

Sussex Industrial Archaeology Society Newsletter

Number 194

April 2022



A good turnout for the first 'in person' lecture in January by Chris Horlocks.
See report on page 8.



Newsletter 194

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Editorial

Welcome to *Newsletter 194*.

As I go to press there is news from Amberley Museum that the new wheelsets for the Fauld coach that are being funded by the Society, have arrived to be fitted.

The Fauld coach is fitted out to provide wheelchair access to the railway.

Subscriptions are now due

Unless you are paying by Banker's Standing Order your Subscription became due on the 1st of April

The rates remain unchanged at £15 for full membership plus £5 for a Family membership, Junior and Full Time Student Membership

Due to increasing bank charges could members who normally pay by cheque, pay where possible by bank transfer or set up a Standing Order.

Should you wish to pay by Bank Transfer our bank details are:-

Sort Code 40-47-25 Account 61345680 HSBC Worthing

Where a "reference" is required - quote your surname and post code

If you pay by cheques, make payable to S.I.A.S. and sent to me:-

Peter Holtham 12, St Helens Crescent, Hove, Sussex BN3 8EP

Early payment would be appreciated

SIAS Events

Due to the current circumstances it has not yet been possible to arrange any SIAS activities other than the Lewes walk see details below.

If visits can later be organised details will be posted on our website www.sussexias.co.uk and forwarded to members on our e-mailing list.

Saturday 2nd July 7pm to 9 pm. *Guided walk looking at the Industrial History of Lewes.* Led by Graham Mayhew, expert on the history of Lewes

A walking tour of Lewes's industrial heritage. From the Victorians to the mid-20th Century, Lewes was an important centre of manufacturing and commerce, with its own gas works, electricity and water companies and boasting several breweries, ironworks, cement works, printers and a range of smaller manufacturers, mainly concentrated along the river, leading to the geographical expansion of the town with the construction of new working-class housing.

Meet at 7pm at the Barbican, Castle Gate off the High Street. About a 15-minute walk from the railway station allowing for the steep climb up to the High Street. Nearby car parks at the Maltings, Westgate Street, Market Lane and West Street all free on Saturdays after 5pm. Also, the huge car park at County Hall has an all-day fee of £1 on a Saturday.

Visit our website - www.sussexias.co.uk

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.

Saturday 23rd April. *The Ore and More.* Rail tour organised by the Branch Line Society visiting numerous Sussex locations during the day. Diesel hauled with Mark One coaching stock. Details at www.branchline.uk

Tuesday 26th April, 7pm. *The 3rd Earl of Egremont's Worst Investment or How Chichester got its Canal.* Chichester Canal Trust – Bicentenary Event talk by Alan Green. West Sussex Record Office. Full details at www.chichestercanal.org.uk

Weekend 30th April – 1st May. Magnificent *Motors Rally.* Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne. www.magnificentmotors.co.uk

Sunday 1st May. *Spring Bus and Coach Show and Running day.*

View and ride on a variety of historic buses. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Monday 2nd May, 10am to 4pm. *Open day at the Brede Steam Engines.*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend 7th- 8th May. *National Mills weekend.* See Mills *Newsletter* for further details

Saturday 7th May, 10am to 4pm. *Open day at the Brede Steam Engines.* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Sunday 8th May. *Classic Motorcycle Show.* Vintage motorcycles around the museum and on display throughout the day. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Sunday 8th May. *Historic Commercial Vehicles Run, between London and Brighton.* www.hcvs.co.uk

Monday 9th May, 7.30 pm. *Electric traction on the LMS.*

Southern Electric Group talk by David Brown. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Friday 13th May 8.00pm. *The lost theatres of Brighton.*

A Burgess Hill Local History Society illustrated talk by Chris Horlock. Visitors £3.50. Cyprus Hall, Cyprus Road, Burgess Hill. www.facebook.com/BHHeritageHistory

Weekend 14th-15th May. *Home Front Weekend.* Exhibition of military vehicles with re-enactments, dioramas, and period trains. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Wednesday 18th May, 7.45pm. *Electric vehicles in all their shapes and sizes.*

Sussex Transport Interest Group talk by Peter Williams. London Road Station, Brighton. 07769 294408.

