



Sussex Industrial Archaeology Society Newsletter

Number 142

April 2009



Threatened Bridge

A close up view of the workings of Southease Swing Bridge (Ron Martin)

Newsletter 142

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Swanbourne Pump House

Tony Baxter

Sadly the Trustees of the Arundel Estate have decided that the Fish Pond, in whose compound the Pump House is located, is now to be closed to the public. This of course means that the Pump House will no longer be open to casual visitors. It can however be opened for special visits. Should therefore any member(s) wish to visit, please contact me on 01903 201002 and we can make the necessary arrangements.

It is to be hoped that eventually some means can be found whereby the general public may be allowed to visit on a regular basis.

Editorial

Another threatened bridge in this issue, this time on the River Ouse south of Lewes, it is on the South Downs Way, so it is important for the users on their journey, though there has been no through road traffic allowed for some years, the alternative crossings are at Lewes or Newhaven.

There is also news on Vardean VIth Form College, why do our elected(?) rulers seem so intent in destroying perfectly servicable buildings and heritage.

Mare Hill Sand Mine

In Newsletters 139 and 140 there were articles on the Mare Hill Sand Mine, this is an important site for bats and closed to the public.

They are also of interest for geologists, there is a visit led by West Sussex Geologist David Bone, also a warden for the site, on Thursday 9th July at 7pm. I have arranged that a small number of SIAS members may join on that day.

Alternatively, if there is sufficient demand, David has suggested a repeat opportunity for a visit on the following Thursday evening (16th July).

If you are interested in joining a visit then please contact me as soon as possible.

You would need torches, hard hat, boots and warm clothing - it can be cool underground.

There is parking available at a local hostelry and we would meet there afterwards for an opportunity to discuss what has been seen.

Forthcoming SIAS Events

Malcolm Dawes

Saturday 25th April. *SERIAC* which will be held in the Guildhall, Winchester.

Monday 4th May, 1.00 pm. *Opening ceremony for new section of track on the Selsey Tramway bridge at Hunston.*

Park in car park at Hunston (SU 865 024) and walk westwards along towpath to the tramway crossing. Note; the official party will be arriving by boat. On the jetty back at Hunston will be a sausage roast (O'Hagan's award-winning bangers), a working model of the Selsey Tramway Bridge and other attractions. Details 01243 576701 or 01243 784915.

Sunday 10th May, 2.30 pm. *A Basin full of history.*

Walk along the Chichester Canal plus operation of Poyntz Bridge starts at Poyntz Bridge at end of Southbank, Chichester.

A joint SIAS and Canal Trust Event. Tickets 01243 784683, or on the day.

Saturday 30th May, 10.15 am.

Trains and Automobiles but no Planes. Visit to Bexhill and Hasting. The programme includes Bexhill West Station, which opened in 1901 and closed in 1964, and the recently restored Central Station followed by a visit to Bexhill Museum which celebrates Bexhill's motoring heritage. We will break for lunch after the museum visit – there are some nearby pubs and or you can eat your sandwiches in the nearby park or on the seafront. In the afternoon we will visit the 'world's first' underground car park and inspect other seafront works by the 'concrete king' of Hastings' Sydney Little; rounding off the day with a visit to one of Hastings' museums.

Meet at Bexhill West Station (now Gorrings Auction Rooms) Terminus Road, Bexhill.

Contact John Blackwell: 01273-557674 - no need to book.

Saturday 20th June, 10.30 am.

Crawley's industrial buildings from 1817 to 1960. A trip around Crawley including visits to the 1817 Ifield Mill and the 1960s Manor Royal Industrial Estate.

The water wheel at the mill has been completely rebuilt and will be in action on the day. Experts will be on hand to explain the workings of the mill and there will be time to have a look around this impressive building.

Then we break for lunch. The Mill House pub is very close by or you can eat your sandwiches within the grounds of the mill.

