



Sussex Industrial Archaeology Society Newsletter

Number 159

July 2013



Singleton goods shed being examined by SIAS members on the occasion of the Society's visit on 3 May 2008. This shows the north (track) side of the building with the typical Myres mock-timbering and pargetting. The goods office is to the right.

Do not miss the article on the recent listing and history of this building.

(Alan Green)

Newsletter 159

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Editorial

Welcome to *Newsletter 159*. News of not one, but two listings. This is indeed good news, as a change in policy at English Heritage means that it is now much harder to achieve a listing. Well done to those involved. I have taken the opportunity to include an article from Alan Green, who was responsible for the Singleton Goods Shed listing, covering the background to the building and other Myer's buildings.

Thanks to those who responded to the mystery photos in *Newsletter 158*.

The nights are getting longer as I put the finishing touches to this edition, That strange shiny disc in the sky is making feable attempts at a appearance, so get out and visit those IA sights before the rain and darkness return. We are blessed by many places to interest us in Sussex, which saw some of the earliest stirrings of industry in the iron workings of the Weald.

I have recently been awakened to several sites through my own and others reading of the old *Newsletters* - available on our website. One, an inquiry on a note from 1983 concerning an article on Rodmell cement works featured in the *Great Bush Telegraph*, a publication from the period of building the railway at Tinkers Park, Hadlow Down. I was not previously aware of this site (in deepest, darkest East Sussessex!) that has occasional open days (see the Events from Other Societies, for two dates this year).

A recent visit to Cobb's Mill, although a watermill, it has a gas engine and the original gas producer plant (unfortunately the dreaded H&S mean it is not used to do so). The engine now runs on bottled gas. Again there are occasional open days, including the annual Mills Day. You can leave the 'milling' bits to the Mills Group and go for the 'mechanicals', there are plenty of water wheels and mill stones around to be seen

elsewhere, but 'real' (?) and 'working' IA is harder find - particularly in situ. Don't forget to visit the developments at Coultershaw, plenty of IA in situ there too. The mystery photo this time is as a result of my enquiries following an entry in a 1986 *Newsletter*. Do keep your eyes open for items that can form future challenges. See the *Newsletter* archive at :- www.sussexias.co.uk/newsletter.htm

Forthcoming SIAS Events

Malcolm Dawes

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 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 potential attendees must be given to Ron Martin to be placed on a standby list in case of cancellations.

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.

Saturday 17th August, 11.00am. Tour of IA in Rye and visit to Rye Museum

A day touring the I.A. of Rye Town and visiting the museum. Details yet to be finalised, please contact Peter Holtham on 01273 413790 for more information.

Saturday 5th October, 11.00am. Guided walk of IA sites in Emsworth led by Prof Philip Robinson, local and maritime historian

The walk will cover railways, shipbuilding, oyster farming, tide mills, Basil Williams' bus empire and more. Length of walk will probably be a couple of miles.

A day visit of easy walking with a break for lunch.

Meet at Emsworth Station, the Southern train from Brighton is due at 11.00am.

Saturday 20th October. Mills Group Autumn Gathering. See Mills Group *Newsletter*

Date for your diary

The society's AGM will be on 16th November

Subscriptions

I am concerned that many members have failed to pay their subs for the current year due on 1st April 2013.

If you haven't paid please send me your cheque for £15 (plus £5 for a family member if required) made out to S.I.A.S.

Also over fifty members have failed to instruct their banks to increase their Standing Order from £10 to £15 resulting in an under payment.

Only the account holder can give this instruction to your bank. Please make the necessary change for 1st April 2014 and send me now a cheque for the £5 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

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

Horsted Keynes Station, Bluebell Railway. 01825 720800.

www.bluebell-railway.co.uk

Sunday 21st July. *Classic cars from the 50s, 60s and 70s*

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

Sunday 28th July. *Worthing seafront bus rally*. www.worthingbusrally.co.uk

Weekend 3rd - 4th August. *1920s weekend*

Celebration of the 1920s with entertainment, vintage and steam vehicles.

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

Weekend 3rd - 4th August. *Tinkers Park Steam Gala at Hadlow Down*

www.tinkerspark.com

9th - 15th August. *Association for Industrial Archaeology Conference in Dundee*

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

Weekend 10th - 11th 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 12th August, 7.30 pm. *Southern Electric Power Supply*

Southern Electric Group, Sussex Branch talk by Colin Burnham. £2. Deall Room,

Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 17th - 18th August. *Vintage and 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.

