



Sussex Industrial Archaeology Society

Newsletter

Number 160

October 2013



The 2013 Heritage Open Days in Lewes featured this restored vintage mobile cinema located in the car park of Harveys Brewery.

This unit is the sole survival from an original fleet of seven built in 1967 to tour industrial locations with promotion and safety films. The film shown on the open days was compiled by the Heritage Lottery funded project 'Ale and Hearty', celebrating lost breweries and brewing in the Lewes area.

(Martin Snow)

Newsletter 160

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Editorial

Welcome to *Newsletter* 160. I expect that most (if not all) members will have ordered their new Rolls Royce direct from the modern factory at Goodwood - well in your dreams! But did you know that there was an earlier connection with West Sussex (other than WWII Spitfires)? Recently I was looking in a postcard book on the Witterings and found that Henry Royce lived and worked in West Wittering from 1917 to his death in 1933 - you learn something new all the time.

This served to remind me that far from being merely an agricultural county, Sussex has a long, and at times a leading position in industrial history, from the early flint mines, the major Roman iron working centre. Later becoming the major iron producing and working centre in the earliest part of the Industrial Revolution before it moved to the north and west with the change from charcoal to coal (coke).

Since I became interested in our industrial heritage it has never ceased to surprise me just how many important industries have been based in Sussex, indeed some (sadly few?) are still here, including the world leading motor research engineers - Ricardo at Shoreham and of course Rolls Royce - apologies to all those I have missed out.

Today's 'industries' in Sussex are not what we would accept as 'hard' (real?) IA, Tourism, Education, Finance, dormitory housing.

Another old industry that may not immediately spring to mind is pottery, not just tiles and chimney pots, but both household utensils and glazed decorative items, land drains, unglazed flower pots. The varying types of clay available in the wealden beds were used in different ways and varying colours were achieved. Today there are little remains of this industry; clearly the holes where clay was dug will remain where not used for landfill. Most buildings have been long swept away, but the former kiln at Piddinghoe in the Ouse

valley has survived and been restored. The counties museums have numerous sample of the potters art of the 17th to 19th centuries. Other than 'art' potteries the only non-brick making site is Keymer Brick & Tile at Burgess Hill. Unless you know better!

The Society now has a set of the Tithe Maps for Parishes in West Sussex. Any member wishing help in their research from these should contact Martin Snow, Editor.

Forthcoming SIAS Events

Malcolm Dawes

All meetings are held at West Blatchington Mill Barn, Holmes Avenue, Hove

Saturday 19th October 7.30pm. *The History of Ford Airfield*

Dave Ruffle of the Yapton and Ford Local History Group and will be recounting the fascinating story of Ford Airfield. The airfield opened in 1918 as a Training Depot Station of the RFC. It comprised of the usual staff quarters and seven hangars each 100 feet wide by 170 feet long with doors at each end. Brick pillars supported a curved roof on timber bow string trusses, generally known as Belfast trusses, three of these hangars survived into the mid seventies. Following the 1918 Armistice, the field reverted to grazing until 1931 when a handful of Henry Ford's Trimotor airliners were imported before assembly ceased in 1932. In 1937 the site was acquired by the Air Ministry and units of the RAF and Fleet Air Arm saw active service until the cessation of hostilities in 1945. The military vacated the site in 1959 and Ford Open Prison opened the following year occupying some of the airfield and its buildings. With housing and industrial units now occupying the remainder of the site little of the buildings now remain.

Saturday 16th November, 2.30pm. *AGM of the Sussex Industrial Archaeology Society* *After completion of the AGM there will be a talk on the developments in aviation during the 20th Century by SIAS President Air Marshal Sir Freddie Sowrey.*

Our President's family have been distinguished members of the RFC and RAF serving in both the First and Second World Wars and the cold war period. The talk will contrast developments in military aviation over that period using some of the 50 different types of aircraft he has personally flown. Using images from the family archive and rare film footage the talk will be the highlight of the AGM and should not be missed. A book has been published (The Sowreys) chronicling the story of the family and copies will be available.

Saturday 25th January at 7.30pm. *Thomas Brassey – Railway Builder*

Presentation by David Jones on Thomas Brassey who was responsible for building one third of the railways in the UK and about one twelfth of the world's mileage, working on behalf of many famous engineers of the 19th century, from Joseph Locke to Isambard Brunel. His legacy can still be seen in many parts of the country and overseas in the form of bridges, stations, viaducts and tunnels, which will be covered in the talk. He was born near Chester in 1805 and died in St. Leonards-on-Sea in 1870.

(Note: At 2.00pm approx, at the same venue there is a Brighton Circle talk, *The Atlantic rebuild* also by David Jones, who will be providing an update on the project to reconstruct the Brighton Atlantic Class H2 steam locomotive at the Bluebell Railway. SIAS members are welcome to attend).

Saturday 22nd February 7.30pm. *An evening of archive films and photos of Sussex Industrial Archaeology*

Achieve and recent films and images on Local IA topics.