After lunch we plan to go to Crawley Museum to look at some exhibits on the creation of the Manor Royal Industrial Estate; in its heyday the largest concentration of industry in Sussex. We hope to be able to see some rare photos and drawings that are not usually on view.

Our trip to the museum will be followed by a visit to the Industrial Estate to view the last remaining factory buildings with the now rare concrete barrel roofs.

Meet at Ifield Mill, Rusper Road, Crawley. Parking is available at the Mill. Contact for the day is Malcolm Dawes: 01273 561867. Booking not required.

Saturday 1st August, 10.30 am.

Industrial Littlehampton Day. Guided walk around Littlehampton with Dr. Ian Friel, the leading expert in this field. We hope to include a visit to the last working boatyard. There is a break for lunch but you need to make your own arrangements – there are plenty of suitable eateries around or you can eat your sandwiches on the beach.

Meet at Littlehampton Railway Station.

Please notify Alan Green: 01243 784915 if you plan to attend.

Events from Other Societies

Malcolm Dawes

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

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

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

Sunday 19th April. *Post Office Vehicle Rally.* Amberley Museum. 01798 831370.

Friday 24th April, 7.00 pm. *The Third Earl of Egremont's worst investment – or how Chichester got its canal.* Chichester District Museum talk by Alan Green. Ravenna Suite, Westgate Leisure Centre, Chichester.

Tickets 01243 784683 or on the door.

Sunday 26th April. *Industrial Trains Day.* Amberley Museum. 01798 831370.

Sunday 26th April. *East Grinstead Vintage Bus Day.*

<http://freespace.virgin.net/ian.smith/buses/CBR/CBR01.htm>.

Tuesday 28th April, 8.00 pm. *East Sussex Omnibus Society's annual transport film show* hosted by John Bishop.

Underground Theatre, Grove Road, Eastbourne. 01323 843202.

Weekend 2nd – 3rd May. *Magnificent Motors Rally.*

Classic cars, motorbikes, buses, commercial vehicles and traction engines. Seafront, Eastbourne. www.eastbourne.gov.uk.

Sunday 3rd May. *Vintage and Classic Motorcycle Day.* Amberley Museum. 01798 831370.

Sunday 3rd May. *Historic Commercial Vehicles Run,* between London and Brighton.

Monday 4th May. *Special Events Day at Brede Steam Engines.*

Brede Waterworks, Brede. 01323 897310.

Friday 8th May, 8.00 pm. *Weald and Downland Open Air museum.* Burgess Hill Local History Society talk on the establishment of the museum. £2 visitors. Cyprus Hall, Cyprus Rd, Burgess Hill. 01444 241134.

Weekend 9th – 10th May. *Southern at war weekend, soldiers, military vehicles, displays and concert parties. Flypast by Dakota on the Saturday.*

Bluebell Railway. 01825 720800.

Sunday 10th May. *Stationary Engine Working Day.* Amberley Museum. 01798 831370.

Monday 11th May, 7.30 pm. *Blitz on the Southern.* Southern Electric Group, Sussex Branch talk by Roger Brasier. £2. Deall Room, Southwick Community Centre, Southwick, a short walk north of Southwick railway station. 01273 462049.

Wednesday 13th May, 7.30 pm. *The Walter Gardener Photographic Collection.* Chichester Local History Society presentation by Martin Hayes of West Sussex Library Service. £2.

New Park Centre, New Park Road, Chichester. 01243 787592.

Sunday 17th May. *Horsham Vintage Bus Rally.*

<http://freespace.virgin.net/ian.smith/buses/CBR/CBR01.htm>.

Saturday 23rd to Monday 25th May. *Weekend of events to celebrate the museum's 30th Anniversary.* Amberley Museum. 01798 831370.

Monday 25th May. *Special Events Day at Brede Steam Engines.*

Brede Waterworks, Brede. 01323 897310.

Thursday 28th May, 7.30 pm. *Colonel Stephens; the man and his railway.*

Railway Correspondence and Travel Society talk by John Blackwell. £1.50.

