



Sussex Industrial Archaeology Society Newsletter

Number 145

January 2010



Parker Pen Factory
Railway Road Building, Newhaven
Article on page 8
(Ron Martin)

Newsletter 145

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Editorial

Out and about on 1st December, I ventured to look at the Southease Bridge (*Newsletter* 142) and spoke to two surveyors who were taking levels, They confirmed that their firm was now responsible for the restoration of the bridge and it is likely that the decking would have to be replaced among other remedial work. It was pleasing to see that something is being done following the listing, which our members contributed to.

‘What did you do in IA Daddy?’ or ‘IA and Me’ I thought it would be of interest to members to invite the stalwarts (all of us!) of the Society to tell us the “What, Why, When, Who and How” of their involvement in IA in Sussex and (dare I suggest?) further afield. So don’t be shy; send me your story, a few lines or pages - I can always edit it.

Ron Martin has started the ball rolling, so please put pen (word processor) to work and save me asking you. It will also delay having to read about me.

My own broadly based interests are in what is today often grouped under the 'Heritage' banner, wide and not always obviously joined up. Not in any particular order they include; Narrow gauge railways, Holes in the ground/underground, Churches, Mass/Scratch Dials, Dewponds, Geology and of course most aspects of IA. I must confess to a greater interest in Watermills than Windmills.

Website updates

Old Newsletters; I have been scanning the early *Newletters* into PDF format and these are now accessible on our website from the Publications page.

Currently issues 1 to 90 are online, the files are sizeable, so allow time to download.

Sussex County Magazine Index

In early Newsletters there are articles on IA content related items in the *Sussex County Magazine*, which many will know as a source of much of interest about our county. There is now a General Index available to all 30 volumes, which can be obtained from the author in either Printed Hardback, or searchable PDF format on CD from; CGB Books, Flat 4, St Thomas Court, Cliffe High Street, Lewes, BN7 2BU

Forthcoming SIAS Events

Malcolm Dawes

Saturday 30th January, 7.30pm. *Building railway bridges – an historical review.* Illustrated talk by Chris Fry. West Blatchington Mill Barn, Holmes Avenue, Hove.

(Note: 2.30pm at the same venue there is a Brighton Circle talk, *Hidden corners of the LB&SCR*, by Laurie Marshall. SIAS members are welcome to attend).

Tuesday 9th February, 7.30pm. Annual joint meeting with Chichester Museum Society. *An illustrated talk by Peter Casebow on the restoration and operation of High Salvington Mill and the restoration of Glynde Wind Pump.* The committee rooms, East Pallant House, East Pallant, Chichester. 01243 784683. (Most convenient car park is the Friary).

Saturday 13th March, 7.30pm. *The seaside holiday.* Illustrated talk by our Chairman John Blackwell looking at the IA of Sussex Resorts and their associated leisure activities. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 24th April. The South East Regional Archaeology Conference will be held in Chertsey Hall, Chertsey, Surrey. Organised by Surrey Industrial History Group. For further information see their web site www.sihg.org.uk.

Diary date **Saturday 22nd May.** *Trains and Automobiles but no Planes.* All day visit to Bexhill and Hastings. This is the re-scheduled visit from last May which was unfortunately cancelled due to illness.

Full details in the April Newsletter.

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

Wednesday 20th January, 7.30pm. *Newhaven Fort, past and present.*

Sussex Military History talk by Ed Tyhurst.

Function Room, The Royal Oak, Station Street, Lewes. www.sussexmilitary.org.uk

Wednesday 27th January, 7.30pm. *Seaside Trams of Shoreham.*

Volk's Electric Railway Association illustrated talk by Nick Kelly.

£1.50 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised.

www.volkselectricrailway.co.uk

Thursday 28th January, 2.30pm. *Water supply in the Sussex coastal area from 1830 to 1974.* Hove Civic Society talk by Trevor Povey.

Courtlands Hotel, Hove. £2 non-members. www.hovecivicsociety.org

Saturday 6th February, 5.30pm. *The Croft; Regency Seaside Architecture comes to Hastings Old Town.* Old Hastings Preservation Society illustrated talk

by Dennis Collins. Hastings History House, 21 Courthouse St, Hastings Old Town.

http://ohps.org.uk/hastings_history_house.php

Wednesday 10th February, 7.40pm. *British trams in colour.*

Tramway and Light Railway Society presentation by Martin Jenkins.

£1.50. Deall Room, Southwick Community Centre, Southwick Street,

a short walk north of Southwick railway station. 01273 512839.