Classic cars. Weald and Downland Open Air Museum. Singleton, Chichester.

www.wealddown.co.uk

Friday 24th - Sunday 26th August. *Hellingly Festival of Transport*

Broad Farm Hellingly. www.countryshowguide.co.uk

Monday 26th August, 10am to 4pm. *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.

Friday 30th August - Sunday 1st 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. It is planned to run a dedicated bus service for the event – details can be obtained from the web site.

Amberley Museum. 01798 831370. Watch for details at www.aletamberley.co.uk or www.amberleymuseum.co.uk

Weekend 31st August - 1st September. *Shoreham Air Show*

Shoreham Airport. www.shorehamairshow

Weekend 7th - 8th September. *Laughton Country Fair*

Laughton, East Sussex. www.heritagefield.co.uk

Monday 9th September, 7.30 pm. *Bill Jackson Collection Part 2*

Southern Electric Group, Sussex Branch talk by Brian Jackson. £2. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 11th September, 7.30pm. *Sense or Insensibility – how Chichester was shaped by the 1960s*

Chichester Local History Society talk by Alan Green. £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Friday 13th September, 8.00pm. *The History of Brighton's Trams*

Burgess Hill Local History Society presentation by Ian Gledhill. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Weekend 14th - 15th September. *Open Weekend at Fernhurst Furnace*

Tours of the furnaces, charcoal burning, musket and cannon demonstrations, cookery and refreshments. 1 mile west of Fernhurst. SU879283.

www.fernhurstsociety.org.uk/furnace

Sunday 15th September. *Amberley Bus Show*

Ride on buses dating from Edwardian era to recent times.

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

Wednesday 18th September, 7.45pm. *Steam in the 1960s*

Sussex Transport Interest Group talk by Tony Sullivan. £2.

London Road Station, Brighton. 01273 512839.

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

John Hollands shows more postcards from his collection.

Sussex Transport Interest Group. £2. London Road Station, Brighton. 01273 512839.

Weekend of 21st - 22nd September. *Return to Robertsbridge – Gala Weekend*

Kent and East Sussex Railway. www.kesr.org.uk

Monday 23rd September, 7.30pm. *Miscellany of Transport Films*

Railway Correspondence and Travel Society presentation by Geoff Lomas.

Brighton Model Railway Club Room, London Road Station,

Shaftesbury Place, Brighton. www.rcts.org.uk

Saturday 28th September. *Tinkers Park Open Day at Hadlow Down*

www.tinkerspark.com

Wednesday 9th October, 7.30pm. Chichester Cathedral Quarter

Chichester Local History Society talk by Mark Taylor Principal Archaeologist WSCC. £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Weekend of 12th - 13th October. Austin Counties Car Rally

Vehicles on show at Tenterden Station. Kent and East Sussex Railway.
www.kesr.org.uk

Weekend of 12th - 13th 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 13th October. Autumn Vintage Vehicle Show

End of season gathering of vintage cars, motorcycles, commercial vehicles and steam engines. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 14th October, 7.30 pm. 50 years of colour slides, Part 1 - 1960 - 1970

Southern Electric Group, Sussex Branch talk by Les Dench. £2. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Sunday 20th October. Autumn Industrial Trains Event

Narrow gauge petrol, diesel, electric and steam locomotives.
Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Tuesday 22nd October, 7.30pm. A Sussex Farm in the 1950s

Eastbourne Local History Society presentation by Ian Everest.
St. Saviours and St. Peters Church Hall, South Street, Eastbourne. £1 visitors.
Further details, email maureencopping@yahoo.co.uk

Weekend of 26th - 27th October. Giants of Steam weekend

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

Sunday 3rd 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 12th to 15th September.

Details from www.heritageopendays.org.uk

Events in London are for the weekend of 21st/22nd 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.

SERIAC 2013

John Blackwell

This year's Conference was hosted by The Kent Archaeological Society, the first time they had organised the event, and a very successful one too, with over 200 delegates. The venue was the Mick Jagger Centre at Dartford named, I assume, after Dartford's most famous son.

