGLID, BOLNEY TOLL HOUSE  
An octagonal stuccoed house in a cottage orné style with Gothic headed windows and a slated roof with a central chimney stack. It was built by the Pyecombe and Hickstead Trust which was authorised in 1809 but is of a later date possibly the 1830s. It was originally situated at TQ 265 215 but removed c.1990 in connection with improvements to the A23 road. It was re-erected as a lodge to Eastland Park and is on the south side of the road from Warninglid to Plumbers Plain.

T1.10 LINDFIELD TOLL HOUSE  
Used by the Newchapel and Brighthelmstone Trust which was authorised in 1770. The timber framed house, now 58 High Street, Lindfield is however clearly much older. It does not appear to have been owned by the Trust. In its later years of operation it and the gate was photographed on several occasions. It was highly unpopular with residents of the village who in 1861 petitioned the Secretary of State for the Home Department for its removal. When the Trust was eventually wound up in 1884 the gate was used as fuel for the celebrations on 5 November.

T1.11 ASHCOMBE TOLL HOUSE  
Only part remains of an elaborate toll house built at the entrance drive to Ashcombe House, the property of Sir George Shiffner. The Trust was authorised in 1770 but the toll house is later in date and construction was being considered in 1820. An engraving in Horsfield’s History of Lewes (1827) shows two circular domed structures, one on the north of the road with a fine classical porch where the toll keeper lived, and a smaller one on the south side of the road which was probably used as laundry, kitchen and bake house. The larger structure was demolished in 1870 but the smaller one remained. Today it appears as a brick built drum with a cement rendered domed roof. Originally it would have been stuccoed to match its companion on the other side of the road and supplied with sash windows and a central flue. Since the termination of the Trust in 1871 it has been used as a store and has lost its stucco cladding and windows and flue. It is currently under the care of the Sussex Heritage Trust.

T1.12 BEDDINGHAM TOLL HOUSE  
The only remaining toll house of the Lewes to Hailsham and Eastbourne Trust of 1819. All were of a uniform pattern, being two room bungalows with stuccoed exterior walls and slated roofs. Two interior rooms were provided for the keeper. It is situated on the north side of the A27 road where a road from Glynde village makes a junction. The toll house is worth noting as it has never had major additions. In recent years it has not been used for residential purposes but as a tea room and additional accommodation for a garage opposite. Typical of the type of tollhouse built in East Sussex.
T1.13 EAST HOATHLY TOLL HOUSE
TQ 523 163
Uckfield to Langney Bridge Trust authorised in 1754. East Hoathly village has now been bypassed by the A22 and this is on the old line of the road approaching the village from the Uckfield direction. The tollhouse is a bungalow of T ground plan with stuccoed walls and a slated roof and looks in date c.1820. It is now attached to a substantial Victorian house. The toll house also controlled a side gate across the road towards Waldron.

T1.14 DUDSLAND (OR COLLESHALL), TOLL HOUSE
TQ 559 229
Of the Mayfield and Wadhurst Trust authorised in 1762. It is a mile north of Cross in Hand on the east side of the A267 road where there is a right fork providing access to a minor road which proceeds north. It is a brick built bungalow with a tiled roof and has been extended. The most prominent feature at the front is a later verandah. It currently bears the name ‘Paygate Cottage’ or ‘Paygate Kennels’ indicating its present use.

T1.15 BOW BELLS MILE POSTS
A series of cast iron mile posts displayed along the A22 road extending from just north of the border with Surrey TQ 364 432 to Hailsham TQ 586 084 and also along the A265 road from Union Point, Uckfield TQ 475 193 to Lewes TQ 425 116 (missing). Most of the posts still exist in situ. The cast iron plates display in figures the distance to London with a display of four bells of diminishling size below, the top one surmounted by a ribbon. The distances recorded are not those from the Church of St Mary le Bow in Cheapside which was not one of the points from which roads from London were measured. The Church was however sufficiently well known to convey the idea of London. Some of the mile posts along the road towards Hailsham have the device of the landowning Pelham family (a buckle) above the mileage in place of the projecting dot used in the majority of cases.

T1.16 THE SHEFFIELD PARK MILESTONE
TQ 411 246
A fine sandstone pillar of classical design 9 feet 3 inches in height built opposite to the drive from Sheffield Park House and paid for by John Baker Holyroyd, First Earl of Sheffield whose Gothic house was completed in 1779. It is set back from the road verge of the A275 and provides distances to East Grinstead, Westminster Bridge, Lewes andBrighton.

T1.17 TICEHURST, BURNT LANE TOLL HOUSE
TQ 685 304
On the line of the Mayfield and Wadhurst Trust authorised in 1767. Weather-boarded with a tiled roof on the north side of the B2099 road about a half a mile to the west of Ticehurst where a minor road now leading to Bewl Water forms a junction. A central door flanked on either side by a window with a more modern extension to the back. Well maintained, attractive and typical of the type of bungalow provided by turnpike trusts in the northern Weald. It was sold for £40 when the Trust was wound up in 1877.

T1.18 TICEHURST, LOWER GATE TOLL HOUSE
TQ 695 301
A two story cottage at the junction of the B2099 and a feeder road to Filmwell connecting with the A268 for Rye. It is on the line of the Mayfield and Wadhurst Trust of 1767 but in appearance seems later in date. It controlled two gates. The toll board was displayed over the front door but there is now a window at this location. The front is now tile hung and the house has been expanded to the rear.

T1.19 BATTLE, NORTH TRADE ROAD TOLL HOUSE
TQ 738 160
On the line of the Broyle Park to Battle Turnpike Trust authorised in 1766. Situated on the south side of the A271 at the western extremity of Battle. It originally was a two room brick built bungalow with a central door and flanking windows with a tiled roof and was to a common pattern used on this trust. Another example exists at Amberstone near Hailsham at TQ 599 123. The Battle toll house has been extended with an extra bay to the west, but to the east the original side window provided for observing oncoming traffic still exists. The last toll was collected on 1 November 1871.
T1.20 Cripps Corner Flyover
TQ 776 212
A sandstone arch constructed in 1841 to allow the newly authorised road of the Cripps Corner, Ewhurst to Gills Green Hawkhurst Trust to carry the road over the existing Brede Turnpike. The original stone parapet has now been replaced by iron railings.

T1.21 St. Leonards, North Lodge Toll House
TQ 798 092
A stone Tudor Gothic gatehouse controlling the entry to the St. Leonards Estate from the north. James Burton, the estate developer, built a private connecting road from the North Lodge to the Hastings to Flimwell turnpike to serve the needs of his new estate. Toll was collected at this point until the construction of the St. Leonards and Sedlescombe Trust road in 1836, another project in which Burton was involved. The last toll was taken at the North Lodge on 22 July 1837.

T1.22 Rye, Toll House, Udimore Road,
TQ 915 204
On the line of the Brede Trust authorised in 1771. A single story two room bungalow on the north side of the B2089 close to the bridge over the River Tillingham.

ROADSIDE GARAGES AND FILLING STATIONS
With the increase in middle class car ownership between the wars purpose built roadside structures providing petrol, repair services and refreshments to motorists began to appear.

T1.23 East Dean Garage, West Sussex
SU 901 129
A single storey country garage with a tiled hipped roof. The fuel pump is long disused but the garage continues in the adjacent corrugated iron workshops.

T1.24 East Preston, Manor Road Garage
TQ 072 019
A fine art deco garage now converted into apartments and fronted by four restored petrol pumps complete with globes bearing the name SHELL. Originally comprising workshop, showroom and office facilities its curvilinear design is a delight.
T1.25 FLIMWELL FILLING STATION  
TQ 715 313  
Originally facing directly on to the A21 this rustic style building had a customer lounge selling refreshments as well as petrol pumps which stood between the canopy supports, the petrol being dispensed under cover; now residential accommodation.

BUSES AND TRAMWAYS

The story of bus operations in the county is primarily that of Southdown Motor Services which was formed in 1915 by the amalgamation of a Worthing and two Brighton companies. It had absorbed all of the small independent stage carriage operators by the 1930s and was pre-eminent until deregulation in 1986. Significant other operators were Brighton Corporation who ran trams and later trolley buses until 1961 and Hastings Tramway Co. (although in the latter years this private company was owned by Maidstone and District Motor Services). Eastbourne Corporation however ran motor buses from the outset and was one of the first Municipal bus operators, to gain Parliamentary powers for this purpose in 1903.

T2.1 CHICHESTER BUS STATION  
SU 860 043  
The building is contemporary with the railway station across the road. Built in 1956 in brick of two storeys with shops below and offices above, access to which is by means of stairs to a balcony which serves as protection to waiting passengers below. Note the tall concrete lighting column. Opposite is a fine brick bus garage of eight bays with a pre-stressed concrete barrel vaulted roof pierced with port-hole roof lights. It is an early example of thin shell construction which gave a clear operating floor free of columns.