Brighthelm Church and Community Centre, North Road, Brighton. 01444 253657.

Sunday 31st May. *Woodland Craft Fayre.* Amberley Museum. 01798 831370.

Monday 8th June, 7.30 pm. *Current signalling in the Brighton area.*

Southern Electric Group, Sussex Branch talk by David Larkin. £2.

Deall Room, Southwick Community Centre, Southwick, a short walk north of Southwick railway station. 01273 462049.

Tuesday 9th June, 7.30 pm. *Polegate Railwayman 1948-98.*

Kent & East Sussex Railway talk by Pat Halmer. Westham Village Hall, Pevensey. 01323 845108.

Wednesday 10th June, 7.40 pm. *Volk's Electric Railway "125", events during the anniversary year of 2008.* Tramway and Light Railway Society presentation

by Ian Gledhill. £1.50. Deall Room, Southwick Community Centre, Southwick Street, a short walk north of Southwick railway station. 01273 512839.

Wednesday 10th June, 7.30 pm. *Chichester, City of Art.*

Chichester Local History Society talk by Alan Green. £2.

New Park Centre, New Park Road, Chichester. 01243 787592.

Weekend of 13th- 14th June. *Mid-summer steam show.* Amberley Museum. 01798 831370.

Saturday 27th June. *Sussex Vintage Model Railway Collectors Annual Exhibition.* Knoyle Hall, Knoyle Road, Brighton. 01323 899412.

Saturday 27th June, 10.30 am. *Guided walk along the site of part of the Portsmouth and Arundel Canal.*

Meet at Barnham Court Farm, Barnham for a free 4 mile walk to Ford.

Allow 4 hours. A Chichester Festivities Event. www.chifest.org.uk

Sunday 28th June. *Military Vehicle Show.* Amberley Museum. 01798 831370.

Thursday 2nd July, 7.30 pm. *Past, Present & Future of the Chichester Canal.*
An evening talk by Linda Wilkinson and Adge Roberts. Christ Church, South Street, Chichester. Tickets £3.00 from Linda Wilkinson, 1 Chidham Lane, Chidham, Chichester, PO18 8TL. A Chichester Festivities Event. www.chifest.org.uk

Weekend of 4th - 5th July. *Classic fire engines with parades and demonstrations.* Amberley Museum. 01798 831370.

Sunday 5th July, 10am to 4 pm. *Poyntz Bridge open with guided historical walk around the canal basin by Alan Green.* Free walk starts at 2.30 pm. A chance to cross the canal on the unique 1820 cast iron bridge. Chichester Festivities Event. www.chifest.org.uk

Weekend of 11th – 12th July. *Railway Gala – steam, diesel and electric locomotives.* Amberley Museum. 01798 831370.

Monday 13th July, 7.30 pm. *Southern Steam in the 60s.* Southern Electric Group, Sussex Branch talk by Terry Cole. £2. Deall Room, Southwick Community Centre, Southwick, a short walk north of Southwick railway station. 01273 462049.

Wednesday 15th July, 7.45pm. *Cine films of trams, trains and trolleybuses.* Sussex Transport Interest Group presentation by Mike Skeggs. £2. London Road Station, Brighton. 01273 512839.

Thursday 16th July, 8.00 pm. *The Restoration of Oldland Mill.* Wivelsfield Historical Society talk by Fred Mailardet. Wivelsfield Village Hall. 01444 471242.

Friday 17th July, 7.00 pm. *Hop pickers and their tokens.* Polegate and Willingdon Local History Society talk by Duncan Pennock. £2 visitors. St. John's Church Hall, High Street, Polegate. 01323 485971.

Weekend 25th – 26th July. *Toy and Rail Collectors' Fair.* Horsted Keynes Station, Bluebell Railway. 01825 720800.

Sunday 26th July. *Worthing Seafront bus rally.* www.worthingbusrally.co.uk

Sunday 26th July. *Classic cars from the 50s, 60s and 70s.* Amberley Museum. 01798 831370.