Saturday 21st May, 12 noon to 4pm. *Open Day at Crawley Signal Box.*

Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Weekend 28th-30th May. *Road meets Rail.* Traditional steam fair featuring working traction engines displays, miniature engines, goods trains and a steam driven children's fair. Details of entry cost nearer the date. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 4th- 5th June. *Tinkers Park Steam Rally at Hadlow Down.*

www.tinkerspark.com

Saturday 4th June, 10am to 4pm. *Open day at the Brede Steam Engines.*

Steam and working industrial engines.

Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Wednesday 8th June 7.30pm. *Images of Chichester Past.*

Chichester Local Historical Society talk by Andrew Berriman, local historian, and former Head of History at Chichester High School for boys. Visitors £5.

New Park Centre, New Park Road, Chichester. 01243 784915.

Monday 13th June, 7.30 pm. *Chepstow to the Cardiff Valleys.* Southern Electric Group talk – part 3 of Taffy's journey through his homeland. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 15th June, 7.45pm. *Over and under.* Bridges and Tunnels on postcards. Sussex Transport Interest Group talk by John Hollands. London Road Station, Brighton. 07769294408.

Thursday 16th June. *Sussex Day.* Weald and Downland Museum. Sussex crafts, food, folk songs, games, social history, and historic architecture. Further details of the event and booking at www.wealddown.co.uk

Friday 17th June. *Downland Gridshell's 20th Anniversary.*

Weald and Downland Museum. Talks and displays throughout the day from those who helped design and build the Gridshell Building. Further details of the event and booking at www.wealddown.co.uk

Saturday 18th June, 12 noon to 4pm. *Open Day at Crawley Signal Box.*

Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Sunday 19th June. *Emergency Services Day.* Fire Engines from the Museum's own collection together with visiting fire engines and exhibits. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Wednesday 29th June. *Guided cruise along the Chichester canal.*

Commentary by Alan Green. Chichester Canal Trust – Bicentenary Event.

Full details at www.chichestercanal.org.uk

Saturday 2nd July, 10am to 4pm. *Open day at the Brede Steam Engines.*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend 2nd– 3rd July. *Model Railway Weekend.* Variety of layouts across the railway and access to non-public areas such as the Maintenance Shed and locomotive Workshop. Details of entry cost nearer the date. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 2nd– 3rd July. *Mid-Summer Steam Show.* Large scale and full-size working steam engines on display around the Museum. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Friday 8th July 8.00pm. *The history of St Francis Hospital.* A Burgess Hill Local History Society illustrated talk by Joe Hughes, ex nurse and author. Visitors £3.50. Cyprus Hall, Cyprus Road, Burgess Hill. www.facebook.com/BHHeritageHistory

Monday 11th July, 7.30 pm. *A photographic trip around the Regions.*

Southern Electric Group talk by Colin Burnham. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Saturday 16th July, 12 noon to 4pm. *Open Day at Crawley Signal Box.*

Brighton Road, Crawley. www.facebook.com/CrawleySignalBox

Sunday 17th July. *Classic Car Summer Show.* Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s. Up to 200 cars on show. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Wednesday 20th July 7.45pm. *Steam in North Wales and the Welsh Borders.*

Sussex Transport Interest Group talk by Terry Cole. London Road Station, Brighton. 07769294408.

Weekend of 23rd– 24th July. *Railway Gala Weekend.* Steam, diesel, petrol and electric locomotives on display with rides on the trains all weekend.

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

Weekend 29th – 31st July. *Terrier Gala.* Celebration of Terrier No 672 Fenchurch's 150th birthday. Further information nearer the date. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk.

Sunday 31st July. *Worthing seafront bus rally.* www.worthingbusrally.co.uk

Saturday 6th August, 10am to 4pm. *Open day at the Brede Steam Engines.*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend 6th-7th August. *Tinkers Park Model Railways.* Model Railway Show and Southdown Bus Event on the 7th at Hadlow Down. www.tinkerspark.com

Monday 8th August 7.30 pm. *Rail Roving 2019 part 2.* Southern Electric Group presentation by Keith Carter. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 13th- 14th August . *Steampunk Weekend.* Experience design, fashion and activities as homage to the Victorian industrial past. Steam powered machinery and weird anachronistic inventions and at its heart Steampunkers glorious creative costumes. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Weekend 27th- 29^h August. *Hellingly Festival of Transport.* www.ehvc.biz

17thAugust - 5th September. *Visit of Flying Scotsman to Bluebell Railway.*

On static display at Sheffield Park Station, 17th-24th August and 30thAugust-5th September. Running between Sheffield Park and East Grinstead for 5 days 25th-29th August. Tickets on sale from Sunday 1st May. www.bluebell-railway.co.uk

Do please 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.