Wednesday 10th February, 7.30pm. *Chichester on film – a selection from the South East Film archive.* Chichester Local History Society talk

by Alan Readman of WSRO. £2. New Park Centre, New Park Road, Chichester.

01243 784915. Email AGREENZONE@aol.com.

20th – 21st February. *Branch Line weekend.* Bluebell Railway. 01825 720800.

Saturday 27th February, 2.30pm. *The City in the 1860s– a decade of new developments and dilemmas.* Brighton and Hove Archaeological Society

Local History talk by Sue Berry.

United Reformed Church Hall, 102 Blatchington Rd, Hove.

www.brightonarch.org.uk

Wednesday 3rd March, 7.00pm. *Local architects at work in the City of Brighton and Hove, 1860-1914.* Nick Antrim, Co-author Pevsner *City of Brighton and Hove*. Regency Society lecture series. £5 non-members.

The Old Market, Upper Market Street, Hove. www.regencysociety.org

Saturday 6th March, 5.30pm. *Westward Ho! – the migration westwards from the Old Town in the 19th Century.* Old Hastings Preservation Society illustrated talk by Christopher Langdon. Hastings History House, 21 Courthouse St, Hastings Old Town. http://ohps.org.uk/hastings_history_house.php

Wednesday 10th March, 7.30pm. *300 years of Patronage – The Dukes of Richmond and the City of Chichester.* Chichester Local History Society talk by Tim McCann, Goodwood Historian. £2. New Park Centre, New Park Road, Chichester. 01243 784915. Email AGREENZONE@aol.com

Friday 12th March, 7.00pm. *Keymer Tile Works.* Polegate and Willingdon Local History Society talk by Fred Avery. £2 visitors.
St. John's Church Hall, High Street, Polegate. 01323 485971.

Thursday 18th March, 7.00pm. *West Blatchington Mill - past and present.* Hove Civic Society talk by Peter Hill. Courtlands Hotel, Hove. £2 non-members.
www.hovecivicsociety.org

Saturday 27th March, 2.30pm. *Industrial Archaeology Miscellany.* Brighton and Hove Archaeological Society Local History talk by SIAS Secretary Ron Martin. United Reformed Church Hall, 102 Blatchington Rd, Hove.
www.brightonarch.org.uk

Saturday 17th April. *Toy and Rail Collectors Fair.* Bluebell Railway. 01825 720800.

Saturday 17th April. *Official opening of Devil's Hole Lock on the Wey and Arun Canal.* www.weyandarun.co.uk

Tuesday 20th April, 6.30pm. *Thomas Hawksley, 1907-1893, Water Engineer.* Newcomen Society lecture by Dr Bob Otter. Room 0.27 in the Portland Building of the University of Portsmouth, St James Street off Queen Street, Portsea. Free parking in adjacent University car parks from 4.30 pm.

Visitors welcome and admission is free. www.newcomen.com/brmeetings

Wednesday 21st April, 7.45pm. *Southern Steam in the 60s.*

Sussex Transport Interest Group talk by Terry Cole. £2.

London Road Station, Brighton. 01273 512839.

Sunday 26th April. *East Grinstead Bus Rally*

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

3rd - 9th September. Advance notice of the Association for Industrial Archaeology Conference which is to be held this year in Cornwall. Details will be available from the General Secretary

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.

Clayton Tunnel Cottage Malcolm Dawes

Heritage Open Houses weekend is the annual event in September, when buildings usually closed to the public open their doors for public viewing. One of the surprises on this year's list for Brighton was the cottage on the Clayton Tunnel north portal – not exactly a Brighton building,



being situated on the north side of the Downs, but that's only a minor detail.

The visit was led by the tenant of the cottage who turned out to be an enthusiastic and knowledgeable guide using many old photographs to illustrate the history of the cottage and the tunnel portal. Theories as to why the portal resembles a medieval castle were numerous. One idea was that the appearance of a castle at the entrance to the tunnel would reassure travellers entering a railway tunnel for the first time. Most likely was that the appearance had been stipulated by the landowner, the Campion family, owners of the adjacent Danny Estate. However they must have been somewhat disappointed when the railway company constructed a Victorian cottage on the battlements.