Following a welcome by KAS President Ian Coulson, Professor Alan Crocker President of Surrey IH Group stepped up to the microphone and gave his usual entertaining and erudite presentation on the *Gunpowder Industry of Kent* based on his and Glenys' research. Gunpowder mills were established in Kent by 1650 and lasted until 1934. The process was virtually unchanged for this duration except that steam and later electricity replaced the original water power source. The manufacturing process was to refine saltpetre (75%), sulphur (10%) and charcoal (15%); grind and mix (incorporate) using stamps, later edge runners, compress using a screw, later hydraulic, presses, granulate (corn) by sieving, then drying the mixture in stoves and finally glazing in tumbling barrels. Due to the risk of explosion (on average twice a year but only fatalities every 20 years) these procedures were carried out in separate buildings. Faversham's Chart works (1650 - 1934) became the first of the Royal Gunpowder Factories in 1760 and had the typical mill arrangement with a central waterwheel driving limestone edge runners on both sides. The site is now restored and worth a visit. The history of the other Kentish sites at Oare (1694 - 1934) Marsh Works (1786 - 1934) Dartford (1732 - 1907) Tonbridge Old Forge 1786 - early 1800s) and Tonbridge Leigh Mills followed. Gunpowder manufacture finished in the UK in 1977 at ICI Ardeer in Ayrshire. The lecture concluded with a demonstration of the 'explosive' power of guncotton a later nineteenth century development made by steeping cotton in nitric and sulphuric acids and used for blasting.

Next up was Richard Holdsworth Preservation & Education Director of the Historic Dockyard, Chatham with a presentation *Shipbuilding in Kent*. Chatham supported the Royal Navy over a period of 400 years and during the heyday of the age of sail was Britain's principle shipbuilding and repair yard. Richard gave a potted history covering the entire 400 years; personally I would have preferred a more in depth study concentrating on the interesting equipment that is preserved there.

The final presentation before the lunch break was given by Malcolm Moulton, Chairman of the Medway Aircraft Preservation Society Ltd., on *Historic Aircraft Restoration*. This is a society I was unaware of and a fascinating talk covered the story of aircraft preservation and restoration for display at their base at Rochester Airport from 1977 to date. This is restoration on a grand scale and now requires funding to match. They have completed 31 projects including 14 whole aircraft and the company is unique in being allowed to restore aircraft from the collection of the RAF Museums.

Next *The Early Years of J. E. Hall of Dartford* was given by Terry Young Director and General Manager of J. & E. Hall Technology Centre. John Hall came to Dartford

from Hampshire in 1784 seeking work as a skilled millwright. One year later he started a blacksmith's business and from this modest start his business grew, swept along on the tide of the industrial revolution. From iron founding to beam engines the venture prospered and innovators such as Richard Trevithick and Bryan Donkin were given opportunities by Hall. Hall and Donkin bought a patent for canning food for £1,000 and when a tin (one of many), taken on Parry's Arctic Expedition in 1824, was opened in 1958 it was found to be "edible but not palatable". They also built (presumably after purchasing the patent) Fourdrinier's paper making machine, from which Hall withdrew, leaving Donkin to produce nearly 200 machines. Trevithick worked for one year 1832 - 33 experimenting with high pressure steam at up to 150 p.s.i. He produced a reaction turbine or whirling engine, based on Hero's Aeolipile, which he patented as a marine propulsion unit. John's sons Edward (1797 - 1875) and John (1792 - 1850) continued the business and were involved in the proposed Dartford and Crayford Ship Canal which was defeated by railway companies. The next innovator was Everard Heskett (1858 - 1942) who took over the company in 1880 and finding it in the doldrums looked to refrigeration. He developed the Giffard Cold Air Machine and successfully applied this for use in cargo vessels as well as onshore refrigerated storage facilities. Giffard's machine had blown cold air into the refrigerator chamber; Heskett next bought the patent to use CO₂ as a refrigerant, developed this and successfully imported 39,000 carcasses with no spoilage. (CO₂ is now being re-introduced by supermarkets as a green alternative to the currently used Freon 12). In 1906 Heskett acquired the licence to build chassis for commercial vehicles; principally lorries and buses which were badged Hallford. Another area of manufacture was lifts and escalators particularly for ships both passenger and naval. This was an excellent presentation, with high quality and no visual gimmicks.