Sunday 2nd August. *Eastbourne Vintage Bus Rally.*
<http://freespace.virgin.net/ian.smith/buses/CBR/CBR01.htm>.

4th-10th September. *Association for Industrial Archaeology Conference in Lincoln.*

Details of programme and booking form at www.industrial-archaeology.org.uk.

Do please check details before travelling.

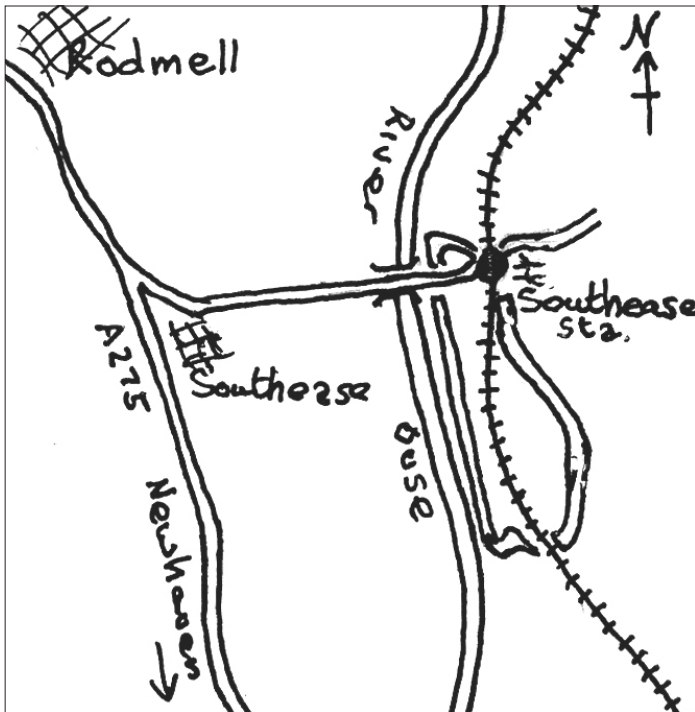
The details of these meetings and events organised by other groups are only included as a guide and as a service to members: inclusion here is not intended to be seen as an endorsement.

Yet another river bridge under threat: Southeast Swing Bridge

Alan H J Green

Not long after having put pen to paper about Offham, the threat to yet another interesting river bridge came to the Society's attention; this time to reconstruct the swing bridge across the Ouse at Southeast. It would seem that, like buses, proposals to destroy historic river bridges come along in threes.

The Environment Agency are proposing to replace the swing bridge on the grounds that it is nearing the end of its life but to date have not submitted a planning application. Ron Martin and I made a visit on 12 February to inspect and record the structure. As access to it was, for once, freely available, the structure has been measured and fully recorded, and a copy of our report can be obtained from Ron.



Sketch map (NTS)

A brief history

The River Ouse was canalised below Lewes between 1791 and 1795 to create the Lower Ouse Navigation, cutting off a lengthy meander to the east of the village of Southease. As farmland was severed by the new cut, statutory provision of an accommodation bridge was made at this point.¹ The present structure, which carries a minor road, dates from 1880 and incorporates a swinging section to permit the passage of masted vessels. When Southease and Rodmell Halt (now simply Southease) on the Seaford branch opened, the bridge conveniently linked the halt with the villages of the same name. The bridge, which has a two-tonne weight restriction, was fixed in position in 1988 and is used mostly by farm traffic, but it will be familiar to hikers as it provides the crossing point of the Ouse for the South Downs Way.



A view of Southease Bridge looking west (Ron Martin)

The existing structure

The bridge has three spans; the westernmost being fixed with the other two pivoting centrally, all providing a total length between abutments of 141ft 4in. The superstructure is formed of wrought iron bowstring trusses with a timber deck, and is 11ft 10½in in width. The substructure consists of brick abutments on the river banks and two piers in the waterway, each formed of groups of cast iron columns protected by timber fender piles. The eastern pier supports the swinging section of the bridge and carries the opening mechanism. The mechanism was fully *handraulic*; a capstan bar was applied to a spigot in the middle of the deck which turned a pinion below that engaged on a circular rack on the top of the pier and rotated the bridge. Once the bridge was open the two men who had performed the feat were stranded midstream, so if it got irretrievably stuck they presumably had to jump into the murky waters of the Ouse and swim to shore!