The Coultershaw Heritage Site – Review of 2021/22

Barry Flannaghan, Chairman of Trustees

Coultershaw's big success story for 2021 was receiving a National Lottery Heritage Fund grant to help us widen community engagement. This has allowed the trustees to appoint a heritage professional, Hilary Brookes, on a part-time 2-year contract. Hilary has already made a big impact bringing fresh ideas as well as planning new events and activities for the coming season.

With the delayed start to the 2021 season, we have included some Saturday openings to catch up on lost visitor days. These were a success and so more are planned for this season. Other new events and activities for 2022 include a half term family day and a Wind in the Willows themed trail. A History Group now meets regularly at Coultershaw researching a variety of local themes and stories.

Our volunteers continue to do sterling work maintaining and improving the site. The normally reliable waterwheel has had problems with one of the central hexagons coming loose from the drive shaft. This is down to a key and keyway being damaged by many years of being shimmed and hammered back into place. As these are some of the oldest parts of the pump, we are avoiding any alteration or machining so one of our volunteers devised a secondary retention clamp using a modified motorbike chain. This will be monitored carefully over the season to make sure there is no further damage to the key or keyway.

Another volunteer project underway is reconfiguring and improving the kitchen and toilet area of the North Warehouse. Plans for the renovation of the South Warehouse as a new workshop and exhibition space are with the planning authorities and we expect to get the go-ahead in the next few months. We have funding in place for the first phase of the building renovation, thanks in part to a generous donation but we will have to seek additional funds to fit out the exhibition space.

Coultershaw's troublesome hydro generator, which should be a significant source of revenue was out of action for much of 2021 following the failure of its fifth main bearing. Then just two days after bearing #6 was fitted (under warranty) excessive vibration caused a shut-down. Since then, we have been restricted to half-power operation whilst we and the suppliers try to establish the exact problem. Once it is working again a new control system should allow us to generate significantly more power. River level and power generation graphs can be seen on the Coultershaw website.

Apart from the setbacks with the turbine, 2022 promises to be an exciting year with a host of new activities, more volunteers and much more community participation.

Information on activities for the coming year are detailed at

www.coultershaw.co.uk

Lost Industries of Brighton with Chris Horlock

Report by John Blackwell

A large and expectant audience welcomed Chris Horlock to our January presentation, the first time we had been able to meet face to face, or rather face mask to face mask, at West Blatchington for two years. Chris is a well known collector of Brighton photographs and was set the task of illustrating some of Brighton's lost industries. The oldest, fishing, was based on the beach for hundreds of years with the daily auction of the catch on the Fishmarket Hard. below the promenade opposite the Old Ship Hotel. The Council in 1967 thought that such an auction did not fit their image for visitors of the Queen of Watering Places and banished the market to Circus Street where it slowly declined. In the late eighteenth and early nineteenth centuries most industries were centred in the Old Town area with the main shopping streets being North and East Street brewing and basketry being illustrated. The railway works were built shortly after the arrival of the railway from London in 1841. Maintenance of the locomotive fleet being the first concern until the 1850s when locomotive construction commenced which continued until 1957. A fine sequence of photographs from the early 1900's showed the various stages of an engine being built with Chris pointing out that each component of the loco could be fabricated from raw materials by the works. Following the closure of the works they were used for a period of time to assemble Isetta (bubble) cars where because there was no road access the components and completed vehicles were delivered and forwarded by rail. We then moved across town to Lewes Road to the now demolished Cox's Pill Factory on the corner of Upper Lewes Road. Arthur H Cox established his chemist shop in the old town in Ship Street in 1839 where in 1854 he patented a 'pearl' coating for pills (a sugar based layer that masked the often bitter taste) The company expanded and moved to a former laundry in 1910, behind which was the viaduct that crossed the Lewes Road carrying the Kemptown branch line, which closed in June 1971. Cox's relocated to Barnstaple in Devon in 1979 and the remaining part of the Viaduct and the factory were demolished in 1983. A Sainsbury's supermarket was then erected on the site retaining the external clock of the factory in a brick recess as a nod to its predecessors. Northwards along Lewes Road, opposite the army barracks, was Allen West, the electrical control gear manufacturer. West had leased part of the Reason Manufacturing works in 1910, later taking them over and becoming one of the largest employers in the town during the 1950s and 60s with some 3,000 employees. The original factory was demolished for road widening in 1972/3 with operations continuing in their factories in Moulscombe Way. During the 1970s and 80s a series of takeovers led to asset stripping of both equipment and materials. A tiny remnant of the business survived from a management buyout until a few years ago with about 20 workers. A change of subject to the Brewing

industry, with images of the Black Lion Brewery in Black Lion Street, Tamplins Brewery in Waterloo Place and the Kemp Town Brewery in St Georges Road, all now sadly demolished except for a pastiche of the Brewing Tower of the Black Lion. Soft drinks and mineral waters were manufactured by R Fry & Co (Fryco) in Middle Street with the former archway entrance in Boyces Street still identifiable



