



# Sussex Industrial Archaeology Society

## Newsletter

Number 162

April 2014



Member Alan Green is kicking up a bit of a stink over this, elegantly decorated, last remaining example of this type of sewerage vent pipe, located close to Chichester's listed signal box. See the Alan's report inside this *Newsletter*. (Martin Snow)

## Newsletter 162

### Contents

April 2014

Editorial .....	2
Forthcoming SIAS Events .....	3
Events from Other Societies .....	4
Reports on the Winter Lectures 2014 .....	7
Endangered Sites.....	11
Stop Press.....	11
Newpound Industries since 1959 .....	12
Project : <i>Southern Queen to the Sea</i> .....	14
The Story of St. Giles' Bridge, Merston .....	16
More on the Sewer Vent Pipe at Chichester Signal Box.....	20
Mystery Photo and updates.....	22

### Editorial

Welcome to *Newsletter* 162.

News just in; English Heritage have listed the old Bedfordwell Pumping Station in Eastbourne at Grade II.

The council depot site around it has permission for over 100 houses to be built. *Newsletter* 150 has a piece on the pumping station opened in 1883, but only used until 1903 due to contamination of the 40 foot deep well.

Gosia McCabe from English Heritage is reported to have said,

“Bedfordwell Pumping Station is a handsome classical style building comparable with Great Amwell Pumping Station in East Hertfordshire of 1883-built for the New River Company by Frederick Hitch of Ware, which is listed at Grade II.

“The structures are of almost identical date, both were with round-headed windows with cast-iron frames. Neither retain their original chimneys nor their beam engines. To sum up; Bedfordwell Pumping Station is a handsome 1881-83 classical style pumping station built by a notable architect. It remains substantially intact and meets the listing criteria for its building type.

“This is an impressive building which reflects the substantial investment of this private company in Eastbourne’s health, and the improvement of the town in the late C19, and it is considered one of the finest Victorian buildings in Eastbourne.”

More news - Although not listed (the modern ‘plastic’ windows sealed it’s fate) the signal box at Polegate is to be turned into a community museum and replica Saxby and Farmer windows will be fitted, the ‘up’ signal will be moved to an adjacent garden area and operated from a remaining lever inside the box.

After a ‘dismal’! winter let us hope we have better weather ahead for the summer, your Committee have organised several events - more to come in your next *Newsletter*.

Please do support the events and as ever do make suggestions for future events.

## **Forthcoming SIAS Events**

### **Malcolm Dawes**

#### **Weekend 10<sup>th</sup> - 11<sup>th</sup> May *National Mills weekend***

See Mills *Newsletter* for further details

#### **Tuesday 13<sup>th</sup> May 10.00am *Visit to Sharpthorne Brickworks, West Hoathly***

An opportunity visit to this works, situated alongside the preserved Bluebell line, which is coal fired and makes hand made bricks. Numbers are limited, contact Martin Snow to book a place and get directions.

Old clothes and stout shoes please as this is a working site

#### **Saturday 7<sup>th</sup> June 11.00am *East Sussex Mini Tour***

Meet at Horam Manor Farm for the small brick and tile museum display at the Sussex Farm Museum. (TN21 0JB)

There is a cafe adjacent where members may wish to obtain refreshments before proceeding to -

Heathfield to view sites of some of the natural gas exploration, as featured in *SIH 43*

The afternoon will feature a visit to Tinkers Park for an opportunity to view behind the scenes, a ride on the narrow gauge steam railway and other equipment at this rarely open venue.

All these attractions for just £5.00 for the day payable on arrival, please advise Martin Snow that you are coming and for more details.

#### **Saturday July 19<sup>th</sup> 2.00pm *Devil's Dyke - Pleasure Ground to Bombing Ground***

A guided walk by Martin Snow as a prelude to his talk on the subject at the AGM on 15<sup>th</sup> November. View the remains of the Pleasure Grounds and the WWI bomb proving ground. After 100 years it surprising what can still be seen.

This event is being organised jointly with the Sussex Archaeological Society who are handling the bookings, cost £6.00.

Please contact their Membership Secretary, Lorna Gartside, on 01273 405737 to book and to receive joining instructions.

## **AIA Conference 2014**

This year's Conference is being held in Chester University  
between 5<sup>th</sup> and 11<sup>th</sup> September

There will be talks and visits to various sites including the Chester Canal Basin and Shot Tower, Birkenhead Docks, The National Waterways Museum, Chemical Industry on the Wirral, Fiddlers' Ferry Power Station, the Anderton Boat Lift, Audley Edge Mines, Poynton coal mining and the salt industry

Full details and Application Forms can be obtained from the General Secretary

## 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](mailto:malcolm.dawes@btinternet.com)

#### **Weekend 3<sup>rd</sup> - 4<sup>th</sup> May *Magnificent Motors Rally***

Classic cars, motorbikes, buses, commercial vehicles and traction engines.  
Seafront, Eastbourne. [www.visiteastbourne.com/magnificent-motors](http://www.visiteastbourne.com/magnificent-motors)

#### **Sunday 4<sup>th</sup> May *Historic Commercial Vehicles Run, between London and Brighton***

#### **Sunday 4<sup>th</sup> May *Veteran and Classic Motorcycle Show.***

Beautifully maintained motorcycles will cruise their way into the Museum to showcase their history and style. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

#### **Weekend 10<sup>th</sup>- 11<sup>th</sup> May *Southern at War Weekend***

Re-enactors, military vehicles, displays and concert parties.  
Bluebell Railway. 01825 720800. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

#### **Sunday 11<sup>th</sup> May *Spring Steam and Vintage Fair***

Steam engines, vintage tractors, stationary engines and woodland crafts.  
Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

#### **Wednesday 14<sup>th</sup> May 7.30pm *Priory Park Chichester***

Chichester Local History Talk by Andrew Berriman. £3 non-members.  
New Park Centre, New Park Road, Chichester. 01243 784915

#### **Friday 16<sup>th</sup> May 7.00pm *Old Rye***

Polegate and Willingdon Local History Society talk by Rex Swain.  
St. John's Church Hall, High Street, Polegate. 01323 484293

#### **Weekend 17<sup>th</sup>- 18<sup>th</sup> May *Edwardian Fair and Trains Weekend***

Bluebell Railway. 01825 720800. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

#### **Weekend 17<sup>th</sup>- 18<sup>th</sup> May *1940s Weekend***

Kent and East Sussex Railway. Period displays and vehicles. [www.kesr.org.uk](http://www.kesr.org.uk)

#### **Tuesday 20<sup>th</sup> May 6.30pm *The Letter Box – the Development of an English design Icon***

Newcomen Society lecture by Tony Cross. Richmond Building LT3 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from [www.newcomen.com](http://www.newcomen.com)  
To book places and confirm details contact [robert.otter@btinternet.com](mailto:robert.otter@btinternet.com)

#### **Wednesday 21<sup>st</sup> May 7.45pm *Mr Stroudley's Locomotives of the LB&SCR***

Sussex Transport Interest Group talk by Laurie Marshall.  
London Road Station, Brighton. 01273 512839.