The structure is charming, interesting and the only 19th century opening bridge left between Lewes and Newhaven so its loss would be lamentable. Our inspection revealed little in the way of section loss from corrosion or unhealthy deflection under load, suggesting that it is capable of being renovated. I am given to understand that an application has been made to English Heritage for the spot listing of this bridge; a structure which is well worthy of statutory protection

The Proposed Works

The Environment Agency's scoping report gives several options for the future of the bridge. but their preferred one is to replace it with a single-span highway structure formed of RHS trusses 2.5m deep.² As well as displacing an elegant and interesting hand-operated swing bridge, the proposed structure will be very intrusive in a landscape, which is an AONB, a SSSI and is now part of the South Downs National Park. Let us hope the spot-listing application gets a sympathetic hearing from English Heritage.

References

¹ *Southeast Bridge Scoping Consultation Document*, Environment Agency, Bristol 2008

² *ibid*

Can You Help? - Glass Plates



Jim Hawkins recently bought some glass plate negatives. Apparently they were taken cica 1900 by Ellis Seeley who lived in the Eastbourne / Bexhill area. There are three reproduced here, can anyone confirm the locations and / or further information on Mr Seeley.





Street Directories 35 Years On

John Blackwell

For more than 40 years I have found street directories such as Kelly's a major resource when carrying out research. They were indexed under various headings, street, name (of occupiers) private or commercial and trade, thus being extremely helpful to trace the history of a building's use or of a particular company or industry within a town. Sadly they ceased publication in 1974.

Let us now move forward another 35 years from today and assume a future generation of industrial archaeologists are undertaking research into a company formed in the 1980s, what similar 'books of reference' will be at their disposal. The obvious contender is the telephone directory, currently I have three delivered annually, namely the *BT Phone Book*, *Thompson Local*, and *Yellow Pages*, these are normally indexed by name and trade but not street – useful but not ideal. How many of you, or more importantly our libraries have a full run since 1975? - not many I suggest; but I would be happy to be proved wrong.

Even with the telephone book it would be difficult to undertake a task such as that which follows. In 1961 there was in Brighton a small group of public houses run by a local family named Edlin. These were gloomy cavernous places vaguely Tudor in style which served Bass beers, from Burton on Trent, 'straight from the wood'. These barrels were delivered by rail to Brighton and distributed from a store next to the lower goods yard at numbers 53 and 55 Trafalgar Street. After settling, in the pubs cellar, they were placed on stollages behind the bar, and it was a problem to keep the contents cool (and therefore drinkable) in hot weather. I have fond memories of these bars as Edlins provided me with employment as a barman (there were also barmaids) on my eighteenth birthday and for another three years on vacations from university. On the Sunday I started at a busy seafront bar; the first order I took was for 41 pints of Bass as a coach party had dropped in. I also learnt to marvel how long some customers could make half a pint of Bass last. However enough reminiscing, these were the names of their pubs in 1961 and their current (or as near as I recall) name and status.

| | |
|---|---|
| <i>King & Queen</i> , Marlborough Place | Unchanged and a fine example of an Edlin's house. |
| <i>Gloucester Hotel</i> , Gloucester Place | Now a closed nightclub |
| <i>The Northern</i> , York Place | The Hobgoblin |
| <i>The Southern</i> , St. James' St. | Now an amusement arcade |
| <i>The Western</i> , Western Road | The Juggler |
| <i>Christies</i> , West Street | Shark Bar (formerly The Heist) |

| | |
|--|---------------------------------------|
| <i>Burlington</i> , St. George's Road | Polar Bar East |
| <i>Mortons</i> , Queens Road | The Hope was The Pig in Paradise |
| <i>The Globe</i> , Edward St. | Demolished |
| <i>The Pier</i> , Marine Parade | Nightclub Audio (formerly The Escape) |
| <i>The Abinger</i> , Kings Road | Demolished |
| <i>The Sussex</i> , St. Catherines Terrace | The Sussex |

None of these now serve 'Bass from the wood' and probably very few serve any real ales.

