



Sussex Industrial Archaeology Society Newsletter

Number 158

April 2013



Restored K2 Telephone Box with “Press button A” interior. See page 8.
(Tim Ralph)

Newsletter 158

Contents

April 2013

Editorial	3
Forthcoming SIAS Events	3
Events from other Societies	4
2013 SIAS & Chichester Canal events	7
The Re-utilised Telephone Box	8
Talk: Aspects of Southern Electric	10
Stanmer Home Farm Dairy Roof	11
George Wythes - Railway Contractor	12
History of a West Sussex Site	14
A Tin Tabernacle	15
Endangered Site	16
Cavity Walls	16
Follow Up	17
Mystery Photos and update	18
Book Review	18

Editorial

Welcome to *Newsletter* 158. As I was finalising this issue, I heard talk of water shortages and that after what was reported as the wettest period on record.

So wet that it has not been possible to arrange one of our proposed visits, due to the staff involved at Southern Water being deployed to deal with the problems caused by the unusual levels of ground water entering the sewers - next year maybe.

It may seem premature to be talking of next years tours and visits, but while some can be organised quite easily, others need quite a bit of behind the scenes arranging. Please do suggest to your committee any ideas you may have, or your 'I wish that I could go there!'. No promises, but it I am often surprised that all it takes is a 'pretty please' in the right ear.

On the back page is one of those odd looking squares with a dot pattern. This is a 'QR' code, a form of the familiar bar code, but can contain text as well as numbers.

It is there for those owning a mobile 'smart phone' - the latest incarnation of that 'essential' tool or 'menace' depending on your viewpoint. Simply point the camera at one and it 'reads' it and will display the text and often then link to the internet web site encoded. In our case it will link to the society web site home page.

Get your grandchildren to try it, maybe it will interest them in IA.

Forthcoming SIAS Events

Malcolm Dawes

Thursday 11th July. Arundel IA and Ford Materials Recycling Facility

Meet 11.00am. At the Lido car park east of Arundel for a walking tour of the surprising amount of IA to be seen in this small town, led by Aage Roberts.

Arundel has many places where lunch may be obtained before going onto -

Ford MRF at 2.00pm. This is limited to a maximum of 14 people, anyone with a pacemaker or similar device will not be able to enter the main area due to the high power electro-magnets being operated. Health & Safety forms and location details will be available in the morning for those attending.

Please contact Martin Snow soon to book your place for the afternoon and to advise that you will be coming in the morning.

Thursday 25th July. 6.30pm. Evening Visit to the WWII Aspadistra Radio Station at Kingstanding, near Crowborough

An opportunity to tour the bunker and surface support structures at the transmitter site for broadcasting black propaganda into Nazi Germany. Later the bunker was adapted and extended for Cold War use. The site is now used for police training, so numbers are strictly limited and full details of all attendees must be given to Ron Martin well in advance to ensure a place on this interesting tour.

Kingstanding is on the B2026 road from Maresfield to Hartfield across the Ashdown Forest. Full joining details will be supplied by Ron Martin on application.

Advance Notice :-

Full details in the July *Newsletter*

Saturday 17th August. 11.00am. Tour of IA in Rye and the Museum

September. IA tour of Worthing and District

Date and full details in next *Newsletter*

Saturday 6th October. An IA Day in Emsworth

Membership Subscriptions are now due

Members are reminded that their subscriptions to the Society are now due at the increased rate of £15 for full membership, £5 for student membership and an additional £5 for a family member. Cheques should be made payable to "S.I.A.S.". I hope that those paying by bank standing order have instructed their bank to make the increase. If this has not been done please send me a cheque for the short fall.