T2.2 WORTHING, TRAMOCAR GARAGE, WORDSWORTH ROAD  
TQ 141 023  
The Tramocar was assembled on a refuse wagon chassis chosen because of its low height for ease of boarding. It had small solid rubber tyne wheels and seating for 18 passengers in a roofed but open sided body, a restored example can be seen at Amberley Museum. They operated,
mainly along the sea front in Worthing from 1924 to 1938 when the company was taken over by Southdown who gradually replaced them with more conventional vehicles. The premises at 11 Wordsworth Road remain in commercial use with the original office. The garage at the rear is now a large workshop.

**T2.3 WORTHING, SOUTHDOWN MOTOR SERVICES GARAGE**

TQ 151 025

Situated between Library Place and Bedford Row, both off Marine Parade, this site has been used since horse bus days and by Southdown following formation in 1915. The oldest of the three garages has been demolished. The other two, one dating from the 1920s and the other from 1937, are currently used by Stagecoach who operate many erstwhile Southdown routes in this area.

**T2.4 BRIGHTON, CORPORATION TRAM SHELTER, DITCHLING ROAD**

TQ 315 061

Situated opposite the Downs School at the top of Hollingdean Road these attractive rustic tram shelters date from the early years of the twentieth century. Recently authentically restored and still in use for the convenience of bus passengers. A similar example is situated at the trolley bus turning circle opposite the end of Surrenden Road (LII) (TQ 313 076). This however was never on a tram route and was presumably rested following the change to trolley bus operation in 1939. Other examples are in Dyke Road (TQ 296 068) just before the junction with Tivoli Crescent North and at the ‘Pepperpot’ water tower in Queens Park Road (TQ 321 047).

**T2.5 BRIGHTON, CORPORATION TRAM DEPOT, LEWES ROAD**

TQ 322 060

The depot built in 1900 for the Corporation Tramways is still in bus operation use. The office building is little changed until recently retaining the frosted glass windows inscribed with the tramway undertaking’s initials, BCT, and the town’s coat of arms (a token single window remains). The tram sheds have been altered or replaced by modern bus garaging.

**T2.6 EASTBOURNE, SOUTHDOWN BUS STATION, Nos 2A-E PEVENSEY ROAD**

TV 615 991

This site, a former brewery closed in 1914, was initially used for garaging and in 1929 was rebuilt as a bus station, it is now used as club and retail premises. The classically inspired facade had a lower operational storey and a half width second storey. The original layout provided a bus entrance at the rear in Langney Road with departures from Pevensey Road. The first floor offices and waiting room were approached by a central flight of stairs. Much altered, no clue remains to its former use.

**T2.7 HASTINGS, BULVERHYTHE TRAM DEPOT**

TQ 782 088

Constructed in 1906 for the extension of the tramway to Bexhill and Cooden it was later used as a base for trolley buses. It is a typical red brick industrial building without much later alteration comprising of a ridge and furrow boarded and glazed roof with iron roof trusses and full height folding doors. Situated on the south side of Bexhill Road near Judges Corner the buildings nearest the road were the electrical sub station and offices with the tram shed behind. The 1904 tram depot at Silverhill in Beaufort Road TQ 801 106 remains operational and is used by Stagecoach.
RAILWAYS

The development of railways in Sussex began with the opening of the branch from Brighton to Shoreham in May 1840. The main line from London to Brighton followed in September 1841. Both the west and east coast lines to Chichester and Hastings (St Leonards) were opened in 1846. By this date the London Brighton & South Coast Railway (LB&SCR) had been formed and this company was to be the main provider of services in the county until 1923. In the east of the county the South Eastern Railway’s (SER) line from Ashford to Hastings via Rye opened in 1851 and the following year the line from Tunbridge Wells to Hastings which joined the LB&SCR’s east coast line at Bo Peep junction St. Leonards. In the far west the London and South Western Railway (L&SWR.) opened their only line in the county, a branch from Petersfield to Midhurst, in 1864. By 1865 most towns in the county were served by a railway station. This period of rapid expansion was brought to an abrupt halt in the aftermath of the financial crisis of 1866. It took almost 20 years for confidence to return and then a series of lines serving isolated rural communities with lavish station facilities, designed by T H Myres, were constructed - Hailsham to Eridge in 1880, Chichester to Midhurst in 1881 and Barcombe to East Grinstead in 1882. The three railway companies serving the county were grouped into the Southern Railway in 1923 which embarked on a third rail electrification programme of the trunk routes with new rolling stock and rebuilding of some stations. Following nationalisation in 1948 non profitable routes were closed and this process accelerated following the Beeching Report of 1963, leading to closure of most of the country routes by 1969. During the next decade British Railways were guilty of wanton vandalism when such fine station buildings as Hassocks and Christ’s Hospital were demolished and although today such acts would not be allowed smaller structures and artefacts regularly disappear as rationalisation continues. Nevertheless much of I.A. interest survives.

T3.1 ROGATE STATION
SU 804 218

An intermediate station on the London and South Western Railway’s Petersfield to Midhurst branch of 1864. A simple Victorian station with its two storey house and single storey offices survives much altered since the line closed in 1955. At Midhurst there was a separate terminus for this branch, but no passenger trains ran between that station and the LB&SCR terminus some 450 yards away until after grouping in 1923, such was the rivalry between the two companies.

T3.2 CHICHESTER STATION
SU 859 043

Rebuilt in 1958, the only example worth noting in the county of post war design. It featured a spacious booking hall with a high ceiling and made much use of formica, polished aluminium and bright tiling so popular at the time. Sadly recent modernisation has painted over most of this and removed the aluminium chandeliers so all that remains of the former splendour is the coffered ceiling and the large electro-mechanical clock over the ticket windows. The mosaics which lined the internal footbridge have also been painted over. The platform canopies are light and airy and look well following a recent repainting. The similar LB&SCR goods shed to that at Bognor has been converted to a pub restaurant; note the new stained glass in the semi-circular windows. The interchange with the bus station of the same period and situated opposite illustrates good town planning.
T3.3 WOODGATE,
CROSSING KEEPERS COTTAGE
SU 939 043
A charming survival of the many crossing keeper’s cottages built in 1846 for the Brighton and Chichester Railway. The L shaped building, now somewhat extended as a modern residence, has brick quoins, window and door surrounds, and walls with knapped and squared flint panels. The adjoining station building which served as the alighting point for Bognor until 1864, when the branch to that resort was opened, has been demolished. The wooden porch is a typical LB&SCR feature. The arm facing the track originally had a bay window with attractive cast iron latticework; a similar example at Ferring TQ 095 031 has such a bay window but without the latticework.

T3.4 BOGNOR REGIS STATION
SZ 935 994
Rebuilt 1902, in a design that is opulent in scale but lacking cohesion. The station building is in the Edwardian ‘municipal’ style of red brick with the large windows and doors having concrete surrounds. The tiled roof is surmounted by a clock turret. The bow window on the concourse was originally that of the refreshment room. A porte-cochère to the east and contemporary iron railings around the present taxi area complete the ensemble. Rolled steel joists are used to carry the glazed and boarded canopies which are supported by less decorative columns and spandrel brackets than in earlier years. The columns also serve the useful purpose of rainwater down pipes. A Saxby and Farmer ground frame remains at the concourse end of the engine release road. Note the long goods shed, with a two storey office at the south end.

T3.5 PETWORTH STATION
SU 970 191
The line from Pulborough to Petworth was opened in 1859, with the terminus inconveniently sited two miles from the town. The surviving structure is the second station on the site erected about 1890. It is a substantial and decorative weather boarded building now restored as bed and breakfast accommodation and viewable from the drive. In 1866 the line was extended to Midhurst but passenger services ceased in 1955. Goods traffic lingered for a further 11 years, a typical scenario. Note the Pullman carriages providing additional sleeping facilities.

T3.6 TIMBERLEY VIADUCT
NEAR AMBERLEY
TQ 023 138
This fifteen span viaduct of 1863 over the River Arun retains its original appearance over a total...
This bridge was built in 1865 for the former Horsham to Guildford Railway which closed in 1965. A single span iron girder bridge at track level is directly over the original brick arch, which was never used as the embankment had to be raised to reduce the gradient before the Board of Trade inspector would pass the line as fit for traffic.

T3.9 WORTHING STATION

East of the present station stands the first Worthing Station of 1845, now restored as offices. A five bay two storey house in flint and brick with single storey offices at each end now restored. In 1869 the second station was built to the west and a section of the 'Midland Railway' style gabled canopy, unique on the LB&SCR strangely survives on the platform outside the parcels office. The elaborate ironwork of the supports should be noted. The present station dates from 1909.
T3.10 SHOREHAM RAILWAY VIADUCT  
TQ 210 052
The railway to Worthing crosses the River Adur by a 1,066 feet long steel plate viaduct carried on a series of iron cylinders filled with concrete. Built in 1893 it replaced an earlier 1860s structure of cast iron girders resting on wooden piles. The 19 brick arches leading to the viaduct are the approach to the first timber bridge of 1845.

T3.11 CLAYTON TUNNEL, NORTH PORTAL AND COTTAGE  
TQ 298 141
Completed in 1841. Features a castellated white brick north portal with twin towers easily viewed from the A273 road. The residential cottage immediately behind the parapet was built in 1849 for the tunnel signalman. The tunnel runs straight for 1 mile 499 yards and has 11 brick ventilation shafts. The south portal is plain.