Allen West 1928

by the words Mineral Water recently re-painted above. Additional premises in Park Crescent Road (behind Lewes Road and formerly Ginnett's Circus buildings) were purchased in 1900 before leaving the Brighton premises for a new factory in Victoria Road Portslade in 1930, now also demolished. In Queens Park a German chemist Frederick Struve sank a well and added mineral salts to the water to make it almost indistinguishable from natural mineral water. He built a spa building, naming it the Royal German Spa, for the partaking of the waters as a 'universal cure' for all ills in 1825. Later merging to become Hooper Struve the firm survived until 1963. The facade of the original building has been restored and survives. Looking at the post war Hollingbury Industrial Estate, where most of the original factories have now been demolished, Chris showed some images from the 1950s including Underwood Type Writers factory which was later occupied by ITT Creed, later STC, until demolition in 1985 to be replaced by Asda and its car park. Another company Gross Cash Registers, thought that all it Christmas' had come at once when in 1966 it was announced that Britain would be switching to decimal currency and their production ballooned. Employment peaked at this time with several thousand being employed on the estate. The only remaining company that today still manufactures a product is, the Talbot Tool Co, who moved from London during the war and then to premises in Roedale Road (where I remember them well in the 1950s) before moving to Hollingbury in 1958. Chris finally reflected on the huge decline in the number of manufacturing jobs lost since the 1950's at Allen West, the locomotive works, ITT Creed, and Gross Cash Registers all long gone. Today it is mainly service industries with the NHS and local government being the major employers. Chris was provided with the brief 'Industries of Brighton' and his presentation most definitely satisfied the brief, with superb images and a knowledgeable well researched commentary which was much appreciated by all present.

A Man must have Constant Employ

Review by Alan Green

As Oscar Wilde might have opined ‘To lose one speaker might be regarded as a misfortune, but to lose two in a row...’ but that’s what happened when our booked speaker for the March meeting had to drop out having contracted the dreaded Covid. Once again our trusty Dr Geoffrey Meade stood in at short notice, as he had done the previous month, this time with a talk under the above intriguing title which was derived from an 1821 advert in the *Sussex Weekly Advertiser* for a pottery ‘spinner’ at Hellingly.

In a profusely illustrated talk Geoffrey told how the natural resources of our county – animal, vegetable and mineral – were harnessed by local small industries to produce goods not only for the home market but for ‘export’ to London. In each case he produced maps shewing the distribution and concentrations of each industry across the county. The statistics had been derived from searches of local directories and exhaustive analysis of census returns.

Beginning with cattle, Geoffrey pointed out how the whole (dead) beast was of value being the source of meat, bones, hair, hooves and hide – very little was wasted; the nastiest remnants being compressed into fuel blocks. He told how before the coming of the railways cattle raised in Wales would be driven on the hoof to London, a journey taking three weeks. Once they had arrived they had to be fattened up again before being sold. Sussex was good for grazing so cattle tended to be home reared. Perhaps the most noisome bovine industry was tanning, turning the hides into leather which required much water and a ready supply of oak bark. All tanneries kept a herd of dogs who were employed to chew the sinews from the hides and turn it into excreta for adding to the stewing pits to open up the pores of the hides. Not a lot of people knew (or indeed wanted to know) that! The smell emanating from tanneries did not endear them to their neighbours and there was much pollution of watercourses from leaking tan pits. Then there were then the downstream industries of leather dressing such as boot making, cordwaining (pronounced *cordoning*) and clog making. In Brighton at the 1851 census there were no fewer than 888 persons engaged in making, selling or repairing footwear. Sussex was a very heavily wooded county (the oak being known as the *Sussex Weed*) and so it is not surprising that a healthy timber industry existed, particularly in the Weald. Mature trees were felled to provide structural timbers for buildings and shipbuilding, whilst younger trees with slender straight trunks and boughs were needed for charcoal burning. The charcoal, in those pre-barbecue days, was necessary for the Wealden iron industry and, later, for heating oast houses. It also provided the oak bark for the aforementioned tanning process, and splitting it off

the trunk was a skilled operation. Sometimes the bark would be split off when the tree was still standing – it killed the tree but then the timber could season in the vertical position before being felled.

