



Sussex Industrial Archaeology Society Newsletter

Number 155

July 2012



Society members at the start of the sustainable power day at Coultershaw Beam Pump. Robin Wilson, on the right, gave an introduction to Coultershaw, old and new, starting with the water driven beam pump that was restored by members over 30 years ago and has many visitors on open days. Then he described the watermills on the site and introduced us to the recently commissioned Archimedean screw that uses the flow of water on the River Rother to generate up to 15KW of electric power that is fed into the National Grid. *(Martin Snow)*

Newsletter 155

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Editorial

Welcome to *Newsletter 155*. The Witch Doctors and Shamans at the water companies have certainly found a way to make it rain - declare a drought! If it's not been raining there has been a harsh cold wind or both for our visits so far this year. However the usual suspects and I am glad to have seen some new ones too, have defied the elements and enjoyed some excellent visits. Opposite there are details of more that your Committee have arranged; do support them if you can.

We have been able to arrange a very special price for the visit to The Weald and Downland Open Air Museum in September, even less if we hit the magic number, so take advantage on this special day and come along, there is much that is new if you have been before and so much to see if this is your first time.

Do keep sending me your news and queries. If you visit sites of IA interest, either in or away from Sussex, then a short report would be welcome for these pages. While we are a Sussex Society, IA 'does' exist outside our borders - honest!

Not only that, but updates on IA sites nearer home are newsworthy, be it new exhibits or the value for money, the access and car parking! or even the prices and quality of the food and drink offerings. We often leave a site with praise, but are we able to let others know? - Well let me know and I will pass it on.

Forthcoming SIAS Events

Malcolm Dawes

Saturday 11th August, 11.00 am. *Day visit to St Leonards and Hastings*

Meet at St. Leonards opposite the Royal Victoria Hotel on the seafront (TQ 797 088). The morning will be spent examining the development of this new and exclusive resort built to the designs of Decimus Burton as a speculative venture on land purchased in 1828 by his father James Burton. A substantial part of this new town survives including public buildings, villa development and a landscaped garden. We will have a guided tour by a member of the Burton St. Leonards Society and will be able to visit the service areas of the estate, water supply and study Burton's housing of the workers engaged on the development. A small visit fee, expected to be about £3 per person, will be collected on the day.

After lunch at St. Leonards, where there are numerous pubs, restaurants etc. (or bring your own picnic and eat in the park), we will meet again at 2.00 pm at the Hastings Museum in St. John's Place, Bohemia to look at displays relating to prominent figures in Hastings history and development including Thomas Brassey, John Logie Baird and Sidney Little. We will then progress to Hastings Old Town to consider the role and importance of Libraries (especially those of Powell and Barry) on the enhancement of Hastings as a sea-bathing resort. After this we will visit the Old Town Museum, housed in the former Town Hall rebuilt in 1823. The displays explain the development of Hastings as a resort and features its commercial life, including fishing, industry and commerce.

This visit is organised by :

Alan Green (tel. 01243 784915 email: greenzone@aol.com) and Brian Austen tel. 01444 413845 email: brian.austen@zen.co.uk). Please contact either for further details and to indicate that you are intending to participate in the visit.

Saturday 22nd September, 10.30 am. *Visit to Weald and Downland Museum to view the erection of a timber framed building.* A rare opportunity to see the start of the rebuilding of Tindalls Cottage, a large 17th Century timber framed building from Ticehurst, Kent. The substantial timber frame will be erected over the weekend with the main frames raised into position during the afternoon of our visit, although of course with all such construction work the timetable may change. At 11.00 am we will have a tour of the reserve collection led by a member of the museum. Entry will be on a special group rate of £4.50 or only £3.75 if enough people attend. Meet at the entrance at 10.30 am. The Weald and Downland Museum is just south of Singleton, 7 miles north of Chichester on the A286.

If you are planning to come on the visit it would be appreciated if you could let us know by contacting Malcolm Dawes 01273 561867 or email malcolm.dawes@btinternet.com

Saturday 20th October, 7.30 pm. *Transport of the Masses.* Illustrated talk by local historian Ian Gledhill on the development of the ubiquitous tramcar in the UK with a particular look at the history of trams in Sussex. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 24th November, 2.00 pm. AGM of the Sussex Industrial Archaeology Society - followed by Peter Hill's talk on Pills, Potions and Patience. Many members will know Peter in his past role of Chairman of the Sussex Mills Group; however for many years he was a Hove Pharmacist and as a result has a vast knowledge of medicines and treatments during the 20th Century. An entertaining talk looking at the major changes in pharmacy with the added bonus of a display of Peter's collection of pharmaceutical memorabilia.

To be held at West Blatchington Mill Barn, Holmes Avenue, Hove.

The following visits have been organised by the SIAS Canal Group as part of the Heritage Open Days weekend.

All the events are free, but donations towards the group's conservation costs will be welcome.

For further details contact Adge Roberts at adge.roberts@gmail.com or 01903 721762

Saturday 8th September, 10.00 am. *Guided walk along part of the old Portsmouth and Arundel Canal.* A 3-mile walk from Barnham to Ford combining history and nature. See the engineering remains on the way. Bring packed lunch. Meet at Barnham Court Farm, Church Lane, Barnham – follow signs from Murrell Arms.

Sunday 9th September. 10.00 am to 4.00 pm. *Poyntz Bridge.* The historic canal swing bridge will be in operation during the day. Situated just 200 yards south of the canal basin at Chichester. Poyntz Bridge, built in 1820, is possibly the only single-span cast iron swing bridge of its age in the UK. There will also be a display of photos and artefacts illustrating the history of the bridge and the canal.

At 2.00 pm there will be a guided walk around the canal basin led by Alan Green featuring the past industrial history that once surrounded the basin.

Date for your diary

Saturday 26th January at 7.30 pm. David Brown talk on *Southern Electric* at 7.30pm, West Blatchington Mill Barn.

