



Sussex Industrial Archaeology Society Newsletter

Number 157

January 2013



The specially commissioned picture presented at the AGM to
Our President, Air Marshal Sir Frederick Sowrey in celebration of his nintieth birthday.
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Newsletter 157

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Our Chairman, John Blackwell, presenting two pictures to our President at the AGM

Editorial

Welcome to *Newsletter 157*, at the start of yet another year, the time when many of us plan to finally view or do the research on that topic we have been promising ourselves for so long - well that's the broken resolutions out of the way!

As ever, please keep your contributions coming, I can always flesh out your thoughts and add illustrations etc.

As I went to press there was a story of tunnels in Arundel - Smuglers? - Maybe a member, can tell us more for the next *Newsletter*.

Forthcoming SIAS Events

Malcolm Dawes

All talks are to be held at West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 26th January at 7.30pm. *Aspects of Southern Electric*. David Brown of the Southern Electric Group will give an illustrated talk on The Southern and its electric traction. His best selling two-volume book on the subject, *Southern Electric – a New History*, was published by Capital Transport in 2010.

Note: SIAS members are invited to the Brighton Circle Meeting which takes place at the same venue in the afternoon commencing at 2 pm. The subject is *Photographs from the Hopkins Brown Collection*. These are mainly of Marsh-era locomotives. Douglas Earle Marsh was the Locomotive, Carriage and Wagon Superintendent of the London Brighton & South Coast Railway from November 1904 until his early retirement in July 1911. He was responsible for the Brighton Atlantic locos, the large J class tanks and the high roof 'Balloon' carriages.

Saturday 2nd March, 7.30pm. *Sir Harry Ricardo – a true pioneer of the internal combustion engine*. Dave Morrison Senior Operations Manager at Ricardo UK will be reviewing the work of Sir Harry Ricardo covering his life and research and development from 1903 to the 1950's. He was a pioneer of high performance combustion systems working on numerous engine developments for cars, motorcycles and aircraft. He developed Ricardo into a highly regarded research and development company working with the motor industry across the world and with its base in Sussex adjacent to Shoreham Airport.

Saturday 27th April. (SERIAC)

South East Regional Industrial Archaeology Conference for 2013.

Organised by Kent Archaeological Society and held
at Dartford Grammar School, Dartford, Kent.

Programme and booking form are included with this 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

Tuesday 5th February, 2.45pm. *Sussex Mills*

Eastbourne Local History Society talk by Peter Hill. St.Saviour's and St.Peter's Church Hall, South Street, Eastbourne. maureencopping@yahoo.co.uk

Wednesday 6th February, 7.00pm. *William Porden and the building of the Brighton Dome.* Geoffrey Tyack on the life and work of William Porden, who designed the Prince Regent's riding hall and stables and the houses of his sometime wife, Mrs Fitzherbert. Regency Society event.

Non members £3. City College, Pelham Street, Brighton

Wednesday 13th February, 7.30pm. *Windmills of Sussex*

Chichester Local History Society talk by Peter Hill. Visitors £2.

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

Thursday 21st February, 8.00pm. *The Lost Industries of Lewes*

Illustrated talk on the industries that were the lifeblood of the town during Victorian and Edwardian times. Wivelsfield Historical Society talk by John Davey.

Wivelsfield Village Hall. 01444 451568

Sunday 24th February. *Bluebell Railway Track Trek*

Opportunity to walk along the track bed between East Grinstead and Kingscote Station. Sponsored walk that was postponed from last November. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Monday 25th February, 7.30pm. *Just in front of the Doctor*

Slides taken in the pre-Beeching era. Railway Correspondence and Travel Society illustrated talk by Blake Patterson. Brighton Model Railway Club Room,

London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Tuesday 5th March, 2.45pm. *The Victorian development of the Clifton, Montpelier and Powis Estates of Brighton*

Eastbourne Local History Society talk by Steve Myall. St.Saviour's and St.Peter's Church Hall, South Street, Eastbourne. maureencopping@yahoo.co.uk

Wednesday 6th March, 7.00pm. *The life and work of Sir John Soane*

Ptolemy Dean, architectural historian, television presenter and author of two books on Soane.

Special Regency Society event held in the Music Room of the Royal Pavilion.