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

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

Monday 22nd April. 7.30pm. *The Railways of Southampton*

Railway Correspondence and Travel Society talk by Bert Moody.
£2.50. Brighton Model Railway Club Room, London Road Station,
Shaftesbury Place, Brighton. www.rcts.org.uk

Saturday 27th April. *Toy and Rail Collectors Fair*

Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 4th - 5th May. *Magnificent Motors Rally*

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

Sunday 5th May. *Historic Commercial Vehicles Run, between London and Brighton*

Sunday 5th May. *Veteran and Classic Motorcycle Show*

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

Weekend 11th - 12th May. *Southern at War weekend*

Re-enactors, military vehicles, displays and concert parties. Bluebell Railway.
01825 720800. www.bluebell-railway.co.uk

Thursday 16th May, 8.00pm. *Village Signs*

An illustrative talk by John Chisholm. Wivelsfield Historical Society event.
Visitors £2.50. Wivelsfield Village Hall. 01444 451568

Weekend 18th - 19th May. *1940s Weekend*

Kent and East Sussex Railway. Period displays and vehicles. www.kesr.org.uk

Tuesday 21st May, 6.30pm. *Brunel's Timber Viaducts – Masterpieces or Aberrations* Newcomen Society lecture by Roger Davies.

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. newcomen.com.

To book places and confirm details contact robert_otter@btinternet.com

Weekend 1st - 2nd June. *Tinkers Park Steam Rally at Hadlow Down*

www.tinkerspark.com

Sunday 9th June. *Lewes Bus Rally*

www.lewesbusrally.org

Monday 10th June. 7.30 pm. *Update on the Atlantic Project and Pullman Preservation* Southern Electric Group talk by David Jones.

£3. Deall Room, Southwick Community Centre, Southwick. 01273 462049.

www.southernelectric.org.uk

Wednesday 12th June. 7.00pm. *The Devils Dyke - Iron Age Hillfort, Pleasure Ground, Military Activities and More*

A Brighton and Hove Archaeological Society Walk. Leaders Martin Snow and John Funnell. Meet at The Devils Dyke Car park.

(You may have to pay to park if you are not a National Trust member)

07836 675472 www.brightonarch.org.uk/4.htm

Wednesday 12th June. 7.30pm. *Was Chichester a City of Culture in 1962?*

Chichester Local History Talk by Nichola Court, West Sussex Record Office.

£2 non-members. New Park Centre, New Park Road, Chichester. 01243 784915

Wednesday 19th June. 7.45pm. *A Nostalgic Look at the Local Railway Scene*

Sussex Transport Interest Group talk by Derek Osborne, formally signalman at Kemp Town Junction Box. £2. London Road Station, Brighton. 01273 512839

Weekend 22nd - 23rd June. *Edwardian Fair and Trains Weekend*

Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 23rd June. *Fire and Commercial Vehicle Show*

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

Weekend 29th – 30th June. *Model Railway Weekend*

01825 720800. www.bluebell-railway.co.uk

Weekend 29th - 30th June. *1st World War Event*

Period displays and vehicles. Kent and East Sussex Railway. www.kesr.org.uk

Friday 5th July. *Steam Train Excursion from Lewes to Salisbury hauled by A1 Tornado Locomotive*

Photographic opportunities in Sussex.

Confirm details at www.railwaytouring.co.uk

Wednesday 10th July. 7.00pm. *The History and more about Saltdean*

A Brighton and Hove Archaeological Society Walk. Leader Geoff Mead.

Meet at Saltdean Library, Saltdean Park Road. www.brightonarch.org.uk/4.htm

Saturday 13th July. *Sussex Vintage Model Railway Collectors Annual Exhibition*

Knole Hall, Knole Road, Brighton.

Confirm details at www.sussex-transport.co.uk/svmrc

Weekend 13th- 14th July. *Ardingly Vintage and Classic Vehicle Show*

www.ardinglyvcvshow.org.uk

Weekend of 13th - 14th July. Railway Gala Weekend – Steam, Diesel and Electric locomotives

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

Sunday 14th July Eastbourne Vintage Bus Rally

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

Weekend 20th – 21st July. Toy and Rail Collectors Fair

Horsted Keynes Station, Bluebell Railway. 01825 720800

www.bluebell-railway.co.uk

Sunday 28th July. Worthing Seafront Bus Rally

www.worthingbusrally.co.uk

Weekend 3rd - 4th August. Tinkers Park Rail Gala and Model Railway

Show at Hadlow Down www.tinkerspark.com

Weekend 10th - 11th August. Vintage Transport Weekend

Displays of historic classic and vintage transport including cars, steam road engines, commercial and agricultural vehicle. BBQ and real ale tents.

Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Thursday 15th August. 8.00pm. Rope Making in Felbridge

Wivelsfield Historical Society talk by Jeremy Clark. Visitors £2.50.

Wivelsfield Village Hall. 01444 451568

Weekend 17th - 18th 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 carousel. Weald and Downland Open Air Museum. Singleton, Chichester.

www.wealddown.co.uk

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.

AIA Conference 2013

Ron Martin

This year the AIA Annual Conference is being held in Dundee University on 9th to 15th August. As well as numerous lectures there will be visits to Dundee, the Tay Bridge, Perth, Montrose, Aberdeen and North-east Fife covering such diverse subjects as docks, harbour works, mining, jute spinning, whisky distilling, railways, fishing, lime burning, boat building and stone quarrying. I have full details and application forms if anyone is contemplating going. . .

Or details of programme and booking form at: www.industrial-archaeology.org.uk

2013

**Events by the Sussex Industrial Archaeology Society
and the Chichester Canal Trust**

Sunday 6th June. 10.00am to 4.00pm. Poyntz Bridge situated approx. 200yards south of the canal basin, Chichester. Possibly the only, working, single span 1820 cast iron swing bridge in the UK. Plus a display of photos and artefacts.

At 2.00pm there will be a guided walk around the canal basin led by Alan Green, illustrating the past history around this canal feature. In conjunction with Sussex Industrial Archaeology Society.

Thursday 20th June. 7.00pm. Talk on the history of the old Portsmouth and Arundel Canal and an update on the restoration of the Chichester Canal, from Chichester to the harbour. Above the shop, at the canal basin, Chichester. Tickets £3 on the door.

Sunday 23rd June. 10.00am start. A guided **Walk** along part of the old Portsmouth and Arundel Navigation, from Barnham Court Farm, Church Lane, Barnham (follow the signs from the Murrell Arms) to Ford.

Approx. a 3 mile walk to see the many engineering remains of the canal. Parking available at the start. In conjunction with Sussex Industrial Archaeology Society.

Sunday 7th July 10.00am. A **Guided Walk** from Salterns Lock, by Chichester Marina, along the towpath to the basin in Chichester, seeing the engineering remains and points of interest along the way.

Approx. 4miles. Parking available in the public car park at the Marina. In conjunction with SIAS.

Saturday 13th September. 10.00am. A **Guided Walk** from Barnham Court Farm, Church Lane, Barnham (follow directions from the Murrell Arms) to Hunston. Approx. 6miles. Bring a packed lunch. See the engineering remains along the old Portsmouth and Arundel Navigation.

Sunday 14th September. 10.00am to 4.00pm. Poyntz Bridge
All details as for 6th June.

All enquiries about the events please contact

Linda Wilkinson on 01243 576701

or e-mail: canal.linda@uwclub.net

or Adge Roberts on email: adge.roberts@gmail.com

The Re-utilised Telephone Box

Tim Ralph

In *Newsletter 157* (January 2013) John Blackwell provided a history of the much-loved telephone box. I thought it would be of interest to members to write a follow-up article detailing what is happening to some of the redundant kiosks in Sussex. I have always had an interest in telephone boxes and have built up a collection of 5 kiosks consisting of 2 K2s, 2 K6s and a K8. I have fully restored all of them and equipped them with appropriate interiors complete with telephones, shelves, notices etc. When I was a child most of my school friends had telephones at home but my parents could not afford one. What we did have though, was a big red telephone box right outside our garden gate. Over the years I made a lot of calls from that kiosk and that is where my interest sprang from.

BT currently has an “Adopt a Kiosk” scheme whereby a local authority or registered charity can take over ownership of a kiosk at the cost of £1. The new owner is then responsible for the maintenance of the box. BT will remove the telephone apparatus and the authority is able to use the kiosk for whatever purpose it decides. Numerous villages in Sussex have already taken over their telephone box to prevent its loss. An example of a charity adopting a kiosk is the Wiggonholt Association which has taken over the box at North Stoke.

In some cases the boxes are being retained simply as a feature with no alternative use planned. Some of these may be put to other uses in the future but the Parish Council may want to take over ownership before the box is removed. Unfortunately, having been neglected by BT for many years, many of these are looking rather tatty. The situation is not helped by the fact that it is extremely hard work to restore a kiosk properly. Trying to remove umpteen layers of paint which may have been in place for decades is not an easy job!