Saturday 8th September, IA in the Worthing Area

A Society Day visiting Heritage sites in and near Worthing.

Starting at Ricardo PLC near the Shoreham Flyover.

Contact Martin Snow for details and to book a place.

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

Thursday 19th July, 8.00 pm. *A Sussex Farm in the 1950s*

Year in the life of a Downland Farm on cine film. Wivelsfield Historical Society talk by Ian Everest. Visitors £2.50. Wivelsfield Village Hall. 01444 451568.

Weekend 21st- 22nd July. *Toy and Rail Collectors Fair*

Horsted Keynes Station, Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 22nd July. *Eastbourne Vintage Bus Rally*

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

Sunday 22nd July. *Classic cars from the 50s, 60s and 70s*

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

Sunday 22nd July. *Classic Microcar and Scooter Rally*

Bubble cars, three-wheelers and scooters. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Sunday 29th July. *Worthing Seafront Bus Rally.* www.worthingbusrally.co.uk

Weekend 4th- 5th August. *Edwardian Street Fair*

Steam engines, veteran vehicles, rural crafts, heavy horses. Traditional fairground complete with music and stalls. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

10th- 16th August. *Association for Industrial Archaeology Conference in Chelmsford, Essex*

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

Weekend 11th- 12th August. *Vintage Transport weekend*

Displays of historic classic and vintage transport including cars, steam road engines, commercial and agricultural vehicles. Bluebell Railway. 01825 720800.
www.bluebell-railway.co.uk

Monday 13th August, 7.30 pm. *Southern Electrics*

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

Weekend 18th- 19th August. *Festival of Steam*

Steam engines on display and demonstrating the kind of work around the Museum's site for which they were originally designed. Steam rollers, lorries and a carousel. Weald and Downland OpenAir Museum. Singleton, Chichester.
www.wealddown.co.uk

Monday 27th August, 10.00 am to 4.00 pm. *Special Bank Holiday opening at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Thursday 30th August - Sunday 2nd September. *Ale at Amberley Beer Festival*

Over 100 real ales, ciders and perries; many from Sussex and Kent. Food demonstrations and crafts during the weekend. Steam rollers, traction engines plus hot and cold food. Music on Saturday evening. Booking recommended on the Friday and Saturday. A dedicated bus service will be running from Henfield via Storrington and from Brighton via Hove, Portslade, Shoreham-by-Sea and Worthing. Amberley Museum. 01798 831370. www.AleatAmberley.co.uk

Weekend 1st- 2nd September *Shoreham Air Show*

Shoreham Airport. www.shorehamairshow

Weekend 8th- 9th September, 10.30 am to 5.00 pm.

(Note: Provisional date, need to check web site). ***Fernhurst Furnace Open Days***
Tours of the furnaces, charcoal burning, musket and cannon demonstrations, cookery and refreshments. 1 mile west of Fernhurst. SU 879 283.

www.fernhurstsociety.org.uk/furnace

Sunday 9th September. *Amberley Bus Show*

Ride on buses dating from Edwardian era to recent times. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Friday 14th September. *Sailing of Paddle Steamer Waverley from Worthing*

Excursion to Yarmouth, Swanage and Lulworth Cove.

www.waverleyexcursions.co.uk

Weekend 15th- 16th September. *Laughton Country Fair*

Laughton, East Sussex.

Weekend 15th- 16th September. *Miniature Steam and Model weekend*

Over 60 model steam engines in action. Amberley Museum. 01798 831370.

www.amberleymuseum.co.uk

Wednesday 19th September, 7.45 pm. *Railways in old picture postcards*

John Hollands shows more postcards from his collection. Sussex Transport Interest Group. £2. London Road Station, Brighton. 01273 512839.

Monday 24th September, 7.30 pm. *Railways since privatisation*

RCTS talk by Bob Breakwell. London Road Station, Brighton. £2. www.rcts.org

Thursday 27th September. *Steam train excursion from London to Hastings.*

Photographic opportunities in Sussex. www.uksteam.info.

Wednesday 10th October, 7.30 pm *The Country House in Sussex 1680-1750*
Chichester Local History Society talk by Dr. Sue Berry. £2. New Park Centre,
New Park Road, Chichester. 01243 784915.

Weekend of 13th- 14th October. *Austin Counties Car Rally*
Vehicles on show at Tenterden Station. Kent and East Sussex Railway.
www.kesr.org.uk

Weekend of 13th- 14th October. *Autumn Countryside Show*
Heavy horses, Vintage tractors, steam-powered ploughing and threshing. Weald
and Downland Open Air Museum. Singleton, Chichester www.wealddown.co.uk

Sunday 14th October. *Autumn Vintage Vehicle Show*.
Vintage cars, motorcycles buses and lorries. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Weekend of 20th- 21st October. *Sussex Branch Line Weekend*
Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 21st October. *Industrial Transport Day*
Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 22nd October, 7.30 pm. *Coastway West*
RCTS talk by John Blackwell. London Road Station, Brighton. £2. www.rcts.org

Sunday 4th November. *London to Brighton Veteran Car Run*.

Information for members on Heritage Open Days in September

Many buildings are opened up to the public during September as part of the

Heritage Open Days event. Many of these buildings have an industrial
archaeology interest. Events outside of London run from 6th to 9th September.

Details from www.heritageopendays.org.uk Events in London are for the
weekend of 22nd/23rd Sept. www.londonopenhouse.org

Do please always check details before traveling.

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

IA and Me

Mike Slamo

I have always been interested in passenger transport. I can still remember seeing my first ever double-decker bus, in 1946. We lived in Wellington, Shropshire at that time, and buses other than single-deckers were rare. I can also remember my first visit to Wellington Railway Station, looking at the various GWR pannier tanks on the shed (which was alongside the up-platform). We moved to Dudley in 1950 and this started a lifelong interest in public transport in the Black Country, which interest still exists to this day.