Including; a gem from 1989 - Blabers Foundry the last foundry in Brighton – situated in the town centre in Portland Street and still operating into the early 1990s;

Canal bridge restoration on the section between the Arun and Chichester;

Brewing in a series of old clips, by special arrangement;

IA photos from the Nutley area around the turn of the 19th century – kindly provided by Nutley Historical Society.

Please contact Martin Snow (editor) to discuss details if you have any potential material for inclusion in the programme for the evening.

Saturday 22nd March 7.30pm. *If it's not a brick – what is it?*

The story of buildings and building materials that are not what they seem. SIAS Secretary Ron Martin will be using his collection of photos to illustrate how it is not always obvious what materials have been used in buildings or even how a building has been put together.

Events from Other Societies

Malcolm Dawes

Detailed below are events organised by other societies, which may be of interest to our members. If you have details for future events please send these to:

Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB

or e-mail to malcolm.dawes@btinternet.com

Sunday 20th October. *Autumn Industrial Trains Event*

Narrow gauge petrol, diesel, electric and steam locomotives.

Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Tuesday 22nd October, 7.30pm. *A Sussex Farm in the 1950s*

Eastbourne Local History Society presentation by Ian Everest.

St. Saviours and St. Peters Church Hall, South Street, Eastbourne. £1 visitors.

Further details, email maureencopping@yahoo.co.uk

Weekend of 26th - 27th October. *Giants of Steam weekend*

Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 2nd November. *Hayling Island Branch Commemoration*

Kent and East Sussex Railway. Almost 50 years to the day the branch line from Havant to Hayling saw its last passengers. To commemorate the closure, KESR Terrier locomotives 32670 & 32678 will be in steam.

Both locomotives worked the Hayling Island branch in its closing years and No 32670 hauled the last train, an LCGB special on 3rd November 1963. www.kesr.org.uk

Sunday 3rd November. *London to Brighton veteran car run*

Friday 8th November, 8.00pm. *Slaugham Mill*

The history of a forgotten watermill in the heart of Sussex. Burgess Hill Local History Society talk by Otto Somodi. £2. Cyprus Hall, Cyprus Road, Burgess Hill. <http://burgesshillmuseum.co.uk>

Monday 11th November, 7.30pm. *Railways in the round*

Southern Electric Group, Sussex Branch presentation by Andrew Marshall showing a further selection of slides from the past 32 years. £2 visitors. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 13th November, 7.30pm. *New build, remodelling and demolitions: the varied fortunes of the country house in West Sussex 1750-1914*

Chichester Local History Society talk by Dr Sue Berry, Victoria County History. £3. New Park Centre, New Park Road, Chichester. 01243 784915

Wednesday 20th November, 7.45pm. *British Trams in the 1950s*

Sussex Transport Interest Group talk by John Bishop. Looking back at the closing of many tramway systems. £2. London Rd Station, Brighton.

www.sussex-transport.co.uk/stig

Tuesday 26th November, 7.30pm. *Stationary Engines*

Eastbourne Local History Society presentation by Allen Cullen. St Saviours and St Peters Church Hall, South Street, Eastbourne. £1 visitors.

Further details, email maureencopping@yahoo.co.uk

Saturday 7th December. *Steam train excursion from Three Bridges to Bath*

Photographic opportunities in Sussex. www.railwaytouring.co.uk

Wednesday 11th December. *Steam train excursion from London Victoria to Eastbourne*

Photographic opportunities in Sussex. www.railwaytouring.co.uk

Saturday 14th December. *Steam train excursion from Southend to Chichester*

Photographic opportunities in Sussex. www.steamdreams.co.uk

Do please always check details before traveling.

The details of these meetings and events organised by other groups are only included as a guide and as a service to members: inclusion here is not intended to be seen as an endorsement.

Sussex Mills Group

Autumn gathering 20th October 2013

2.00 pm - 5.00 pm at Westham Village Hall
with a prior visit [from 12.30 pm] to Stone Cross windmill.

This is an open meeting to which members and
non-members are most welcome.

In addition to reports, discussions and news on Sussex Mills there
will be a presentation on the "Fédération des Moulins de France".

Alex Vincent will talk about Cutmill watermill, Broadwater
and Peter Hill will give a presentation on mills in the Stone Cross area

Attendees are invited to bring to the meeting their
twelve favourite mill postcards.



‘Return to Robertsbridge’ Gala 21st & 22nd September 2013

A shot of the shuttle train at the celebratory opening weekend, running between the rebuilt Robertsbridge Junction station and Northbridge Street. A major step in reopening the Rother Valley Railway between Robertsbridge and Bodiam.

The loco is Terrier 32670, which ran on the K&ESR as its No. 3 *Bodiam*.

It is now back on the K&ESR and regularly hauls trains between Tenterden and Bodiam.