An obvious and popular use for a redundant kiosk is as a noticeboard. Staplefield near Handcross has used theirs like this for a few years now. To celebrate the Queen’s Diamond Jubilee a large Union flag, clearly visible from the road, was painted on the back panel and the glazing bars were decorated in red, white and blue.

Several villages now use their boxes as information centres containing leaflets about local attractions and businesses etc. At Stedham near Midhurst they have also installed an Ordnance Survey map and marked the local footpaths on it. Tillington Parish Council has recently taken ownership of both its own box and the one down the lane at Upperton. They intend to fit out the one in Tillington as an Information Centre for the many visitors who undertake the short walk from Petworth House and Park.



Milland Phone box defibrillator

In Sullington, in the small settlement known as Sanctuary (or Sleepy Hollow) their kiosk usually contains a bright floral display.

One of the most interesting and beneficial uses is to house a defibrillator unit for use in the event of a heart attack. This is particularly useful in isolated villages where the long response time for an ambulance can be fatal. Having a defibrillator unit readily available with locals trained to use it can be life-saving. Several places now have them installed including Trotton, Pulborough and Milland. Waldron in East Sussex have just announced that they will also be using their kiosk like this.

The Milland kiosk is a great example of communities getting together to achieve something. The parish council adopted the box after villager Claire Collins raised a 100 signature petition requesting it to be saved. The village managed to raise sufficient money for a full refurbishment with many donations and a very well-attended wine tasting event. Although living almost 30 miles away, I became involved in the project when I heard about, and was impressed, by their intended use for it. As they were having some problems with the restoration I provided advice and assisted with the renovation work. The South East Coast Ambulance Service provided the defibrillator free-of-charge and on the official opening day I joined over 20 villagers in a first aid training session at the village hall to learn how to use the unit.

I have deliberately only mentioned a few villages by name and I am sure there are boxes being used for other purposes. Whenever you are out and about and see an old telephone box, why not take a look inside and see if it still contains a payphone, is empty or being used for some other purpose. You may be surprised by what you find!

Talk: Aspects of Southern Electric, 26 January

Alan Green

The railway minded amongst the membership will undoubtedly have a copy of G T. Moody's book *Southern Electric*, which was first published in 1957 and regularly updated to reflect the latest electrification schemes. This seminal work has been out of print since 1974, but in 2010 the vacuum was filled by David Brown who produced a new, two-volume history of Southern Electric which is now the definitive book on the subject*. We were fortunate to secure him as our speaker for the January meeting, the meeting which traditionally is railway-themed, following on as it does from the Brighton Circle meetings in the morning and afternoon.

David's talk began with the pioneer 1909 LB&SCR AC suburban electrification scheme which used the overhead system, followed the LSWR DC third rail project which was started 100 years ago in 1913 and, as every schoolboy knows, was the system chosen by the Southern Railway for its whole network. After a short period of overlap the AC overhead was consigned to the history books by the SR, albeit a few of the gantry structures managed to survive well into the 1980s. David then went on to describe the spread of the third rail in SR days, with main line electrification to Brighton, Hastings, Worthing and Portsmouth. In this he dealt not only with the



Forty years on and sixty years ago. A former LSWR suburban electric unit, now formed as 4 SUB no. 4157, arrives at Clapham Junction's platform 10 on a gloomy day in January 1953, bound for Waterloo. At this time the LSWR letter headcodes were still in use; in this case 'H' denoting the Hampton Court service. Headcodes of all varieties are now just a memory.

(Author's collection)

wide variety of rolling stock built but the power supply infrastructure as well. Although most of the rolling stock described was what David termed “vintage” he did come as far up to date as the experimental PEP stock of 1971 which paved the way for the third generation of suburban stock which is still in service today.

David is undoubtedly the expert in his field and he delivered the entire talk without notes, speaking both informatively and with great wit. The talk was profusely illustrated and as several of the photographs were not those from his book they had not been seen before by the audience. The photographs were also notable for showing the trains in the landscape which makes a change from so many steam pictures which are just three-quarter shots of the locomotive only, and which could have been taken anywhere.