How much simpler it would have been to compile the above listing with a *Kelly's* street directory. Now technophobes, does the internet help us? From then to now, with an address including street number, it does, but what about changes of use and name in the intervening 48 years?

Suggestions and thoughts to your editor please.

More on the Mysterious Structure

Ron Martin

In the January *Newsletter*, No.141, I asked any members if they could throw any light on the mysterious structure in Streatfield Wood. I have had various suggestions for which I thank you. The general consensus is that it is some form of water tank - possibly a header tank supplying water for the farm which was located further down the hill. However, on revisiting the site to ascertain what pipe connections there were, I discovered that there is one $\frac{4}{2}$ diameter clay pipe entering the side of the chamber about $18\frac{1}{2}$ below water level. Furthermore, although when I went this time, it was during a period of very heavy rainfall, the water level was exactly the same as it was three months ago. The large diameter pipe suggests to me that this was used for drainage, rather than water, but what and how and why is still a mystery.

I also have an apology to make. When I proof read the Newsletter I try to check all map references. This time I failed to check my own typo. I hope I did not send anyone off on a wild goose chase. The correct map reference should have been TQ 7891 2058.

Phoenix Ironworks - Can You Help?

John Blackwell

Members may be aware of my interest in John Every's Phoenix Ironworks in North Street, Lewes. The cast iron artefacts which were made there are still to be seen on many of our streets; lamp posts, stench pipes to ventilate sewers, drain and manhole covers, along with the railings and piers which are such a splendid part of our Sussex seaside architecture. Unfortunately little appears to have survived in the way of records; only a handful of plans and a few photographs in catalogues possibly because of a fire, see below, or because East Sussex Engineering (ESE) as the company became in 1951 were taken over by Aurora Holdings and asset stripped before closing in 1986.

Many of the buildings which make up the works survive, although under threat of re-development and in 2008 Artemis Arts started using the site for exhibitions, talks and artistic productions. The Lewes Phoenix Project hosted by Artemis Arts is collecting visual and oral memories of those who worked there. These will predominately be post-war recollections of the time as ESE, although one contributor is 95 years young.

Some SIAS members are involved and I am primarily interested in researching the pre-1951 history. To this end I have been looking at the Building Control Plans at ESRO, deposited by Lewes District Council. These reveal a pattern makers' shop and smithy complete with steam hammer that was built in 1894 and in 1902 this was extended, doubling the floor space to 10,000sq ft. This raises the interesting question why was a large extension needed only eight years after the smithy had been built? Assuming a smithy (blacksmith's) deals with wrought iron and forgings; there are not any of these type of items in the turn of the century catalogues. Therefore what was being produced?

A long shot now. The attractive two storey range of buildings with a central arched entrance to the works was destroyed by fire. This range contained the offices which could account for the lack of early records. I have been given two dates for this fire which may or may not be accurate, namely 1940/41 or 1948/49. Before trawling through microfilms of the local newspapers for these years can anyone confirm one of these dates or provide an accurate alternative.

(Replies please to either query direct to John at postal or e-mail address inside the back cover. See also Newsletter 122 April 2004 for a brief history of the ironworks. Ed.)