Rye Town Visit 17th of August

Peter Holtham

A disappointingly small party of eight members met at the at the Rye Local History Museum where Alan Dickenson, a Rye historian first showed us a well compiled collection of slides of historic Rye with “before” and “after” views. Next, with one eye on the deteriorating weather, we walked through the church yard stopping to inspect the water cistern there. Turning south we visited the gun garden and inspected the fortifications an then down to the quay to see the model of the town as it was in the 1870s. The premises of the long closed Strand Brewery were inspected together with the nearby warehouses and “Grist Mill”, finally working back along Cinque Ports Street the site of the soup kitchen was visited before finally examining the water works building and furniture depository.

Visit to Kings Standing

Ron Martin

The WWII Aspidistra site at Kings Standing was visited by members of the Society in July and we were taken round by a very enthusiastic ex-policeman.

This was the site of radio transmitters which were to send black propaganda to Germany during the war. This was under the direction of Sefton Delmer, an Englishman who had been born in Germany. The concept was to establish spurious radio station which provided news and entertainment and at the same time slipped in subversive items of black propaganda.

The building work started in 1941 with the construction of the underground bunker to house the 600 kW transmitter known by the code name *Aspidistra* after the Gracie Fields song The Biggest Aspidistra in the World, as at that time it was deemed to be the most powerful transmitter in the world. This was shortened to “Aspi” and subsequently all transmitters on the site were given Aspi numbers. Other buildings built during the first phase were a Power House, a Cooling Tower and two Pillboxes, of which only one is left. In 1942/43 other transmitter buildings were added, one known as the “Cinema” building due to its internal finishes resembling a pre-war cinema and another much plainer one known as the “Barn”.

After the war, the site was used by the Diplomatic Wireless Service, a second Power House was built and the “Barn” building had a second storey added. During the 1970s the bunker was extended and converted into a Regional Seat of Government (RSG 6). The whole site is currently owned by Sussex Police and used as a Training Establishment. All the building mentioned above are extant but the “Cinema” building is in a poor condition and access is not available. This one is the only one that is listed Grade II and it is hoped that restoration can be carried out in the near future if funding can be made available.

This was a fascinating visit to the remains of an very significant and important wartime establishment. A full report on the site was published in *SIH* 31 but unfortunately copies of this are no longer available although photo-copies of the article can be supplied on request.

Saldean Lido

Ron Martin

The news has just been released that the Saldean Lido Community Interest Company has been awarded provisional preferred bidder status for the lease.

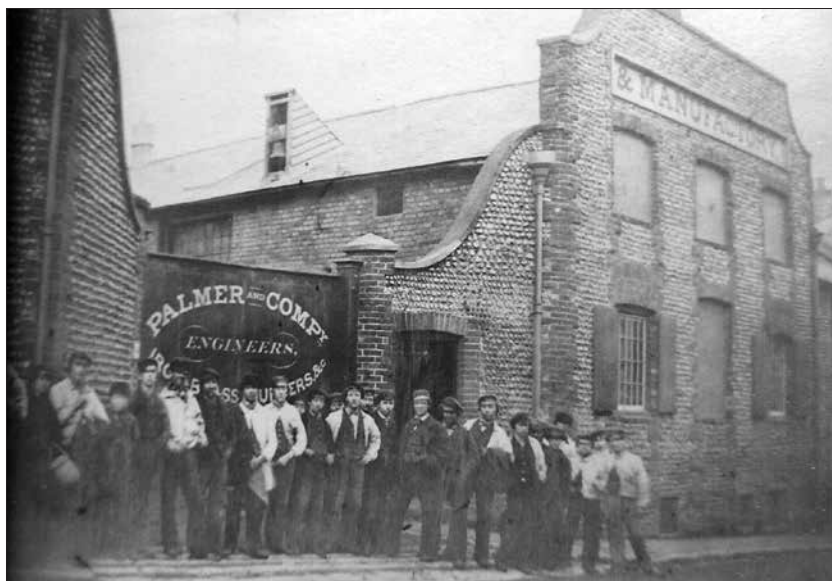
The award is still subject to negotiations but could take over the lease in the near future. This now means that they will be able to go ahead with the development of the site. A lot of repair work still needs to be carried out and the building is still on the English Heritage’s “At Risk Register”. Plans have been prepared by Conran & Partners.

Close up on Brighton

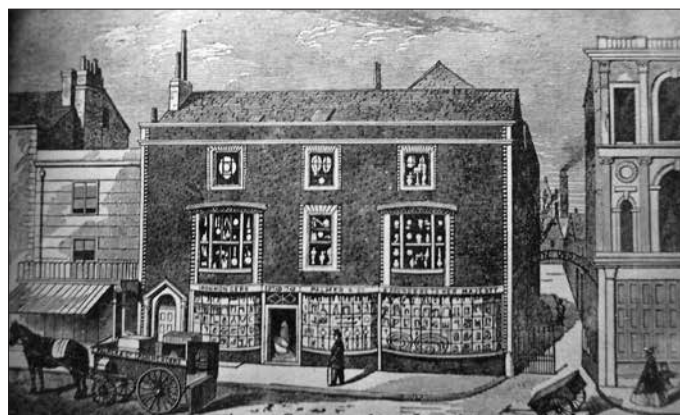
Laurie Keen

By 1800, Brighton was a large town of some 7,000 residents, 1,500 houses in 18 streets and there were 21 master builders who, with their allied craftsmen, continued with the town's growth. The demand for ironwork was probably quite low in those early days and easily met by the town's two blacksmiths and five farriers.