In the 1960s, my interest in buses extended to bus routes, which, today, are probably more interesting to me than the buses themselves. In 1968, when my parents retired, we moved back to Shrewsbury (the place of my birth) and this started a five year study of services in Shropshire going right back to the 18th century. Also at about this time, I attended courses arranged by Birmingham University, held at Shrewsbury, on Railway History which gave a very good grounding of their history generally, as well as particularly in Shropshire. The 20 people who attended these courses, founded the Shropshire Railway Society (the tutor being the first President) and I had the pleasure of being the Secretary for the first 16 years, which saw growth to over 100 members.

It was also, during the early 1960s, an area of study for professional qualifications, which saw an extension of my interests to include Civil Aviation Law and Marine Law. I would often go along to Elmdon Airport (as it was then) trawling all the desks of the airline operators for specimen tickets and the like, to study the conditions and terms that each applied. This triggered interests, which are still with me today, although not to the same extent as road and rail transport.

In 1969, I bought my first 35mm camera (in Inverness) and used up about three films on the first day! I have never looked back and have an extensive collection of slides of all types of public passenger transport.

Whilst living in Shrewsbury, I had extensive spells of working in Birmingham and Wolverhampton, and, to a lesser extent, Ipswich and Lytham which offered great opportunities to extend the knowledge of happenings outside my normal area. All this was to change in 1985, when I moved to Shoreham-by-Sea, a place I had never heard of before, commuting to Brighton each day. This opened up a whole new world, and, with the passing of the 1986 Transport Act, gave me a good opening to start a study of a new bus company (called the Brighton and Hove Bus and Coach Co. Ltd.). Until this time I had a great affinity for The Birmingham and Midland Motor Omnibus Co. Ltd., on which I had compiled a number of volumes of info. and data from 1904 to 1968, when the company was nationalised. This was an opportunity to be in at the start, so to speak, and my interest today in B&H is just as strong as it was in 1986.

In 1989, I got married and moved to Hove, which is about the time I became aware of SIAS, and soon found a base for increasing my knowledge and understanding even further. Thanks to SIAS and various members, this expansion is still ongoing, and is something for which I am very grateful.

Post Boxes - SIAS Meeting 10th March 2012

Mike Slamo

A goodly number were assembled on this day for Paul Snelling's talk on Post Boxes. A rather unusual topic for SIAS meetings, but one in which I have a particular interest, being a philatelist, especially interested in postal history. I do know that one or two stamp clubs in the area had been made aware of this material.

Paul gave a very interesting talk, ranging through all the reigns from Queen Victoria (including King Edward VIII) and the many and varied shapes and types, of free standing pillar boxes, to wall mounted letter boxes, some "on sticks" and double fronted boxes and several oddities, some of which were quite rare.

Much of the information given was of great interest. Like philately, what you think is rare is not, and some of the boxes that appear rare are, in fact modern replicas. I am pleased that such boxes do not feature in my collecting habits, as I am sure I would have a collection of duff units.

Paul's talk started from the very earliest types, no longer seen, through to the most modern designs, found in increasing numbers locally. The one slide shown of the Edward VIII box is not classified as a rarity, as 137 examples are to be found - a rarity existing only where 50 or less are known. The origin of boxes, we were told, was in the Channel Islands (Guernsey, to be exact), and the first box in London was shown (from a famous print).

It was fascinating (to me, anyway), that the aperture sizes and the positioning of the aperture on the box, varied extremely, with some so high that only the taller persons would be able to reach said aperture. This still exists to-day, as there are boxes in Hove which will not take slide film pouches (including the French (yellow) letter box attached to Hove Town Hall.

Paul is a member of the Letter Box Study Group, one of whos objects is to tell Royal Mail where their letter boxes are. The official listings show that there were hundreds of boxes unaccounted for, and thanks to the study group, a great many have been found.

Paul's membership of this group, and his expertise on the subject, led to a very interesting evening indeed, with much being learned by all present.

Thank you Paul.

Garden and Boundary Walls

Ron Martin

As one drives around Sussex, one of the features which is so commonplace that we do not normally give them a second glance, is the division walls between garden and the edging to field boundaries.

Nowadays most of these boundaries are carried out using either chain link fencing with steel angle iron or concrete posts, wooden close boarded or panel fencing. In the 19th century it was quite normal to have solid walls between adjacent properties and these exhibit a surprising range of different materials used in their construction. Building materials are heavy and so, before the widespread use of road transport they were usually sourced locally, except for prestigious buildings.

There is freestone in Sussex, - the Upper and Lower Greensands, the limestone of Lavant, and Mixen – from a reef off Selsey Bill - and hard chalk mostly in West Sussex. In most parts of the UK, other than the counties in the South- East, dry stone walling is common but this form of construction seems never to have been used here although I may be subject to correction on this point. Where stone is used it is normally laid as random or coursed rubble, sometimes squared, bedded and pointed in lime mortar. Rarely was ashlar used for boundary walls.

The other stone which is widely available in Sussex is, of course, flint, which occurs in the area of the Downs. This is a silica derived from sponges which were deposited in layers within chalk. Flint is used in two ways. Firstly, field flints collected from the surface of the ground or from chalk pits and are of amorphous shape laid as random rubble in lime mortar sometimes with the natural white rind exposed and sometimes roughly broken. The second popular method is to use water-worn flint, usually derived from rivers or shingle beaches. These are sometimes carefully chosen and screened to select ovoid shaped cobbles which are normally laid in 3" or 4" high courses and laid in lime mortar with swept joints.. The major disadvantage of flint in any form is that the individual units are small and rounded and so the walls have no inherent stiffness. One variation which is prevalent in the Brighton area is to introduce in random rubble some bricks laid as headers with other materials This is known in Brighton as “bungaroosh” It seems likely that the reason for including some bricks as headers is to assist in tying together the outer faces of the flintwork The derivation of this is probably that you “bung” in “rubbish”. Flint rubble is also sometimes laid in formwork.