Special thanks are due to Malcolm Dawes who stood in for Martin Snow as Officer in Charge of IT on the day and managed to get his laptop to talk to David’s memory stick well before the meeting, reducing the risk of an embarrassing hiatus.

In all, a most informative and entertaining evening.

* *Southern Electric – A New History*, by David Brown, Capital Transport

Stanmer Home Farm Dairy Roof

Ron Martin

One of the buildings on the Home Farm in the Stanmer Estate is the dairy.

The roof is gabled with projecting eaves. It is supported on trusses with principal rafters, ties, king posts, collars and struts, all the member of which are of precast reinforced concrete of a section approximately 2” x 3” and are bolted together with steel fishplates. There are four purlins to each slope, also of precast reinforce concrete approximately 2½” x 4” section. The roof is covered with clay plain tiles and these are carried on steel reinforcing mesh fabric with a 200mm x 100mm rectangular mesh which is strapped on to the purlins. The spacing of the horizontal bars is at 4”, centres, which is the gauge of the tiling.

I have seen two other examples of similar concrete trusses; one on a roofless example on Balsdean Farm and the other at Pickershill Farm at the north of Saltdean, which has a roof covering similar to that on the Home Farm Dairy. The date of these building is presumed to be in the 1950s, at a time, when, just post-WWII, timber was in very short supply and this may have been one way of getting over this problem. It would be interesting to know if there was any connection between the ownership of these three sites.

Is this a local invention or does it occur in other locations? I would be grateful to find out if there are other example of this, which would have been a very economical form of construction.

George Wythes - Railway Contractor

John Blackwell

Expanded from notes researched by SIAS member Mike Hudson

An eminent Victorian contractor who deserves to be far better known today, particularly in Sussex, as are his contemporaries Thomas Brassey and Joseph Firbank, is George Wythes. At the dawn of the railway age the process of tendering and contracting was in its infancy. The contractor found tools, labour, and materials, (including I assume horses), constructed all foundations, excavations, shafts, culverts, drains and roads, and provided pumps, scaffolding, fencing and other equipment according to the specifications, plans, drawings and instructions, which he received from the engineer. He laid the permanent way, the materials for which were provided by the company. The method of tendering was chancy, it was said no contractor could estimate within 25 per cent and still might be out by thousands of pounds; many more went broke than made a fortune. A probably apocryphal story told by Firbank allegedly about Wythes, who was thinking of submitting an offer for a contract, was as follows: He first thought £18,000 would be reasonable, but then consulted his wife and agreed it should be £20,000. Thinking it over he decided not to take any risk, so made it £40,000. They slept on it and the next morning his wife said she thought he had better make it £80,000. He did, and it turned out to be the lowest tender notwithstanding, and he founded his fortune on it.¹

George Wythes was born in June 1811 in Hadzor, Worcestershire into a family which “for a long series of years had occupied land in that county”² I have not discovered any information of his early career, the first reference being as a contractor in partnership with John Hale on the London and Brighton Railway’s Shoreham branch in 1838/9. The amount of work let to a contractor varied according to his capital and past record, so Wythes must have prospered and performed satisfactorily before being awarded this contract. Hale and Wythes were also awarded construction contracts on the main London - Brighton line from the south end of Patcham tunnel to the north of New England Road Bridge (value £27,000) and from New England Road Bridge and east of Hove Tunnel to Brighton (value £20,000) plus auxiliary works, with others, at Brighton (value £2,750).³ By 1843 he had completed contracts for the Eastern Counties Railway around Kelvedon, between Chelmsford and Colchester.⁴ By 1846 he is back in Sussex with the contract from Shoreham to Littlehampton Station (Lyminster)(value £67,500)⁵ and the whole of the Brighton - Lewes - Hastings (Bo Peep) line for which surprisingly there was no tendering. Other works in Sussex followed, Keymer to Lewes (opened 1847) Lewes to Newhaven(1847), Polegate to Hailsham (1849), Polegate to Eastbourne (1849), Robertsbridge to Bopeep (1852), Ore to Rye (1851), Rye harbour branch (1854), Three Bridges to East Grinstead (value £43,700) (1855) and Lewes to