The Wealden iron industry died out in 1820 with the demise of the Ashburnham site. A wake was held on the closing day at which all workers were given a bottle of gin. One such worker was a 10-year old boy who – not surprisingly - died as a consequence of having imbibed the whole bottle.

Wealden clay provided the raw material for brick, tile and pipe making and also for pottery. The best known potteries were around Rye, but they mostly only decorated finished products brought in from outlying area. In Rye Harbour blue flints would be hand-gathered from the shingle beach by men using trugs hung from yokes for exporting to the midlands to be ground down to provide the silica for glazing pottery and porcelain. This back-breaking work continued until 1955. There were brickworks right across the Weald and Geoffrey came up with the disturbing statistic that brick makers at Keymer in 1938 were paid piecework and needed to make 1000 bricks to earn just 10/6d – no thought of a minimum wage in those days!

Other industries covered included the ubiquitous breweries to be found in every Sussex town and the numerous chalk pits and lime works along the Downs.

Geoffrey also introduced us to a new trade that no-one had heard of namely *drysalter* which means, quite simply, anyone who sells non-edible products. Try that one next time you visit a posh china shop –“are you a respected *drysalter* my man?”

This was a most entertaining and informative talk with beautiful illustrations that included evocative Sussex paintings by Ball, Burra and Ravilious which just happened to include some industry. As always with Geoffrey the talk was delivered entirely without notes (something I find disturbing as I simply cannot do it and would so love to be able!) – a man who is master of his subject.

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**Lost Industries of Brighton - page 8**



Cox's Pill factory



Gross cash registers from pre-decimalisation

## **Sussex Storehouse**

### **The Landscape of Power Supplies and Raw Materials for Industry an illustrated talk by Dr Geoffrey Mead**

**Alan and Diana Durden**

In spite of Storm Eunice's best efforts to keep us by our firesides, a surprisingly good number of members attended this talk at West Blatchington Mill on 19<sup>th</sup> February. Geoffrey is an accomplished speaker on many subjects, industrial, geographical and others, and this proved no exception. So, with the wind buffeting outside, we settled down to learn about how and where wind itself is harnessed, this being only one aspect of a lively tour of our county's landscape, the rich diversity of raw materials and their part in our varied industries. The talk was richly illustrated with photographs of some of the less familiar, but more interesting, examples of the landscape and industries involved.

Beginning with a geological map of the South East, Geoffrey showed how many of the rivers of this part of the country – the Mole, Medway, Rother, Ouse, etc - originate in the High Weald. Examples of harnessing of water power from these rivers were the hammer ponds of the Weald, and Coultershaw pump which was used to pump water from the Rother to Petworth. Water was also harnessed in the past using tidal power, such as the tidal mills at Birdham and Bishopstone.

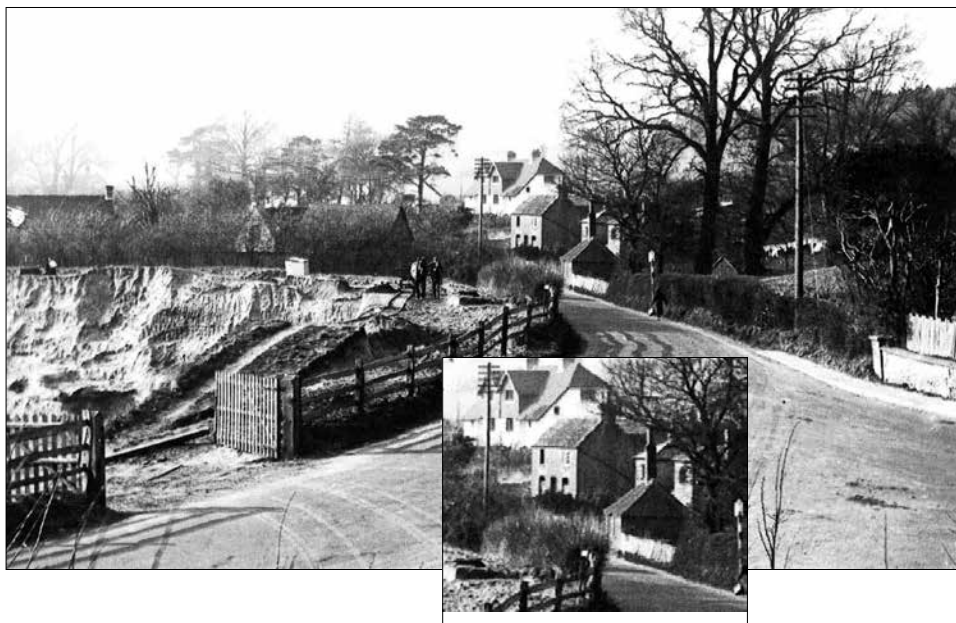
The use of wind power in Sussex was ably demonstrated by the numerous windmills in the county. In addition to all the familiar windmills (including the one we were sitting in!), Geoffrey drew our attention to the wind pump on the Firle Estate, and wind farm at Camber, which was largest onshore wind farm in England when it opened.