To give some degree of strength it is usual to introduce single or double horizontal brick lacing courses and also vertical “piers”, 9" to 18" wide and normally toothed and bonded or block-bonded to the flintwork. I am not happy about the use of the word “pier” to describe these features as the work “pier” implies a free standing

structure. Does anyone know of a better word to use? Flint walls are sometime finished with a rounded top but more normally have a capping of bricks laid-on-edge, sometimes using shaped coping specials and sometimes with a double course tile creasing under. External angles are sometimes rounded but normally quoins and edges of openings have brick (or occasionally stone) dressings.

The other type of flintwork, only used in prestigious buildings and walls is where the flints are knapped, that is broken to expose the black inner core. Sometime these are irregularly shaped and sometimes squared. I have come across one boundary wall which is of squared knapped flints with the top of the wall taken up to a sharp ridge. On the Goodwood estate they have used knapped flints at external quoins.

Sussex is a large producer of bricks and these are used extensively in garden walls. These are normally 9" thick and are laid with a fair face on both sides. As hand made bricks do not necessarily have equal length it is difficult to select bricks to achieve a satisfactory fair face both sides. To make construction easier, especially where strength is not important, special bonds have been devised which reduce the number of headers passing through the thickness of the wall to the minimum. There are two common patterns – English Garden Wall Bond which has one header course alternating with three stretcher courses and Flemish Garden Wall Bond with one header and three stretchers in each course. A one-brick wall uses 96 bricks per square yard and with the garden wall bonds the number of headers is reduced to 24.

The reason that I was interested in this subject was that I was recently approached by a lady in Hove who had come upon a garden wall apparently made of puddled chalk. Unbaked earths have been used extensively throughout the world but in England cob is to be found in Devon. In other parts of the world there is *pisé de terre* and *adobe*. It seems strange that in Sussex where there is both chalk and clay these forms of construction seem to be unknown – unless anyone knows better. It transpires that the wall in question was of in situ lime concrete. Many walls of these materials are not obvious as they are often rendered for cosmetic and weathering purposes.

It is possible that these regional variations in building usage are determined partly by the availability of the materials and partly due to the fact that, in most trades, the apprenticeship system operated and the apprentice having been indentured for as long as seven years, when finally released, would show reluctance to branch out and experiment with new ways of doing things.

The only 20th century innovation is the introduction of Thakeham blocks. These are cement and sand blocks, rock faced on both faces. These are widely used in Sussex, normally 3" thick, either brown or grey, the former fading to a rather unfortunate sickly colour.

Visit to the Energy Recovery Facility at Newhaven

Ron Martin

Following our bitterly cold visit to the Bishopstone Tide Mills in the morning we were relieved to go to the warmth of the Energy Recovery Facility (ERF) in Newhaven. This is managed by Veolia Environmental Services and is destined to accept all the non-recyclable household waste from East Sussex and Brighton and Hove City, with a capacity of about 10,000 tonnes per day. The material is brought to the site by refuse lorries and is tipped into a bunker where it is roughly sorted to remove any unsuitable objects using two large 4-tonne capacity grabs and deposited into a feed hopper and then via a feed chute onto the grate of the furnaces. These are fired by diesel initially but when up to heat only use combustion material arising from the waste. The furnaces operate at 850° C. and the waste heat passes through a water tube boiler where the water is converted into steam. A turbo-generators uses the steam to produce around 16.5 Megawatts of electricity which is fed back into the National Grid. The amount of ash produced is 25% and this is recycled, after metal is extracted, for use as road fill and as aggregates for concrete blocks. The effluent is cleaned with gas scrubbers to neutralise acid and activated carbon to remove other pollutants. It is discharged up two slim 65 m high chimneys and is carefully monitored to be within the Government regulations.

The building in which the facility is housed is located in the Ouse valley immediately north of the industrial estate, between the river and the railway. It is a very striking and impressive building; when viewed from the Beddingham Road to the east it appears to be like a silver and glass giant slug with an apsidal end. The top of the roof is only 24 m above ground level and this comparatively low height has been achieved by housing of the furnaces below ground in a basement some 16 m deep.



The whole plant is most impressive and we were given a most interesting and informative tour and we thank Veolia for allowing us to make this visit.

Society Members viewing part of the plant.

(Martin Snow)

Sussex Iron Founders

Martin Snow

Recent conversations with two members have raised queries on two iron foundries.

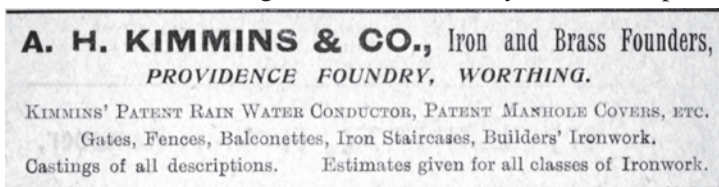
Firstly Aidge Roberts enquired about the markings on one of the iron posts that were designed and cast to be inserted into sockets in the Square at Arundel for tethering cattle on market days. Some of these are now installed in various places about the town and are Listed Grade II. Most show their maker as 'C & H Tickell of Southampton, Arundel Corporation 1819'.

There is one odd post in Bond Street, up a hill away from the centre of town, that is marked 'Sheppard, Arundel Corporation, but undated¹. We have not found any record of a foundry by the name of Sheppard, but I was able to establish a link to the Penfold Iron Works that was located to the south of the town. Presumably this odd one was cast locally to replace a damaged one.