The penultimate lecture was *The Cement Industry in Kent* by Jim Preston, lecturer, author and IA consultant. The presentation opened with a summary of the development of Portland cement via Aspdin's secret processes to the modern composition discovered by Isaac Johnson who by accidentally over burnt a batch of cement (a mixture of clay and lime and water) and ground the resulting clinker to form the product we use today. Johnson opened his Crown Works in 1851 at Frindsbury on the Medway where the chalk Downs came down to the river. There he erected four bottle kilns and used the chalk and Medway mud which contains alumina and silica (constituents of clay) as the raw materials. Later (1874) he developed the chamber kiln which bears his name with flues under the drying floor on to which the slurry was pumped. Initially demand was not great but by the 1860s confidence in the product increased and banks of kilns were erected along the estuaries of the Thames and Medway and the industry prospered with over 60 works in operation. However the introduction of the continuous or rotary kiln led to over production and amalgamation with the formation of British Portland Cement Manufacturers in 1911 which stabilised the market. During the 1930s the industry started to move away from the area primarily because of the

cost of transport; today there are no operational works and their sites have been largely cleared.

The final talk of the day was SIAS member Nick Kelly on *Kentish Motor Cycle Manufacturers*. Nick gave a bravura presentation of his two years of research with no notes and images of most if not all of the 25 manufacturers of 35 marques. Famous names, such as Matchless (1899 - 1966), AJS, and Norton at Plumstead, Norman at Ashford, and many less well known were made in the county with production peaking in 1959. The first British petrol motor cycle, (more correctly a tricycle) was the Edward Butler petro-cycle of 1899 which was assembled at Greenwich. Pearson-Cox at Shortlands produced a steam motorcycle between 1912 and 1914. It was a 3 hp machine capable of a maximum speed of 45 mph. The BAT Motor Manufacturing Co (1902 - 1926) with premises at Penge developed one of the first suspension systems for motorcycles and produced a machine capable of 62 - 69 mph before the First World War. Thanks Nick; a real 'boy's toys' talk to end an excellent conference.

The day was an undoubted success, my only complaint being a lack of a synopsis of each talk which made compiling this report that much more difficult. Next year it will be the turn of GLIAS with a possible venue near Croydon, I hope to see more of our membership there.

Endangered Sites

Ron Martin

The Public House on the corner of New England Road and New England Street in Brighton is about to be demolished. The was originally called *The New England Inn* but has recently been blessed with the name *The Cobbler's Thumb*. The building is derelict but appears to be in reasonable condition structurally. It is deemed to be unsafe but it would appear that this is just an excuse to get rid of a building which could be renovated.

SERIAC Bursary

A Bursary of up to £500.00 is being offered by the SERIAC organisers for research on an IA subject within the SERIAC area. Applications should be made as soon as possible to Ron Martin on a single A4 sheet giving details of the proposed research. The successful applicant is expected to make a presentation at the next SERIAC in April 2014 in the form of a display, publication or talk.

Sussex Garage Listed

John Blackwell

As part of English Heritage's Car Project the former Colvin Bros. filling station at Flimwell has been listed Grade II. Our member John Minnis, a Senior Investigator with English Heritage, has played a leading role in listing 13 buildings dating from the turn of the century to the 1960s. The project continues English Heritage's trend to consider protection for smaller industrial buildings in their historic environment. To quote from their website "Cars have been with us for well over one hundred years. As they became commonplace, they led to a whole range of new building types being developed: car showrooms, repair garages, filling stations, domestic lock-up garages, car parks, roadhouses, motels and drive-through restaurants, among others. As some of these buildings pass their centenary, they are increasingly under threat".

The former Colvin Bros. filling station was opened in 1926; it stands on the A21 at Flimwell TQ714312 (immediately north of the crossroad to Hawkhurst/Ticehurst). Information on Colvin Bros would be welcome; I believe they were agricultural merchants and engineers based in Ticehurst. With the increase in middle class car



(Peter Holtham)

ownership between the wars they saw the opportunity to provide petrol, repair services, and refreshments to motorists en route to the seaside. The filling station originally faced directly onto the A21; however a subsequent alteration in the line of the road, means there is now a lay-by between it and the road. The filling station had a customer lounge which served refreshments, as well as petrol pumps which stood between the canopy supports the petrol being dispensed from under cover. There was also a repair garage on the site (this building no longer survives). More recently the building was used by a coach operator and then a coach holiday company. It is currently empty with planning permission sought for conversion to residential accommodation.