T3.12 BRIGHTON STATION  
TQ 310 049
Opened 1841 on an artificial terrace created by the removal of thousands of tons of chalk from the hill. The terminus building was designed by the architect David Mocatta (1806-1882) and is the sole survivor of his stations for the London and Brighton Railway. The classical frontage is now largely hidden behind a later (1883) Victorian porte-cochère. On entering the station the impressive curved train shed of 1882-3 can be seen. It is a superb example of Victorian art and engineering consisting of two curved, 112 feet wide arched glazed spans 575 feet and 600 feet
respectively in length and rising 75 feet above the platforms. Smaller similar spans adjoin to the east. Wrought iron lattice trusses are supported on cast iron fluted columns with decorative spandrels supplied by the Patent Shaft and Axletree Company of Wednesbury in Staffordshire. Note the hanging clock with four faces and LB&SCR monograms. Originally a carriage ramp led up from Trafalgar Street to platform level, the entrance to which is still visible.

T3.13 BRIGHTON, CAST IRON OVERBRIDGE
TQ 309 054

This bridge, in New England Road, once carried a goods only line and consists of four slender cast iron segmental ribs made at the Regent Foundry in North Road Brighton. It was opened for traffic in 1852 and retains its original appearance despite internal strengthening with steel beams in 1892. It has carried no traffic for over thirty five years and is a remarkable survivor in such a busy location and is now part of a green walkway to the station. Fifty metres west is a fine brick bridge with side arches for pedestrians, completed in 1841, which still carries the London to Brighton line.

T3.14 BRIGHTON, LONDON ROAD VIADUCT
TQ 309 056

The curving brick viaduct was an impressive feature striding across the open valley when first constructed, as can be seen from old prints. Today it can be seen to advantage from any of the surrounding hills. Built in 1846 for the Brighton, Lewes and Hastings Railway the viaduct has 26 semi-circular arches each of 30 feet span with a central elliptical arch of 50 feet over the Preston Road. The total length is 1,200 feet with a maximum height of 69 feet. The viaduct took only 11 months to construct and like the Ouse Valley viaduct it was also engineered by John Urpeth Raistrick, with pierced piers.

T3.15 BALCOMBE, OUSE VALLEY VIADUCT
TQ 323 279

The most imposing structure on the Brighton main line is 1,375 feet long 96 feet high and carried on 37 semi circular arches. Constructed in red brick with stone balustrades and pairs of Italianate pavilions at each end, it was completed in 1841. The engineer was John Urpeth Raistrick.
of Stourbridge. Some of the eleven million bricks used were brought up the Ouse Navigation from Piddinghoe, north of Newhaven, to an unloading wharf at the south end of the viaduct. A walk beneath the viaduct will reveal the tapered brick piers are pierced with oval openings to reduce the number of bricks.

**T3.16 ROWFANT STATION**

TQ 324 368

A charming building with a steeply pitched roof and diamond glazed lattice windows. It is now disused with boarded up doors and windows. Built in 1855 for the local landowner, Curtis Miranda Lampson, in return for selling land to the railway, it was originally the only intermediate station on the Three Bridges to East Grinstead line. Note the porch on the end wall which provided shelter for the groom when waiting with the trap for his employer's return. The line closed in 1967 and the site is now used by a company producing road making materials.

**T3.17 PLUMPTON, LEVEL CROSSING & SIGNAL BOX**

TQ 365 160

An elegant box of 1891, with sliding wooden sashes and a hipped roof surmounted by a finialed ventilator. The crossing gates are at the time of writing, 2014, the only remaining gates on Network Rail in Sussex. The crossing keepers cottage with identification number painted on the trackside wall together with the timber country station of 1863 complete a heritage environment.

**T3.18 THE BLUEBELL RAILWAY**

**SHEFFIELD PARK to EAST GRINSTEAD**

TQ 404 237 to TQ 386 380

The line was part of the Lewes to East Grinstead Railway constructed in 1882 and closed by British Railways in 1958. A section from Sheffield Park was re-opened by volunteers in 1960 being the first standard gauge preserved railway in the country. During the next 53 years it slowly extended to its present terminus at East Grinstead. With its unique stock of vintage steam locomotives and rolling
stock it is a superb example of 'living industrial archaeology'. www.bluebell-railway.co.uk

T3.19 HORSTED KEYNES STATION, BLUEBELL RAILWAY
TQ 371 292

The two storey station houses and attached single storey offices for the line were designed by Thomas Harrison Myres in the Norman Shaw country house style. These fine buildings are tile hung on the upper storey and incorporate decorative plasterwork motifs. There are five platform faces with extensive canopies supported on decorative cast iron brackets and columns. Note the matching signal box the only survivor of a total of 23 that were built.

T3.20 EAST GRINSTEAD, IMBERHORNE VIADUCT, BLUEBELL RAILWAY
TQ 383 378

An impressive and solid ten arch structure in red brick 689 feet long with a maximum height of 89 feet. Designed and engineered by Frederick Banister then chief engineer of the LB&SCR and built by Joseph Firbank the line’s contractor. The viaduct can be easily viewed from the road below.

T3.21 BERWICK STATION, SIGNAL BOX
TQ 526 068

One of the few remaining examples of a Saxby and Farmer (S&F) signal box with a typical hipped roof, wide eaves, horizontal sliding wooden sashes (now sadly UPVC) on a brick base with external stairs. These were erected in large numbers during the 1870s particularly at the many level crossings along both the east and west coast lines and now are all but extinct. These boxes were the most attractive S&F design, with pleasing proportions and delightful details. The simple 1846 station with some early company housing on the up side and some later behind the signal box, together with the rare style of valance on the up platform shelter complete the ensemble.

T3.22 ERIDGE STATION
TQ 542345

The original station opened on the single line from Uckfield to Tunbridge Wells (LB&SCR) in 1868. Rebuilt in 1880 with two island platforms it once formed a busy country interchange with trains from Eastbourne and Brighton splitting and forming trains to Tunbridge Wells and London via East Grinstead and Oxted. Today a single platform face serves trains from Uckfield and London the other island being the terminus of the heritage Spa
T3.23 TUNBRIDGE WELLS (LB&SCR) STATION
TQ 578 384
No excuses are needed for including this superb building now in the county of Kent, however when constructed, as the terminus of the East Grinstead to Tunbridge Wells Railway, in 1866 it was within the county (the boundaries altered in 1901). Planned on a magnificent scale in the Victorian Gothic style and incorporating a hotel and clock tower; it is a visual feast of architectural details in the polychrome brickwork fashionable at the time. Train services ceased in 1985 and the station is now a pub restaurant. From the adjoining engine shed the Spa Valley Railway Society operates as far as Eridge station.

T3.24 BEXHILL WEST STATION
TQ 735 074
Built in 1902 as the terminus of a short branch from Crowhurst on the SER main line to Hastings. The branch was built to enable the SER to access the remunerative holiday and excursion traffic of the developing resort, previously the monopoly of the LB&SCR. Passengers stayed loyal to the original company and the branch was never financially viable, closing in 1964. This flamboyant building, now an antique centre, has all the features of turn of the century architecture, most of which is above eye level; a clock turret, terracotta panels, half timbered gables and fronted by a semi circular carriage drive. Part of the concourse and surprisingly the engine shed now with modern cladding are all that remains to the rear.

T3.25 BEXHILL CENTRAL STATION
TQ 745 075
A splendid Edwardian station dating from 1902, which reflects the confidence in the expanding resort and the commercial success of the railway company, the LB&SCR. Features to note are the lantern roof to the booking hall, the covered and glazed ramps plus a separate ramp to the down platform for luggage and parcels. The two exceptionally long platforms (984 feet and 853 feet) have canopies with looping valances and the supporting cast iron columns also act as rainwater down pipes. The station became plain Bexhill after the closure of Bexhill West.

T3.26 BATTLE STATION
TQ 755 155
Designed by William Tress for the SER's Tunbridge Wells to Hastings line opened in 1852. Built in the Gothic style, reflecting the architecture of the abbey, it is externally unaltered, except for the missing chimneys, though marred by a later platform canopy. Note the attractive booking hall roof, baronial fireplace, Gothic doors and sandstone arches leading to the platform.

T3.27 HASTINGS, QUEENS ROAD BRIDGE
TQ 818 101
An attractive Victorian iron bridge, of 1898, supported on four large fluted cast iron Doric columns and carrying the Ashford to Hastings line over Queens Road. It replaced a narrow brick arch in the embankment across the valley.