Charge of £10 to cover costs. www.regencysociety.co.uk

Monday 11th March, 7.30 pm. *The A-Z of Signal Boxes*

Southern Electric Group, Sussex Branch talk by Ted Goodman. Visitors £3.

Deall Room, Southwick Community Centre, Southwick. 01273 504791

Wednesday 13th March, 7.30pm. *The Weald and Downland Open Air Museum – Past, Present and Future*

Chichester Local History Society talk by Richard Pailthorpe, Director W&DOAM.

Visitors £2. New Park Centre, New Park Road, Chichester. 01243 784915

Thursday 21st March, 8.00pm. *The Pelhams of Stanmer Park*

The lifestyle of the Pelhams and the development of the Stanmer Estate. Wivelsfield

Historical Society talk by Dr Sue Berry. Wivelsfield Village Hall. 01444 451568

Monday 25th March, 7.30pm. *Coastway West*

SIAS Chairman John Blackwell returns to continue his story from where he left off at Durrington. Railway Correspondence and Travel Society event.

Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Tuesday 26th March, 7.30pm. *Railway carriages brought back to life*

Eastbourne Local History Society talk by Steve Richard Salmon. St.Saviour's and St.Peter's Church Hall, South Street, Eastbourne. maureencopping@yahoo.co.uk

Wednesday 27th March, 7.30pm. *Half a Century of Love Affairs with Railways – and the news*

Volks Electric Railway Association talk by Nicholas Owen. £2 visitors.

West Blatchington Mill Barn, Holmes Avenue, Hove.

Booking advised. www.volkselectricrailway.co.uk

Thursday 28th March. *London to Bluebell Railway Excursion*

UK Railtours are planning to run a special train from London to Horsted Keynes hauled by GB Railfreight Class 66 locomotive that has been used for clearing the rubbish from the Imberhorne Cutting. These details may be liable to change.

www.bluebell-railway-museum.co.uk. www.bluebell-railway.co.uk

Sunday 14th April. *East Grinstead Vintage Bus Rally*

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

Advance notices of IA conference

9th – 15th August. Association for Industrial Archaeology Conference

which is to be held this year in Dundee

www.industrial-archaeology.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.

Increase in the Subscription Rate

We hope that you are enjoying your membership of the Society and wish to continue. At the 2012 AGM it was agreed that with effect from the year commencing 1st April, 2013 the rate of annual subscriptions to our Society should be increased as follows -

£15.00 for full membership

£5.00 for student membership

the rate for additional family members to remain at £5

Life membership would be increased to a single payment of £225

This is the first increase since April, 2000 and has become necessary because of increased costs of printing, postage, insurance and speaker's fees. Expenses are now exceeding income and our funds are slowly being eroded each year.

Please! Please! Please! It would be appreciated if those members wishing to increase their standing order mandate could send a completed form, (that is enclosed with this *Newsletter*), direct to their bank as **soon as possible** so that the bank has ample time to make the necessary arrangements.

Those members wishing to pay by cheque are requested to send a payment to the Treasurer by 1st April, 2013 completing the second part of the enclosed form.

Corporate members will be invoiced in April.

No further payments are required from Life Members.

Tithe Maps - An Invaluable Resource

John Blackwell

The Society has been offered, on most favourable terms, the ability to acquire from both East and West Sussex Record Offices, a complete set of their tithe map CDs. This has been considered by the Committee and whilst acknowledging they are indeed a useful resource it was not felt at this time that Society funds should be made available for the purchase. The matter was raised at the AGM and it was suggested that individual members may like to contribute; hence this appeal.

We would be looking for 10 individual donations of £200 (or less if more members are interested); to date we have four such pledges. The Record Offices not unreasonably need to protect their interests and this would mean that if such a purchase went ahead, only hard (paper) copies could be made available to members for the cost of only the post & packing. If you would be interested please contact our Treasurer Peter Holtham for further details.

Brick Arches

Ron Martin

Nowadays, to span a window or door opening in domestic properties it is normal to use either a pre-stressed concrete lintel or a steel combined lintel and cavity tray, the latter having the unfortunate effect of showing apparently unsupported brickwork above the opening. The appearance of this is improved by providing a brick "soldier arch" above the opening, either "brick-on-edge" (9" high) or "brick-on-end" (4½" high).