Medina House, Hove

Ron Martin

Another historic building for which there is an application for demolition is Medina House, in King's Esplanade, Hove. This is the only remaining part of the Medina Baths, which were built in 1893 and originally housed mens' and ladies' swimming pools, with a laundry, slipper baths, boiler house and manager's accommodation. The baths were superceded by the King Alfred Baths, which were built just before WWII and requisitioned by the Navy during the war. All that remains of the baths now is Medina House, which was the changing rooms of the ladies bath. This is a two storey building with an interesting Dutch and crow-stepped gable. After it ceased to be used for its original purpose it was occupied by A. Monnickendam (Diamond Merchants and Cutters), Ltd, until 1994. Adjacent to this are the remains of the walls of the ladies swimming pool. These still have blind arcades with some highly decorative tiling - blue wavy tiles alternating with cream mosaics and a frieze of 450 mm square faience deeply incised slabs. (see page 24) The pool has been infilled and concreted over.



An investigation into Southdown Tileries

Peter Longstaff-Tyrrell

Browsing through directories like *Gowland's*, *Pike's Blue Book* and *Kelly's Directory* provides an abundance of associations with the growth of Eastbourne. On the perimeter of the town in Polegate a number of service industries for the resort flourished in the period 1850-1950. Burlington Gardens is one obvious association - its vast greenhouses supplying the Burlington Hotel and town with fresh vegetable produce, until the prime asset of land ownership was relinquished for bungalow estate development. Similarly a number of enterprises, like Burlington Laundry, market gardens, farms and other trades people kept Eastbourne residents smart and healthy. Building work expansions could not take place without a ready supply of bricks and the convenient supply of Wealden clay was fortuitous.

Since the closure of the Hailsham and Polegate branch line, in the mid 1960s, the land occupied by the railway track has been developed by the Sustrans organisation into the popular Cuckoo Trail for recreational pursuits. Today very few surface features remain of the once industrious brickyard to the west of the railway, known as Southdown Tileries.

When I moved to the area some fifteen years ago part of the plot at Summerhill was active - bordered respectively by the A22 and the railway west and east, with Coppards and Nightingale Farm, north and south. The site bore signs as Marley Tiles Ltd., but the old clay extraction pits were flooded and in use as a private fishery. Local people relate how wagon loads of rubbish and rubble from London sites had been brought down to the Hailsham railway depot and taken on to the redundant brickworks plot to infill the clay pits.

Currently part of the commercial element of the site (TQ 583 068) is occupied by redundant sheds and a silo that from 2003 were used for processing by Tarmac (Southern) Ltd. - Eastbourne Mortar and Concrete Plant - but that site has been advertised for sale for some time. The former clay extraction pits, now known as Amazon Lakes, are available to local fishermen with only random earthworks evident of the once prosperous brickyard there.

A progressive past

The Sussex Express of August 1871 carried a notice from Messrs Southenden & Morris offering at auction to be held at the Crown Inn, Hailsham, thus - 'a Brickyard in full work and doing an extensive trade, contiguous to Hailsham railway station, with a tramway (belonging to the railway company) in connection therewith let on lease to Mr William Beeney for a term, six years of which will remain at Michelmas next. The whole of the plant and buildings on this lot belong to the tenant.'



(Maps use the term 'tramway' for various forms of railway line.)

A brickyard at Starvecrow was worked by four brickmakers 1882-1900 and directories list varied brickyards in the early 1900s. A press report from 1930 refers to an award presented by the Institute of Claymakers to Henry Marchant for 60 years of service to brickyards, including about six years as manager of a yard opened at Coppards, Summerhill, about 1897. The Eastbourne Brick Co. advertised in Polegate in 1903 with Mr Henry Marchant as manager at the site now known as Greatfield. However by 1908 it is marked on the six-inch Ordnance Survey map as 'disused'.