Secondly, Tony Baxter introduced the topic of the firm of A. H. Kimmins & Co., later A. H. Kimmins & Sons, Ltd. of Providence Terrace, Lyndhurst Road, Worthing. There are various items of street furniture around Worthing as evidence of their casting work. Reference to street directories show their presence from 1889 to about 1972. Though they still show in the last published directory of 1975 their adverts had ceased after 1972, having closed in 1971 It appears that the premises were empty for some time. The site is now occupied by Kenvad Discount Motorist Ltd. WWII bombs intended for the adjacent gas works, demolished five houses in Lyndhurst Road leaving a gap that was later occupied by Kimmins and now forms a sales forecourt for Kenvad.

Prior to occupation by Kimmins (1877 OS map) the site is shown as 'Steam Saw Mills'.

Street directories are a mine of information, when used with care, by following the Kimmins adverts, from 1914² (below) to 1972³ the advertised business changed from 'Iron and Brass Founders' to 'Engineers and Machinery Merchants' post war.



Searching for Kimmins on the internet I found this site that has notes on several Sussex founders: <http://manholemiscellany.blogspot.co.uk/2007/04/introduction.html> and in the Sussex section is an illustration of Worthing street furniture by Kimmins.

I would welcome any further information on both Kimmins and Sheppard / Penfold.

References

¹English Heritage: <http://list.english-heritage.org.uk/resultsingle.aspx?uid=1248263>

²Worthing and District Blue Book 1914 through to 1939

³Kelly's Directory of Worthing 1949 to 1975

The following article was originally published in the Sussex Transport Interest Group Newsletter and is reproduced by kind permission of the Editor

David Mocatta

Godfrey R. Gould

On 29th July 2009 the then Mayor of Brighton and Hove, Councillor Carol Theobald, unveiled a blue plaque affixed by the Council to the frontage of 38-39 Devonshire Place, Brighton. It commemorated "David Mocatta 1806-1882 Anglo-Jewish Architect remodelled this building as the City's first purpose built Synagogue in 1838".

David Alfred Mocatta was born in London on 17th February 1808. His parents were Sephardi Jews of Spanish origin; the family name might originally have been 'de Mattos', and goes back to the 8th century. His father was a partner in Goldsmid & Mocatta, bullion dealers, with Isaac Lyon Goldsmid. Goldsmid, later to become the Baron da Goldsmid e da Palmeira, has, obviously, very strong local connections.

David demonstrated strong artistic leanings and thus it was decided that he should become an architect. He was articled to one of the greatest architects of the day, Sir John Soane, who was also a collector of classical sculpture and other artefacts as well as contemporary paintings, which can still be seen in the museum which bears his name. Soane's greatest achievement was the Bank of England, and as David was in the latter years of his pupilage when this was being designed and built he must have had some part in its completion.

On qualifying, David spent some time in Italy and Greece studying, before returning to England to set up practice. One of his first commissions was a synagogue in Ramsgate for his cousin, Sir Moses Montefiore. His connection with Brighton was enhanced by his appointment as Architect to the London & Brighton Railway. For a young man of only 30 this might have been remarkable, but for the fact that his father's partner was a major financier of the Railway and a founder Director. This should not detract from the fact that David was indeed a quite splendid architect.

Devonshire Place Synagogue was built on a site acquired by the Brighton Hebrew Congregation in 1825. A classical facade is surmounted by the words "JEWS SYNAGOGUE AM 5598". AM stands for *Anno Mundi* - the Year of the World, equivalent to 1838. In the front was the Minister's accommodation; behind being the Synagogue itself lit by a lantern roof, housing perhaps over 100 persons. A lane at the side, now infilled, led to a yard with a schoolroom and workshop.

The Synagogue was closed in 1875 when the Congregation moved to Middle Street and the building went through sundry vicissitudes until recently it was used by the

Shape Health Studios. Then in 2007 it was remodelled by Sophie Curtis Property into nine luxury flats. The building is listed Grade II and the lantern roof still illuminates the principal flat. Images of the exterior and interior in 1853 can be seen in two watercolours by W. A. Delamotte housed but not normally displayed in Brighton Art Gallery. There are, however, less vibrant copies at Middle Street Synagogue.

He was very much a classicist as shown by his designs for the original stations at, East Croydon, Redhill, Horley, Crawley (now Three Bridges), Haywards Heath, Hassocks and Brighton. All have been subsequently demolished, except, of course, the main building at Brighton. To see it in its original Italianate glory one must examine the fine drawings at Brighton Library and copied elsewhere. Unfortunately the ground floor facade has been much mutilated and is masked at the front by the 'portè cochere' (canopy), but restoration could perhaps elevate its status from Grade II to I? Mocatta also contributed to other structures, most significantly the classical pavilions and balustrades on the Ouse Viaduct - not the Viaduct itself which was designed by the Railway's Engineer John Urpeth Rastrick. The balustrades on London Road Viaduct also must come from his Design Book, but by the time that was constructed he had left the employ of the Railway Company.