The listing citation states "One of a very small number of early filling stations to survive, the station was designed to fit into its rural landscape. In doing this, the station reflected the ideas of the newly formed Council for the Preservation of Rural England on good garage design" For all the garages listed see -

www.english-heritage.org.uk/professional/research/buildings/the-car-project

The railway buildings of T. H. Myres – and the listing of his goods shed at Singleton

Alan H. J. Green

It is a truth universally acknowledged that a man embarking on a long third-class journey on the London Brighton and South Coast Railway (LB&SCR) would not be in for the most luxurious of experiences. Right up to the end of its existence the majority of the company's coaches were non-corridor with low arc roofs seating five a side in the narrow third class compartments with few having access to a lavatory. This might suggest a penny-pinching attitude by The Board.

In contrast though, whilst waiting for their train, the Brighton Company's passengers were often treated to opulent accommodation at its stations, especially at those built between 1880 and 1890. In this period of its rapid expansion the LB&SCR did not stint from lavishing money on building some of the most elaborate stations in the country; stations often situated several miles from the tiny villages bearing the same names.

At the age of 12, I started exploring the Chichester to Midhurst railway, then largely abandoned, and was impressed by both the scale of its engineering and its impressive buildings. A family outing to the recently-opened Bluebell Railway showed that there were more LB&SCR stations of this type to be found and this started a disjointed 1960s schoolboy odyssey to visit them all. I have used some of photographs I took at the time on my trusty Kodak roll-film camera to illustrate this article, and hope that their atmospheric (?) nature might compensate for the youthful lack of photographic skill!

T. H. Myres

The LB&SCR stations that had so impressed the younger me were those built between 1880 and 1883 to the design of the architect Myres of Preston. The reason for employing an unknown architect from so far away came about via the Company's Chief Civil Engineer, Frederick D. Banister. Banister trained in Preston in the civil engineering and architectural practice of Myres and Newton, and after his appointment to the LB&SCR he agreed to take on the young architect Thomas Harrison Myres a relative of the founder, for his spell of experience outside the office. Thus it was that Myres moved south to lodge and work with Banister¹. He then returned to Preston where, by the early 1890s, he had risen to become a partner in the family firm, a firm whose partners seemed to change regularly. By 1893, Mr Newton had departed and the practice was trading as Myres, Veevers and Myres, carrying on business in Preston as 'Civil Engineers, Land Surveyors, Land Agents and Architects'. That year Mr Veevers left the partnership, which was then carried on by Thomas Harrison Myres and John James Myres alone.

Interestingly, at this time, they also had an office in Blackpool and another in London, right in the heart of LB&SCR operations at 19 Railway Approach, London Bridge². Thomas Myres married Banister's daughter Catherine Mary (then living in Deptford) in 1871 and in 1875 they had a son, Frederick Edmund (named after Banister perhaps?), who also went on to become an architect and surveyor in the family firm³

On the LB&SCR Myres was given the task of designing the buildings for the new lines from Hailsham to Eridge (the 'Cuckoo Line' - opened 1880), Chichester to Midhurst (opened 1881) Lewes to East Grinstead (the 'Bluebell Line' - opened 1882) and Haywards Heath to Horsted Keynes (opened 1883). A further one, possibly the prototype, arose from the 1880 rebuilding of Hassocks on the Brighton main line. We do not know the date Myres came south, but if he married Banister's daughter as a result of this, rather than an earlier association with her in Preston, it suggests that his designs were prepared some nine years before the first one was built. It is quite possible that Myres' basic design was perpetuated by another architect working in the Company's drawing office.

In either case Myres made his mark on the Sussex countryside with no fewer than 18 highly distinctive, and unnecessarily large, stations.

The Myres' stations



The frontage of Cocking station on the Chichester to Midhurst line typifying the Myres style with its mock-timbered first floor, pargetting, oriel window and elaborate porch with stained glass. This view was taken in 1964 long after closure but when the buildings were still intact and the stationmaster's house was lived in by Jack Stubbington who had been the last ganger on the line. Cocking has since been converted into a house, losing its canopy and being much altered and extended.

The 18 Myres' station buildings were variations on a standard design and all are built of red brick beneath steep tiled roofs with gables adorned by elaborate bargeboards. They are often referred to as being in the 'Queen Anne' style but this

is completely erroneous as there is no symmetry and nothing remotely classical about them; they actually owe more to the late sixteenth than the early eighteenth century. The most noticeable standard details are oriel windows, the use of pargetting to the mock-timbered first floors and elaborate carved timber porches to the entrance to the booking hall, filled with panels of stained glass.