Gowland's Directory of Polegate 1914 lists several brick making associations. Andrew James of Hailsham Road was a brickmaker. Benjamin Gurr of Brook Street ran Gurrs brickworks at the end of Brook Street, where a nursery and then housing occupied land by the railway and A22. Chas Smith is listed as a brickmaker at Millfields Farm, where Windsor Way and the County Library was built. Some brick yards were of short term trading to suit building contracts. *Kelly's* 1887 and 1890 Directory's of Polegate lists Stephen Message as brickmaker. In *Kelly's* 1895 Leonard Huggett and Benjamin Stevens are listed a brickmakers. *Gowlands* 1901-1907 has Andrews and Turner entered as brickmakers. also Charles Smith of

Millfields as brickmaker, in addition to Benjamin Gurr and Leonard Huggett Maps from the early 1900s show a tramway off the Hailsham/Polegate line just south of the current Loom Mill premises at Mullbrooks, earthworks remain extant at OS.586/068 to the west side of the Cuckoo Trail. This 'tramway' was a full width service line that looped around to the brick works site.

From this siding the track ran south west and curved round into the clearing now used as fishing lakes where a couple of former works buildings remain in the form of a generator shed and a drying shelter.



Pug Mill (authors collection)

Photo album archive

A fascinating photo album at Eastbourne Reference library titled 'Southdown Tileries' from 1924-1925 shows both the standard gauge railway line around the brick works, plus a narrow gauge track servicing the sheds. A narrow gauge railway was of 2ft. gauge, indicated by a redundant frame at the site beside a pond.

The brickyard had been re-opened after WWI, probably by a Major Routley, Captain Jennings, Major Lomer and Major (or Captain) Hoare who also ran the brickyard at Turkey Road, Bexhill (now Ashdown Brickworks Ltd.). The Summerhill

brickworks bore the name Polegate Brick and Tile Works emblazoned across roofs of sheds, but by 1924 it is referred to as Southdown Tileries until 1934. There appears to have been considerable investment at this time as the photo album probably compiled by Major/Captain Hoare, contains many exterior and internal views of the works including new offices, drying sheds and a chimney completed in 1925.

The business was acquired by the Keymer Brick and Tile Co. in about 1927 and remained in the possession of their subsequent parent company Maidenhead Brick & Tile Co. until production ceased in about 1969/1970. The 1959 Ordnance Survey map shows the works, but no signs of the railway line or embankments are evident. For the archivist, though Major Hoare's photo album and old maps evoke the industry of the neighbourhood of old.

Sources:

A. Burton, November 1979. Eastbourne Reference Library.

Local *Gowland's*, *Pike's* and *Kelly's* directory's.

Brickmaking in Sussex. A History and Gazetteer. Molly Beswick. 1993, Sussex Industrial Archaeology Society. Middleton Press.

Personal files and field work.



Remains of a skip at Greatfield, a former brick and tile works (*P. Longstaff-Tyrell*)

AIA Annual Conference

Ron Martin

The Annual Conference of the Association for Industrial Archaeology is being held this year in Lincoln University between the 4th and 10th September. Throughout the week there will be lectures on the IA of Lincolnshire, including transport, bridges and mills, on the restoration of the last Vulcan bomber and on keels and sloops of north Lincolnshire. There will be visits to a variety of different sites including various mills, the Dogdyke Pumping Station, Grimsby and Immingham Docks, several RAF sites and Corus Steelworks.

Further information and Application Forms can be obtained from the General Secretary.

Fareham Chimney Pots

Ron Martin

In Alan Green's article about Fareham chimney pots in the January, Newsletter, No 141 he suggested that Shoreham was the furthest east that these pots have been found. I have to report that, to date I have found at least twenty in Brighton and I believe that Alan himself has detected several more. I found most of mine from the top of a bus – this makes an ideal viewing platform! A more comprehensive search will probably reveal many more examples.

Varndean Sixth Form College

Ron Martin

In my article about Varndean Sixth Form College in the January *Newsletter No. 141* I have to report that the Planning Committee have narrowly approved the application to demolish the building. Thus, another bit of history will bite the dust. *Latest:* One good thing to come from the credit crunch is the news that this has at least been deferred for the present. Ed.

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(Under Threat) Southeast Bridge on the River Ouse south of Lewes (*Ron Martin*)



Faience slabs, Medina House, Hove (*Ron Martin*)