From a watercolour. Sadly photography came too late to record this historic scene. It shows work in progress on the New England cutting and approaching the tunnel under the Prestonville and Dyke Roads. The year would be 1839. The windmill seen was Lashmar's New Mill, which stood from 1780 until 1852 where Belmont is today. In 1852 it was removed to Clayton Hill, where it still stands, known as Jill, of Jack and Jill. (*James Gray collection / The Regency Society*)

Uckfield (1858). By the 1850s he had amassed a fortune and ventured into speculative building purchasing in 1854 150 acres from the Crystal Palace Company (formed to re-erect the Crystal Palace at Sydenham) which he developed as the Lawrie Park Estate of fashionable housing. In 1861, he moved from Reigate, his address for the previous thirty years to Bickley Hall a mansion near Chiselhurst in Kent and developed the surrounding land as the Bickley Hall estate. Overseas railways built often in conjunction with other contractors, including Brassey, Jackson and Treadwell, were The Great Indian Peninsular (1851), The Great Luxemburg (1852), Great Western of Canada (1854) and lines in the Argentine, South Africa and Sweden. His company Georges Wythes & Co owned numerous iron and steel works including the Stockton Rail Mill Co. He died at Bickley Hall in 1883 leaving an estate of £1.5m⁶ (worth today over £70m). Further information particularly on his early activities would be welcome

1 *The Railway Navvies*, Terry Coleman, Pelican, 1968

2 Obituary Proc ICE. 74. 1883

3 Contract values are quoted by J. T. Howard Turner, *The London Brighton & South Coast Railway Vol 1*, Batsford, 1977

4 Obituary op. cit.

5 His former? partner John Hale was awarded the contract from Lyminster to Chichester (value £62K) excluding the telescopic Arun bridge which was constructed by John Ede Butt. I have no evidence when the partnership was dissolved although one source states 1848. Hale continued as a contractor until 1852 when after tendering an amount of £40k for the Three Bridges to East Grinstead line he was killed in an accident, details unknown.

6 Obituary op. cit.

History of a West Sussex Site

This is the first of a series of pieces from *Wisborough Green History*, it concerns the site either side of the B2133 between Billingshurst and Loxwood. I was assistant accountant there for a period in the 1970s (is it really that long ago?). This meant I became very aware of the working of the site at that time, for estimating and costing etc., this article starts before then and later parts will bring it up to date. It may be reflective of the type of changes to be found at other such sites throughout the county over time, where old industries are superceeded, several times in some cases. The site is now occupied by a number of businesses, in the form of a trading estate: -

Newpound Industries 1959

This article describes the transition from the Carter Brothers industry in 1959 to the variety of industries and businesses in Newpound that we have had up to the present. By 1959 the agricultural and manufacturing firm of Carter Brothers was in serious decline. They were founded in 1885 making stationary oil engines and agricultural machinery. The market for their traditional products had been declining since the Second World War, for example, stacking elevators stopped finally being produced in 1959 because modern farming didn't require them as they no longer built haystacks. Despite the decline, Carter Brothers continued making ditch diggers and repairing many types of machinery. The diggers were pieces of equipment that were attached to the backs of tractors for the mechanical clearing out of ditches. The manufacturing and repairing were all carried out in the machine shop that once made elevators and has since become the West Sussex Antique Timber factory (WSAT). The Carter Brothers offices were those now used by WSAT. The garage and filling station that was directly opposite the offices continued until c.1960

However, the decline continued and the company ceased trading in 1961. The land and assets were acquired by a company owned or managed by Jack Stevens, Newpound Property Investments Ltd., but the name was retained. He ended the manufacture and repair of the traditional lines and started to introduce new products. The buildings immediately to the north (fronted by where OCSL offices now stand (*Organised Computer Systems Ltd*)) consisted of various sheds that had mostly fallen into disuse. The land and buildings to the east of the B2133 were all sold. When production of the ditch diggers ceased, the machine shop was used temporarily for making components for furniture, e.g. angle iron for settees. This finished in c.1964 when the machine shop, offices and part of Newfields (the house where the original four Carter Brothers had lived) were taken over by a firm of plumbers, Grey and Martin until they went to Horsham at some unknown date. For a short time, an Italian family rented a unit some way behind OCSL to make upholstered furniture, beds and settees.