All the stations featured commodious canopies to their platforms, which were clad in zinc and carried on columns of either timber or cast iron, the latter made – of cours by John Every at his Phoenix Ironworks in Lewes.

Myres' work on the Chichester to Midhurst line was mentioned in the magazine *The Builder* which complimented 'Mr Myers' [*sic*] for using his 'Old English' style of stations in place of the more-usual classicism. Also, in the 1887 work *The Life and Works of Joseph Firbank* (the great railway contractor), its author Frederick McDermott praises Myres' work as 'the architect of East Grinstead and other stations'⁴ Joseph Firbank was the main contractor for building the Bluebell Line.

Horam, on the Cuckoo Line, in 1966 illustrating of the most common layout of a Myres station. Note the commodious hip-ended, zinc-clad canopies and the matching timber waiting shelter on the down platform. Here the mock-timbering has been covered with hanging tiles to combat damp penetration, something which was done to the majority of these buildings. Sadly, Horam has long since been demolished, but the 'Cuckoo Trail' along the trackbed passes its site.



The most common design and layout of a Myres' station building, used on a site where everything was on one level, comprised a large, two-storey stationmaster's house, 'L' shaped in plan, abutting a single storey business section which contained the booking office, waiting rooms, lavatories and staff rooms. On three, - Midhurst, Rotherfield and Mayfield - the business end was extended to incorporate a refreshment room*. The design was adapted for sites where the platforms were below road level in a cutting (Lavant, Newick & Chailey, Ardingly and Heathfield) above road level (Singleton) and on split levels (East Grinstead). Hassocks was unusual in that it had entrances to both up and down platforms so, whilst the main buildings were on the up side, a single-story building was provided on the down

* Hassocks also had a refreshment room but its main buildings, although at road level, did not confirm to the 'standard' layout.

with its own booking office, waiting rooms and lavatories. Hassocks also had unusually wide platforms necessitating a 'canopy and a half', supported on a double row of columns.

The construction of the station buildings at Hassocks and on the Cuckoo line was subcontracted by the main contractors to James Longley & Co.⁵



The unique buildings provided on the downside at Hassocks. Note the lantern roof to the gents. This view was taken in 1968 by which time the stained glass in the porch had been removed and replaced with plain boarding. Hassocks is still open but all its Myres' buildings have long gone.

The largest of Myers' stations was East Grinstead, rebuilt for the arrival of the Bluebell Line, with six platform faces, four being at high level serving the Three Bridges to Tunbridge Wells line and set at right angles to the two Bluebell platforms below. It was also built to accommodate another new line northwards to Oxted and East Croydon which was to open in 1884, making an end-on junction with the Bluebell Line.

East Grinstead seen in April 1968 with '3D' DEMU No 1308 which has just arrived at the low level on a working from Victoria. Behind the train can be seen the high-level platforms serving the Three Bridges to Groombridge line which had closed the previous year. Note the double station house and the lantern roof over the refreshment room. East Grinstead is also still open but the Myres' buildings were demolished and replaced by a 1970s CLASP structure, which, in turn has recently been replaced



In addition to main station buildings, Myres designed distinctive signal boxes, goods sheds, waiting shelters, island platform buildings and footbridges to go with them.



The platforms at Ardingly which were below road level and linked by a timber footbridge to the main station building which was above and at right angles to the cutting. Six Myres' stations had similar footbridges but none have survived. This view was taken in 1967 after passenger services had ceased. All these buildings have since been demolished, but at road level, the main station building survives.

Perhaps surprisingly, out of the 18 new stations only five (Singleton, Heathfield, Rotherfield, Mayfield and Hassocks) were provided with goods sheds, that at Hassocks being in addition to an existing earlier building. Four of those goods sheds have been demolished leaving Singleton as the sole survivor.

The Eridge anomaly

Eridge, on the Uckfield line, was rebuilt in 1880 to turn it into a junction station for the new Cuckoo Line, with two island platforms and a single-storey main station building on a bridge above the tracks. The style of the buildings and the signal box, despite their date and location, is far removed from that of Myres, the former being very plain and the latter standard Saxby and Farmer. However, there are two details of the station building which *are* pure Myres – the booking office doors and the two cast stone mullioned double windows on the north side. Myres was seemingly not the controlling mind behind Eridge, so how did this come about - were there some bits left over from building the Cuckoo Line which were put to good use perhaps?