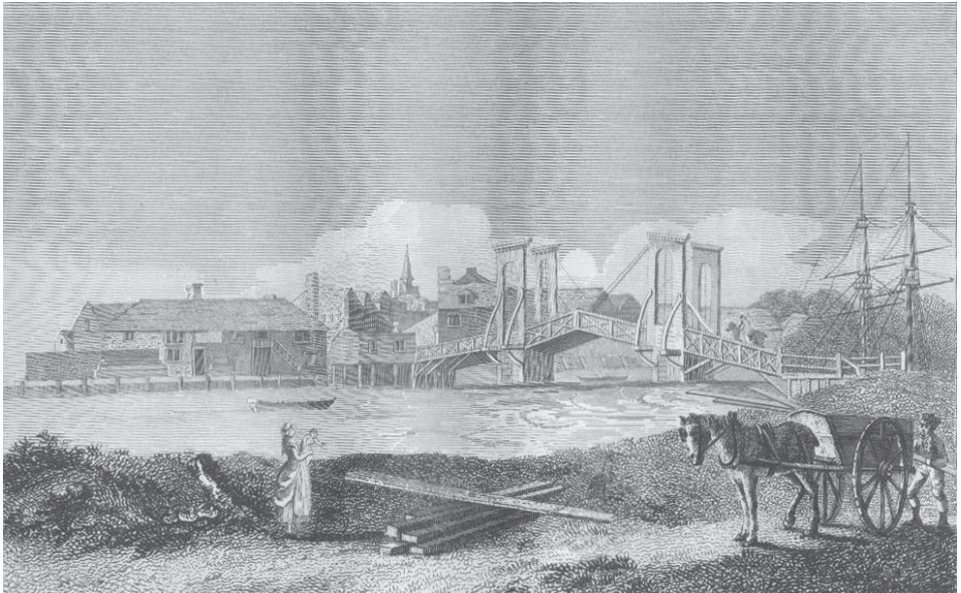
In Hove he designed the Italianate villas in Osborn Villas. In London he was responsible for the Bruton Street and West London Synagogues and the offices of the Imperial Insurance Company. His designs for the London Fever Hospital were never achieved because of the excessive cost of construction. He retired at the age of 57 years having been left considerable fortunes by both his father and brother. But he did not put his feet up - he spent the rest of his life in charitable and philanthropic work. He was a founder trustee of the Sir John Soane Museum, Vice-President of the Royal Institute of British Architects, Chairman of the Council of the West London Synagogue and on the Councils of many organisations including University College Hospital and the Cancer Hospital. He died on 1 May 1882 and is buried at Kingsland Road Jewish Cemetery, London.

But, of course, the City Council's blue commemorative plaque is not the first commemoration of David Mocatta in Brighton and Hove. In March 2001 the Brighton & Hove Bus and Coach Company named bus number 854 "DAVID MOCATTA". And do not ask what he looked like - there is no known portrait of him (nor coincidentally John Urpeth Rastrick).

Early Illustrations of the First Newhaven Bridge

Brian Austen

Malcolm Dawes in the April Newsletter featured the tombstone in Newhaven Churchyard to Thomas Tipper who died in 1785. This illustrated the first Newhaven Bridge. Malcolm attempted from this illustration to determine how the bridge functioned. It would be interesting to know why Thomas Tipper chose this subject for his grave stone. He was clearly an entrepreneur of note in Newhaven operating a brewery. One assumes that he must have been one of the promoters of the bridge project and probably an investor in it.



Newhaven Bridge from a plate dated January 1801 in
A Journey from London to the Isle of Wight

I have located an early illustration of the bridge which may well throw more light on how it functioned. This is in a book which may have eluded local historians as the title does not suggest a Sussex connection. The book was written by Thomas Pennant (1726-91), a noted naturalist and antiquarian, whose family owned estates in Flintshire. From 1769 he travelled extensively in various parts of the British Isles recording these extended journeys in a series of books.

The one that interests us is his *A Journey from London to the Isle of Wight* published after his death in two folio volumes in 1801. He commenced the journey in 1787 travelling first to Dover and then along the South Coast to his final destination.

The plate that features Newhaven Bridge is dated 1 January 1801. Pennant records crossing the River Ouse:

“where it becomes a sort of estuary, on a handsome wooden bridge, with a draw-bridge in the middle to give passage to the brigs and sloops which go up as far as *Lewes*, and barges to *Barcomb Mill*.

For passing the bridge we paid two shillings, it having been built to supply the place of the ferry, which was the only passage till within these few years.”

Another early illustration of Newhaven Bridge is to be found in the second edition of *East-Bourn, being a Descriptive Account of that Village* (1799). This is however a smaller and more distant view of the subject. The author of this guide noted of Newhaven that:

“The town is small, inhabited chiefly by maritime people, having a key on the east side of it, where ships may ride secure in foul weather; here are sometimes a pretty many small vessels, which bring coals, deals and other merchandizes for *Lewes*... and load from thence with corn, timber, tan, &c. Vessels are built here; and it would be a place of considerable trade, in case they had a better harbour; but an act passed in 1731, to repair and keep it so; but now is so small, that a vessel of about fifty or sixty ton laden, dare not venture into it.”



A view of Newhaven from
East-Bourn, being a Descriptive Account of that Village (1799)

Visit to Tidemills, Bishopstone

Martin Snow

On the morning of 17th May a number of intrepid members braved the elements to join Luke Barber (Research Officer for Sussex Archaeological Society) who is leading the current research project on the site of the Tidemills at Bishopstone.

Luke detailed the history of the site then went on to cover the current long term research that has uncovered much new information about the use of the whole area, answering many questions, but as is the way with such investigations almost as many new questions have presented themselves.

The principal of harnessing the tide to power a mill is an old one, dating back to before the use of wind to mill corn. The tidemill at Bishopstone was originally built in 1768 using the old course of the river that entered the sea at this point prior to the outlet of the River Ouse finally being fixed at what is now Newhaven.

The following article has some details of working the mill with the tides.

Much of the new research has uncovered facts about the various uses of the site after closure in the 1880s, The cottages of the village remained and continued in use with no modern facilities. The 1920s saw partial use as a racing stable, Luke's work has uncovered the stalls for the horses and the later conversions of that area in WWII for ablutions to support the known training that was carried out there.