Timber from the Weald, which is still heavily wooded, was used for house building, of which there are many timber-framed examples in the county. Timber was also used for boat building, trug making – Thomas Smith at Herstmonceux being the best example, and making clogs (wooden-soled leather shoes). Coppiced wood was also used, of course, for charcoal, important for the iron furnaces. An interesting fact was that the bark was not just discarded but used as a source of tannin for the leather industry.

Raw materials that were mined or quarried included gypsum (chiefly at Mountfield), iron ore, sandstone for building material (such as that quarried in the Ashdown Forest). An interesting fact is that Wealden clay is the largest deposit in South-East England, there being a higher proportion of clay than chalk! Clay was, and still is, used for brick-making, drainage pipes, tiles and terracotta products such as flower-pots and finials. The Lower Greensand of the Western Weald provides a rich source of building sand, extracted from quarries such as that at Rock Common, Washington. Sand also provided the raw material for the glass industry.

The chalk of the South Downs for many years provided the raw materials for lime-burning, exemplified in the chalk pits at North Stoke and those in the lower Ouse valley. In more recent years chalk was the main constituent for the cement production at Shoreham/ Beeding. And from the chalk Downs came flints, used for building, and in particular the blue flints gathered on the beach and shipped to Staffordshire via Runcorn for roasting and grinding for glazing pottery. Also from the beach at Portslade came copperas (ferrous bisulphate), used in various chemical processes such as dyeing leather and wool (hence 'Copperas Gap'). Altogether Geoffrey's talk provided an illuminating whistle-stop tour of our county and its rich and varied natural resources for industry.

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An image of a lost tollhouse
Martin Snow



I am pleased to have found an image of an area that is totally changed today. This 1930s view is of the former Washington tollhouse (with a tall chimney) on the east-west Wiston Trust from Stopham Bridge to near Steyning. (*see Sussex Industrial History 36, page 21*) The only recognisable features that remain today are the large 'white' house on the skyline above the tollhouse and the partial wall at the right. The sandpit has been filled in and the large Washington roundabout on the north-south A24 built there, it dominates the view now. The tollhouse would have been placed almost centrally on the roundabout

Transporting Railway Carriages to Selsey Beach

John Blackwell

I am indebted to Albyn Austin, editor of 'The Colonel', the newsletter of the Colonel Stephens Society for supplying a copy of an article that appeared in the magazine Motor Transport for October 6th 1930, which I have abridged,

Pickfords recently received an order to transport a number of disused railway Pullman coaches from the station at Selsey, in Sussex, to a site on the beach about a mile away.

The rolling stock utilised for this job was a 30-ton Latil tractor¹, two four wheeled 20-ton trailers fitted with swivelling bolsters, and one 5-ton four wheeled trailer. The tackle included a number of jacks, chains, ropes, cables, metal plates and timbers, and the job was undertaken by the foreman, assisted by the Latil driver and three other men.

A representative of Motor Transport witnessed the transport of Tulip², the name borne by one of the Pullman coaches. Tulip had arrived at Selsey Station during the week-end, and had had her under-carriages disconnected, and all superfluous vacuum pipes, trusses, and so forth, removed for Pickfords crew to take over. A set of tram, or tower, jacks was placed in position, two on either side of the Pullman, which was lifted on two girders bridging the jacks, leaving the railway bogies free to be withdrawn from their position. While still in its raised position the two 20-ton trailers were manoeuvred underneath the body into the positions previously occupied by the Pullman bogies. To do this necessitated running the trailer wheels on to the metals of the permanent way. On lowering the tower jacks Tulip came to rest on the swivel bolsters, the construction of which allowed them to remain in the same relative position to the Pullman whilst permitting the trailers to swivel round the centre points of the bolsters.