Prior to WWI the normal method to span an opening was to use a brick arch and this practice continued after the war but was gradually superseded by lintels during the 1920s and 30s.

Brick arches were normally bedded in mortar to match the rest of the wall. They were either flat, cambered (that is with a very slight rise), segmental, semi-circular or some other geometric shape; the most usual being segmental, with a rise of about a twelfth of the span. The advantage of curved arches which are struck from a centre is that each voussoir (see notes 1) is identical so that these could be axed or moulded to the required shape. However it is common to find that the voussoirs are made of uncut bricks and the variation in the width of the voussoirs is accommodated by the joint thickness, without it looking strange: with a 9" high segmental arch 4ft. span, a 4" rise the difference in joint width between the intrados and the extrados (see note 2) is only 2.5 mm, which is insignificant.

Flat arches were sometimes built with a skewback (see Notes 3) of about 45° from the vertical which is sufficient to make the arch structurally viable.

Where the span of the arch is greater than about 6 ft, it is necessary, for aesthetic and structural reasons, to have the arch higher than 12" and therefore it is not possible to use voussoirs which run through from the intrados to the extrados and it is normal practice in this case to use multi-ring arches, each ring being 4½" high. With some arches particularly on railway works as many as five rings were used. For highly prestigious work arches and other features were carried using "rubbed and gauged" work. This involves using special bricks called "rubbers" with a high sand content which enables them to be cut with the saws that were available at the time and then rubbed on a carborundum block and laid with a joint of lime putty of not more than 1.5 mm. Using this method of construction it is possible to construct 12" high flat arches with 45° skewbacks. The end voussoirs are longer than one stretcher and one header. These are then laid with an invisible joint at right angles to the side of the voussoir and with a false horizontal joint to match those of the central voussoirs.

My attention has recently been drawn to a group of buildings at the north end of Sussex Square in Brighton, built by the Marquess of Bristol in the 1820s, where the



arches are all flat and 12" high with 45° skewbacks and are laid with minimum joint thickness. These have all the appearance of rubbed and gauged work but the bricks are NOT rubbers and could not have been cut that accurately using tools available to them at that time. There is a suggestion that the bricks were obtained from Suffolk as the Marquess of Bristol owned brickworks there. But this is yet to be confirmed. .

The question I asked myself is that if, as is assumed, the voussoirs were all purpose-made moulded bricks this means that in a typical arch there are as many as 18 different shapes. It is feasible for this to be done but the logistics of the operation seems daunting. Has any reader had experience of arches like these?

Notes

1. Voussoir – the individual members in an arch, whether of stone or brick.
2. Intrados – the inner surface of a curved arch, ...
Extrados – the outer surface of a curved arch
3. Skewback – the angled abutment at the end of an arch.

Sutton Hall – Isfield Pump Request for information Newsletter 156

SIAS member and postcard collector Mike Green who lives at Barcombe has provided the following information and photo.

The wooden waterwheel and pistons were removed in December 1975 from the much vandalised hut in which the wheel and pump were housed. It was anticipated they would go to the Goldstone Pumping station (now the closed British Engineerium) but this was not to be, and they were stored in the barn rented by SIAS at Seven Sisters Country Park. From there they went to Batemans, Kipling's country house at Burwash where the wheel was used, presumably after restoration, but the pistons appear to have been lost. The information was told to me by the late Frank Gregory a SIAS member and wind and watermill expert, who was part of the team who restored the watermill at Batemans.

The Disappearing Telephone Box

John Blackwell

Whilst updating the Society's record sheets for Storrington, which were prepared over 20 years ago, one entry was for the then ubiquitous K6 red telephone box situated outside the village hall. Not surprisingly this has disappeared, but leads me to do a little research on the internet regarding the other K types of which I assumed there would be at least six.