One who was both a farrier and a blacksmith at that time was Thomas Palmer whose family business was established in 1762 when the population was only 3,000 or so, the first Theatre and Baths had yet to open and the first Assembly Rooms were only one year old. Their first business was in ancient Brighton Place, then called 'the Knab', where one of the town wells was situated but by 1823 Thomas was in partnership with a Mr. Green and they were now ironmongers and founders with shops and small works at 124 North Street, 39 St James' Street, 8 Chapel Street and Brighton's first iron and brass foundry in North Lane, which presumably they financed and built, perhaps during the Regency (1810-20) hence the title 'Regent'.



These were extensive works (pictures above and top, next page – note the time-keeping bell) capable of casting the huge Chain Pier towers and later railway structures. In 1823 another farrier and smith, Thomas Packham, was doing well with premises in Church Street, Queens Road and with a foundry in Castle Street. Later he had two premises in Western Road. It would appear that the early farriers and blacksmiths evolved to become founders and ironmongers.



It was good to find this drawing (above) of an early Victorian ironmongers belonging to Palmer & Co. (Green evidently leaving the partnership in about 1865) which I would date to the 1840s/50s. Above the shop windows it reads 'Ironmongers Estd. 1762 Palmer & Co. & Founders to her Majesty'. The Royal Warrant was probably earned whilst Victoria was making the odd visits to the Pavilion. The address of this shop is 146 North Street but the drawing does not show the slope of the road. However, the side alley to the foundry is interesting. The foundry chimney is in the distance and I believe the view is from the north side of North Street looking across Church Street to the Regent Foundry at 74 North Lane (now Road) just below the *Three Jolly Butchers* pub. There is a bath in the doorway and baskets(?) in the window. I would say they were 'finals' in the upstairs windows while I can recognise boot scrapers in the lower ones; several examples of which can still be seen today.

An IA Walking Tour of Arundel

Adge Roberts

On 11th July some 12 members gathered in the Lido car park at 11am for a tour of the town's industrial heritage, led by Adge Roberts.

We began by viewing the much modified oast house beside the car park built c. 1789 for George Puttock and his adjacent cottage .

Into Queen Street, we saw the huge swathe of the street that had been occupied by the Swallow Brewery and how three of a terrace of adjoining cottages had been demolished to allow the building of the Arun Cinema. This in turn was lost to a Texaco garage. The site is now occupied by a block of flats. On the opposite side of the road in a building (now a restaurant) we were shown an image of it as a Hares Garage. We Crossed the road and went along Queens Lane to the cattle pound and then into Fitzalan Road and to the rear of the site of the Swallow Brewery where we saw the remains of the brewery chimney and another associated building. We were shown a picture of the site from c. 1895 with three or four men sitting atop the chimney.

We went back into Queen Street and to the town bridge where the history of this structure was illustrated for us using old photographs, and we heard how, during the building of the present bridge, the riverside *Bridge Hotel* began to fall into the river. The development of the town as seen from across the river was also explained including the story of the enormous sub-post office, and of the Port of Arundel. We heard about the brig *Ebenezer* (a regular visitor to Arundel) built by Robinsons of Littlehampton and sunk by a German U-boat in WWI. We heard about the fire that destroyed the corn store.

We then went into River Road to see both sides of what was Bartletts Steam mill (corn) and how it was developed into apartments by a local builder. We saw the site of Stedmans blacksmith shop.

We passed the Old Salt house built c. 1800 and learnt that it was used to store meat and fish preserved in salt. We saw (on the other side of the river) the old slaughter house and then entered the area that was once the Nineveh Shipyard where vessels up to 200 tons were built over a period of some 350 years till the end of the 19th century. The ship yard became a steam-powered timber mill, and was still steam-powered into the 1930s. There was a narrow gauge railway to carry timber to and from the river. During WWII they produced materials for the war effort which included tent pegs and parts for MTBs. The sites last commercial use was by Hago Wire Works.

On to the office of the then River board and its boat house across the road, we saw the huge site of the Eagle Brewery and heard the story of the old *Jolly Sailors* beer house and the attached lodging house (*Rat's Castle*) we also were told about the sex industry house of ill repute. Nearby was the site of a warehouse till the 1980s when a block of flats was erected on its plot. Several Grist drain covers were to be seen in Arun Street and others.

Up Arun Street and into Tarrant Street we saw the two adjacent pubs, the *King's Arms* and the *Queen's Arms* were described. The face of the *Eagle Brewery* buildings including the Office and the pub, *The Eagle*, were seen. Then the old *White Horse* where a dancing bear was housed.

The ex-cattle market posts made by C. & H. Tickell of Southampton were pointed out where they now close off some narrow streets to traffic.

Sparks & Sons emporium was seen and explained.

We then arrived at the one time printing works of Mitchell's that became the West Sussex Gazette (now based in Portsmouth). Photos of the works entrance and the old shop front in the High Street were seen.