The cottage was built in 1836 as a wages office for workers constructing the tunnel and in 1841 was turned into a home for railway employees. It is assumed that it was used by the tunnel keeper for most of its early life. At one time a family of 11 lived there. The cottage today has two bedrooms, a bathroom and a kitchen in one of the adjacent turrets and has a lawned garden behind the castellated wall. The view from the living room is magnificent, looking directly down onto the railway. We heard some interesting stories of life in the cottage. The railway worker who lived in one of the turrets kept his chickens on the floor above. There are ghosts called Charlie and the White Lady who are reputed to be victims of fatal crashes in the tunnel in 1861 and 1926. The experience of using the toilet when a train comes through the tunnel is interesting as an access tunnel behind the toilet connects with an old construction shaft – the air rushes up the shaft and exits through the toilet.

One surprise was that the cottage does not shake when trains come through the tunnel although we were told that it is a very different experience when a steam special emerges.

IA And Me

First of a new series

Ron Martin

My first introduction to IA was when, in 1976, I attended a weekend course at Stafford House in Keymer organised by ESCC. The tutors were the late Harry Frost and John Upton. I have no recollection about the content of the course but I must have been impressed as I joined the Society as a result. I subsequently attended most meetings and also carried out research on brickmaking as part of the Brick Study Group, which ultimately led to the publication of Molly Beswick's book *Brickmaking in Sussex*. In 1979, at the lunch break between the Brick Study Group meeting in the morning and the AGM in the afternoon, the Chairman John Haselfoot approached me and suggested that I might become the General Secretary of the Society, a position that I have held ever since.

During my time as General Secretary I have been instrumental in introducing three major developments; firstly the creation of the South Eastern Regional Industrial Archaeology Conferences (SERIAC) in 1983. This year's conference is to take place in Chertsey on Saturday, 24th. April, and Application Forms accompany this Newsletter. Sussex is hosting next year's Conference in the University of Sussex. Secondly, the formation of the Sussex Mills Group in 1988 at the instigation of Frank Gregory. This continues to flourish under the chairmanship of Peter Hill.

The final achievement was the setting up of the recording of IA sites in Sussex. The Chairman, who was then Air Marshal Sir Freddie Sowrey, obtained a grant from the Leverhulme Trust, which funded a research officer for two years. It was Don Cox who filled this post and with the able assistance of his wife Lynn, completed the survey of all the rural parishes of both East and West Sussex, producing some 5,000 records sheets. This has formed the basis of our records, but this is still an on-going project with a lot more work to be done and help needed.

As you are probably aware I have indulged myself in doing architectural drawings of sites as they came up. Due to my age, I have now given up doing these but it has been a great regret to me that nobody has come forward to continue my efforts. It seems that amateurs do not feel capable of doing them and professionals, when they retire, have no desire to continue with draughtsmanship.

So, why am I hooked on IA? When I see an industrial building I ask myself: When was it built? Why was it built?: Who used it? Why was it altered? What is it now used for? The answers to these questions is, in my opinion, IA and the recording of them and the publishing of the results is one of the reasons our Society exists.

Parker Pen Company

Ron Martin

One of the most important private employers in Newhaven has been the Parker Pen Company whose premises are very prominently to be seen on the east side of Railway Road.

Fountain pens have been manufactured on the site since 1921 when Felix Macauley acquired some former WWI army hutting on a four acre site and set up his pen factory. Various additional buildings were erected during the next ten years and in 1930 the Valentine Pen Co, bought out Felix Macauley and continued to develop the site. In 1941 the Parker Pen Co. acquired an interest in Valentine's. Parker's had been manufacturing writing instruments and exporting them to the UK since 1899. and by 1923 they had a factory in Toronto which supplied 60% of its output to the UK and Europe with a distribution centre in London. During the war a large shipment of pens from Canada was on a ship which was torpedoed off the coast near Liverpool and although the cargo was recovered it was badly contaminated. Parker's decided that, to avoid any future similar occurrence, production should be transferred to England and they came to an arrangement with Valentines to share manufacturing facilities for the duration of the war but in 1945 they purchased the whole company. Subsequent development on the site continued with several large factory buildings being built including the Railway Road Building at the west side of the site. Altogether these buildings currently occupy a total area of 12,264 m² with a void in the centre of 666 m² where a former building has been recently demolished.

There was a management buy-out in 1986 and in 1993 the Gillette Company of Boston, USA acquired Parker's. They later transferred their stationery division to Newell Rubbermaid, whose own stationery division is Sandford. To rationalise their production facilities they are transferring Parker's to Nantes in France and the plant is being wound down and will be closed during 2010, bringing to an end 89 years of pen manufacture in Newhaven, which once had 1,200 employees.

A recording of the structures on the site is being carried out and the history written up. Many thanks are due to help obtained from Francis Benham, the Engineering Manager and information from the book by Malcolm Troak *Pen to Paper* (2005).