The story starts in 1912, when the GPO amalgamated with the National Telephone Co. (itself having absorbed many independent operators); effectively nationalisation. The quest for a standard outdoor telephone box was halted by WW1, but in 1921 The GPO designed K1 appeared. It comprised of pre-cast concrete panels painted white with two half height wooden framed windows and a full height door painted red, topped by a pyramidal roof with an orb finial. 6,300 were installed primarily in rural areas of which only 5 remain including one on display at Amberley Museum. At the time these appeared conservative and old fashioned in design so in 1924 the Royal Fine Art Commission invited three leading architects, Sir Robert Lorimer, Sir John Burnet and Giles Gilbert Scott (knighted 22/7/1924) were invited to submit designs. Scott's design was chosen and designated K2 and in 1926 installation commenced mainly in the London area. It was constructed in cast iron with multi paned windows, a teak door and domed roof, displaying the royal crown, and painted entirely red. In design it was like Scott's later K6 but larger. 1,700 were installed of which 224 remain. There were problems with size and cost (£35-14s-0d compared with £13 for the K1). In 1928/9 Scott designed a smaller version of the K2 which became the K3. Constructed using pre-cast concrete panels, including the domed roof, which were painted cream. The cast iron window frames and wooden door of the K2 were retained and painted red. Of the 12,000 installed between 1929 and 1935 only two survive. As soon as the K2 design had been accepted Post Office Engineers designed an even larger version incorporating a post box flanked by two stamp machines in the back panel. Christened by the public the 'Vermillion Giant' they were not a success, not only were the stamp machines excessively noisy during telephone conversations they were also not weather-proof, which caused problems with the adhesive on the stamps. A single batch of fifty kiosks was produced, of which five remain, including one at Amberley Museum, situated in the white pit. The K5 never entered production but the design appears to be reverting to the K1.

For the silver jubilee of King George V, in 1935, Scott was again commissioned to design a new kiosk. This drew clear influences from his K2 design but was smaller and, more importantly, cheaper to produce. Between 1936 and 1968 some 60,000 of this K6 design were installed. It became the iconic red telephone box and can

justifiably be called a national kiosk. Approximately 10,000 remain; many no longer serving their original purpose. By 1959 the GPO was looking for a new design which reflected the current age and commissioned leading designers Misha Black, Neville Condor and Jack Howe. Condor's design for the K7 was ahead of its time using aluminium and glass. Only 12 prototypes were installed of which none remain. In 1965 the K8 was designed by Bruce Martin again in aluminium and glass but the GPO opted to use cast iron, as first used for the K2 some 40 years previously. It did however retain the aluminium door and the multi paned windows were now replaced with single sheets of toughened glass. Some 11,000 were installed between 1968 and 1983, but apparently only 54 remain. Can this be so? There were no further designs until privatisation of the GPO's telephone business in 1984. In 1985 the privatised BT produced a utilitarian design in aluminium and glass of which over 100,000 were installed between 1985 and 1996, replacing many of the then surviving K6 and K8 kiosks. With the rise in usage of mobile phones all types are rapidly disappearing, never to be replaced, as I suspect has happened to our K6 at Storrington.

Source :

www.the-telephone-box.co.uk Figures remaining are as at April 2012

Endangered Sites

Ron Martin

Saltdean Lido

The Community Interest Company (CIC) has now been set up and Brighton & Hove City Council's decision is awaited as to whether they will transfer the assets to the CIC or whether they will have to tender for the future operation of the site.

Brighton Station

There has been some preliminary discussion about access to the Station including re-routing the taxis. One thing that does concern us is a proposal; to demolish the Porte Cochère in order to make the whole of the south front of the Mocatta Station House more visible. The only snag with this is that the ground storey of the Station House was not particularly attractive as, in 1840, it was completely surrounded by a colonnade.

Brighton General Hospital

There are current Planning Applications to demolish the Isfield building, the Freshfield Block and the café at the corner of Elm Grove and Freshfield Road. The Isfield Building was probably a laundry as there was an adjacent chimney stack, now demolished. The Freshfield Block was probably part of the original Workhouse and housed the Lunatic Wards. The café at the corner was originally a public convenience, which suffered the fate of practically every one in Brighton and was closed a number of years ago.