T3.28 RYE STATION
TQ 918 205
Designed by William Tress for the SER’s Ashford to Hastings line and opened in 1851. A fine Italianate building with a recessed entrance of three arches. Note the typical staggered platforms of the period and the later signal box. A little further east is a diminutive SER crossing keeper’s cottage, unfortunately obscured by trackside fencing.

left, T3.27: Queens Road bridge, Hastings
right, T3.28: Rye Station, entrance
far right, T3.31: Bodiam station on the Kent & East Sussex Railway
OTHER RAILWAYS
LIGHT RAILWAY ACT AND COLONEL H. F. STEPHENS

The 1896 Light Railway Act was intended to provide inexpensive rural railways to aid the distribution of agricultural produce which had become depressed due to cheap foreign imports. No expensive Act of Parliament was required and lines could be built to a lesser standard but with a lower speed limit, often set at 25mph, and lighter axle loading. Colonel Holman Fred Stephens (1868-1931) will always be associated with this type of railway creating a group of lines which he ran from an office in Tonbridge Kent. In Sussex he built the Rye and Camber Tramway (opened 1895, closed 1939), the Hundred of Manhood and Selsey Tramway (opened 1897, closed 1935). The alignments of both can still be traced but have little significant remains other than Golf Club station between Rye and Camber at TQ 944 191 and the lifting bridge abutment at Hunston SU 860 021. The first railway to open under the 1896 Act was the Rother Valley (1900). This line built by Stephens ran between Robertsbridge and Tenterden in Kent and was extended to Headcorn in 1905. The Headcorn extension closed in 1954 with the remainder in 1961, having passed to British Railways in 1948. A preservation society The Kent and East Sussex Railway has so far re-opened the section from Bodiam to Tenterden and significant advances have been made on the remaining section from Robertsbridge.

T3.29 BRIGHTON, VOLKS ELECTRIC RAILWAY
TQ 316 038 – TQ 331 034

The world’s oldest operating electric railway. It was opened by pioneering electrical engineer Magnus Volk in 1883 from a terminus sited next to the present Brighton Pier, extended in 1884 and again in 1901 to Black Rock a total distance of 1 ½ miles. The gauge was 2 feet 8 ½ inches. By 1896 a third rail pick up for traction current was in use. The line was closed for the duration of the Second World War and was almost completely rebuilt in 1947/8 but most of the cars, though successively rebuilt, date from 1892 to 1910.

T3.30 ROTTINGDEAN SEASHORE ELECTRIC RAILWAY
TQ 326 035 – TQ 370 021

East of the Brighton Marina, at low tides, can be seen lines of concrete blocks 5 feet x 3 feet morticed into the chalk bedrock. These were the ‘sleepers’ which each carried two tracks of 2 feet 8 ½ inches gauge, 18 feet apart. This line was also built by Magnus Volk between 1894/6 and ran from the Banjo Groyne, at the foot of Duke’s Mound to Rottingdean two miles to the east. Traction current was drawn from an overhead cable. The cars which resembled a cross between a tramcar and a seaside pier were raised on stilt-like legs 24 feet long, attached to four bogies; hence the nickname “Daddy Long Legs”. It operated at both high and low tides winter and summer until 1901 when new groynes forced closure. see inside back cover

T3.31 BODIAM STATION
TQ 783 250

A typical Stephens’ station with a wooden frame work covered with corrugated iron. Facilities were minimal, a waiting room and an outside gentlemen’s toilet with no roof and flushed by rainwater. No facilities were ever provided for ladies by Stephens.
A cliff railway of 1890 running partly through a tunnel formed by a natural cave. The line is 500 feet in length with a gradient of 1 in 3. Two cars work simultaneously from opposite directions on continuous wire ropes. Traction, originally by gas engine, is now by means of an electric motor.

A cliff railway opened in 1902 running on an incline cut into the face of the cliff 267 feet in length with a gradient of 1 in 1.28 the steepest in Britain. Before electrification in 1976 the operation was by water balance. Each car had a 600 gallon water tank on the underside, which was filled at the top and emptied at the bottom; hence the heavier car descending would pull the lower car up. The water emptied at the bottom was pumped back to the top for re-use, being stored in both towers of the mock castle serving as the upper entrance. The gauge is 5 feet and the line operates daily in the summer months.
AIR TRANSPORT AND AIRFIELDS

Deciding what constitutes a modern airfield is not too difficult. High performance aircraft need long metalled runways; sophisticated radar and ground equipment; and if carrying passengers, large terminal buildings. In fact, lots of space. However, in the first decades of the twentieth century any reasonably sized flat grass field would be adequate. From its earliest days air transport has aimed towards the Continent, being the simplest way of overcoming the barrier of the English Channel. However, airports need good road and rail communications to city centres, particularly for business users, and Gatwick with the advantages of the A23 and M23 and its own dedicated railway station on the London to Brighton line, has become pre-eminent in the county in world-wide travel.

T4.1 WESTHAMPNETT, (GOODWOOD)
SU 880 074

With the expansion of the United Kingdom air defences, two 'Emergency Landing Grounds' were formed as satellites of Tangmere. This reduced the number of aircraft in a single location and spread the risk of airfields being put out of action. Westhampnett was extensively used during the war and afterwards became Chichester/Goodwood civil airfield. Several wartime buildings remain including the control tower. In 1948 a motor racing circuit was established using the perimeter track which operated until 1966. Since 1998 it has been home to the Goodwood Revival Meeting held each September, where the atmosphere of the earlier race days is authentically recreated. The race control building has recently been refurbished.

T4.2 SHOREHAM AIRPORT

LII
TQ 205 051

The airport is the oldest licensed airport in the UK (1911). The site was first used for flying in May 1910 when H H Piffard began testing a biplane. In 1911 the Avro flying school moved here from Brooklands. It was used by the Royal Flying Corps to train pilots for the First World War. In the early
1930s the municipal authorities of Brighton, Hove and Worthing set up a joint committee to establish an aerodrome. The Shoreham site was acquired in 1933 and work on the new terminal building commenced in 1934 though not officially opened until 1936. The imaginative art deco building comprised a control tower, administration offices, custom hall, and ‘fly-in bar and restaurant’; it retains many of its period features and both the interior and exterior should be inspected. The adjacent hangar of 1935 is also Listed, Grade II. It is a twin-span steel framed structure with a lean-to around three sides and two sets of hangar doors opening to the north. Following RAF service during the Second World War the lease was taken over by private aircraft companies reverting to a municipal airport in 1971. A 1,100 yard concrete runway provides day/night facilities for commercial and private aviation. A small museum is devoted to the airfield’s history.

**T4.3 LONDON (GATWICK) AIRPORT**

TQ 285 412

This airport is the busiest single-runway, (3,600 yards) airport in the world used by 45 airlines with flights to over 200 destinations in 90 countries. It was built on the former Gatwick Racecourse which operated from 1891 to 1940. The South Terminal and rail station opened in 1958 and the North Terminal in 1988.

**T4.4 GATWICK BEEHIVE TERMINAL**

TQ 286 399

The old terminal building known as the ‘Beehive’ was designed by architects Hoar, Marlow and Lovett and opened in 1936. It lies one mile south of the present airport and is cut off from it by the A23 road. It was the world’s first circular international terminal. A novel feature was the radial concertina passageways which were pushed out on guide rails to waiting aeroplanes. A railway station (for a few months known as Tinsley Green then becoming Gatwick Airport) was opened in September 1935 and connected to the terminal by a subway. The station closed in 1958 (when the present station further north opened) and was later demolished.

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**U1.1:** Gas holder at Littlehampton (see page 58)

**U1.6:** Gas holder at Eastbourne (see page 58)
GAS INDUSTRY

The nineteenth century public gas industry, producing ‘Town Gas’ from coal lasted from 1814 until the 1960s. Then, with the advent of Natural Gas, the whole of the old industry and its buildings and chimneys were swept away within a few years; but with one exception - the gas holder in which gas was stored under low pressure. Those that survive are not now used for storage as the capacity on the distribution network is sufficient.

The eight gas holders left in Sussex are divided into three types:

Column-Guided. This is the oldest design, introduced in the 1820s, in which a number of telescopic open-ended cylinders, made originally of wrought iron but later of mild steel riveted plates ¼ to ½ inch thick (called ‘lifts’), rise vertically guided by rollered outriggers running in guide-rails fixed to the inside of the columns. As each lift rises, beginning with the inner one, it picks up the next lift forming a circumferentially channelled water seal between the two. The lowest lift rests in a tank of water; a film of oil lies on the surface of the water to avoid wetting of the gas.

Spiral-Guided. Introduced in 1889, designed by W Gadd, it dispenses with the column structure and instead relies for stability on helical self-guiding channels fixed to the outside of each lift in which run rollers located at the top of the next lower lift. Thus as gas is pumped in the lift rises and rotates. The seal between the lifts is similar to that for the Column-Guided holders. The lowest lift also sits in a tank of water.

Dry-Seal. The earliest waterless gas holders erected in Britain during the 1920s were of the German MAN and Klone design. Following the Second World War an improved type was developed in the USA called the ‘Wiggins Dry-Seal’, and it is this version, licensed by the General American Transportation Corporation that has been constructed at two locations in Sussex. The design is based on a rigid cylindrical structure inside which the gas is stored beneath a large piston suitably weighted with ballast blocks. The piston seals are made of neoprene.

In Sussex there are currently three Column-Guided, three Spiral-Guided and two Dry-Seal holders. Other than the holders, the only readily discernible remains of the old industry are the broken up retort linings utilised for the cheap infilling of road-front walls in place of flints e.g. Worthing and Chichester.