#### **Saturday 24<sup>th</sup> May *Study Day on The Great War, 1914-1918***

Organised by Sussex Military History Society and held at Newhaven Fort.  
Further information and booking form available at [www.sussexmilitary.org.uk](http://www.sussexmilitary.org.uk)  
or contact Stewart Angell 07714923925.

**Weekend 24<sup>th</sup>- 26<sup>th</sup> May** *40<sup>th</sup> Anniversary Gala* Kent and East Sussex Railway  
Special events including shuttle railway service to Junction Road. [www.kesr.org.uk](http://www.kesr.org.uk)

**Weekend 31<sup>st</sup> May – 1<sup>st</sup> June** *Tinkers Park Steam Rally at Hadlow Down*  
[www.tinkerspark.com](http://www.tinkerspark.com)

**Monday 2<sup>nd</sup> - Friday 6<sup>th</sup> June** *WWI Home Front*

How the Home Front in the South Downs was involved in the war effort. Supply of charcoal and hurdles for trench warfare. Founding of the Women's Land Army and Forestry Core. Weald and Downland Open Air Museum. Singleton, Chichester. [www.wealddown.co.uk](http://www.wealddown.co.uk)

**Weekend 7<sup>th</sup> - 8<sup>th</sup> June.** *Horses at War*

The role of the horse at war in the front line and home front. Teams of heavy horses pulling war time implements, horsemanship from the 16<sup>th</sup> Lancers, the Home Front in the South Downs, ARP Post, Women's Voluntary Services and Timber Corps. Weald and Downland Open Air Museum. Singleton, Chichester. [www.wealddown.co.uk](http://www.wealddown.co.uk)

**Sunday 8<sup>th</sup> June** *Lewes Bus Rally* [www.lewesbusrally.org](http://www.lewesbusrally.org)

**Thursday 19<sup>th</sup> June, 8.00pm** *Women's Land Army*

Their role on Sussex farms during two world wars. Presented by Ian Everest who will be including the personal memories of his mother during WWII. Wivelsfield Historical Society event. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

**Friday 20<sup>th</sup> June, 7.00pm** *Seaside Holidays*

Polegate and Willingdon Local History Society talk by Geoffrey Mead.  
St. John's Church Hall, High Street, Polegate. 01323 484293

**Saturday 21<sup>st</sup> June** *Steam train excursion from London to Hastings*

Photographic opportunities in Sussex. Confirm details at [www.railwaytouring.co.uk](http://www.railwaytouring.co.uk)

**Saturday 21<sup>st</sup> June 9.00am to 1.00pm** *Official Opening of Southland Lock*

The Wey and Arun Canal. [www.weyandarun.co.uk](http://www.weyandarun.co.uk)

**Sunday 22<sup>nd</sup> June** *Commercial and Military Vehicle Show*

Exhibition of commercial and military vehicles including those from the emergency services. Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Weekend 28<sup>th</sup> – 29<sup>th</sup> June** *Model Railway Weekend*

01825 720800. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Weekend 28<sup>th</sup> - 29<sup>th</sup> June** *WWI Weekend*

Period displays and vehicles. Kent and East Sussex Railway. [www.kesr.org.uk](http://www.kesr.org.uk)

**Weekend 12<sup>th</sup>- 13<sup>th</sup> July** *Ardingly Vintage and Classic Vehicle Show*

[ardinglyvcvshow.org.uk](http://ardinglyvcvshow.org.uk)

**Weekend of 12<sup>th</sup>- 13<sup>th</sup> July** *Railway Gala weekend – steam, diesel and electric locomotives*

Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Monday 14<sup>th</sup> July 7.30 pm** *The railway pictures of John Smith*

A further selection presented by Tony Hillman. Southern Electric Group event. £3 non-members. Deall Room, Southwick Community Centre, Southwick. [www.southernelectric.org.uk](http://www.southernelectric.org.uk)

**Wednesday 16<sup>th</sup> July** *A walk around historic Emsworth*

led by Professor Phillip Robinson. Chichester Local History Society event.  
Contact 01243 784915 for further details

**Wednesday 16<sup>th</sup> July 7.45pm *The Longevity of the Gosport – Portsmouth ferries***

Sussex Transport Interest Group talk by Philip Simons.

London Road Station, Brighton. 01273 512839

**Thursday 17<sup>th</sup> July 8.00pm *Clayton Tunnel***

Life above the tunnel. Presentation that will shed light on the history behind the Gothic folly that forms the north portal, by David Porter who lives in the cottage.

Wivelsfield Historical Society event. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

**Friday 18<sup>th</sup> July 7.00pm *Travel in the Past***

Polegate and Willingdon Local History Society talk by Janet Pennington.

St. John's Church Hall, High Street, Polegate. 01323 484293

**Sunday 20<sup>th</sup> July *Classic Car Summer Shows***

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s.

Amberley Museum. 01798 831370. [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**Weekend 26<sup>th</sup> – 27<sup>th</sup> July *Toy and Rail Collectors Fair.***

Horsted Keynes Station, Bluebell Railway. 01825 720800. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Sunday 27<sup>th</sup> July *Worthing seafront bus rally.*** [www.worthingbusrally.co.uk](http://www.worthingbusrally.co.uk)

**Weekend 2<sup>nd</sup> - 3<sup>rd</sup> August *Tinkers Park Rail Gala and Model Railway Show***

at Hadlow Down. [www.tinkerspark.com](http://www.tinkerspark.com)

**Saturday 3<sup>rd</sup> August *Eastbourne Bus Rally*** [www.eastbourne-classicbus.co.uk/event.html](http://www.eastbourne-classicbus.co.uk/event.html)

**Weekend 9<sup>th</sup>- 10<sup>th</sup> August *Vintage Transport Weekend***

Displays of historic classic and vintage transport including cars, steam road engines, commercial and agricultural vehicles. BBQ and real ale tents.

Bluebell Railway. 01825 720800. [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

**Friday 15<sup>th</sup> August 7.00pm *New Winchelsea***

Polegate and Willingdon Local History Society talk by Malcolm Pratt.