News

On Sunday 6th December 2009 Barnham Signal Box was lifted by crane from Barnham Station to travel 1.8 miles on a low-loader to Aldingbourne playing fields. The 100 year old box will become the new home for Bognor Regis Model Railway Club.

Book Reviews:

***The Surrey and Sussex Junction Railway,* reviewed by John Blackwell**

Alex Vincent ISBN 978-1-989753-03-3 available from bookshops or direct from the author at Flat 4, 15 Shelley Road Worthing BN11 4BS price £2.00 (please enclose an A5 sae).

This is the second booklet written and published by our member Alex Vincent and follows the same format as that used for the Ouse Valley Railway, reviewed in the last Newsletter, namely the history of the line, lots of black and white photographs, and a useful sketch map. The Surrey and Sussex Junction Railway (SSJR) was nominally independent of the LB&SCR but had been surveyed and was to be operated by that company. Royal assent to the Act was obtained in 1865. The line was to branch off of the main line south of South Croydon Station and join the Brighton company's line from East Grinstead to Tunbridge Wells (West) at Groombridge A junction, the Wythyam Spur, would have enabled trains to join the Groombridge to Uckfield line, then under construction, and on to Lewes and Brighton. Not surprisingly the plans had encountered strong opposition from the South Eastern Railway who considered it an infringement of 'their territory'. This together with the 1866 financial crisis and the projected final completion cost caused the LB&SCR, who had by now absorbed the SSJR, to abandon the line in 1869. Two viaducts and four tunnels had been built or partly built together with earthworks and bridge abutments. A decade is a long time in railway politics and in 1878 the LB&SCR and the SER promoted a line from Croydon to Oxted and East Grinstead which utilised the partly built works of the SSJR as far as Oxted. Opening in 1884 and making an end-on junction with the newly constructed Lewes and East Grinstead Railway. A further line from Oxted to Groombridge was authorised in 1884 opening in 1888 again following the route of the SSJR. The Wthyham Spur, to allow running to Uckfield and to Eastbourne via the Cuckoo Line (opened 1880), may have been constructed shortly after but did not open until 1914 when it was renamed the Ashurst Spur. Both lines are still operational but Groombridge station along with the line to Tunbridge Wells (West) closed in 1985, not 1991 as stated. This section now forms the Spa Valley preserved line. Although little of the line is in Sussex this is excellent handbook for those interested in our local railways; highly recommended.

***Fernhurst Cylinders and the Defeat of Napoleon,* reviewed by Brian Austen**

Vic Mitchell, Middleton Press (2009) pp 18 £3.00 ISBN 978-1-906008-611

Fernhurst's 'secret weapon' was the improved charcoal produced in the village which went via the Wey and Arun Canal to the gunpowder works at Waltham Abbey and Faversham. The 'cylinders' were the new means of manufacturing the improved charcoal by the use of cast iron cylinders or retorts, the method being fully described in the text and by contemporary diagrams and sketches which are reproduced. The site where the operation was undertaken is identified in detail and photographs are included illustrating the buildings that survive from the works, now modified for residential use. Also, the manufacture of vinegar in this village is briefly covered. This short book is attractive in appearance, well illustrated and will appeal to those interested in charcoal or gunpowder manufacture, or in the village of Fernhurst and its surrounding area. The modest price will also attract.

Available from booksellers or direct from the publisher at Easebourne Lane, Midhurst GU29 9AZ (tel 01730 813169 or email: info@middletonpress.co.uk).

Museums with IA in Sussex - Still There?

Martin Snow

While reviewing old issues of the *Newsletter* for publication on our website, I found in No. 44, October 1984 a list of 'Museums in Sussex with some Industrial Archaeological Interest'. It was immediately apparent some have simply disappeared! and others have moved or been refocused. Once upon a time, in my innocence, I thought of a museum as a permanent fixture, maybe dull and dusty, but 'always there'.

I have listed those that appeared then and noted their current situation (December 2009) with a note of their internet sites - where available.

Amberley : **Chalk Pits Museum**

Currently named **Amberley Museum & Heritage Centre** after a number of rebrandings. www.amberleymuseum.co.uk/

Arundel: **Museum and Heritage Centre**, 61 High Street.