The old candle factory and the bacon smokehouse were pointed out before arriving at High Street where we were given the history of several of the important buildings including *The Norfolk Hotel*, the *George Inn* and the *Crown Inn*, Penfolds agricultural engineers and then Paines the ironmongers. The history of the town well and pump and cattle market were described and we saw the cast iron sockets that housed the cast iron cattle market posts (mentioned earlier). Numerous photos were shown to illustrate the talk.

The walk ended near the new Arundel Museum which we did not have time to visit due to the imminent tour of the Ford Materials Recovery Facility.

Ed. If members would like detailed directions for a self guided tour, please let me know and I will attempt to twist Adge's arm.

Materials Recovery at Ford - A SIAS Visit

Adge Roberts

Following what one hopes was a successful tour of Arundel, the group moved on to the recycling plant where we were given an introductory lecture by a very erudite young lady who was, to us old "mechanics" I think I could say; amazing. It was not just a well rehearsed intro speech as she answered some (typically) difficult SIAS questions with aplomb.

We were told what sort of waste was recyclable and in what condition they preferred to receive it: no wet paper or food jars lined with curry, plastic bottles - preferably flattened. An explanation was given as to the methods of sorting the waste as it travelled through the system. Paper was blown out by air pressure and aluminum was pushed out by magnetism (it is repelled) ferrous metals of course did the opposite. Vibration removed / separated some of the stuff which fell to lower conveyor belts.

We were kitted out in hard hats and high-vis jackets; masks and ear muffs were also supplied. Then we were led into the works proper having been warned that it was both noisy and dusty.

We stood on a raised viewing platform and I think we were all staggered at the array of conveyor belts in all directions, left and right, up and down. Personally I have never seen so many belts in one place, and I think I could say the same for most or all of our members. There were so many that the mind had difficulty in taking it all in (mine anyway).

I think we were only on the platform for ten or fifteen minutes, we then left, returning our nice shiny hard hats etc. as we did so.

I think to a man (and a woman) we agreed that this had been a well worthwhile visit and expressed our thanks accordingly.

Sussex Signal Box Survey - Summer 2013

John Blackwell

The signal boxes at Eastbourne, Littlehampton and Rye were recently included in a national list of 26 boxes spot listed Grade II by English Heritage in which our member John Minnis, Lead Investigator for Transport Buildings under the National Heritage Protection Plan (NHPP), undertook a major role. This prompted me to survey the remaining boxes in the county which have diminished alarmingly in the last 30 years. The *Guardian* newspaper reporting the listing stated that “in the 1940s, there were as many as 10,000 signal boxes, but today fewer than 500 are in use by Network Rail”.

The basic form of a signal box is a largely glazed structure containing levers, and was established in the 1860s by John Saxby then an LB&SCR employee. The only major subsequent addition was to enclose the lower storey, below the signalman's operating floor, containing the interlocking apparatus which primarily ensured that the points were not set in a conflicting direction to the signal. Saxby entered into partnership with John Stinson Farmer and supplied the Brighton company for many years before relocating to Kilburn and expanding the business nationally and internationally.

The earliest survivor is at **Billinghurst** (*Listed Grade II*) is a direct descendent of Saxby's first 'Stilts' type, a very tall box with an open base (hence the name stilts) and signal posts passing through the operating floor and roof. Later the base was boarded in. Records state that Billinghurst box was erected in 1876 but as the design is older it was probably moved from another location. Currently the oldest working box on Network Rail (NR) it is shortly to be decommissioned and moved due to the widening of the level crossing required by the new signalling system which will be controlled from the Three Bridges Centre. The box was going to the Bluebell Railway, for use at East Grinstead, but recent newspaper reports suggest that is not to be, and it will be stored at Horsham goods yard until a suitable location is found.



The Saxby & Farmer (S&F) Type 5 (1876-1898) was the culmination of the company's designs for the LB&SCR with examples also being built on more than a dozen railways. It is generally considered to be one of the most stylish of signal boxes. The design has a hipped roof with projecting eaves, supported by curved brackets at the head of the main sliding window sashes to complement the distinctive round cornered top lights above. It was constructed in an all timber version or with a timber superstructure on a brick-built base. The brick base examples have locking room windows with a fixed cast iron frame and sill in one piece beneath a brick arch. These windows are now often bricked up and regrettably some totally unsuitable uPVC windows have replaced many of the original wooden sliding sashes. The following (with their date of construction and scheduled decommissioning) are all that remain of a type that could once be seen throughout the county.



Lewes



Berwick

Lewes (1888-2013) A fine large box at the east end of the station retaining most of its original features.

Berwick (1879-2013) Forms part of group that include the station building of 1846, railway cottages of 1846 and 1892, and an up-platform shelter with an ornate valence that the LB&SCR occasionally used, of which surviving examples are now rare. It is unfortunate that the original wooden sashes have been replaced with uPVC but at least they try to replicate the originals. The whole forms one of the most complete examples of a wayside station and should be visited before the box is decommissioned later this year.