Transport of the Masses - The October Evening Meeting

John Blackwell

A warm welcome was given to our first speaker of the Winter Lecture Season, tramway enthusiast Ian Gledhill, who gave us a history of the development of the tramway systems in the UK and their importance as an urban mass transit system. The first opened in 1807 between Swansea and Mumbles running on (or rather between) 'L' section track laid along the foreshore and using a converted stage coach for passengers. It was initially horse drawn but later converted to steam (1877) and electric (1929) power and survived until 1960. A sad loss! Early rails projected above the road surface obviously interfered with other road users but they were supplanted by the familiar grooved rails by the early 1850s paving the way (no pun intended) for rapid development. The first street tramway in Britain was opened in Birkenhead in 1860, by an American George Train, who in 1861 introduced them to London. Although they were quicker and cheaper than horse buses, they suffered the same disadvantage, namely each car required an average of 10 horses to cover the working day. The search was on for an alternative power source and by the 1870s steam trams were operating in various towns; normally the car was pulled by a separate engine. Town gas (Lytham St. Annes), batteries (Birmingham) and were also used as a source of power but it was not until the mid 1880s, following Magnus Volk's pioneering electric tramway of 1883 on Brighton's foreshore that electric power was introduced leading to a rapid expansion in street tramways. Blackpool led the way in 1885 with initially a conduit system, but the overhead wire system first introduced in Leeds in 1891 was soon almost universally adopted. By the 1930s most cities and major towns were running street tramways. Abandonment accelerated in the years following the Second World War with Glasgow being the last in 1969. However the latter years of the twentieth century saw a revival with modern trams often using sections of closed railway lines. Today there are seven operational Light Railway systems.

The first street tramway in Sussex opened in 1884 and was grandly titled *The Brighton and Shoreham Tramway* and ran from near Shoreham Railway Station eastwards, along the coast road, to Station Road, Portslade, then along New Church Road to the Hove boundary at Westbourne Villas. It never reached its projected Brighton terminus, Hove Council being implacably opposed to any form of tramway. Initially using steam traction until 1893, when horse power took over. It closed in 1913. Brighton Corporation Tramways was in operation from 1901 until 1939 using electric power from the outset. An interesting fact of which I was unaware is that a Board of Trade regulation prohibited a roof covering the top deck in areas where there were high winds or steep hills. Brighton had both of these hazards, hence

their cars had open top decks during the life of the system. Hastings and Bexhill had a tramway system from 1906 until 1929. Although there was not a lot of content on these Sussex systems Ian held our attention with an expertly researched presentation delivered in his own entertaining style with a superb selection of interesting and unusual images; a thoroughly enjoyable evening.

Further reading :

Brighton's Tramways, Robert J Harley, Middleton Press 1992

Hasting's Tramways, Robert J Harley, Middleton Press 1993



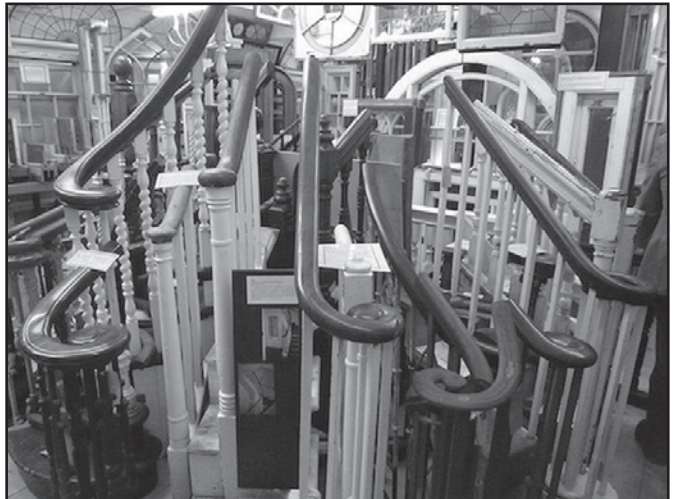
Steam tram on *The Shoreham to Brighton Tramway*

The Brooking Collection

Ron Martin

I recently visited the Brooking Collection of Architectural Detail. This is the most amazing collection of building remains – doors, windows, ironmongery, fireplaces, chimney pots which have been collected by Charles Brooking since 1966. The part I saw is only about a third of the total and is housed in a series of sheds at the back, of his house in Cranleigh.

There is so much material – the figure of 250,000 different items was mentioned - that one was quite overwhelmed by the quantity. The photograph shows a small selection of staircase balustrades.