Closed - *Temporary store in a portacabin in main car park.*
www.arundelmuseum.org.uk/

Battle: **Battle and Dist. Hist. Society Museum**, Langton House,

NOW in The Almonry, High Street. www.battlemuseum.org.uk/

Chichester: **Chichester & Dist. Museum**, 29 Little London - A new building is planned.

www.chichester.gov.uk/museum

Mechanical Music Museum, Church Road, Portfield. Groups only

www.sussexmuseums.co.uk/mech_music.htm

East Grinstead: Town Museum, East Court, College Lane

www.eastgrinsteadmuseum.org.uk/

Hastings: **Fisherman's Museum**, Rock-a-Nore

www.hastingsfish.co.uk/museum.htm

Museum and Art Gallery, John's Place, Bohemia Road

www.hmag.org.uk

Henfield: **Henfield Museum**, New Parish Hall, High Street

www.henfield.gov.uk/museum.htm

Woods Mill

www.sussexwt.org.uk/reserves/page00028.htm

Horam: **Valelands School Farm & Museum**, Marle Green

May no longer be a museum open to the public

Horsham: **Horsham Museum**, 9 The Causeway

www.horshammuseum.org/

Hove: **The Engineerium**, off Neville Road

Despite the promises of an early reopening, after nearly 3 years since closure I have been unable to discover the future of this collection.

- Lewes:** **Anne of Cleves House**, Southover High Street
www.sussexpast.co.uk/property/site.php?site_id=14
- Liphook:** **Hollycombe Steam Collection**, Liphook Road
www.hollycombe.co.uk/
- Newhaven:** **Local & Maritime Museum**, West Foreshore under cliffe
Now at Paradise Park, Avis Road
www.newhavenmuseum.co.uk/
- Northiam:** **Perigoe Workshop Museum**
I am unable to find anything current for this museum.
- Petworth:** **Water wheel driven water pump**. By Coultershaw Bridge
www.coultershaw.co.uk/
- Polegate:** **Windmill & Milling Museum**
www.sussexmillsgroup.org.uk/pole1.htm
- Rye:** **Folk Museum**, Cherries, Playden
Does not appear to exist now.
- Sedlescombe:** **Nortons Farm Museum**
Does not appear to exist now.
- Shipley:** **Working Smock Mill**
Closed to public - Summer 2009
- Sharpthorne:** **Tanning Museum**
Other than an incomplete entry on the web there is no current information.
- Shoreham:** **Marlipins Museum**, High Street
www.sussexpast.co.uk/property/site.php?site_id=16
- Singleton:** **Weald & Downland Open Air Museum**
www.wealddown.co.uk/
- Stanmer:** **Rural Museum**, Stanmer Park, Brighton
www.stanmer.org.uk/museum.php
- West Dean Gardens:** There WAS a collection of lawnmowers here, not clear if there now.
www.westdean.org.uk/garden/home.aspx
- Wilmington Priory:** There was an agricultural museum, it is now a Landmark Trust Site.
They have open days - see website. www.landmarktrust.org.uk
- Worthing:** **Museum & Art Gallery**
www.worthing.gov.uk/worthings-services/leisureandculture
Parsonage Row Cottages, High Street, Tarring
NOW The Parsonage Restaurant

Tonbridge - Kent : **SEEboard Milne Museum** NOW located on site at Amberley
You can look on our website for the original list in *Newsletter* No. 44.

Please advise me of any corrections or omissions from this update, I will include them in a future issue. Maybe you could write a review of your local museum's IA.

Winter Lecture:
The Building Process in Georgian and Regency Brighton
John Blackwell

We were delighted to welcome author, lecturer and SIAS member Dr Sue Berry to open our series of Winter Lectures. Sue has spent some forty years researching the development of Georgian Brighton and we were treated to an erudite yet easily understandable account.

By the late eighteenth century the old town area of Brighton was reaching capacity and development spread to the eastern side of the Steyne and along the cliff to what would later become Rock Gardens. The land in this area was held by a large number of small landowners and formed an ancient field system known as Laines. Each laine was divided into furlongs which were sub divided into strips known as paul pieces; often adjoining strips which were in different ownership. Wider paths separated each furlong and these became the main streets, St James's Street, Edward Street etc. Developers assembled a block of land by purchasing or leasing the paul pieces and they then laid a road down the middle, normally 15 feet wide with housing on each side. These developers were often local builders who then erected a couple of houses before attempting to sell off the remainder of the land. The more successful developments presented a homogeneous facade, these streets mainly running inland from the cliff. The less successful were unable to enforce a uniform design and contained a mixture of different styles of housing, shops and workshops. These areas primarily to the north of St James's Street and away from the Steyne became service areas for the fashionable visitors.