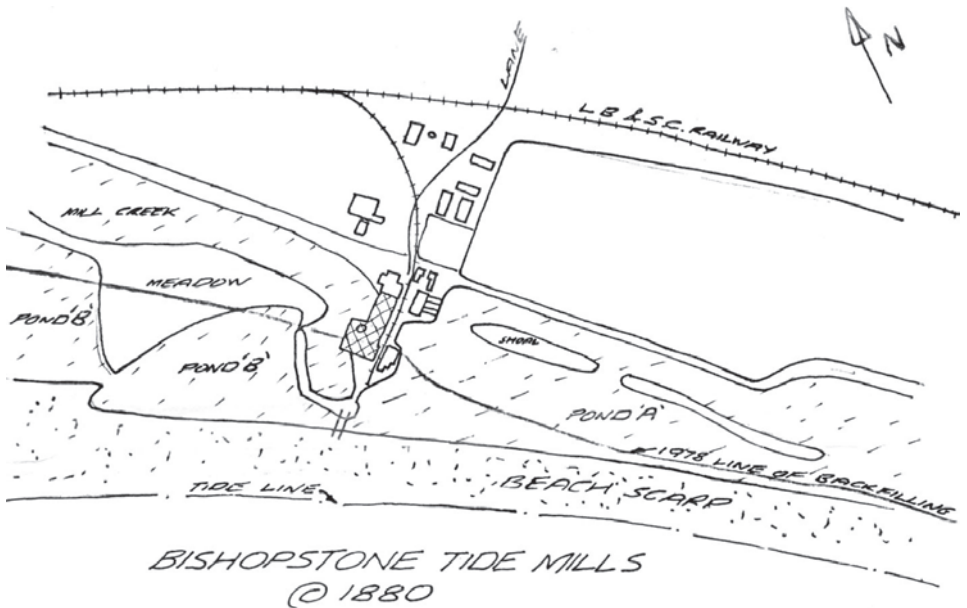
A most informative morning, despite the bitter wind that seemed to get colder standing in a most exposed spot.

16 Hours of Tidal Power?

John Blackwell

The day after our visit to the site of Bishopstone Tide Mill a 'looking back' feature appeared in a local paper which stated the mill "used tidal energy for 16 hours a day". This often quoted 'fact' patently could not be so and it prompted me to look at some correspondence I had many years ago with the late Martin Brunnarius, author of the definitive work *Windmills of Sussex*. It should be stressed that this was his personal view of how 16 hours of working could have been achieved but first he explained the working of the mill with a sketch map showing the site as at c1880.

"Tidal water flowed eastwards up the mill creek filling 3 ponds B (only two shown) via tidal gates and the large pond A through the main sluice. The 4 ponds were interconnected and therefore reached a common level. During working, the water from the 3 smaller ponds was allowed to drain into pond A through a feed channel under the bridge. Thus the 4 ponds behaved as one large storage area.



As to the actual period of normal working I feel that the following observations are valid:-

The storage area was allowed to fill, the main sluice was then closed (the smaller tidal gates closing automatically at the turn of high tide). The water was held back until 2-3 hours before low water. At this time adjustable penstocks were lowered, admitting water to however many wheels were being used. These would then be able to take power from the falling ponds for a 4-6 hour shift, the penstocks lowering with the discharge until 2-3 hours after low water. The penstocks were then raised and the storage area allowed to refill as the next tide came in up the creek. Working in this way power could be obtained over two shifts giving a total of 8-12 hours tidal work per day. The windmill situated atop the granary was not used for grinding. Arches in the base of the granary allowed barges to pass inside where chain hoists (or similar) could raise sacks into the first floor. Wind power was very likely also used to raise grain from this floor, by powering belt and bucket conveyors, to the bins. Work of this nature could occupy the next 4-8 hours after which the wheels were restarted (2-3 hours before the next low). As can be seen, it would only have been this added advantage of wind power that extended the normal two 4-6 hour shifts to one of 16."

M Brunnarius 1978.

Endangered Sites

Saltdean Lido where the good news is that the lessee of the site has been evicted for non-compliance with the terms of the lease. The local group is in the process of setting up a Community Interest Company to bid for managing the complex. We now await events to see what is going to happen in the future.

Medina House in Hove, the only remaining part of Hove Swimming Baths and was the changing room facility of the Ladies Pool. This has lain derelict for many years and the owner is being served with an Enforcement Notice. What its ultimate future is going to be is still doubtful.

Coastguards Lookout Station on top of Shoreham Fort has been demolished.

Hastings College of Arts and Crafts where development is taking place with some demolition of existing buildings.

Chichester High School for Girls of 1909 is being substantially altered.

Chichester High School for Boys of 1928 where development is taking place

AIA Conference 2012

Ron Martin

The Annual Conference of the Association for Industrial Archaeology is being held this year on 10th to 16th August in Writtle College, near Chelmsford in Essex.

The main Conference starts at 5.00 pm on Friday 10th August and continues to 2.00 pm on Sunday, 12th August.

The additional programme continues until Thursday, 17th August.

As well as a comprehensive series of lectures.

these are some of the visits that will be made to :

Sandford Mill, Beeleigh Mill, the Museum of Power at Langford, Aythorpe Tiding Post Mill, Kelvedon Hatch Nuclear Bunker, Flatford Mill (of Constable fame) Thorrington Tide Mill, The East Anglian Railway Museum, Bulmer Brickworks, a cruise on a Thames barge, Stow Maries Aerodrome, Tilbury Fort, LV18 light vessel and Tiptree Jam Museum, as well as visits to Haverhill, Lavenham, Silver End (built for Crittalls' workers) Halstead, Maldon, Harwich and Ipswich.

This is almost on our doorstep

– how about seeing more of you at the Conference – these conferences really are a well worth coming to, for anyone interested in IA generally.

Full details and Application Forms can be obtained from me.

More on Wick Motor Garage, Davigdor Road, Hove

Martin Snow

Newsletter 152 included some information on these early motor and engineering works in an area that is still mainly commercial premises.

This has prompted a letter from Tom Churcher of Northiam who recalls a company Composite Vehicles Ltd. in or close to Wicks premises, who manufactured caravans from about 1946. Tom's parents, members of the Caravan Club were at a rally at Pyecombe where the first product, a *Countryside* caravan was shown. Apparently although the engineering may have been good the internal layout failed to impress the various people there, the company went on to make another model, but then 'disappeared'.

A dip into some street directories for Brighton and Hove and an internet search has suggested answers to some of Tom's thoughts. The 1949 Directory has the former Wicks premises occupied by 'Brittains (Hove) Garage Ltd - motor car agents'. The next entry is for 'Composite Vehicles Ltd - makers of "Countryside" caravans'.