The only complete Gas Works which has been preserved in England is at Fakenham, Norfolk.
U1.1 LITTLEHAMPTON, GLOUCESTER ROAD
TQ 021 024
Wiggins Dry-Seal, built in 1967 by C & W Walker Ltd., Donnington. Capacity 1,000,000 cuft.

U1.2 WORTHING, PARK ROAD
TQ 152 030
3-lift spiral-guided in steel tank, built by Clayton & Sons, Hunslet. Work began in 1939 but the effects of the war and steel rationing delayed completion until late 1942. Suffered bomb damage to top lift - repairs still visible. During the World Bowls Championships held in nearby Beach House Park in 1972 and 1992 the outer lifts were grounded to improve the view! Borehole for provision of water by Duke & Ockenden of Littlehampton.

U1.3 CRAWLEY, POUND HILL
TQ 290 388
3-lift spiral-guided in steel tank. Built in 1956 by Robert Dempster & Sons, El runs, Yorks. Capacity 750,000 cuft. Probably constructed specially for Crawley New Town as there were no previous works on the site.

U1.4 BURGESS HILL, LEYLANDS ROAD
TQ 315 200
Wiggins Dry-Seal, built in 1967 by C & W Walker Ltd. Capacity 750,000 cuft.

U1.5 BRIGHTON, BLACK ROCK, TWO HOLDERS
TQ 336 036
A 4-lift lattice column-guided in masonry tank, built in 1935 by Samuel Cutler & Sons. Capacity 760,000 cuft. The only 4-lift holder in Sussex. Damaged in August 1943 by an enemy aircraft bomb which passed through the crown and out of the side without exploding and has never been found! Also a 3-lift spiral guided in masonry tank, built in 1947 by Clayton & Sons. Capacity 1,422,000 cuft.

U1.6 EASTBOURNE, FINMERE ROAD, TWO HOLDERS
TQ 622 010
A 2-lift lattice column-guided in masonry tank, built c.1885. Capacity 825,000 cuft. Outer lift reconstructed by Samuel Cutler & Sons in 1948. Also a 3-lift RSJ column-guided in masonry tank, built in 1899. Capacity 1,750,000 cuft. Resheeted by Samuel Cutler & Sons in 1924. On the site there is a brick water tank, the remains of a demolished 2-lift column-guided holder built in 1877.

WATER SUPPLY

From the earliest times potable water was obtained from wells. By the end of the nineteenth century most villages had a communal hand operated pump often on the village green. For deep wells animal or man power was used to raise the water. In towns communal pumps had been abandoned following outbreaks of the water borne diseases of cholera and typhoid with clean water and effective sewage disposal slowly becoming the norm. Initially private supply companies pumped water from springs but by the last quarter of the century powerful steam pumping engines raising many thousands of gallons from artesian wells pumped this to reservoirs. Most were operated by municipal authorities and remained on standby until the later years of the twentieth century as electric pumps took over. Distribution by a network of pipes requires a variable rate of pumping and where this cannot be maintained to meet peak demand, particularly in more rural areas water towers are used. These are built on high ground and consist of a tank (the reservoir) at the top of a brick tower or of concrete supported by concrete columns, at a height sufficient to pressurise a water supply system. Water is pumped into the reservoir at night to augment daytime peak demand. With modern variable rate pumps controlled by telemetry many of the older towers have been converted to accommodation.

U2.1 EAST MARDEN, WELL HEAD AND PUMP
SU 807 146
On a triangle of grass in the road junction outside the church. Conical thatched roof supported on eight wooden rustic columns with two big cross beams. The water raising mechanism consists of an unusual square hand wheel and windlass complete with rope and bucket.

U2.2 PETWORTH, COULTERSHAW BEAM PUMP
SU 972 194
Beside the A285 road 1 1/4 miles south of Petworth. The beam pump was installed in 1782 by the 3rd Earl of Egremon to supplement the water supply to Petworth House and town. The water was pumped from the River Rother through a 3 inch diameter cast iron pipe to two reservoirs
in Petworth. Townspeople were, on application, allowed to connect to this supply. The pump is powered by a breast shot wheel. It has been restored by members of Sussex Industrial Archaeology Society. The pump house is a 19C cart shed re-erected from a farm in Goodwood, and is protected by the erection of a nineteenth century cart shed over it. In 2012 a 15-kilowatt Archimedes screw turbine was installed in the wheel pit of the last corn mill, which was demolished in 1972, to generate electricity from a sustainable source. Part of the Coultershaw Heritage Site.

www.coultershaw.co.uk

U2.3 ARUNDEL WATER PUMP
TQ 018 077
Near Swanbourne Lake on the Arundel Estate. The turbine which powered the pump is housed in a flint faced brick, Gothic revival building, which may be of the same date, 1844, as the reservoir that it fed on the hill above the town. Two triple throw pumps were used for this supply. The machinery remains in the recently restored building and may be viewed from a platform. Occasionally open.

U2.4 SADDLESCOMBE, NEAR BRIGHTON
TQ 273 115
The wheel built in 1855 is 15 feet in diameter and housed in a timber building open on one side with a pyramidal roof. The well is 165 feet deep and it took 28 turns of the wheel to operate. Worked by one donkey or two men it was used until c1910. Now owned and restored by the National Trust, the building is in a small field surrounded by farm buildings.

U2.5 HOVE, BRITISH ENGINEERIUM OFF NEVILL ROAD
TQ 285 065
Originally Goldstone pumping station, built by The Brighton Hove and Preston Constant Water Supply Company immediately following its establishment in 1864. Two engine halls are connected by a single storey structure which houses four Lancashire boilers. Originally there
was only one engine hall which housed a 130 hp Easton and Amos beam engine. In 1871 ownership passed to Brighton Corporation and four years later the eastern engine hall was added to house a 250 hp Easton and Anderson beam engine with output rising to 2,600,000 gallons per day. Operations ceased in 1971 and almost single handed the late Jonathan Minns obtained listed status for the building and secured funding to restore the building and machinery to working order. It opened in 1976 and was renamed The British Engineerium in 1981. The building was also home to Minns’ fine collection of engineering models. Future funding problems caused the sale of the Engineerium in 2006 when the buildings and contents changed hands. At present (2015) it is closed for refurbishment but may be viewed from the road.

**U2.6 STANMER PARK, BRIGHTON**

TQ 336 096

Within the churchyard at Stanmer is a small flint building containing a donkey wheel 13½ feet in diameter and 4 feet wide. It is sited over a well 252 feet deep that was used by the villagers to draw water until 1900. As one bucket was lowered the other, full of water rose, each at the end of a chain.

**U2.7 NEWICK VILLAGE PUMP**

TQ 419 213

On the village green beside the A272. Erected in 1897 to commemorate Queen Victoria’s Diamond Jubilee. Tall stone obelisk from which protrudes an iron spout in the form of a lion’s head. The handle has the form of its tail. A notice forbids its use for the filling of steam engines.

**U2.8 RINGMER VILLAGE PUMP**

TQ 449 125

Situated at a corner of the green near the edge of the B2192. A handsome flywheel and crank pump under a hipped tiled roof supported by six wooden columns on dwarf brick walls. The well was sunk and the pump erected in 1883. It was made at the Etna Ironworks of Charles Aspull Wells in Lewes near Cliffe Bridge.
U2.9 SEDLESCOMBE, PUMP AND WELLHOUSE
TQ 782 179
Situated in the middle of the village green and erected in 1900, Lead pump covered by a superstructure of eight heavy stone columns supporting a tiled roof with sprocket eaves and four small gables above surmounted by a weather-vane.

U2.10 BREDE PUMPING STATION
TQ 814 178
An attractive red brick building in the Edwardian municipal style was erected in 1903 to supply water from a new well to Hastings. It originally housed two Tangye triple expansion pumping engines of which one survives. In 1939 a second pump house was built for a Worthington Simpson triple expansion engine installed in 1941. In 1964 the boilers were removed and the pumps and engines mothballed. Sadly in the early 1980s the impressive tall chimney was demolished. However in 1987 the complex was listed and restoration began. Both remaining engines are now capable of being demonstrated by compressed air and the space where the boilers were, now exhibits water heritage pumping machinery. Operated by the Brede Steam Engine Society and open once a month. Please check times of opening, www.bredesteamgiants.co.uk

U2.11 WINCHELSEA TOWN WELL
TQ 906 174
Standing in Castle Street the 130 feet deep well was sunk and the building housing it (with now securely locked wrought iron gates) was erected in 1851. Note the medieval archways and buttresses used in the construction, and the 19th century notice boards, whose instructions remained valid until the introduction of piped water in 1896, when the well fell into disuse.