A typical house built in this period had a timber frame supporting floors and stairs with brick or cobble front walls and slate roofs. The rear walls were a mixture of broken bricks, flints and rubble with party walls often of lath and plaster. With space at a premium there were no gardens (other than in superior developments where residents had use of a communal garden e.g. Dorset Gardens), just a yard with cess pit.

When West Laine on the other side of the old town began to be developed in the early years of the nineteenth century the strips were in the hands of only three landowners hence large villas and squares such as Bedford Square and Regency Square could be built. These Squares present the architectural features associated with the Regency period; namely bow fronts and elaborate door cases.

The lecture was nicely illustrated with contemporary prints and drawings. Thank you Sue for a splendid evening.

To learn more Sue's book 'Georgian Brighton' published by Phillimore can still be obtained. (see www.amazon.co.uk)

Some Things Never Change

John Blackwell

Whilst researching the railways around Newhaven I came across the following letter to the editor of The Times of Monday August 30th 1852 which shows that despite the passing of nearly 150 years “some things never change”

Sir, - Observing in your impression of Thursday last a letter from a “Tourist” complaining of the annoyances and troubles that befel him on his journey from Paris by the “direct service” via Newhaven and Dieppe, I beg leave to add, with your indulgence, my testimony to the many evils that await the unwary wights (sic) who select that route for their visit to the French metropolis. I in common with a party of friends being desirous of witnessing the grand fete in Paris on the 15th inst., and allured by the announcement in the way-bill of the London and Brighton Company, unluckily trusted in it. Thus ran the beguiling fiction:-

“Paris special daily, direct service via Newhaven and Dieppe”.

“Thursday August 12th, train leaves London-bridge 8 a.m; steamer leaves Newhaven 11 a.m; train leaves Dieppe 6.45 p.m; arrive in Paris 11.5 p.m.”

This promise was carried out in the following manner :- At 8 o'clock in the morning we certainly left the London-bridge station and duly arrived at Newhaven at 11, when instead of the boat that was to take us over, a railway official very composedly informed us that no boat would leave that day, as the Lady Bird that was to have taken us, had not yet returned from Dieppe from her voyage of the preceding day and the other boat, the City of Paris, had been sent that morning to Jersey. Of course re-monstrances were strong; but I suppose the railway officials are but too well acquainted with these exhibitions of “sound and fury, signifying nothing,” and they left us quietly to our fate of 24 hours in the rain in that dullest of dull places, Newhaven. The next day, by what I suppose we may consider great good fortune, we actually started for Dieppe, and arrived there about 7 p.m.; but of course the drama would have been in-complete without the denouement of no train from Dieppe to Paris that night, and upwards of 200 persons were consigned to the tender mercies of the Dieppe hotel keepers who obligingly asked five francs for a shake down on the floor, every available bed having been taken by other visitors, or the lucky few who first cleared the Douane. On next day, Saturday, we were allowed to leave for Paris, thus losing three days on the road, attended with expenses that considerably exceeded the difference of fare between this route and any other known. Claiming your indulgence for the length of this letter,

I am, Sir, your most obedient servant,

A DELUDED ONE

Saturday morning.

Members may recall my request for the date of a fire at Every's iron foundry in Newsletter 142 which I have now found. The information is taken from the Sussex Express but I have updated a very factual report as if it were being reported today. It is interesting that the foundry was "making electrical light fittings".

John Blackwell

Friday 21st May 1948

Ashes To Ashes

Huge Fire at Phoenix Ironworks

Fire raged through the Phoenix Ironworks last Wednesday, causing damage estimated at £25,000. Flames were spotted leaping from the pattern loft at 6.40pm, and quickly spread to the laboratory and drawing office. 100 firemen from the newly formed East Sussex Fire Brigade fought the blaze which engulfed the whole of the frontage wing which had been erected in 1875. Beneath the pattern loft was an electrical power house and for nearly two years staff had been busily converting from steam to electrical power. This unique plant had been designed by D. S. Watts the company's Electrical Engineer, and through the main cable has a supply of 30,000 volts. It supplied power to the new mechanical foundry but we understand that the electrical plant is now out of commission. A spokesman stated it would take two years to replace the wooden patterns which were totally destroyed. The works is Lewes's largest employer with 450 workers but fortunately both the old and new foundries were undamaged and a temporary supply quickly laid on meant no lay-offs. Recently the works had been making electrical light fittings for Allen West of Brighton.