Of the total journey of barely a mile the first three-quarters was accomplished in good time, (along Beach Road and East Beach Road) as the road surfaces were good and nothing worse than a few bends and several ruts were encountered. During this section of the trip the drawbar of



Tulip en route

what may be called number one trailer was attached to the Latil and not until the last few hundred yards were cables used. Throughout the journey the long drawbar of number two trailer was connected to number one trailer by a rope pulley block, attached to a chain connecting eyebolts at the back of number one trailer. When travelling straight the rope of the pulley block was kept taut, but was allowed to

loosen when bends in the road were negotiated. Then the drawbar of number two trailer could be swung out of its straight line to steer the rear unit in the track of number one trailer instead of cutting off a corner, which would have meant going off the narrow road on to soft ground.

Trouble was encountered when, after travelling past a number of railway coach bungalows, the outfit turned on to the beach from East Beach Road: Up a slight incline and round a bend Tulip went for several yards without mishap. Then, without any warning, one of the front wheels of number one trailer started to lose itself in the soft ground covered by a deceptive layer of shingle. Shovels were brought into action and metal plates placed in front of the wheel in the miniature grave with a sloping exit. The Latil took ten paces forward, scotches were placed behind its wheels, and the winding drum put into action so that the cable wound thereon, and, connected to number one trailer, caused Tulip to start its forward journey again.

Having hauled the load for several yards, the Latil moved on to take up its position again at a new spot where, on putting the winding drum into gear, the load proved rather obstinate, and the near-side back wheel of the Latil dug itself in the beach up to the axle before it commanded a sufficient pull to overcome the resistance of the two loaded trailers.

On another occasion, when both the nearside wheels of the first trailer sank, jacks were used to raise the unit bodily, and were not removed until after the load had been hauled forward a yard, in which movement the trailer was literally thrown forward some inches before leaving the toppling jacks and arriving again on the ground.

After two or three hours of moving a few yards forward, sinking, jacking up, laying plates, further progress and so forth, Tulip arrived in line with her final resting place, where there was insufficient room for the Latil to commence shunting operations.

Different steps had to be adopted to move the whole outfit sideways several feet, as the shingle did not permit normal wheel movement. Metal plates covered with grease were placed under the four wheels of the first trailer. Then jacks were placed into position, and when operated caused the trailer, with its share of the load, to slide sideways gracefully several inches at a time.

Trailer number two then had its turn, and followed the example set by number one in sliding sideways on the greased plates. After repeating this operation with both trailers alternately, Tulip at last reached her permanent home.

Finally the 20-ton body of Tulip was gradually lowered on to four barrels by the tower jacks which, with other equipment, that had been brought on the 5-ton trailer that formed the last unit of this spectacular road train, and was then ready to be transformed by builders and carpenters into a bungalow.

Notes

¹ Latil was a French company, specializing in heavy duty vehicles, which in 1914 produced a 4 wheel drive truck, or tractor, with 4 wheel steering. The vehicle used here had solid tyres and a winch mounted above the rear axle.

² The car was built by Jackson and Sharpe of Wilmington, Delaware, USA. They constructed a variety of rail cars as well as tram cars both horse drawn and electric. Palace and parlour cars, similar to those made by the Pullman Company, were a speciality and in 1897 the South Eastern Railway ordered a first class car for a new express service. This and original four carriages for the London and South Western Railway's Waterloo and City line, which opened in 1898, were the only products known to have been exported to England by Jackson and Sharp. Arriving as knock down kits they were assembled on arrival. The new service was advertised as "Commencing Friday 1st October 1897, a new vestibule car train leaves Dover at 8-32 am, Folkestone (Central) at 8-55 am arriving at Cannon Street at 10.30 am. 1st, 2nd and 3rd class are available on this service". A vestibule car had a entrance vestibule at each end in contrast to the open balcony platforms of early American cars. The train became known as the *Folkestone Express* and ran until at least the First World War with slightly different departure times. In March 1919 it was rebuilt by the Pullman Works at Longhedge as a Pullman Parlour Car and named TULIP. Following withdrawal in 1930 it was sold and became a holiday home on the beach at Selsey, where today beautifully restored, it forms the centrepiece of luxury accommodation on its original site, now a 'road' named Park Copse.