St. John's Church Hall, High Street, Polegate. 01323 484293

**Weekend 16<sup>th</sup> - 17<sup>th</sup> August *Stationary Engines***

Sussex & Kent Weald Stationary Engine Group Rally at Tenterden. Kent and East

Sussex Railway. [www.kesr.org.uk](http://www.kesr.org.uk)

**Weekend 16<sup>th</sup>- 17<sup>th</sup> August *Festival of Steam***

Steam engines on display and demonstrating the kind of work around the Museum's site for which they were originally designed. Steam rollers, lorries and carousel.

Weald and Downland Open Air Museum. Singleton, Chichester. [www.wealddown.co.uk](http://www.wealddown.co.uk)

**Weekend 23<sup>rd</sup> to 25<sup>th</sup> August *Hellingly Festival of Transport*** [www.ehvc.biz](http://www.ehvc.biz)

**5<sup>th</sup> to 11<sup>th</sup> September *Association for Industrial Archaeology Conference  
at Chester University***

Details of programme and booking form at [www.industrial-archaeology.org.uk](http://www.industrial-archaeology.org.uk)

***Do please always check details before travelling***

*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*

## Reports on the Winter Lectures 2014

### **Thomas Brassey – Railway Builder January Evening Meeting** **John Blackwell**

Thomas Brassey is a name we have all heard but know little of his life and works. He was one of those self-made Victorians who made their fortune building railways. His achievements seem to have been eclipsed by those engineers, who were his contemporaries, George and Robert Stephenson and Brunel. Our speaker David Jones set out to redress this imbalance.

Brassey was born at Buerton a small settlement south of Chester in 1805, the son of a local landowner. He trained as a land surveyor and met George Stephenson when the latter was looking for suitable local stone to build the Sankey Viaduct on the Manchester and Liverpool Railway. George suggested Brassey should consider tendering for railway work and in 1835 he won a contract to build a ten mile stretch of the Grand Junction Railway, engineered by George, including the Parkridge Viaduct between Wolverhampton and Stafford. This was completed on time and within price and now forms part of the West Coast Main Line. With the Railway Mania in full spate more contracts followed including work on the London and Southampton, Chester and Crewe and Sheffield and Manchester railways. By the early 1840s Brassey was undertaking major contracts including Paris - Rouen and Rouen - Le Havre and it was on the latter section that an event occurred that could have ruined Brassey's reputation, but actually enhanced it, viz the collapse of the Barentin Viaduct in 1843. This was a huge structure 100 feet high and one third of a mile in length. The generally accepted reason for its collapse was that the lime in the area was of a different consistency to others and had never been used in mortar for such a major structure. Whatever the reason and regardless of responsibility it was rebuilt at the contractor's (Brassey and Mackenzie) expense; the line opened on time and the viaduct is still standing. The 1848 revolution curtailed work in France and new markets abroad were sought and partnerships with other leading contractors entered into. Between 1854 and 1860 The Grand Trunk Railway of Canada was constructed from Quebec to Toronto, a distance of 539 miles for which the contractors also had to provide all the materials to build the railway including the bridges and also supply the locomotives. For this Brassey opened, in 1853, Canada Works at Birkenhead where 300 locos were built in the next 8 years. The Crimean War fiasco and the suffering of British troops during the winter of 1854 at the siege of Sebastopol was reported in *The Times* newspaper. Brassey and his Canadian railway partners (Sir Miles Peto and Edward Betts) made an offer to the Government to build a line from the port of Balaclava to the heights above Sebastopol at cost. Men, horses, engines,

track, medical equipment, in fact everything to build a railway was transported to the Crimea in 23 large steam ships. In less than seven weeks, in severe winter conditions, seven miles of line was completed. This was the first ever railway built for military purposes, a crude affair; part horse hauled part stationary engines. Brassey died at St. Leonards in 1870 and is buried in Catsfield churchyard. He established an excellent working relationship with his workforce and at the peak of his career had an average of 80,000 men working for him in many countries on four continents. He was responsible for building one third of the railways in the UK and about one twelfth of the world's mileage. This was a well researched and presented talk on the leading nineteenth century railway contractor and superbly illustrated, many of the images were unique being from David's own travels in this country and abroad. The whole talk was much appreciated by all present.

#### **Note**

No works in Sussex were undertaken by Brassey, but with partners Peto and Betts, he built the Crystal Palace and West End of London Railway from Crystal Palace station to Wandsworth (south of the later Clapham Junction) via West Norwood and Streatham Hill. Initially leased and worked by the LB&SCR it was bought by them in 1859 and extended to Victoria.

---

## **Archive Film evening at West Blatchington Mill Barn**

### **Robin Jones**

On Saturday 22<sup>nd</sup> February about 40 members and guests assembled to see a variety of archive films assembled by Martin Snow. The first film covered the breweries and brewing in Lewes and showed early footage of Harvey's Brewery where transport of horses and drays were seen pulling carts with beer barrels to local public houses. There were also some moving images of the brewing processes in Harvey's Brewery in Lewes.

The second presentation was a series of still images showing Holes and Davigdor who distributed milk in the streets of Brighton and Hove. It was interesting to see these early forms of transport that used to take milk to the front doors of houses.

The next film was a real gem showing the work carried out at Blabers Foundry in Portland Street, Brighton in 1989. Filmed by a Brighton University Film Unit we followed how various items were cast. Patterns were made and placed in sand boxes before carefully being removed, then molten metal was poured in to produce the final product. The products shown were railings and finials used in the local area of Brighton and Hove. There seemed to be only three people working in the small establishment located right in the centre of Brighton not very far from the Clock Tower.

In the year 2000 arrangements were made to provide tours of the West Pier at Brighton after construction of a walkway from the shore through the Concert Hall out to the end of the pier and the Theatre. Courtesy of John Blackwell, who recorded video of a



tour of the West Pier, showing members of the public taking advantage of viewing the pier, unfortunately by this time in a rather derelict state. This was followed by footage of the West Pier on fire in 2003.

A short sequence was then shown of the old Shoreham B Power Station with the demolition of one of the chimney's. This was followed by various vintage clips including an early film of Devil's Dyke. This covered the period when there were many attractions on the site in the early 20th century including the Steep Grade Railway and the Aerial Cableway. Short clips of Brighton Trolleybuses and the West Pier c. 1895 followed.

Next we were treated to a series of still photographs of early scenes in Nutley including work being carried out in a quarry there and at a motorcycle garage in about 1900.

After a refreshment break, we were offered a comprehensive video diary of how to conserve a canal bridge on the Portsmouth and Arundel Canal. This was the bridge at Merston and was described in great detail with humour in some places by Adge Roberts. The film started off showing the bridge complete, then we went back in time to its derelict state. Then Adge described how, with other volunteers from the Canal Group, the brickwork and associated embankment was restored to bring the bridge to an acceptable condition. The film went into great detail and I found it very interesting how the team went about ensuring that every part of the bridge was going to be restored to the highest standard. The film was also very well produced and one could easily follow the sequence, understanding each stage of the restoration. This was a very good video record of a restored bridge on the Portsmouth and Arundel Canal.