U2.12 RYE WATER CISTERN AND WATER TOWER
TQ 922 203
Located in the north-east corner of St Marys churchyard. It was built in 1735 as part of a general scheme approved in 1730 for improving
the town's water supply. The brick cistern, which is below ground level, is oval in plan with an elliptical arched roof, and has a capacity of approximately 20,000 gallons. It is surmounted by an oval brick tower, which rises from the base of the cistern, capped by a curved tiled roof. A vertical gauge board indicating the level of water in the cistern is attached to the tower. A hand pump of 1826 is situated in front of the cistern. Water was 'pumped up' Conduit Hill through elm pipes from the towns water house on Tower Street TQ 921 205. This is dated 1869 when a steam engine and pump were installed, these became obsolete in 1894, when a new waterworks was constructed at Playden. The Water House is now an antiques shop.

right, U2.12: Plaque on a wall adjoining the cistern in Rye

WATER TOWERS

U2.13 CHICHESTER, GRAYLINGWELL HOSPITAL, COLLEGE LANE
SU 867 064
A brick water tower adjacent to other buildings with attached chimney stack, in red brick with reconstructed stone dressings. Built in 1897 to a design by Sir Arthur Blomfield. No longer in use.

U2.14 PORTSLADE, FOREDOWN TOWER, FOREDOWN ROAD
TQ 257 072
A brick tower built in 1909 with an iron tank, fabricated at John Every's Phoenix Ironworks, Lewes. Formerly part of the Foresdon Isolation Hospital, now converted into a camera obscura.

U2.15 SLAUGHAM, WARNINGLID COLWOOD LANE
TQ 257 250
A twelve-sided reinforced concrete tower with tapered shaft and twelve sided tank, also of concrete, with sloping soffit. Probably built post Second World War.

U2.16 BALCOMBE, HANDCROSS, HIGH BEECHES LANE
TQ 283 309
A four storey brick structure and oversailed upper tank floor with castellated parapet, for public water supply, late nineteenth century.

U2.17 BURGESS HILL, KEYMER ROAD
TQ 317 175
A large reinforced concrete cylindrical tank on eight columns, with central octagonal staircase shaft. Probably built in 1930s.

U2.18 UCKFIELD, 11 BROWN'S LANE
TQ 477 220
An octagonal brick tower of 1903, three storeys high with attached two storey extension, the lower parts used for domestic accommodation, probably from the start. Has a flat roof with parapet, and red brick walls, the lowest storey is battered, with the first and second storey of the tower having recessed panels with pebble-dash rendering.

U2.19 FRISTON, OLD WILLINGDON ROAD
TV 553 985
A large octagonal reinforced concrete tower with projecting plinth and lower storey and oversailed upper storey with diagonal buttresses, the tank not projecting but with stepped back parapet. Built by the Eastbourne Water Company, probably in the late 1930s.

U2.20 NINFIELD, STANDARD HILL
TQ 699 127
A reinforced concrete cylindrical tank on an octagonal tower - for public water supply, probably built in the 1930s.
ELECTRICAL SUPPLY

Up until 1948 there were about 50 electricity undertakings in Surrey, Kent and Sussex. These were consolidated into South Eastern Electricity Board in 1948. These undertakings fell into two groups. In large towns they tended to be integral parts of the local authority. These included Eastbourne, Hastings, Brighton and Tunbridge Wells. The remainder were privately owned companies in more rural areas.

U3.1 LITTLEHAMPTON, ELECTRICITY WORKS, DUKE STREET
TQ 028 022
The generating hall built by the Sussex Electricity Supply Co. (SESCO) in 1922 still stands. A small SESCO marker can be seen by one of the cottages opposite.

U3.2 BRIGHTON, SEAFRONT LAMP STANDARDS
TQ 303 040 – TQ 322 037
These fine tall lamp standards were cast at John Every’s Phoenix Iron Works in Lewes. Their design has an octagonal base, decorated with elaborate foliage ornament and surmounted by a ribbed column. The original 41 columns (later increased to over 70) were erected in 1893 and carried a single arc lamp with a luminosity recorded at 1,000 candle power. It was the first time arc lanterns had been installed on an ordinary low tension system. The present twin pendant lanterns and brackets were not added until the mid 1930s.

U3.3 BROAD OAK, LATTICE SUPPORTS FOR POWER CABLES
TQ 604 222
A lasting legacy of the pre 1948 Weald Electric Company was their use of steel lattice poles, for both low voltage (LV) and high voltage (HV) distribution. Many of these supports have been replaced as the need has arisen but it is rarely
because of condition. Reasons for replacement include amenity and diversions. There are examples of low voltage supports north and east from Horsebridge on the A265 at Broad Oak village and between Herstmonceux and Boreham Street on the A271 (TQ 635 124 & TQ 666 113).

**U3.4 HASTINGS ELECTRIC LIGHT WORKS, EARL STREET**
TQ 817 098
The works were built by the Hastings and St. Leonards Electric Light Company, formed in early 1882 by local businessmen and located in Earl Street. The following year the town's first lights were switched on along a small section of the seafront. By 1926 the works were outdated and closed. They are now a furniture warehouse and although altered by the removal of the chimney and generating equipment, the exterior is recognisable as an industrial building.

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**LEISURE INDUSTRY - CINEMAS, THEATRES, PIERS AND LIDOS**

**CINEMAS**
The early purpose built cinemas opened in the 1910s and 1920s, with interiors resembling music halls. A significant development occurred in 1927, when the first feature film with sound, combining dialogue and music was produced. In the next decade ‘Picture Palaces’ were constructed in the art deco style popular at the time, with lavish interiors. With decreasing audiences in the 1970s many were demolished.

**L1.1 SELSEY, HALL CINEMA, HIGH STREET**
SZ 853 932
Opened in 1913 and used primarily as a cinema until 1964, albeit latterly only in the summer months. The building survives with the original three bay frontage and central double-door entrance. Above are three rose windows at balcony level.

**L1.2 CHICHESTER, OLYMPIA ELECTRIC THEATRE NORTHGATE**
SU 861 053
Chichester’s first cinema opened in May 1911 a year after the adjacent roller skating rink. The cinema was a re-fronted existing building with a sloping floor, tip up seats and a roomy balcony. The ornate white stone-like facade had plaster relief scrolls and a projecting fireproof operator’s box. Fire gutted the building in 1922 and it later
became a Southdown bus garage. It still stands on an island site sadly shorn of all its original embellishments.

**L1.3 BOGNOR REGIS, PICTURE DROME CINEMA CANADA GROVE**
SZ 933 993

Located opposite the railway station, this was originally the New Assembly Rooms opening in 1886 with stage shows, dancing, roller skating and badminton. Films were first presented in 1897. The most prominent feature of the building is an octagonal lantern which at one time housed a revolving light operated by a boy pedalling a bicycle type mechanism that advertised its presence to the locality. The interior retains many of its original features including the old proscenium arch with boxes to each side, which due to the remodelling in 1919, when the premises opened as the Picturedrome Cinema, are now at the rear of the auditorium.

**L1.4 WORTHING, DOME CINEMA MARINE PARADE**
TQ 150 024

Completed in 1911 as The Kursaal, a magnificent Edwardian entertainment complex with gardens and a roller skating rink on the ground floor and an 'Electric Theatre' and tearoom on the first. The complex was renamed The Dome in 1914 and the roller skating rink was converted to a cinema in 1921. The cinema foyer and interior retained much of its original decoration and fixtures and fittings and with support from the Heritage Lottery Fund a major restoration was completed in 2007. It is now a flourishing cinema with two screens, the second occupying the area of the original 'Electric Theatre'. The listing at Grade II* is one of only a few such cinemas in the UK.

**L1.5 BRIGHTON, DUKE OF YORK'S CINEMA, PRESTON CIRCUS**
TQ 312 055

The building was formerly the malthouse of an adjoining brewery demolished in 1901. Bricked up windows on the south (not easily visible) evidence its original use. Designed by Brighton architects Clayton & Black, with an Edwardian baroque-style stucco facade it opened as a cinema in 1910. The elliptically curved ceiling to the auditorium survives to this day. On the opening day a series of short films, made by Hove film-maker George Albert
Smith at his glasshouse film studio in St Anne’s Well Gardens, were shown. It has continually operated as a cinema throughout its lifetime and is the oldest working cinema in the UK.

L1.6 UCKFIELD,
PICTURE HOUSE, HIGH STREET
TQ 473 213
Designed by Walter Long in the vernacular revival style, the cinema opened in 1916 as a garrison theatre for the troops stationed in the area. Films were first shown in August 1920 and the Picture House has been a cinema ever since. Owned by Mrs. Leila Measures, it was bequeathed to her daughter Mrs. Leila Neale in 1925. CinemaScope was installed in 1958. In 1964 the lease was sold to Roy Markwick who made many improvements three years later, including the installation of new Westar projectors and Peerless lamp-houses. The cinema was also redecorated and the seating capacity reduced from 500 to 305 for increased comfort. The cinema closed in December 1978 for conversion to a two screen cinema, opening on 19 March 1979. Further refurbishment was carried out in 1989 when the foyer was extended. New seats were also fitted and the interior was re-carpeted. A third screen was installed in 1999.

L1.7 THE HAILSHAM PAVILION,
GEORGE STREET
TQ 591 094
The cinema opened in November 1921 and was in use continuously as a ‘Picture House’ until May 1965. After two years it reopened as a bingo hall, which lasted until 1987. The building was then closed and it deteriorated. Owned by Wealden District Council, it continued in this state until the Hailsham Old Pavilion Society, formed in 1983, raised enough funds, with support from the Heritage Lottery Fund, to restore the building to its former glory. The restored cinema reopened in December 1999 as a combined 220 seat cinema and theatre with a raked floor. Current films and stage shows are put on most days throughout the year.