The old Carter Brothers warehouse to the north west beside the B2133 was temporarily used by the Schick in the summer of 1960 until the completion of its new premises across the road that are now the Bellmans auction rooms. The warehouse had once been used to store finished goods, such as elevators.

The new company built new offices in an existing outbuilding on the right along the passage that ran beside the old machine shop. They started the manufacture of steel pipes for North Thames Gas Board and plastic sleeves for British Telecom. This was done in the warehouse after being vacated by Schick. The steel pipes were made by buying in quantities of 20' lengths that were then cut to size and threaded as required. The uncut pipes were stored in the car park to the north of Bellmans and that was known as the Pipe Yard. The plastic sleeves varied in internal diameter and filled with silicon and acted as a type of waterproof seal for cables. The production of these items continued for a short while until c.1964. (To be continued).

If you have any knowledge of the workings of this site from any period, please let me know and I will pass it on. Clearly this was 40 to 50 years ago and memories play tricks. I will add a plan of the site with a later part. Ed.

A Tin Tabernacle

Martin Snow

I have been looking for images of the former corrugated iron chapel at Dacre Gardens, the terrace of houses erected for the Shoreham Cement Works in the Adur Valley.

The Chapel was licensed for divine worship in 1922, it was sold for use as storage in 1960. It lay west of the old road through the valley, it had been demolished long



before the new road was built directly across the former site.

Any information and / or images of this or other Tin Tabernacles in Sussex would be welcome. Ed

Image by E W Holden November 1960

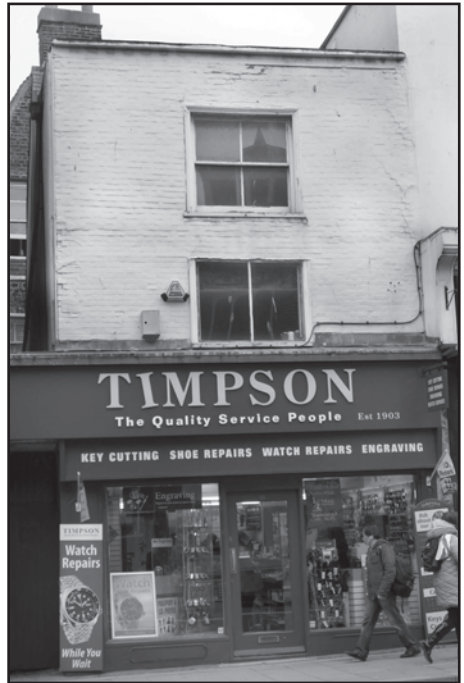
Thanks to

Sussex Archaeological Society Library
which holds the Holden Archive, that
includes Salterns, Icehouses and many
other IA related topics

Endangered Site

Ron Martin

A proposed redevelopment of the Brighton Square and Brighton Place area in Brighton will involve the demolition of No. 15 North Street, (Timpsons) in order to get pedestrian access from Brighton Place into North Street. This is of concern as this building is certainly the oldest domestic one in North Street and maybe the whole of Brighton. The upper two stories on the front elevation are covered with mathematical tiles.



Cavity Walls

Ron Martin

It is normal for building to be built in brickwork or blockwork with a 2" cavity between the two skins, nowadays filled with polystyrene slabs for insulation. Cavity walls generally were not in use until about 1900. The two skins are held together with galvanised twisted steel ties or steel wire ties although an early method of doing this was to use a cranked terracotta tie. These were patented by Jennings of Poole and were used at the Hove Hospital in Sackville Road, of 1885/6. These can be identified by the occasional slightly glazed headers, with the makers stamp on them. There are also examples in the brick display at the Amberley Museum and Heritage Centre.

I have recently seen a drawing dated 1870 of an extension to the Freshfield Block (formerly the H block) of the then Workhouse, which shows the original 1862 walls as well as the extension. These clearly show a cavity and on the drawing these are coloured blue. The only explanation I can think of is that these cavities were filled with pitch. I believe that Thomas Cubitt used this form of construction at Osborne House in 1845/6/ and well as the Tontine Hotel at Ironbridge. There are also other early examples of cavity walls on the Isle of Wight. Has any reader come across cavity walls at this early date in Sussex?