Mrs Curling's legacy and curios connections

Peter Tyrrell

Residents and visitors alike walking just east of Eastbourne Pier, glancing inland after the Travelodge, can hardly fail to notice the ornate ironwork fountain resplendent beside Fusciardi's Restaurant at Seahouses Square in Marine Parade. The structure warrants more than a glare and hosts an intriguing presence in the town's evolution. Investigations have led back to its Derbyshire origins in a catalogue from 1879 *An Illustrated Book of Designs for Fountains and Vases, costing from £1 to £1,200* manufactured by Andrew Handyside Ltd, Britannia Works, Duke Street, Derby. The volume has Design Number 24 on page 42 entered – as between £18.0s.0d to £20.5s.0d depending what finish was applied – being no finish, bronze, marble paint etc. The fountain was commissioned by Mrs Elizabeth Curling and unveiled on 14th September 1865.

Mrs Elizabeth Curling (1790-1873) was the Treasurer of the Eastbourne Society for Promoting Female Industry, whose object was 'to give employment to Widows and Poor Deserving Women during the Winter, by supplying them with Plain Needlework, to be Sold to the Poor at Cost Price.' She lived at Kent Lodge, Trinity Trees (Seaside Road) which later became the home of Dr John Bodkin Adams (21st Jan 1899- 4th July 1983), the Eastbournian who became notorious for how he took care of certain ladies. Between 1946 and 1956, more than 160 of his patients died in suspicious circumstances. Of these, 132 left him money or items in their wills. He was tried and acquitted for the murder of one patient in 1957.

Whilst it is surprising that the cast iron fountain edifice only cost about £20 from Handyside's 1879 *Fountain & Vase Catalogue*, it remains very interesting as is the background to its original installation outside Leaf Hall in Seaside where it was unveiled in September 1865. The brochure drawing, (we have a copy) indicates a height of 6ft 7in from the base to the bottom of the lamp support and this includes an animal drinking trough in the base. At some stage this recess on the Seahouses fountain has been blanked-off and the reference Handyside Co. of Derby obliterated. An extant example at Allum Chine, Boscombe, Bournemouth, has its Handyside manufacturer plaque intact - although that fountain is not in such fine condition overall as our Eastbourne example.

The Seaside fountain was originally located in the middle of the thoroughfare at the junction with Langney Road. It was first moved to the flower bed corner at the junction in the 1950s possibly due to road widening. Finally it was put into store and then refurbished and relocated in Seahouses Square on 21st December 2000. In late 2000 Council Officer Jefferson Collard urged Councillors to agree a grant of £6,079 towards the cost of the restoration of the fountain.

Donations of £10,000 and £9,119 had already been pledged by the County Council and the Heritage Lottery Fund.

Mr Collard would also be calling for funding to be set-up to maintain the Victorian fountain. Seahouses Square had previously been known as Marine Square.

The fountain in its original Seaside Road artisan location had been a prominent venue for public meetings, such as the Salvation Army. The resort had played a volatile role in the Salvation Army Riots at the turn of the 19th century that escalated across southern England. In defiance of the Eastbourne Improvement Acts of 1885 the Salvation Army held street services and band parades on Sundays.

This situation was repealed at the request of the Salvation Army in 1892.

The fountain is surmounted by a pair of sculptural entwined dolphins. The octagonal base has three stone steps. There is a drinking tap and bowl on the NE and SE face. The animal drinking trough in the base has been covered over. The cast ironwork is painted in a dark green shade; the original colours were optional from the foundry and some of the decorative features could be picked out in gold or similar contrasts. The fountain was Grade II listed as of 30th March 1992.



Andrew Handyside Co. Ltd. of Britannia Works, Duke Street Derby, had contracts with the Post Office to supply mail boxes during the Victorian era. Eastbourne has five examples of their so-called ‘anonymous post boxes’ that do not bear the Royal VR cypher below the letter aperture.

These curios are extant in 1. Grange Road, 2. King Edward’s Parade, 3. Royal Parade, 4. Selwyn Road and 5. The Avenue. It was a major Post Office oversight that the post boxes were bare for so long.

Sources :

Andy Savage Esq. for access to his Derby archives and kind co-operation.

Anthony Bryant Esq. of Eastbourne, for his input and encouragement.

Eastbourne Herald Gazette, series.

Illustrated London News July 1865.