L1.8 EASTBOURNE,
THE CURZON, LANGNEY ROAD
TV 614 990
Opened as The Picturedrome Cinema on 21 December 1920. Seating capacity was originally over 1,100. The auditorium was updated in 1948 and a wide CinemaScope screen installed in 1954. The Cinema was acquired by Classic Cinemas in 1966 and renamed The Curzon. The Cinema was closed between the end of 1972 and March 1973 to create a triple screen complex. The circle became Curzon 1 with 555 seats by extending the front of the circle to the screen, while the stalls area was split in two to create Curzon 2 and 3, both with a seating capacity of 246. In 1993 a 3-manual electronic Wurlitzer Organ was installed.
in Curzon 1. The Curzon is the longest surviving Cinema in Eastbourne.

**L1.9 EASTBOURNE, MANHATTAN CINEMA, SEASIDE ROAD**
TV 617 990

Designed by Andrew Ford in 1914 for Henry Baker, it was first known as the Central Hall Electric Theatre, but was renamed The Central Cinema the following year. It changed its name yet again in 1923 to The New Central Cinema. It closed for reconstruction work in 1933 and when opened 12 weeks later the interior was greatly improved. A balcony to seat 260 had been added and there was seating for 450 in the stalls. The rake of the stalls was unusual as the floor went downhill to the back of the stalls, so audiences were looking upwards to view the screen! The cinema closed again early in March 1961 for further reconstruction, opening later in the same month as The Manhattan Cinema. The cinema eventually closed on 16 April 1966 when it became a bingo establishment. The building has now been converted, but the splendid frontage of the cinema has been retained. The rear is now housing, while the front is in retail use.

**L1.10 BEXHILL, REDSTACK PLAYHOUSE, WESTERN ROAD**
TQ 740 074

The Cinema opened as the Cinema De Luxe in 1913. It was then moved to the adjacent property in 1921 and became the Playhouse Cinema. In 1966 it changed its name to the Classic, becoming the Curzon in 1977. Earlier in 1974 it was split with the ground floor becoming a market and the foyer being converted into a shop, while the upper floor was retained as the cinema. After uncertainties over its future in the early 1990s, it eventually reopened on 10 February 1995. However in January 2006, the cinema was renamed Redstack Playhouse and live shows were introduced in addition to films. Unfortunately it then closed during 2008.

**L1.11 BATTLE, ABBEY CINEMA LOWER LAKE**
TQ 752 155

The Cinema opened on Monday 5 July 1937 as the Severnola Cinema, the first film shown being 'Dreams Come True'. In the late 1940s the name changed to the Hollywood Luxury Cinema, becoming the Abbey Cinema after the war. It was purchased by Mr. G S Field in April 1961, and closed on 31 May 1967 when Mr. Field retired. The last film shown in Mr. Field's ownership was 'One Million Years B.C.' It was then converted into the Abbey Auction Gallery of Burstow and Hewett. Although the entrance has been replaced by a typical shop front, the centre section of the original seating can still be seen at the rear of the building where during the Battle Festival, silent films are normally shown each year, but none of the original projection equipment survives, being removed during the late 1980s.

**THEATRES**

The quality and extravagance of the interior of theatres could be described as temples of art, when an architectural study is made of the auditorium, the proscenium, the boxes and the balconies. The interiors of theatres designed by Frank Matcham and Charles J Phipps are particularly rich in decoration with Matcham becoming the most prolific theatre architect of all time during the latter part of the nineteenth century.

**L2.1 CHICHESTER, FESTIVAL THEATRE, OAKLANDS PARK**
SU 862 055

The theatre opened in 1962 to the design of Phillip Powell and Hidalgo Moya. The hexagonal concrete structure has the first suspension roof in the UK giving an auditorium free from columns. The engineer was Charles Weiss. The first artistic director was Sir Laurence Olivier. Listed Grade II* in 1998. The theatre underwent a major refurbishment in 2012-14 which restored its 1400 seating capacity.
L2.2 WORTHING, CONNAUGHT THEATRE, UNION PLACE
TQ 149 028
Built as the Picturedrome cinema in 1914, the venue was extended in 1935 becoming the present Connaught Theatre. The frontage in the art deco style, designed by local architect A T Goldsmith, has a three bay two storey rendered elevation with strip windows and projecting canopy. The foyer and curving stairs complete the ensemble.

L2.3 BRIGHTON, HIPPODROME, MIDDLE STREET
TQ 309 041
Designed by Frank Matcham and built in 1900, the Hippodrome features a restrained stuccoed façade with a central entrance flanked by square Italianate towers with pyramid tiled roofs. In the foyer above the doors can be seen prices for the stalls, circles and boxes quoted in £sd. Advertisements for early shows are also on display in the foyer area. The semi-circular auditorium is large, opulently decorated and was originally a dual-purpose circus/variety theatre, and possibly the finest surviving example in Britain. The most spectacular feature in the auditorium is the vast ceiling in the form of a richly decorated panelled dome with boldly modelled baroque plasterwork. In the centre of the ceiling is a small open cupola with a balustraded gallery around the inside. The Hippodrome became a bingo establishment, but is now closed and deteriorating.

L2.4 BRIGHTON, THEATRE ROYAL, NEW ROAD
TQ 311 043
Originally built in 1807, the auditorium and stage was rebuilt, and the façade altered by Charles J Phipps in 1866. In this alteration, the walls and colonnade were retained, but the height was increased and a glazed extension added at first floor level. The auditorium was constructed with three closely spaced steeped raked balconies supported by iron columns. The original façade was replaced by red brick with stone dressings by C E Clayton in 1894. In 1927, the plasterwork in the auditorium was remodelled in the French neo-classical style by Sprague and Barton. The theatre has a seating capacity of 1,000.

L2.5 FALMER, GARDNER ARTS THEATRE, UNIVERSITY OF SUSSEX
TQ 345 089
The Gardner Arts Theatre was designed, as were the original university buildings, by Sir Basil Spence and opened in 1969. Its brick built design is based on a series of concentric circles 'demonstrating the essential unity of all the arts' with a wood lined auditorium. Currently the auditorium is being re-modelled prior to re-opening as the Attenborough Centre for Creative Arts.

L2.6 EASTBOURNE, DEVONSHIRE PARK THEATRE, COMPTON STREET
TV 612 984
The Theatre was designed by Henry Currey and opened in 1884, after taking two years to build. The building was constructed with a stuccoed exterior, flanked by white Italianate towers.
with pyramidal roofs. The façade between the towers is noticeably low because the building is constructed on a sloping site, and the stalls are below the entrance level. The 955 seat auditorium incorporates two balconies, supported by iron columns, with delicate plasterwork applied to their fronts. The saucer dome ceiling was designed by Currey. However in 1903, Frank Matcham designed a new proscenium and stage boxes, one each side at first balcony level.

L2.7 BEXHILL ON SEA, DE LA WARR PAVILION, MARINA
TQ 741 071

Built in the Modernist Style and designed by the German architect Erich Mendelsohn with assistance from Serge Chermayeff, a British architect but born in Chechnya, Russia, the De La Warr Pavilion opened in 1935. Constructed out of concrete and steel, with large glass windows, cantilevered balconies, clean lines and terrazzo floors, it is noted for being the first major welded steel framed building in Britain. The building incorporates a multi-purpose entertainments hall, which can seat 1500 people, other halls of varying sizes and a terrace facing the sea. Features of the interior include the cantilevered north and south staircases, both illuminated by large semi circular windows. Note the splendid lighting pendant illuminating the larger south spiral stairway.

L2.8 HASTINGS, WHITE ROCK THEATRE, WHITE ROCK
TQ 811 091

Originally built as a hospital, it was converted into a municipal concert hall in 1927 when the height of the building was increased. It was made into a theatre in the 1930s. The theatre went through a major refurbishment in 1985, during which time the seating arrangement was changed.
SEASIDE PIERS

Seaside piers were essentially a British invention of the nineteenth century. The first pier constructed was at Ryde, Isle of Wight in 1814 followed by the Chain Pier at Brighton. Erected in 1823 principally as a landing stage for the cross channel packet boats it soon became a walk over the water for the town's fashionable visitors. The golden age of pier construction commenced in the 1860s, but their role changed from places to promenade into places of entertainment as pier owners built theatres and amusement complexes on the decking to provide additional features. A cruise by paddle steamer from a landing stage at the pier head became a popular excursion.

from top - L3.3: The Palace Pier, Brighton; L3.1: Bognor Regis Pier; L3.2: Worthing Pier; L3.4: Eastbourne Pier
L3.1 BOGNOR REGIS
SZ 934 988
Was the first pier designed by J W Wilson and was 1000 feet long when opened in 1865. Complex at shore end was built in 1910-12, comprising a Cinema at the Pier Entrance, now a Snooker Club, and a Theatre, with seating for 1400, now a night club. Pier head pavilion and landing stage destroyed by a storm in 1965 and a further 80 ft removed in 2008 for safety reasons.