Conclusion

This article is the first reference I have found that the railway carriages once delivered to Chichester Southern Region SR station were transferred and continued their journey on The Hundred of Manhood and Selsey Tramway HMST to its terminus at Selsey. Unfortunately no photographs of what would have been a most unusual journey have been located. The Appendix to the Working Timetable WTT forbade SR engines passing over the boundary onto HMST territory on the transfer siding. So how was the move affected? Alan Green suggests that "the coach was propelled across the boundary with enough barrier wagons between it and the loco to allow it to be positioned where one of the Colonel's engines could access it. I think fly-shunting a 45T Pullman would have been a tad hazardous!" Of course there is plenty of evidence that coaches were delivered from Chichester station's goods yard to locations in Selsey by road but the above article shows that it was not the only means.

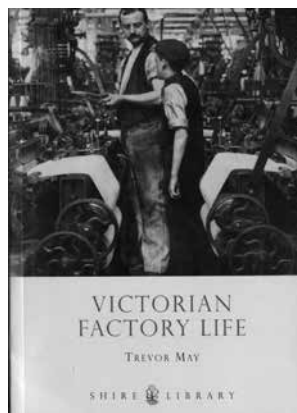
Book Review

Victorian Factory Life - Trevor May

Shire Library 2011, £6.99

Geoffrey Mead

Members will be familiar with the range of publications brought out by Shire, they are a standard addition to just about every museum gift shop and all good bookshops stock a range, which is ever expanding. Trevor May who is the author of this particular volume has written several in the series and those that SIAS members may find of interest are *The Victorian Railway Worker*, *Victorian & Edwardian horse cabs* and *Military Barracks*; possibly not as SIAS orientated are *Victorian Clergymen* and *Victorian Public Schools*, although *Victorian Prisons* would be a hard one to resist!



Although this came out in 2011, I recently saw a copy on sale in a North Wales garden centre! I ordered one from my bookseller and found it full of fascinating detail, as indeed are most of the Shire books. The eight chapters take you through from the general view of the period and topic from 'industrialisation and the factory system' through 'early cotton mills' to 'health & safety'; this latter only seven pages, but with much depressing reading. 'Women in the factory' and the 'factory worker at home and play' lead up to the grim but oft repeated topic of 'out of work' concluding with 'factory life at the end of the Victorian period'. A comprehensive reading list adds to the input of factory information and the listed authors are as diverse as Lady Florence Bell 'At the works and a study of a manufacturing town' [1911] to Friedrich Engels 'The condition of the working class in England' [1845]. More recent authors [bearing in mind the 2011 publication date] include in 2007 'Factory lives: four 19th century working class autobiographies' edited by James Simmons. There is a short list of places to visit with the usual subjects of Blaenavon and Ironbridge and the point made that about 1/6th of all UNESCO World Heritage Sites in UK are industrial. Generously illustrated with old photographs, artwork and pieces of ephemera it highlights and explains the social iniquities that enabled the prodigious growth of British industry. A good indicator of the value of a book is often to scrutinise the index and this is comprehensive. A slim volume and one that has little discernible Sussex content [hardly surprising,] although of course we had southern factories just not on the scale of the Black Country or South Yorkshire. The nearest this book comes to Sussex is the Portsmouth Navy dockyard and the Lea Valley gunpowder works. What it does provide is a good all-round starter for the topic and one that members will find of much interest.

Mystery Photo

Do you know your IA?



Bit different this time:

Can anyone offer more than just what is shown and where this image was captured, any history of the location and why it is seen here?

(Alan and Diana Durdan)

The *Newsletter 192* mystery photo was of the miniature railway at Pulborough Garden Centre.

James Wadey was a builder of the hamlet Five Oaks a mile and three quarters north of Billinghamurst on Stane Street (A29)

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**NOTE**

*Please let me have your images and memories for the next Newsletter (or two!) It may be it something you pass every day, but the rest of us may be unfamiliar with. Social media , Facebook, YouTube, etc are growing with increasingly interesting groups that I find impossible to keep up with, if you spot one please let me know. I am always looking for examples of our IA heritage.*

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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*



Tulip arriving at Selsey 1930s - See article page 14.

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Lost industries of Brighton - see page 8



Fryco, Park Crescent Road 1920s

Isettas leaving works