John Blackwell thanked Martin Snow, who presented the films. I am sure the members present would agree it was an interesting and varied selection of films covering a wide range of Sussex Industrial Archaeological interest.



## **If it's not a brick – what is it?**

**Alan Green**

The enigmatic nature of the above title, attached to the talk given by Society Secretary Ron Martin on 22<sup>nd</sup> March, rather put me in mind of the famous duet from *HMS Pinafore* by W. S. Gilbert and Arthur Sullivan *Things are seldom what they seem...* in which Captain Corcoran and Mrs Cripps (aka Little Buttercup) lament the way modern things pretend to be what they are not.

Using photographs from his vast collection, Ron began the talk with a history of building materials from timber through to concrete. He then went on to explore in more detail some unusual uses of materials and materials which are not quite what they at first seem – and it was all about far more than just bricks.

In the first category, at Balsdean Farm Ron found what at first sight appeared to be

conventional timber roof trusses but which were in fact made of pre-cast concrete members bolted together at the nodes through steel gusset plates. Not only that, there were no rafters; instead steel reinforcing mesh had been laid over the trusses to take the roof covering. This all pointed to an economical means of overcoming wartime timber shortages, albeit to the detriment of the weight of the structure. An unusual use of cast iron Ron had found was for highly decorative chimney pots of Victorian manufacture.

Bricks were a Roman invention and here in Sussex we can pride ourselves on the quality of our brickwork, however the early 19<sup>th</sup> C fashion for stucco on external walls allowed inferior masonry (including Ron's beloved 'bungeroosh') to be used as it would be hidden from view. Ron showed an unusual case where rat-trap bonding had been used on a house, but left exposed when would have expected such an economy to have been concealed by stucco.

Moving on to things not being what they seem, Ron introduced what we would nowadays term artificial materials, of which the most famous is Coade Stone. This wonder material was invented by Mrs Eleanor Coade (1733-1821) and produced at her factory in Lambeth from around 1769 until 1843. Actually a ceramic, this artificial 'stone' was used to produce decorative building components (capitals, columns, quoins, voussoirs etc) as well as large sculptures for gardens, and Ron illustrated the well-known Coade Stone panels on the front of Lewes Crown Court representing the figures of Wisdom, Justice and Mercy. Mrs Coade was able to mass produce these items and undercut the costs of real masons' work but, perversely perhaps, it did not look any the worse for not being the real thing. Other deceptions Ron covered included scagliola, which is 'marble' made from coloured plaster, graining, whereby expensive figured timber is represented in paint, and the cast iron 'bamboo' to be found in the staircase balustrades at the Royal Pavilion.

*Gild the farthing if you will – yet it is a farthing still* sings Mrs Cripps in the aforesaid duet and in this she admirably sums up what is so wrong about many of today's artificial materials that Ron discussed; plastic shiplap, flintwork formed of cobbles embedded in pre-cast concrete panels, and plastic windows, all of whose deceptions can be spotted a mile off. My particular horror is of plastic cladding and doors, self-coloured to look as though painted but moulded to look like rough timber. Now what self-respecting decorator would leave the grain proud? I ask you. In this talk Ron's love and detailed knowledge of buildings shone through like a beacon, sending us all home a lot wiser, and this short report only skims the surface of his subject matter. Some members had stayed away because they realised the talk is getting a reprise at SERIAC. Sadly they have lost out; at West Blatchington Ron was able to give us far, far more than will be possible in the limited time allocated to SERIAC speakers.

## **Endangered Sites**

**Ron Martin**

### **Brighton & Hove City College Pelham Street Campus**

The Planning Application for demolishing all this site except the Gloucester Building has now been approved.

### **University of Sussex Falmer Campus, Lewes Road, Brighton**

There is a current Planning Application for demolishing the following buildings prior to rebuilding;

Students residences - East Bank and Park Village, Kent House, Lancaster House, York House and Norwich House,

Other buildings including The Health Centre, Mantell Building, Hastings Building, John Clifford West Building, Trafford Centre, Education in Cancer Building, John Maynard Smith Building, Life Sciences Building and the Freeman Centre.

### **The former Hippodrome in Middle Street Brighton**

The proposed development includes the demolition of the fly tower, excavation to create a basement, raising the floor level of the auditorium, reinstating the original entrance in Middle Street, alterations to Duke's House, construction of a new three storey plus basement to the vacant land in Ship Street and a new entrance to the Middle Street Elevation, to create an eight screen cinema complex with associated restaurants. The developers intend to retain and restore much of the original features in the auditorium

This building was originally built in 1897 as an ice rink and was converted in 1901 by Frank Matcham into a circus and theatre. It has been empty for many years. *(A little know group - The Beatles - appeared here three times in 1963 and 1964 - Ed.)*

### **The Municipal Market and adjacent School in Circus Street**

There is a Planning Application for whole of this site is to be demolished. It is bounded by Carlton Hill to the South and Morley Street to the North, with the Milner Flats to the East.

The school was taken over by the Brighton School Board in 1883 and is now part of Brighton University. The market was built in 1937. It has a reinforced concrete frame with multi-bay gabled roof covered with corrugated asbestos-cement sheeting. It has been empty for several years.

---

## **Stop Press**

In freezing cold at 3.00am on Sunday 23<sup>rd</sup> March Billingham signal box was lifted from its base and taken the short distance to Amberley Museum. The listed 1876 box will be sited at the museum's Brockham station and join its fellow LB&SCR survivor, the ex-Hove Station booking office.

Meanwhile local efforts continue to have both Polegate and Plumpton boxes donated by Network Rail for community use.

## **Newpound Industries Since 1959**

(Continued from Newsletter 158)

Jack Stevens managed the new Carter Brothers company from c1961 for Newpound Property Investments Ltd.

Within a couple of years of acquiring Carter Brothers, the new owner introduced two further product lines that were destined to have long production runs. These were plastic pipes and plastic sheet. The pipes were made in a factory building at the north end of the site and immediately to the west of the main road. This had been used by the old Carter Brothers for storing elevators and was not the warehouse that stands there today. A narrow reservoir between the factory and the road contained water that was piped inside for cooling the manufactured plastic products.

Plastic sheet (or film) was made in a new factory called the Film Plant that was immediately to the west of the above; it was fairly tall in order to accommodate the manufacturing plant and may well be the wooden building there today.