Correspondence Roundup

Milestones

With reference to the article on the two 35 mile-posts on the A22 (*Newsletter 144*, pp.20f), Austen and Upton do not 'suggest' a reason for the anomaly, they cite the records of the relevant turnpike trusts. The same reason was given in 1971 by no less an authority than I.D. Margary in the East Grinstead Society's *Bulletin 5*. He also pointed out that the old positions were given on the map of Sussex produced by Gardner, Yeakell and Gream in 1795. The name of Chelwood Gate has nothing to do with turnpike roads. It is first recorded in 1564 and refers to a gate into Ashdown Forest.

M.J. Leppard

Also see page 17 of this issue.

Directories

John Blackwell asks (*Newsletter 142*, p.14) how many libraries hold runs of telephone directories, Yellow Pages and Thompson Local Directories now that street directories are no more.

Having independently recognised the need, East Grinstead Town Museum keeps those three works. Its research room contains runs of Thompson directories for its area from 1982, telephone directories from 1994 and Yellow Pages from 1996, as well as various shopping guides issued from time to time and similar local publications. Having recently acquired the 2007 electoral roll, it hopes to regularly obtain its successors. Similarly, it will be glad of earlier issues of any of these publications relevant to its catchment area, which includes nearby parts of Kent and Surrey.

Members of the public can freely use the research room whenever the Museum is open. It has an extensive, but not comprehensive, collection of books, periodicals and ephemera for its area and some archive material. The Museum also has a limited number of maps and some 10,000 photographic images.

Another aspect of the Museum's aim 'to become the acknowledged centre of excellence for research into the history of East Grinstead and its locality' is its thrice-yearly journal *East Grinstead Museum Compass* (ISSN 1754-8713). The summer number includes the first of three detailed articles on Rice Bros, saddlers and agricultural implement agents (1876-1983), dealing mainly with the family. The second, published in the Autumn, concentrated on the headquarters business in East Grinstead, and the third, in Spring 2010, with the numerous, though sometimes short-lived, branches in surrounding towns and villages in three counties.

Postal subscriptions are available at £5 per calendar year.

M.J. Leppard

Glass Plates I (*Newsletter 142*)

I have just come across my copy of the April 2009 *Newsletter*, which had got mislaid before I had read it. You have probably had replies about the three glass plates, but in case the one on Page 12 has not been identified, it looks to me very like Eastbourne seafront, taken from a position between the pier and the Wish Tower, looking towards the Tower and showing the old bandstand (now replaced). The Martello Tower can be seen sticking upwards from the mound, and also the sloping ramp running upwards to the left round the mound.

Alan Wilmshurst

Glass Plates II

I have received correspondence that casts doubt on the location of the windmill on page 13 of issue 142. In issue 144 I reported the location as Dallington at the same

time as Peter Hill suggested Pankhurst's Smock at Sidley, Bexhill in the Mills Group *Newsletter 144* page 13. Michael Yates queries the Sidley identification on a number of detail differences, these may be explainable by the deterioration over time, for example the body is not weatherboarded, but covered in what appears to be tarred? canvas.

There is a stone built building in the foreground that does not appear in a pre-1904 photo in the Michael Yate's collection.

Perhaps any further discussion on the identity of this mill would be better seen within the pages of the Mills Group *Newsletter*.

Reason Manufacturing Company Limited

There are a couple of pages on Wright's meter, made by the Reason Mfg. Co., including two photos in *Electrical Installations* by Rankin Kennedy (1902) vol 1, pp 191-3. It is also explained in *Modern Electric Practice* edited by Magnus McLean (1909) vol 1, p 56 though, by 1909, total electric charge passed had been replaced by energy measurements by most supply companies. The originator of the electrolytic meter was, of course, Edison!

Martin Gregory

The following snippets are courtesy of Stephen Hallam :

1. The Reason Manufacturing Company was incorporated on 5 January 1900 (Companies House - company number 64701) and apparently had its main factory in Lewes Road, Brighton (please see image at http://regencysociety-jamesgray.com/volume28/source/jg_28_112.html).

There is however some indication that the company was in existence (presumably unincorporated) before this date (East Sussex Record Office has papers, under reference AMS 6283, relating to the company over the period from 1897 to 1933 with a history by J. E. H. Jones - more to follow).

2. Allen West & Company Limited started in Brighton in 1910, leasing part of Reason's premises. By the beginning of 1914, its founder Allen West was asked by the principal shareholders of Reason to take that company over, which he did (*The Times* 17 June 1953, p.11), Reason becoming and remaining until its dissolution a wholly-owned subsidiary of Allen West.