Polegate



Eastbourne



Pevensey & Westham

Polegate (1883-2013) This small two bay crossing box has been disfigured with two large paned uPVC windows. It does however retain its locking room windows set in fine pointed arches formed with polychromatic bricks.

Demolition is planned for this December.

Eastbourne (1882-2013) now *Listed*, is arguably the finest surviving box in the county. The operating floor of this large five bay box oversails a narrower brick base with locking room windows identical to Polegate. Note the fine wooden entrance stairway.

Pevensey and Westham (1876-2013) Like Polegate, disfigured with huge uPVC windows and also stainless steel entrance steps.



Bexhill



Pulborough



Chichester



Newhaven Town



Newhaven Harbour

Bexhill (1876-2013) Sited at the west end of the platforms. Identical to Pevensey but retaining its sliding sashes.

Pulborough (1878-2013) A fine box original slightly marred by a balcony at the top of the entrance stairs for the convenience of the signalman.

Chichester (1882-2016) (*newly Listed*) Another fine five bay box with a panelled brick base and rounded arched locking room windows, now unfortunately bricked up.

Newhaven Town (1879-2015) A four bay all wooden box now looking somewhat shabby with a brick extension to the rear.

Newhaven Harbour (1886-2016) Signal storey extensions detract from overall design and uPVC windows do not help.



Isfield



Uckfield



Crawley

Three other boxes of this type remain but not in Network Rail use

Isfield (1877) *Listed*. A lovingly restored box together with non-operational gates forms a perfect welcome to the preserved *Lavender Line*.

Uckfield (1882) An all wooden box in original condition now in use as an office for a local Taxi company. It stands by the one-time level crossing in the High Street.

Crawley (1877) *Listed*. A tall box, standing opposite to the former site of Crawley station, it closed in 1986 and since 1992 has been looked after by the Crawley Signal Box Preservation Society and is occasionally open.

The LB&SCR, although continuing to erect boxes by Saxby & Farmer, started to produce their own designs from 1880. The first **Type 1**, was specifically for the Hailsham - Eridge (Cuckoo), Chichester – Midhurst, East Grinstead – Barcombe (Bluebell) and Horsted Keynes - Haywards Heath lines whose buildings were designed by T. H. Myres (See Alan Green's article in the July Newsletter). The sole surviving box of the 27 which were erected is at **Horsted Keynes** (1882) *Listed*. It is very similar to the S&F Type 5 the distinguishing feature were the small cut out crosses in the panels above the sliding sashes (replacing the S&F top lights). Incidentally the other boxes on the Bluebell line are at Kingscote where the operating floor of Brighton Upper Goods box was reconstructed on a new brick base and the box from Withyham (a smaller version of Billinghamurst) which has been reconstructed as a Museum exhibit. The **LB&SCR Type 2** again resembled the S&F Type 5 the main differences being the absence of toplights above sliding sashes, the use of a large and ornate iron ventilator on the roof and, in some cases, the use of valancing around the eaves (discontinued in 1888). There are nationally only a handful of survivors.

Littlehampton (1886-2016) now *listed* is the only one remaining which has the valancing, similar to that of a station platform canopy. Now minus the ventilator and with a toilet cubicle outside the operating floor entrance, which is helpful for the signaller but less so for the appearance.

Hampden Park (1888-2013) has an ungainly flat roofed extension, uPVC windows, and is painted in a ghastly colour.



Littlehampton



Plumpton

Plumpton (1891-2014) *Listed*. The most original of all the Sussex boxes complete with finialled ventilator. Since 1985 it has only controlled the crossing gates. These are now the only remaining crossing gates in the old Southern Region area (Littlehaven's on the Three Bridges – Horsham line having been replaced with lifting barriers in 2012). The box, gates, crossing keeper's numbered cottage, footbridge, and station recreate a heritage environment. Although listed the box, is under threat as the gates are due to be replaced with lifting barriers in February 2014 and the box and footbridge could be sold! The parish council rightly oppose any such move but my guess is Network Rail will win the day when the planning application is submitted. Surely the existing gates could be automated and I predict there will be more delays due to faulty barriers than those caused by the gates in the whole of their working life.



Uckfield

The top portion of the **Uckfield shunting box** (1900) is now in use as a bird watching hide at the Lewes Railway Land Nature Reserve.

LB&SCR Type 3. In 1898, the LB&SCR developed a completely new design of signal box, a neat gabled design built in large numbers, with all timber or brick base variants, over the next twenty years. None are now in operational use and only one definitely survives.

Barnham (1911) A superb all wooden example which if it had remained in situ would most certainly been included in the recent listings. However it was decommissioned in 2009 and moved to a site next to Aldingborne Community Centre in Westergate where it was intended to be refurbished for use by Bognor Model Railway Club. It was



Barnham



Rye

severely damaged in an arson attack a year later (beware Billingham and Plumpton) but fortunately restoration is on-going.

Bosham This box was moved, following closure in 1992, to a garden in Middleton-on-Sea and incorporated into an existing building as a conservatory. Any further information as to its present whereabouts and condition would be of interest.