<http://friargatebridge.blogspot.com/2011/06/curling-drinking-fountain-marine-parade>

<http://www.publicsculpturesofsussex.co.uk>

Handyside Co. Ltd. 1879 Fountain & Vase Catalogue

Personal field work and files

Former Bexhill West Branch

It is reported, via an internet discussion group, that the demolition of the remaining track bed and bridges around Sidley will commence in the New Year as part of the initial work on the highly controversial Bexhill – Hastings link road. For the first mile or so this road follows the course of the old Bexhill West – Crowhurst railway and will result in the demolition of the last remaining railway structures in Sidley, so if you would like to see and record them you better do it soon. The following railway bridges are to be demolished:

Railway Bridge on Woodsgate Park (between London Road and Bancroft Road)
<http://i50.photobucket.com/albums/f349/gentoo1066/Bexhill/DSCN4809.jpg>

Railway Bridge on the A269 Ninefield Road (just north of the junction with Wrestwood Road)

<http://i50.photobucket.com/albums/f349/gentoo1066/Bexhill/DSCN4825.jpg>

Railway Bridge on Glovers Lane

<http://i50.photobucket.com/albums/f349/gentoo1066/Bexhill/DSCN4842.jpg>

All three bridges will be replaced with new concrete structures. Quite why the bridge at Glovers Lane needs to be demolished and replaced with a concrete is unclear.

The site of Sidley Station will also be cleared – (the buildings have long gone but the platform structures may remain below the current ground level)

Wealden Iron Research Group

Jeremy S. Hodgkinson

The Wealden Iron Research Group's on-line database of iron-working sites has been in existence for five years, and continues to be updated when new sites are discovered or when additional information becomes available.

A new facility allows users to search for people associated with the iron industry. More than 2000 individuals have already been included, ranging from the owners and tenants of iron sites to those employed in various roles in smelting and forging, and other occupations. People are linked, where possible, to the sites with which they were associated.

This project will remain a 'work in progress', and users are invited to contribute by contacting the Editor via the site - www.wirgdata.org. Access is also available via the Group's main site - www.wealdeniron.org.uk. Constructive comments and suggestions will be welcome.

We see this facility as being useful to historians and genealogists, so please feel free to forward this email to other discussion groups, individuals and societies that might be interested.

Mystery Photo in Newsletter 156

Thanks to the several members who took the trouble to contact me regarding this one, it's always encouraging to know that you are reading the *Newsletter*.

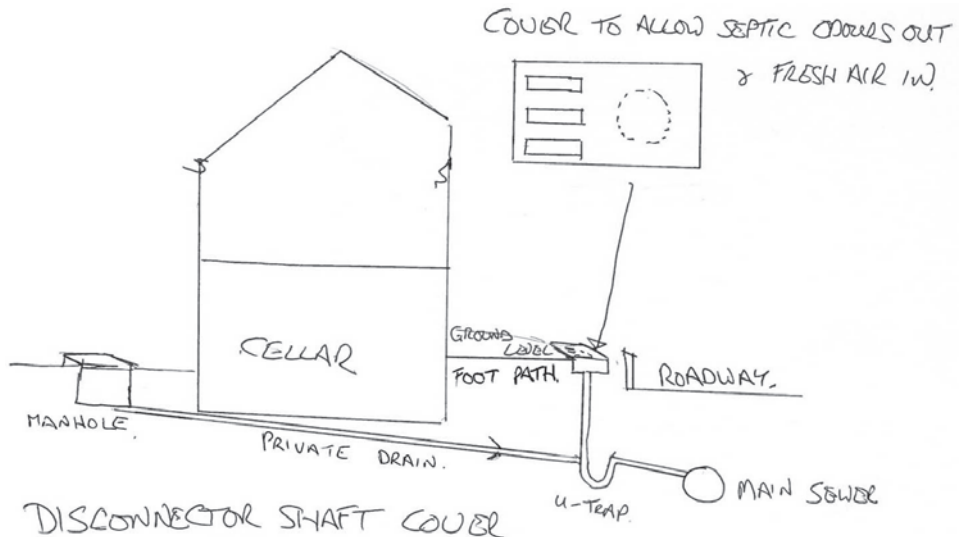
Nigel Palmer took the trouble to send this information on the purpose of the casting:

I know you will think me rather sad, but I do actually know what these cast iron covers are for? (If I did, then how sad am I? Ed.)