3. Reason was still operating in 1942 - it reported a profit for the year to the end of January 1942 of £4,129 - but presumably not in a big way. However, it was not dissolved until 9 May 2000, although it must have been dormant for many years before then. The last Annual Return for the company (up to 19 October 1997) shows its registered office at that time to be in Eastergate Road, Brighton, its sole director William Douglas Wightman (living in Strathclyde) and the sole shareholders two companies in the Allen West Group.

The Duplicate Mile Post on the A22

Brian Austen

The reproduction of the short article by Lionel Joseph in Newsletter 144 provides me with the chance to comment. As members will know the turnpike survey team of John Blackwell, Peter Holtham and myself are currently conducting a survey of milestones and tollhouses in the county working from west to east and a number of articles have appeared in *Sussex Industrial History*.

Lionel Joseph suggests that the duplicate post may have come from the road leading south towards Ditchling, which was not in its correct position when mile stones were placed back in position after World War II. Although possible, this is unlikely. Lionel Joseph in his map introduces the possibility that the road towards Uckfield may have been paralleled by an alternative route by the A275 to Chelwood Gate and then across Chelwood Common to Nutley ("The Old Coach Road"). Both the Garner and Gream (1795) and Greenwood (1825) maps show the main turnpike routes to Lewes by Uckfield (A22) and Chailey (A275) as important through routes but the road across Chelwood Common as an unimportant parish road whose quality would have been inferior and the distance longer. The inscription on the former tollhouse at Wych Cross which faced the A22 clearly indicated that this was "the Toll Road to Lewes". There was no toll gate at Chelwood Gate, the next after Wych Cross on this line of road was at Danehill. The Greenwood map shows three places using the name "Gate" between Wych Cross and Danehill and these were probably concerned with preventing grazing animals from straying off Ashdown Forest.

The Editor of the Milestone Society's *Newsletter* states that there was a milestone shown on a 1960 1" OS. Map which was not mentioned in the 1972 survey in *SIH* This was the inscription from the Wych Cross Tollhouse which was recorded in the article on page 8 and illustrated as figure 6 on page 12.

Missing Bowbell Milestones an Update and Apology

John Blackwell

Due to my limited (or too hasty) skills in copying the information from my master listing somehow or other I managed to include milestones 45, 46, 48 and 50 from both the A22 and the A26 in my note in the last *Newsletter*. It is only those on the A26 that are missing namely at Little Horsted 45, Isfield 46, Barcombe 48 (stolen in 2008) and 50 at Lewes. On the A22 Ashurst Wood 32 and Lower Dicker 53 are missing, giving a total of six. Thanks to David Jones and Michael Leppard for pointing this out. Michael also informed me that a privately published booklet entitled *Follow the Bow Bells Toll* by Glenda Law which gives detailed instructions on how to find each one (and confirms the above missing six) is obtainable from East Grinstead Museum, for those who do not have *SIH* 5.

Pictures on rear cover

Ouse Valley Railway Bridge

John Blackwell

In my review of Alex Vincent's booklet *The Railway That Never Was* in *Newsletter 144*, I mentioned how delighted I was to have read that the only complete bridge on the abortive line was still in situ and not buried beneath the Uckfield bypass as I had been informed.

On a fine autumn day Peter Holtham and myself set out to find it and for those who may be interested, or just like a pleasant walk in the Sussex countryside, here's how.

Take the Uckfield bypass A22 and turn right at a roundabout on to the B2102. Take the first left, Batchelor Way where one can safely park, and return on foot to the roundabout. Take the Eastbourne exit and after a few yards carefully cross the road to a gap in a screen of trees which is the start of a footpath running diagonally across a field. At the far corner continue along the footpath which follows a field boundary until it crosses a ditch by a plank bridge. Immediately after this there is a large metal gate to your left; pass through the gate, which was open at the time of our visit, and continue forward with the field boundary to your left remembering you are not now on a public footpath. At the bottom of the field stands the bridge piercing an embankment (see illustration) in a remarkably good state of preservation

after nearly 150 years. Some loose bricks were scattered around but none had any markings, it is however likely they were made on site or in the Uckfield area. Returning to the footpath, further bridge abutments and the remains of a cutting can be found - Alex's booklet will aid your discoveries.



(Peter Holtham)

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'Lost' Bridge on Ouse Valley Railway route, the dense vegetation means it is difficult to detect on aerial views. *See page 19.* (Peter Holtham)



More images of the surviving 'Bow Bell' Milestones. *See page 17.* (David Jones)