All plastic products were made by heating raw plastic pellets to which coloured pigments were added to dye the plastic for a particular batch. The heated mixture was then fed into a device called an extrusion machine that forced (or extruded) the plastic mixture through an opening called a die whose opening could be varied to suit the required end product. The pipes ranged in size up to 12" diameter; the smaller sizes were fed onto reels but the larger ones were too rigid to be tied and wound onto reels so they were cut off as they were produced. However at night the workers sometimes opened the factory gate and steered the beginning of the pipe so that it went across and along the road and let the machine keep pushing it along. This was not a problem as there was hardly any traffic at night and there weren't usually any officials on duty, so they could do as they wanted.

Plastic film was made in various thicknesses and sizes that were usually of two layers about 2 ft. square. An attachment to the extrusion machine formed the film into reels of the required goods. A good example of sheet products was reels of plastic bags made so that the individual bags could be torn off as required. These were for industrial rather than domestic use.

Carter Brothers also made plastic bottles about 8" long and 2" diameter for the GPO to use as covers for cable junctions.

The factory had a two shift system, each being for 12 hours. However the workers on night shift used to sleep a lot of the time. It was always potentially suspicious when a worker turned up for the night shift in a dressing gown!

Sometimes when a worker dozed off, the machine that produced the plastic pipe was kept running and instead of it being wound onto a reel, great lengths of pipe spread out across the yard that was then only fit for scrap. It was humorously suggested that the amount of scrap pipe being produced was so great that a scrapping department had to be created!

Schick was an American company formed in 1928 by the man who invented the electric razor, viz. Jacob Schick.

Schick UK operated a sales and marketing operation in London and imported all of their products from the USA. In 1961 the company decided to open a manufacturing division in the UK at Newpound in a new building on the site of a factory where Carter Brothers had once repaired steam engines and threshing machines and which is now occupied by Bellmans auction house. It housed offices, a manufacturing assembly area, storage space and a small canteen. The canteen was provided as there were no local facilities for staff to obtain lunch (apart from, perhaps, the Bat and Ball pub). Schick had also used the old Carter Brothers warehouse across the road temporarily from summer 1960 until the new building was ready .

In the first few years, production was by assembling components made in the USA. At that stage the company employed 30 to 40 local people. Hairdryers and a greater range of electric razors were developed as the company expanded. It was then decided that the Newpound factory would manufacture the products as much as possible from raw materials rather using imported components. Any components unable to be made at Newpound were to be sourced in the UK, with the exception of shaver heads which continued to be manufactured in the USA.

More staff were required as the factory increased its product range and the volumes produced. Nearly 90 people were employed there at the peak of its operation such that additional accommodation was required and a new office block was erected in 1967 immediately to the north of the original building. This was used for additional office space and as storage for raw materials and the finished goods. Staff often lived some distance away from Newpound, so Schick operated a bus service to bring staff to work and back.

The company continued to grow from 1963 to 1970 and demand for the product in the UK, Europe and Scandinavia was such that an evening shift was instituted to maintain production levels and workers were brought in by minibus from a number of outlying areas as far out as Northchapel and Haslemere. At its height, the products being manufactured were salon and hand-held hairdryers, men's and women's electric razors and facial saunas.

However, Schick was in a highly competitive market and despite cost cutting, it was becoming impossible to manufacture the products at a competitive price. It became apparent that the Newpound factory was being run inefficiently with a considerable degree of what is politely called 'shrinkage'; certainly much finished stock was being pilfered; some estimates suggest this could have been as high as 8%; this could have been a factor in the loss making. In 1972 it was decided to downsize the production and eventually in April 1973 the plant was closed with the loss of many jobs. During the closure, quite a few assembly machines were stolen, never to be found. Many thanks to Pat Harrison for the above notes.

(To be continued)

## **Project: - *Southern Queen To The Sea***

**This is a crazy idea to save Eastbourne's one and only iconic Southern Queen**

**Built by The Prangnell Bros. of Westham East Sussex in 1948 – 1950**

### **Lloyd Stebbings**

I love classic wooden boats. I live in Pevensey Bay and run Pevensey Bay Marine and I am very keen on local history and I think the only way to learn lessons for the future is by looking at our past and identifying mistakes that have been made. One BIG mistake that we are about to make is to let the *Southern Queen* and the *William Allchorn* pleasure boats decay and die on the beach in Eastbourne.

Completed in 1950 the *Southern Queen* was a yearly sight operating pleasure trips along the coast of Eastbourne to Beachy Head, first with her Sister the *Eastbourne Queen* then with the *William Allchorn* built in Newhaven by Cantell also now dying alongside the *Southern Queen*.

Time is starting to run out for these wonderful old ladies of the sea and Eastbourne is all set to loose yet another piece of its fantastic history and something that has been part of it for the last 65 years. People can't be bothered, someone else will do it, who cares, burn them, not my problem, let them rot, We live in a throwaway society and are in danger in losing our values, identity and our History!

The *Southern Queen* and the *Eastbourne Queen* were built in a barn at Westham Village not far from Pevensey Castle (The *Southern Queen* was taken almost two miles by road to her launching site in Norman's Bay, approximately four miles east of Eastbourne), The barn was part of Street Farm of which no part remains today, Oh! you can see photos of the farm with the *Queen* in the foreground from library books or on the walls of local pubs but that's all because someone dropped a housing estate on top of it! Just like Eastbourne's very own airfield which played a big part in training pilots for the First World War, now part of it is an industrial estate and it has a dual carriage-way running through it, do you know where it is?, did you even know Eastbourne had an airfield?, NO because no one cares anymore it's all about the now and not how we got to where we are and that's why it's so important that we save these beautiful craft for future generations. The *Southern Queen* is built of clinker construction and is one of the largest vessels of this type of construction to survive in the UK if not the world to hopefully return to commercial service. She was licensed to carry seventy-two passengers, is 46 feet in length and weighs 27 tons. This form of construction is a dying art now as most boats of this size are made from fibreglass.

*William Allchorn* was a purpose built pleasure boat, commissioned by the Allchorn Brothers of Newhaven, East Sussex, in 1950 and funded by the Ministry of Defence Compensation Fund as recompense for *Enchantress*, lost during the Dunkirk evacuation. She is built of diagonal planking, the same construction as WWII torpedo and Air Sea Rescue boats made by the famous British Powerboat Company. It is a very strong method of construction but time consuming; very very few boats are built this way now

and she is/was almost certainly the largest beach-launched pleasure boat still in service. She was licensed to carry one hundred passengers and that's why this boat should not become a 'House Boat' and left to die on a mud berth in some forgotten hell-hole of a creek, where no one cares or knows who or what she was. If these boats had been at Dunkirk it would be a different matter, people in certain quarters would be up in arms about it and something would be done, maybe the fact that the *William Allchon* would NOT have been built but for Dunkirk may be its saving grace.