If you walk around the streets of several old towns such as Chichester you will find a large number of these sunk into the pavements. At one time every house or set of houses had one and they are what we used to call "Disconnecter shaft covers".

I attach a sketch to show how the system works but essentially the cover is fitted over the top of a down shaft which is directly over the top of a U-bend or trap. This prevented odours from going back into the drains of the house from the main sewer and allowed air into the drains to prevent creating a vacuum.

The cover also gave the sewer operators an access way to clear the U-bend when it got blocked with debris. They inserted a drain rod with a plunger on it into the down shaft and used hydraulic pressure to clear the blockage. Another probably unintended effect is that the rain water drains down the shaft into the sewers which is not desirable as it contributes to storm flows. Yes I did work for Southern Water and for a period I looked after a gang of staff who kept the sewers running well.



Henry Grist - Iron Founder

Martin Snow

The last newsletter 'Mystery Photos' featured products of 'Grist Horsham Ironworks'. Henry Grist was born in 1844 in Midhurst, married Ellen Jenden - born 1839 in Horsham - in 1874, in 1875 they had a son Charles Henry who died at or shortly after birth. It appears that they did not have any more children.

Henry Grist was in Horsham by the census of 1881 until 1901 and by 1911 had moved to East Grinstead, dying there in 1917 aged 73. His wife had died in 1907.

The advert from Kelly's Sussex Directory for 1890 shows him trading in a varied of trades.

HENRY GRIST, BONE MERCHANT AND CRUSHER, HORSHAM, SUSSEX.

**FLOUR MILL & MACHINERY VALUER & AGENT.
PROPRIETOR OF STEAM ROLLERS FOR HIRE.**

OFFICE: 58, BISHOPRIC, IN THE HORSHAM STOCK MARKET.

Specialities.

**PURE GROUND BONES FOR MANURE,
Any grade of size to order.**

**HERCULES MANURE,
For Vineries, Greenhouses, and Gardens.**

**SUSSEX DOG CAKES,
GAME & POULTRY FOODS & CONDIMENTS.**

He does not appear to have done well in business as in August 1896 he was bankrupt;

Occupation: Engineer and Ironfounder, and Bone Manure Manufacturer.

Address: 58 The Bishopric, Horsham.

However by the same December he was applying to be discharged.

This change in fortunes may have been linked to the changes in his clients - nothing new there - as it appears he was supplying the water undertakings in south west Sussex with their cast iron requirements and the Chichester Water Company was taken over by Chichester Corporation in 1897 due to people being slow to connect to the mains. One can only surmise, but it does seem that this may have been a major customer, an example of having too many eggs in the one basket.



Mystery Photos

Do you know your IA?

No Prizes for what is pictured, I'll make it easy and say there are a number of examples of these cast iron lamp posts in Worthing, cast by J. Every of Lewes. They do appear to be 'gas' types, with the bracket to stand the ladder against. Are they in their original locations? Or given the high level of decoration, were they converted to electricity and moved from, say, the sea front, promenade or similar high profile location. I fear many more examples will have succumbed to 'progress' by the time you read this. *(Martin Snow)*



Update

Newsletter 156 featured two examples of a particular item of street furniture to be found in Western Sussex, these two are from the pavements of Chichester and I had thought that they were connected with mains water supply as they occur outside many premises. However I have been corrected and they are connected with the other end of the water cycle. Please see the piece on page 16 and a note on the Iron Founder, Henry Grist on page 17.

On a trip to Kent over New Year I found more examples in Margate and Canterbury, but with what appears to be the initials 'PRYK' plus maybe an 'E' on the end. There was a company producing manhole covers, Pryke & Palmer, Upper Thames Street, I have not been able to follow this up - help anyone?

This does suggest that there was a standard pattern used to cast the covers and the foundry simply added their name or ID.

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

Sussex Industrial Archaeology Society

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

Part of the
Brooking Collection of
Architectural Detail.
See page 12.



A Sewer Disconnector Cover from
Margate, Kent.
See the items on the mystery photo,
pages 16 to 17.
This example from a standard casting
has the iron founders identification
letters PRYK at the top left
(*Martin Snow*)