Moving now to the lines of the South Eastern Railway (SER) namely Tonbridge – Hastings and Hastings – Rye only three boxes survive in the county:

Rye (1894-2020) now *Listed* and Robertsbridge. (1894-2020) Both these boxes are of a type supplied between 1890 and 1894 by Saxby & Farmer (their Type 12). Similar to the Type 5 they have gable ended roofs rather than hipped and the windows are taller with no to plights. Of the two Rye is the more original example.

Bo-Peep Junction (1912-2020) This box controls the junction at St. Leonards between the line from Tonbridge and the Coastway line from Brighton. It is a throwback design to an earlier SER design with a clap-board clad operating floor with sash windows inset.

Hastings (1931-2020) Was a fine Southern Railway box reflecting its constituent companies earlier designs, now disfigured with enormous uPVC windows and inappropriate painting of some of the brickwork.

Amberley (1934-2013) This small wooden box was erected on the down-platform.

There are three of the Southern Railway art deco boxes (Type 13) **Horsham** (Decommissioned but *Listed*) **Arundel** (1938-2016) and **Bognor Regis** (1938-2018). These were all erected in 1938 when the routes were electrified. These boxes are constructed in brick and concrete in a two storey design resembling an ocean liner. The upper operating floor had steel frames with curved glass at the rounded corners, sadly both frames and glass have been replaced with non-curved replacements; why when modern identical equivalents are available?

To complete the survey **Lancing** (1963-2016) is a BR type 16 box of rectangular brick construction with a flat concrete roof having a substantial overhang on three sides. When built it had steel operating floor windows, now - you've guessed it ...uPVC.

All of our county's signal boxes will be decommissioned by 2020, most in the next three years. What will their fate be?



Bo-Peep Junction



Hastings



Amberley



Arundel



Horsham



Bognor Regis



Lancing

Stop Press : News just released - Chichester signal Box has been *listed Grade II*



Barnham Signal Box on the move



Endangered Sites Ron Martin

There is a current Planning Application to demolish the Pelham Street campus of the **Brighton and Hove City College** and rebuild with new development. There are three of the late 19th century buildings still extant. The first one was built as the York Place School with access from York Place. These were designed by Thomas Simpson and Son in typical School Board style in brick with a variety of fenestration and stone band courses. The Trafalgar Building to the east of Pelham Street is three storeys high but the roof was damaged during the war and never replaced. The Cheapside Building at the junction of Pelham Street and Cheapside was built in the 1930s. More recent buildings are the York Studio and the Construction Trades Workshop and a mainly glass link between the Cheapside and Trafalgar Buildings. The 1971 Pelham Tower has a three storey base, with an eight storey tower rising from the middle. The proposal is to build a new block on the existing car park to the south of the Pelham Tower and this will enable the tower itself to be demolished. At the moment there is only an Outline Application for demolishing the rest of the earlier buildings on the site.

The **Co-operative Store** site in London Road, Brighton has now been demolished leaving the facade in place supported by scaffolding.

Yet another Victorian public house has gone – the **Stag Inn** in Upper Bedford Street in Brighton as has the **Cobbler's Thumb** mentioned in the July Newsletter.

There is a Planning Application for demolishing **Richmond House** in Richmond Road and rebuild it as students' accommodation.

Coultershaw Diary Dates

Looking at the diary of upcoming activities at or concerning Coultershaw

Do put these in your diary

It is always good to see members at the Spring working party on 16th March
do make a date and blow those cobwebs out

Volunteer stewards are most welcome, to sign up - contact Robin Wilson
01798 865 774 - email: rlwconsult@btinternet.com

Friday 29th November 2.30 pm - Annual Meeting - Leconfield Hall Petworth

2014

- | | |
|--|--|
| Sunday 16th March 10.00 am | - Working Party to re-commission the Beam Pump |
| Saturday 29th March 10.00 am | - Stewards Training morning |
| Sunday 6th April 11.00 am | - First Public Open Day |
| Wednesday 16th July 6.00 pm | - Evening Party & Grand Opening of
Restoration Project (invitation event) |

The Colonel Stephen's Society Christmas Card

This year's card (see back cover for a sample) shows
a wintry scene at the Shrewsbury Abbey Station
of the Colonel's Shropshire & Montgomeryshire Railway

Ex-LSWR 'Ilfracombe Goods' locomotive SMR No. 3) takes centre stage,
flanked by one of the notorious Ford railmotors
and, just visible, the passenger shelter on 'Gazelle'

The well-known and respected transport artist, Jonathan Clay, has once
again painted the original from which the cards are reproduced