Time is getting short now and a year or so down the road they will become so much fire wood and yet more local history will go up in smoke and be lost for ever.

Nearly all of the fixtures and fittings including life rafts of which some are handmade and dated 1921, all the masts and rigging are still in existence, in good condition undercover in one place near the boats but maybe not for much longer.

This is a very rare opportunity to help or become part of a restoration project to return the boats to the sea and restore some of Eastbourne's pride as a top UK holiday resort.

### **The team and its aims**

The backbone of the team are professional marine orientated people including Marine Architects and boat builders which will be followed by humble enthusiasts and volunteers over the course of time.

We are seeking help in all the following areas (as this is an embryonic project at this time)

- Initial fund raising for the purchase of the boats then ongoing to keep the project alive
- Crane Hire
- Transportation
- Safe and large local storage (Land to put up a pole barn or dry farm building with very low rent or ideally rent free)
- Acquisition of timber and fixings
- New or reconditioned engines
- All the rest of items and bits I can not list here

Long term these boats would need to earn the own keep and pay their own way for their survival so, the initial thought is to run day 'shopping trips' from Eastbourne to Brighton (weather permitting) and day cruises to the Isle of Wight and back through the Summer months.

From the last known figures I have been told, for 6 months, running costs of £5,000 per month per boat were accrued, figures quoted were £12,000 insurance for 6 months, £8,000 for fuel (one boat) then Marina fees and maintenance making up the rest, fares on a good day reached £3,500.

We understand that this is a long term project but we need to be able to buy and store these boats soon before they get sold as 'Live aboard' projects and wind up rotting on that mud berth from hell!

Any help or advice in relation to this project would be much appreciated.

Please contact Mr. Lloyd D. Stebbings C&G Dip

Mobile:- 07885 022436 Email:- [pevenseymarine@aol.com](mailto:pevenseymarine@aol.com) or [datelinemarine@aol.com](mailto:datelinemarine@aol.com)



## **The Story of St. Giles' Bridge Merston**

### **Adge Roberts**

(Following the showing of the edited video diary of the restoration at the Film Night in February, this is the detailed report of the work undertaken and the achievements. Ed.)

I first saw this bridge on the 5<sup>th</sup> of March 2000 in the early days of my research into the Portsmouth and Arundel Canal. It is on private land and so is not easily accessible, and was almost impossible to see from the adjacent road as it was so well covered with under and overgrowth. It would seem that even many of the locals were unaware of it.

I was walking the route looking for remains and at this stage had not had the benefit of Tithe Maps so had no idea where the bridge sites were and the foot path (towpath) had left the canal route at this point, so when one of the few enlightened locals (whose new house was located next to the canal bed that ran through her garden) on whose door I had knocked; pointed out that in the winter one could just see this bridge from her house (in Marsh Lane, Runcton) about half a mile away.

Private land or not I had to get to this bridge as it had a complete arch and I had only seen two others on the remainder of the canal. So, it was over a barbed wire fence (by St. Giles' Church) and creep down the side of a field of wheat to the west side of the bridge from where I was able to photograph it. At that time it was not possible to pass under the bridge to see the east side so thick was the undergrowth. It was a question of going back out to Marsh Lane and on into Merston and down the public footpath through Manor Farm and again trespassing to get to the east elevation which was covered in wild clematis. It was also not possible to get up onto the bridge at this time, but at least I had seen it and taken my photos.

It should be understood that at this time I had no connection with either The Sussex Industrial Archaeology Society (SIAS) or the Chichester Canal Trust, I was just an interested individual.

Soon after this and following my appeal in the local press, I was invited by the manager of Runcton Nursery to view the bridge from their side of the boundary. The site is actually on land owned by James Langmead the well known Sussex farming family, but right on the boundary of Runcton nursery. I did of course accept this invite, and on 2<sup>nd</sup> March 2001 I made my first visit from the nursery side. The visit reinforced the fact that it was not possible to get on or very near this bridge without a tool kit. Little did I know then, how many more times I would approach from this direction. I had from my two visits been able to establish the basic remains of the bridge, as being a complete arch,

Of the four pilasters two with their cap stones on, the other two (at the north end) were mainly demolished and little remained of the parapet walls.

It was to be another three years before I again visited the bridge when in May of 2004, while researching an aspect of bridge construction. This time, I came in with tools and managed to get over the top and note more details of remains.

By this time I was a member of SIAS and we had been searching for and excavating other engineering remains along the canal and it was decided to have a good look at what



became known as St. Giles' Bridge. (After the nearby church)

Summers were occupied with conservation of brickwork on other sites, so on the 8<sup>th</sup> January 2005 having gained permission from the relevant land owners, six of us turned up to begin removing the vegetation from the bridge. At that time working parties would number up to six, and so good progress was made in a short time even though we only worked half days. After four visits the bridge stood clear (almost) and proud from its hiding place; the remaining problems were large trees at all four corners, growing against the pilasters. These were removed bit by bit mainly by Chris Bryan with a small chainsaw. He was very persistent; some of the trunks were in excess of 18 inches in diameter. All the debris was burnt as fast it was cut down and soon the site looked good.

The canal bed had long been filled in and the soil was up to a foot thick on top of the towpath. This was removed to expose the towpath and its coping stones right out to the ends of all four return walls (the ends were later backfilled)

A great deal of archaeology was then carried out to learn about the construction of the bridge and of its military history from World War II when the area was awash with the army, and the bridge was apparently used as an anti-aircraft gun position. We removed about a foot of extra soil from the top of the bridge and found that a brick path had been laid up the north ramp made from bricks that once formed the parapets. The extrados (outer face of arch) of the bridge was reinforced with old petrol cans filled with earth possibly removed from the canal bed. In one of those was found one of our more surprising artifacts which turned out to be a small brass button from the uniform of a naval officer of the rank of Captain or above from the Nelson era. Work that one out! We did find a few cartridge cases and one live round, and a soldier has cut his name into the brickwork under the bridge which read in very neat lettering, -J.B. 3-11-42

It appeared that the underneath of the bridge had been turned into a shelter or store, as there are what appear to be a row of joist pockets cut into both sides of the bridge abutment on which a floor may have been laid.