It is not clear, from the directory, if they are in separate buildings or not, but given the large number of further businesses recorded on that short stretch of road and the size of the building, I would conclude that both firms occupied the same premises and indeed were connected, probably with the same or common owners.

Further I found a notice of liquidation for Composite Vehicles Ltd. in December 1954. Alongside were similar notices for several Brittains Garage Ltd. companies and others.

As the Liquidator in all cases was c/o Caffyns Ltd, Eastbourne, I conclude that Caffyns, once a large group, had taken over all these companies and was 'tidying up' its holdings.

There is a history of Caffyns published in 1989 that I have yet to view - maybe that has more information, or perhaps you know more?

References:

Kelly's Directory of Brighton 1927 and 1949

www.london-gazette.co.uk/issues/40358/pages/7248/page.pdf

Drovers' Routes

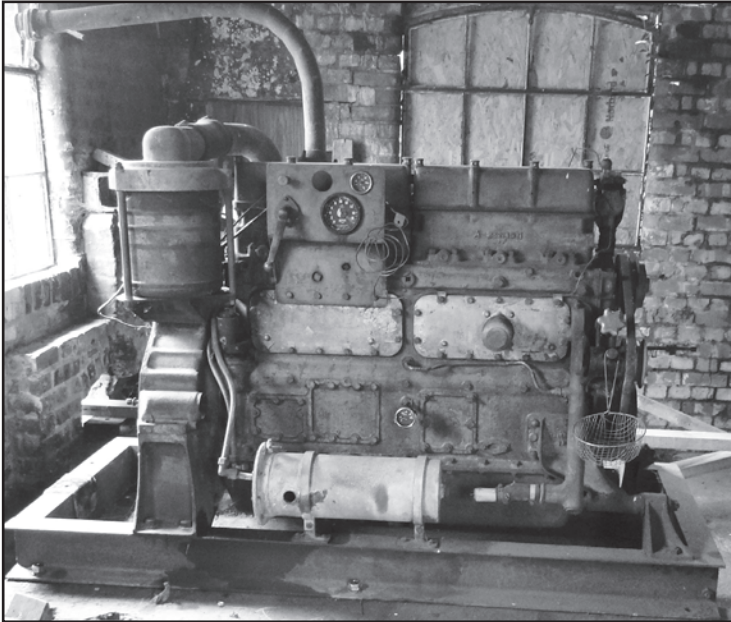
Martin Snow

A letter from Robert White initially appeared to be related to my own investigations into 'Droveways' however the tradition in his family is that up to about 1825 they were involved in droving cattle from Bridgewater, Somerset to a market in the Haywards Heath area. There does not seem to be much (anything?) researched, published about this particular route, although there are records of the drove routes from Wales to Kent.

My own research is into the transhumance routes within Sussex, commonly referred to as Droveaway, Drove Roads etc. which date to medieval and earlier times.

If anyone have any information on either lines of enquiry, please let me know.

Mystery Photo



(Martin Snow)

Do you know your IA?

Where is this, why is it of particular interest to us?

Update

The satyr in *Newsletter* 154 is one of three Coade Stone panels on the Palladian (south side) of Castle Goring near Worthing. This mansion that is on the English Heritage 'At Risk' register of listed buildings is unusual in having two different building styles that change, inside and out, halfway through. The north side is Gothic. Mrs. Coade, whose manufactory was based in South London, produced an artificial stone, actual a ceramic, many examples of which have survived outside for over 200 years.

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

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Subscribing to the Sussex Industrial Archaeology Society gives automatic membership to the Sussex Mills Group.

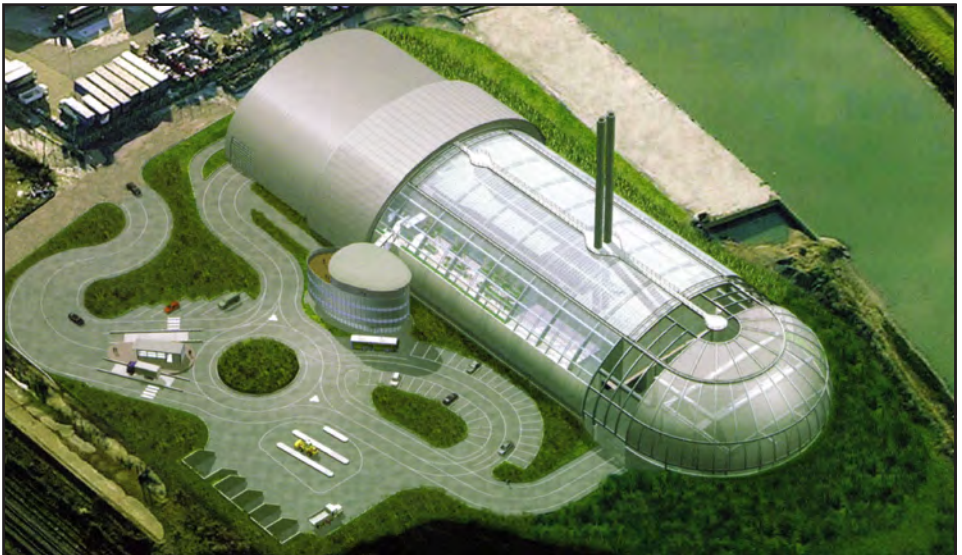
The Sussex Mills Group also produces a Newsletter that is sent to members with this Newsletter.

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The former garage in Manor Road, East Preston, March 2012. Compare this new view to that on the cover of *Newsletter 140*. The petrol pumps have been restored to pristine appearance and the garage converted to housing. It is pleasing to see a sympathetic conversion of the front of this Art Deco survivor. (*Martin Snow*)



Aerial view of the recently commissioned Energy Recovery Facility at Newhaven, visited by Society members on 17th May. (*Veolia Environmental Services*)