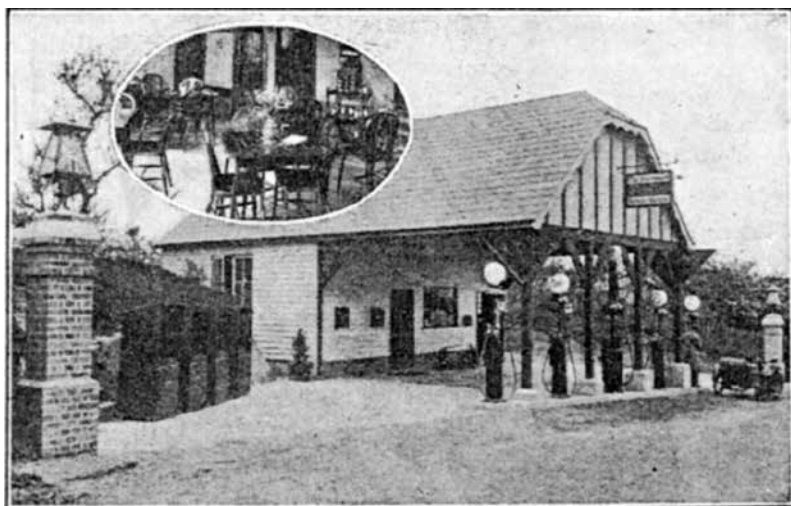
The greeting inside is "Merry Christmas and a Happy New Year"

Each card is 21cm x 15cm, landscape

The cards are sold in packs of five at £6.25
complete with envelopes and inclusive of UK postage
Minimum order is one pack of five cards

Orders with name and address, stating the number required
with a cheque or postal order payable to -
"The Colonel Stephen's Society"
should be sent to:

Nigel Bird, Bryn Hir, Llwynygroes,
Tregaron, Ceredigion, SY25 6PY



Following the item in the last *Newsletter* concerning the Garage's *listing* as part of English Heritage's current motor transport theme, John Minnis has forwarded this illustration of the former Colvin Bros. garage at Flimwell, taken from a 1926 issue of the *Motor Trader*. This photocopy of a very small original depicts the filling station and the interior of its cafe.

Newsletter 159 - Mystery Photo

Nick Kelly correctly identified the photo as a stone railway sleeper block. On early railways these were used instead of wooden sleepers, the rail being spiked into a wooden peg inserted into the pre-drilled holes shown. The London to Brighton used such blocks, although whether they were used for the whole length is unclear, some sources state they were only used in cuttings where the extra dampness could rot wooden sleepers. At some point they were replaced with wooden sleepers and re-used. Some found a use in the vertical faces of platforms as they were raised from their original ground level. They could be seen fulfilling this purpose (with later courses of brickwork above as the platforms were later increased in height again) until the late eighties at Burgess Hill Station. When the platforms faces were replaced a pile could be seen in the yard until about 10 years ago, some were used as garden ornaments and others went to Amberley Museum where this example was photographed.

Nick state that sandstone blocks from a quarry near East Grinstead were used on the Offham inclined tramway which carried lime from the kilns in Offham chalk pit down to a cut from the Upper Ouse Navigation. (See *SIH* 15) John Blackwell informs me that a large number of these blocks support an embankment to the south of Hassocks Station. These can be viewed from the footpath which runs on the east side of the line, accessed from Clayton Avenue.

For a photograph of those at Burgess Hill station and Hassocks station see *Steaming Through East Sussex* by Peter Hay, Middleton Press, 1985.

Mystery Photo

Do you know your IA?



(Martin Snow)

Amazing what you stumble on when
you least expect it!

It may not be what you first thought.

I now think I know what it's
purpose is/was.

It is in Sussex, whether or not
it is the only one left in the county

I have no idea. Not the most
conspicuous of IA relics.

So what was it for?

(Yes I know it's cast iron!)

It would be most impressive
if you can also tell me where
this one is located.

I'll give you a clue - it almost
appeared in the background of an
award winning locally made film.

Update

The sleeper 'block', featured in *Newsletter* 159 is now located at Amberley Museum along with six of its fellows, which are from the original London to Brighton Railway Line in the Burgess Hill area. For a time, with others, they formed part of the platform wall.

It appears that while wooden sleepers were in use by then, such sleeper blocks were used in cuttings until it was realised that they were not stable enough for use at main line speeds and loadings. There were notes on the history of these in *Newsletters* 51 & 52, (1986) that led me to seek them out, it appears that very few people at the museum knew of their provenance, thinking they were from the Surrey Iron Railway.

Please continue to look out for examples of IA items and, if possible, let me have a picture, either for this feature or to provide inspiration for a future article(s).

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Published quarterly in January, April, July and October

Contributions for the next *Newsletter* should be sent to the Editor by the 7th December 2013

Opinions expressed are those of the respective authors and do not necessarily
reflect the views of the Society unless specifically stated

Subscribing to the Sussex Industrial Archaeology Society gives automatic
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The Sussex Mills Group also produces a *Newsletter* that is sent to members with this *Newsletter*

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This year's Christmas card of a wintry scene at the Shrewsbury Abbey station of the Colonel's Shropshire & Montgomeryshire Railway is available from The Colonel Stephen's Society.
Details of how to order on page 20. *Painted by Jonathan Clay.*



Adge Roberts explaining details of buildings of riverside Arundel on the IA tour.
(*Malcolm Dawes*)