During the first summer while away on other works, the local vandals had seen the bridge that we had exposed, and thought it good fun to come in and kick off some of the remaining pieces of parapet wall. We also found when we returned in December 2006 that the winter rains had seriously penetrated the arch and was running down the intrados (inside face of the arch) We then laid a waterproof membrane over the extrados and covered that with four inches of soil, then chicken wire (to keep the local rabbits out) and then a further four inches of soil and grass seed. It was decided at this point that we had to do something to stop the vandalism, and we agreed that we should remove the top loose courses of bricks which in places amounted to about six courses and relay them and then lay a reinforced concrete capping on top of that. This was to be achieved by doing the minimum possible amount of brickwork and not worrying too much about the finished line; it was strictly conservation.

During the remainder of the winter we concentrated on more archaeology. During this period we were again visited by vandals kicking off more brickwork. A sign was made saying PRIVATE PROPERTY and warning that vandalism would result in prosecution.

We thought it was worth a try, and it worked, as we had only one more bout of damage. The summer was again spent at the Stewart Bridge site in Barnham and this job was completed leaving us more time to concentrate on St.Giles'.

In May 2007 we returned.

We had been collecting many buried old bricks and cleaning them up for reuse, then added more new bricks and began the works described above. Most of which was carried on makeshift scaffolding (from which your author managed to fall (on 07-07-07) and break a wrist) we also rebuilt enough of the north-west pilaster to remount the cap stone that had been found buried nearby. This work was to the west elevation and was completed by the end of September including the re-installation of the north-west capstone.

On 6<sup>th</sup> October 2007 we laid the reinforced, half round concrete coping.

This had all been a very trying job for a group of very novice "bricklayers" as the bridge has no straight lines, just compound curves, vertically and horizontally and the use of traditional lime mortar was another complication as was laying bricks (for me) with one hand while the other was in a sling.

We left the site for the winter and returned on 19<sup>th</sup> March 2008 and during the first two months we carried out more archaeology and returned the scaffolding and other equipment to the site.

Having prepared the way, we commenced work on the east side on 31<sup>st</sup> May 2008 by relaying the partly dislodged capstone on the south-east pilaster.

We had been offered a sizable donation to costs, by Jonathan Robertson a new working team member if we made a more attractive job on this side by re creating the full curve of the bridge and making the pilasters up to the same height to make it symmetrical.(the north-east pilaster was down to ground level). The donation was attractive so the extra work was undertaken.

It must be noted that our original team of up to six, had now reduced to often two or three.

We had found it difficult on the west side to keep a good curve over the bridge, so on the east side we made a flexible timber former and bent it to the required shape and "fixed" it over the top of the bridge in the correct curve and worked underneath it. It was of course in the way but it did produce a better shape. Soon after starting this, we met a problem in the shape of a giant bees' nest, the entrance to which was right where we wanted to work. A bee-keeper was called in to move them but it was decided that the nest was too deep to open it up, so we moved the entrance with a six foot length on rainwater pipe that I just happened to have in the van, and the bees quite happily flew in and out of the pipe some six feet away from the work area.

During the summer of 2007, we had led the walkers on our annual Barnham to Hunston jaunt across to the bridge as we thought that by then there was something worth looking at. The second canal walk was led past the bridge on July 5<sup>th</sup> 2008 and their reaction to our work was gratifying. We had to get permission from the farm to take the walk across to the site.

From this walk we gained another very useful member for the team. Barry Chadwick

had been a “sleeping” member of SIAS till then, but having seen what we were doing he elected to join us. He had attended a course in brickwork and thus had some idea of what to do. His job was to rebuild the entire north-east pilaster and its adjoining brickwork. Perhaps at this stage I should identify the other members of the team. The other long-term member was Roger Reed who was in it from beginning to end. Other serving members have been, our consulting engineer Alan Green without whose detailed survey and report on the bridge we would have been less able to carry out the works, Mike Lee, Glen Wallace, Gerry Nutbeam, Linda Wilkinson, John Mills (Senior County Archaeologist) (for a day) Chris Bryan. Chris’s two children even put in some time delivering materials, Ken Holmes, Laurence and Adrian Newman, Derek Mumford and Jonathan Robertson.

By October all four of the tree roots by the pilasters had been removed and the holes backfilled. During the early winter much earth moving took place and extension of the waterproof membrane over the arch, as the water was still coming through at the ends. Soil was removed and more membrane and chicken wire was laid at both ends.

We were having serious problems with rabbits so we called in a man with a ferret to remove them. Unfortunately, he turned up on the nursery in our absence with a 12 bore shot gun and was turfed off by the management, and rightly so.

We left the site in December and recommenced the following April with mixing of mortar and sorting and cleaning old bricks, erecting scaffold, cutting back the giant weeds etc. Bricklaying recommenced on 23<sup>rd</sup> May 2009.

During this summer the IWA (Inland Waterways Association) made a substantial donation towards our costs.

By mid-September, the north-east pilaster was up to full height. One month later we raised the capstone (which had again been found buried) and bedded it down onto the new brickwork. Having got to the point of near completion as all that remained was to lay the reinforced concrete coping to the east side, we now decided to extend the job and re-point the whole bridge as required, which meant most of it.

November arrived and more archaeology was carried out.

We began cutting out the joints for re-pointing at the end of March 2010, on the west elevation and pointing work began in early June. Many broken and degraded bricks were replaced at this time on both of the south pilasters. The west elevation pointing was completed by 31<sup>st</sup> July 2010. During bad weather some pointing work was carried out under the bridge.

By the beginning of June 2011 the east flank and pilasters were completed and we were working in the bridge hole. The end came on Saturday 9<sup>th</sup> of July 2011 - finally finished, after six and a half years.

We took away the first load of plant and materials, and the remainder on Thursday 14<sup>th</sup> July, tidied up and danced a jig, took photos, and left, feeling a bit empty but proud.

Time spent on this job amounted to 580 hours on archaeology, and on conservation works 1,767 hours. A total of 2,357 man hours.

(Adge does not mention that most members of the team are (well) over retirement age!)

## **More on that Sewer Vent Pipe at Chichester Signal Box**

**Alan Green**

For *Newsletter* 161 I wrote a short piece about an ornate sewer vent pipe to be seen next to Chichester signal box. In view of its uniqueness in the city I asked, via the District Council's Historic Buildings Advisor, for it to be included in the citation for the newly-listed the signal box in order to give it some measure of protection. The photographs I provided caused some excitement at English Heritage (EH) who identified it as being identical to examples in Chester and in Herne and Broomfield in Kent, and pointed out that the Kent examples were made by MacFarlane & Co. of Glasgow.

The case officer at EH felt that the Chichester pipe was worthy of being listed in its own right and asked for more historical information about it. Unfortunately none of the stock of 1:2500 OS maps at West Sussex Record Office (WSRO) indicate the vent pipe which would have helped to date it, but the Land Registry documents for the former Sadler's Mill, which abutted the railway to the south of the signal box, make a reference to a corporation sewer running across the site and access being required to its manhole. This suggests that the said vent pipe might perhaps relate to this sewer and thus be a corporation (now Southern Water) asset rather than a railway one.