L3.2 WORTHING
TQ 149 023
Designed by Sir Robert Rawlinson and opened in 1862. Length is 960 feet and was 16 feet wide, but increased to 32 feet in 1889. At the same time the pier head was enlarged and a pavilion was constructed on it. On Easter Monday 1913 almost the whole of the walkway was washed away during a fierce storm but rebuilt by May 1914. Further misfortune hit the pier in 1933 when the pier head pavilion was destroyed by fire. It was rebuilt in the popular art deco style (and has been recently restored) together with a matching central pavilion. The Pavilion Theatre was constructed at the shore end of the pier in 1926 in the Edwardian baroque style.

L3.3 BRIGHTON, PALACE PIER
TQ 313 038
Completed in 1899, it was designed by R St George Moore and built by A Mayoh of Manchester. It is 1,760 feet long. Entrance built in 1930 to replace original entrance of three ironwork arches. Amusement pavilion at shore end built in 1938. Pier has many bars, restaurants and shopping outlets. Pier head enlarged and strengthened in 1993 to support the fairground rides. The skeletal remains of the Brighton West Pier can be viewed from the pier. Owners renamed it Brighton Pier in 2000.

SWIMMING POOLS AND LIDOS

Many of the main seaside towns in Sussex had hot and cold sea-water baths close to the shore for people who were too delicate or timid to bathe in the sea, one example being the former Devonshire Baths in Eastbourne. Lidos situated inland provided an ideal venue for those unable to afford holidays by the seaside and were mostly built in the thirties when sunbathing, swimming and being in the open air became fashionable. We are losing a very special heritage. In their heydays some of these lidos represented thirties architecture at its very best, the gleaming white walls and sun-terraces providing a glamorous back-drop to flood-lit galas.

L4.1 ARUNDEL LIDO, FORMERLY THE FITZALAN POOL
TQ 021 069
An open-air, heated pool with a concrete surround. The pool complex is built alongside the banks of the River Arun. The entrance buildings are brick-built. The lido has main and entry pools plus a large paddling pool for children. The complex is enclosed partly by a perimeter wall and partly by a wooden fence to screen it from the river and is landscaped with grass and trees. Opened in 1960 and restored in 2004. Can be viewed from car-park off Queen Street or from river bank path alongside the Arun and is accessible during pool opening hours.

L4.1: Arundel Lido, with the Castle in the background
L4.2 HOVE, KING ALFRED LEISURE CENTRE
TQ 283 044
Indoor swimming pool which is part of the sports and leisure complex. The building dates from 1938 and was originally called Hove Marina. In 1939 the baths were requisitioned by the Admiralty and commissioned as HMS King Alfred to serve as a training centre. It re-opened as public swimming-baths in 1946, retaining the name King Alfred. The Sports Centre has been added since the 1940s. It was possible to take a sea-water bath until August 1977. Construction was of reinforced concrete. Can be viewed from Kingsway (A259) and is accessible during pool opening hours.

L4.3 BRIGHTON, ST LUKE’S POOL
TQ 323 048
Indoor, heated pool, adjoining St. Luke’s School. Edwardian, brick-built building with glass roof (partial, to apex), though ceiling lowered internally now. Tiled base and surround. Some original Edwardian tiling remains. Separate male and female changing rooms, originally the school woodwork room. Formerly there were cubicle boxes on poolside. Spectators’ gallery at one end, with wooden floor and balustrade. Opened in 1903, this is the oldest pool in Brighton still open today. Renovated by Brighton Borough Council in 1986. Exterior (of school) can be viewed from St. Luke’s Terrace, north of Queen’s Park.

L4.4 SALTDEAN LIDO
TQ 381 020
Saltdean is without doubt the finest example of a 1930s art deco lido and is not only the showpiece for Brighton, but deservedly the most prestigious of the lidos and pools remaining in Sussex. It is a heated outdoor lido. The art deco listed building was built in 1938 and constructed from reinforced concrete. The ‘aeroplane’ curvilinear structure comprises a central two-storey block with wings on either side. It is the only Grade II* listed lido in the UK. Bounded partly by a wooden fence and partly by a perimeter wall with glass panels, it is situated at the coastal end of Saltdean Park, facing the subway to the beach. The original single pool has been divided into two, one of which is
L4.5 LEWES, PELLS POOL
TQ 414 106
Heated outdoor pool. Perimeter wall and brick entrance building and changing rooms. Pale pink concrete surround, seats and a adjacent recreation ground. On the west side is “The Pells”, an L shaped canal which was the millpond of a paper mill of 1802. A tablet on the wall at the entrance gives the date of construction (from funds raised by public subscription) as 1860, giving Pells the distinction of the oldest pool in Sussex. It is also believed to be the oldest in the country. Can be viewed from the recreation ground at the junction of Pelham Terrace and Brook Street and accessible during pool opening hours.

L4.6 GLYNDE POOL
TQ 456 088
Small outdoor pool. Concrete floor and concrete terrace for spectators on south side. Wooden boundary fence. Small plant house. Small changing room on west side and also grass sunbathing area with picnic tables and benches. Situated alongside Glynde Reach. Constructed in 1904, to commemorate Edward VII’s coronation. The pool is for the use of Glynde and Beddingham Swimming Club members. Can be viewed from western end of Glynde cricket field.

M1.1 LIPHOOK, HOLLYCOMBE WORKING STEAM MUSEUM
SU 853 291
All the fun of a Victorian steam fair; ride the Razzle Dazzle, Steam Yacht, Gallopers, Swing Boats and much more finishing with a trip on the Quarry Railway. www.hollycombe.co.uk

M1.2 SINGLETON, WEALD AND DOWNLAND OPEN AIR MUSEUM
SU 875 126
The museum rescues, re-erects and restores historic rural buildings from the south east of England, dating from the medieval to the Victorian period. There is a blacksmith’s shop rescued from Warnham (near Horsham), plumbers and glaziers workshops complete with tools of the trade. A water mill from Lurgashall, which grinds corn for sale, and a tread wheel showing how it was used to draw water from a well and many other buildings and exhibits. Occasional demonstrations of charcoal production using an earth clamp should not be missed. www.wealddown.co.uk

There are many museums in the county but only those that have items of industrial archaeological interest are listed. It is essential that you confirm opening times before making a visit.
M1.3 AMBERLEY MUSEUM
TQ 028 119
The museum is dedicated to the industrial heritage of south east England. Attractions include BT Connected Earth, a display hall of telecommunication equipment, the EDF Electricity Hall, with extensive displays of industrial and domestic electrical items. The Paviors Hall of Roadmaking in a former tannery building removed from Horsham, and many other re-erected period workshops with craftsmen demonstrating their skills. Vintage buses and a narrow gauge railway convey visitors to various parts of the museum.
www.amberleymuseum.co.uk

M1.4 BRIGHTON TOY & MODEL MUSEUM, 52/55 TRAFALGAR STREET
TQ 310 049
The premises situated in arches beneath Brighton Station holds thousands of rare objects including numerous Meccano pieces, trains, locomotives, Dinky, Triang and Corgi model vehicles. There are also working O and HO gauge railway layouts.
www.brightontoymuseum.co.uk

M1.5 LEWES, ANN OF CLEVES HOUSE MUSEUM, SOUTHOVER HIGH STREET
TQ 411 096
This museum, in an attractive sixteenth century timber framed house, contains an outstanding collection of Wealden iron work, including early firebacks collected by John H Every the owner of the town’s Phoenix Ironworks.
www.sussexpast.co.uk/properties-to-discover/anne-of-cleves-house

M1.6 NEWHAVEN MARITIME MUSEUM
PARADISE PARK, AVIS WAY
TQ 447 023
A comprehensive archive of models and artefacts including 10,000 photographs illustrating the life and times of the railway cross channel port and town of Newhaven. Information on Tidemills Village and the First and Second World War defences and operations including the ill-fated Dieppe Raid in 1942.
www.newhavenhistoricalsociety.org.uk

M1.7 BEXHILL MUSEUM,
EGERTON ROAD
TQ 737 071
Items are excellent models of the De La Warr Pavilion and Royal Sovereign light tower. Pictures of bygone Bexhill including trams, cinemas, and the motor racing that was brought to the town by Earl De La Warr in 1902. In the technology gallery can be seen a reproduction 1902 Serpollet steam racing car, a 1958 Elva racing car, these were built in Bexhill, and a 1993 world record breaker Volta electric car.
www.bexhillmuseum.co.uk

M1.8 HASTINGS, FISHERMENS MUSEUM, ROCK-A-NORE
TQ 827 094
Housed in the old fisherman’s church on the sea front of the old town of Hastings, surrounded by the historic net shops used for storage of fishing equipment. The museum illustrates the local marine and fishing industry. The centrepiece is the lugger ‘Enterprise’ RX278 of 1912 complete with masts; steps enable visitors to board the vessel. There are many fine ship models, photographs of local fishing characters and artefacts of the industry such as anchors, crab-pots and tools.
www.hastingsfish.co.uk/museum.htm
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