Following Up

More on those mystery cast iron covers...

As one of those who responded to The Mystery Photo in *Newsletter 156* (albeit sans prize) identifying the cast iron covers to be found in the pavements in Chichester and Arundel, I was very interested in the information supplied by Nigel Palmer in *Newsletter 157* explaining how the interceptors worked. To me these cast iron covers have always been an essential part of the City's pavementscape, and thus remember well how, in 1962 when a new sewer was laid along Orchard Street where I then lived, our covers disappeared as such interceptors did not feature in modern sewer design. However they still survive in their hundreds in the City's older streets, but some, whose cast iron covers have broken, are now protected by makeshift steel plates having a few badly-drilled holes for ventilation imparting a rather apologetic air.

I was also interested to learn from Martin Snow's follow-up that virtually identical covers are to be seen in Margate and Canterbury made by a Kentish founder, suggesting that this was in fact a standard design. Most of those in Chichester were made by Grist of Horsham, and are so branded, but there are also a considerable number made by Chichester's own foundry, Halsted and Sons, which presumably were supplied after Grist went bankrupt in 1896. Apart from the Halsted wording they are identical to the Grist ones.

Finally, if both Nigel and Martin think they are "sad" for searching out these things, how "sad" am I, for having rescued a redundant Halsted one, complete with its frame, and using it as a garden ornament? Time for the men in white coats methinks!

Alan Green

And on Lamp posts

Dear Martin, I read your item "Mystery Photos" with some interest having had occasion to move and lift a cast iron lamp post into position in my own garden. In my case, the column supports a gas lantern (Sugg) and I had always thought that where such cast iron columns were provided with a door, as illustrated on the Worthing example, the lamp was electric. No doubt this gave access to connections/timers etc. My own views were that gas lamp columns were not so provided, so I sought confirmation from Christopher Sugg who has kindly replied stating that he is in agreement with me. I am making an assumption that any unauthorised access to a gas pipe, as may be occasioned with the provision of a door, was deterred by having any access on a gas lamp put underground. This may seem somewhat inconvenient, but in the days of cast iron pipes which tended to last a long time, I doubt that there was too much digging on a regular basis to get to the access slot provided in that part of the base sunk in the earth. Having said that, there are, of course, always exceptions and one gas lamp column is known at Lydney with an access door in its base which no doubt held the gas tap as this particular lamp was only lit as and when required and was provided with a geared turning top powered manually such that the rotating lantern provided a signal to shipping in bad weather. Some gas lamp columns were, of course, retained and provided with electric tops when electric power took over and many had the access door built in as part of the new top.

If, however, readers can produce a genuine gas lamp column which is not anything 'special' and did have an access door at its base, then I am sure that Chris Sugg (and myself) would like to know. All my hats are edible.

Regards, Norman Langridge



Mystery Photos

Do you know your IA?

(Martin Snow)

Once there were far more of these to be seen in our streets.
What is (was) it for?
Where is this example?
Can you point me at others still in position.



Update

The former lamp post featured in *Newsletter 157* is in Ringmer Road, Worthing, I have been unable to determine just why this should have survived. 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.

Book Review

Ron Martin

A revised edition of the book by Helen Pearce *Hammer and Furnace Ponds – Relics of the Wealden Iron Industry* has recently been published, price £8.99. This includes a more technical information than in the first edition, the History chapter being increased from 22 to 28 pages and with one additional pond in the Gazetteer. It may be obtained from the Pomegranate Press website. www.pomegranate-press.co.uk

© 2013 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October.

Contributions for the next Newsletter should be sent to the Editor by the 9th June 2013.

Opinions expressed are those of the respective authors and do not necessarily reflect the views of the Society unless specifically stated.

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.

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



You have to look up to spot many of the Sussex examples of Coade Stone. These are on the facade of the former East Sussex County Council Offices in High Street Lewes. Now the County Court. (Martin Snow)



18th Century Coade Stone is still to be found in many locations around Sussex. Keep your eyes open and camera at the ready. There is a gazetteer in *Mrs Coade's Stone* by Alison Kelly