Going through some picture books of Chichester I found photographic evidence of three more of this pattern which have since gone. Two were adjacent to the railway, in Fishbourne Road and Stockbridge Road, still hinting at a possible railway connection, but the third was well away from it in New Park Road. As such it is almost certain that the weather-vaned vent pipes were installed by Chichester City Council. There are two other elaborate cast-iron vent pipes remaining in Chichester, one in Tower Street (see *Newsletter* 158) and the other in South Street, adjacent to *The Fountain Inn*, but they are quite different from the one in question and do not feature a weather vane.

Chichester was very late in acquiring mains drainage and only did so after several outbreaks of cholera arising from polluted wells and the River Lavant being used for both water supply and waste disposal. Amazingly there were many in the city who vigorously opposed the idea of mains drainage, deeming it unnecessary! In 1888, a Drainage Committee was set up by the City Council which, in 1890, instructed Sir Frederick Branwell of Westminster to produce a report and a scheme for a sewerage system, which went before an inquiry in June 1892. The scheme was authorised the following November and the contract awarded to a Mr. Peters for £31,967 to install the sewers and connect them to adjacent properties.

In August 1894, the Drainage Committee prepared 'a scheme for the distribution of

the ventilation of the sewers' (referring to the installation of 'ventilation shafts') but sadly that scheme is lost, so we have no details of the locations of all the vent pipes or of the maker(s) thereof. However, the committee minutes do record, albeit only *en passant*, the positions of three such, namely in St Paul's Road, in Oaklands Park and outside the barracks in Broyle Road. These pipes too have long since disappeared.

The surviving weather-vane example carries no foundry mark, but if it is by MacFarlane & Co it says a lot about the cheapness of rail transport if it was more economical to bring them all the way from Glasgow rather than use a local foundry. Mind you, I doubt that Halsted & Sons at Chichester could have cast something of that size, but John Every at Lewes might well have been so able.

My findings have been passed to Chichester District Council who are to apply for the full listing. I am fairly hopeful: in Portsmouth they have been successful in getting one of the last remaining trolleybus traction poles listed. Fingers crossed! Meanwhile, if anyone knows of similar vent pipes elsewhere in Sussex, and even better, can make a positive attribution to a particular foundry do please write to the editor. It's worth creating a bit of a stink about them.

### References

WSRO CA/7 to CA/9, Chichester City Council Committee Minute Books 1888-1898. These include the minutes of the Drainage Committee.



The Stink Pipe next to Chichester signal box, February 2014  
(Martin Snow)



Yards from the Stink Pipe raged the River Lavant in one of its routes to the sea that only come into use in times of flood. Members will remember the floods of 1994 and 2000. If the major works had not been built after that, there would have been flooding in Chichester again this winter. (Martin Snow)

## Mystery Photo

Do you know your IA?



(Martin Snow)

I've been making it  
too easy recently  
So -  
An interesting relic,  
found in a converted building,  
now a residence.  
What is it?  
Where is it?  
What was the building  
used for ?  
Unless you were with me,  
I think an award of double  
brownie points would be  
appropriate for identifying  
the location.  
It is in Sussex!

## Update

There's always one, David Jones claimed the brownie points for details including the location of the Lamson cash equipment featured in *Newsletter* 160. I found this example in the village stores at Alfriston, the name 'Lamson' appears on every possible position and a few improvised ones too, nothing like advertising!

The company also made the well known 'Lamson Tubes' that would shoot ones payment in larger stores, powered by vacuum, the receipt and change would return with a solid 'clunk'. "They don't make 'em like that these days".

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).

© 2014 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October

Contributions for the next *Newsletter* should be sent to the Editor by the 7<sup>th</sup> June 2014

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 membership to the Sussex Mills Group

The Sussex Mills Group also produces a *Newsletter* that is sent to members with this *Newsletter*

## Sussex Industrial Archaeology Society

- President : Air Marshal Sir Frederick Sowrey,  
Home Farm, Heron's Ghyll, Uckfield.
- Chairman : J. S. F. Blackwell, E-mail johnblackwell@ntlworld.com  
21 Hythe Road, Brighton. BN1 6JR (01273 557674)
- Vice-Chairman : M. H. Dawes, E-mail malcolm.dawes@btinternet.com  
52 Rugby Road, Brighton, BN1 6EB (01273 561867)
- General Secretary : R. G. Martin, E-mail martin.ronald@ntlworld.com  
42 Falmer Avenue, Saltdean, Brighton. BN2 8FG  
(01273 271330)
- Treasurer, Membership Secretary and Archivist : P. J. Holtham,  
E-mail pandjholtham@virginmedia.com  
12 St. Helens Crescent, Hove. BN3 8EP  
(01273 413790)
- Chief Editor : Dr. B. Austen, E-mail brian.austen@zen.co.uk  
1 Mercedes Cottages, St. Johns Road,  
Haywards Heath. RH16 4EH (01444 413845)
- Newsletter Editor : M. B. Snow, E-mail martin@snowing.co.uk  
32 Orchard Avenue, Worthing. BN14 7PY  
(01903 208975 & 07836 675472)
- Programme Co-ordinator : M. H. Dawes, E-mail malcolm.dawes@btinternet.com  
52 Rugby Road, Brighton, BN1 6EB (01273 561867)
- Committee : Mrs. Diana Durden      A. H. J. Green      C. C. Hawkins  
P. S. Hicks      Miss J. O'Hara      T. P. A. Ralph  
Dr. Claire Seymour      R. Taylor      R. L. Wilson
- Area Secretaries : Eastern Area : R. F. Jones – 3 Nutley Mill Road,  
Stone Cross, Pevensey. BN24 5PD (01323 760595)
- Western Area : Brig. A. E. Baxter – 9 Madeira Avenue,  
Worthing. BN11 2AT (01903 201002)
- Central Area : J. S. F. Blackwell – Address above
- Northern Area : E. W. Henbery, 10 Mole Close,  
Langley Green, Crawley. RH11 7PN (01293 406132)
- Website : [www.sussexias.co.uk](http://www.sussexias.co.uk)





The *Southern Queen*, now. See article on the proposed restoration on page 14



*Newsletter 159* showed the new boardwalk at Coultershaw, built with many hours of labour. Nature in its way of making us feel very insignificant, took just minutes to uproot and twist the structure during this winters floods. It does appear that much of the material will be capable of re-use, but that will need many more hours - any volunteers! (*Martin Snow*)