Singleton

Surely the most unnecessarily extravagant of the Myres' stations was Singleton, the largest on the new Chichester to Midhurst line. It had four platform faces, arranged as two islands, (the down one being equipped with a refreshment room) lengthy sidings, two signal boxes, a water tower and a turntable. Its size was dictated by the need to provide accommodation for the many special trains bringing crowds to Goodwood races. When the line was completed Frederick Banister, the aforementioned Chief Civil Engineer, commissioned an album of photographs showing all the stations and the principal engineering works on the line from which the scale of Singleton can be appreciated. A copy of this album is in the collection of West Sussex Record Office.⁶



The frontage of Singleton taken from an album of photographs produced in 1881 for Frederick Banister, the LB&SCR Chief Civil Engineer.

Behind the main station building can be seen the substantial mass concrete retaining wall. The isolated building to the left is the vast gentlemen's lavatory. (WSRO)



Another view from Frederick Banister's 1881 album, this time showing the two island platforms at Singleton looking towards Midhurst. The canopies here have gabled, rather than hipped, ends. The goods shed can be seen in the centre background. (WSRO)

Singleton station is built into the side of a steep hill with its platforms at the level of the roof of its main building and connected to the latter via a subway. The main station building is bounded on three sides by a massive mass-concrete retaining wall – an early example of the re-adoption of this Roman construction technique. The enormous gentlemen's lavatory was designed to cater for crowded trains since, as has been intimated, the majority of the Brighton company's third class passengers did not have access to on-train toilet facilities.

Sadly Singleton station was not very convenient for Goodwood (or Singleton either for that matter*) and on arrival punters faced a three-mile uphill walk to the course. At that time Goodwood races took place just once a year, over the course of the

* To be fair, the drawings for the station show that it was to have been called West Dean

first week in August, so the commodious station facilities remained virtually unused for the rest of the year, the line being served by just four trains a day and patronised by only a handful of passengers.

Never generating the expected traffic, largely owing to the inconvenient siting of its stations and competition from Southdown's No. 60 bus, the Chichester to Midhurst line closed to passengers in 1935 and to freight, north of Lavant, in 1953. The track was lifted and at Singleton the canopies, platform buildings and signal boxes were demolished and part of the site became a scrap yard specialising in old military vehicles. The main station building survived however, and in the 1970s and 80s was the headquarters of the Paget Brothers winery, whose grapes were grown on the side of the hill above. The goods shed also survived and is still used by the scrap merchant as a store.

On 3 May 2008 I was able, courtesy of the West Dean Estate who now own it, to arrange a SIAS visit to Singleton station, and the scrap merchant kindly agreed to chain up his Alsations for the day affording us a free run of the site. The station building was seen still to be intact and the stationmaster's house inhabited. At track level the platforms were still in situ, albeit heavily overrun with trees. However, it was the now-unique goods shed that was the star of the show.

Although rather dilapidated the building is still largely in original condition and was seen to have retained both its internal and external cranes. Its cast iron guttering and downpipes were intact and, on the south side, the canopy over the goods loading bay was still in position.



The south (road) side of Singleton goods shed on the day of the SIAS visit showing the loading doors and the canopy whose valance has shed a few of its 'teeth'. The pargetting between the loading doors can be clearly seen.

(John Blackwell)

The listing of Singleton Goods Shed

On the strength of its condition and uniqueness, our Chairman, John Blackwell, was keen that this last surviving Myres' goods shed be listed and I was assigned the task of applying "since I knew the ropes". On the face of it this did not seem a wise appointment as my previous attempts at listing - the theatre at Graylingwell

Hospital and the buildings at Chichester Barracks - had been dismal failures. Comparatively few buildings get listed these days and the fact that this building was by an obscure architect was not going to help its case.

Still, I took on the task and made an on-line application (the way it's done nowadays) extolling its virtues and rarity and, much to my surprise, the case officer at English Heritage was most enthusiastic. After a few exchanges Singleton Goods Shed was listed Grade II in April 2013. The reasons for listing are given as⁷:

- Architectural interest: it is an elaborate brick building with most unusual mullioned and transomed painted wooden panels with quatrefoils to the transomes and incised pargetted panels to the mullions.
- Intactness: the exterior is virtually unaltered including the survival of its wooden canopy and the interior retains its original kingpost roof and an internal iron crane
- Rarity: it is the only surviving goods shed built by the LB&SCR in this style. No other railway goods shed in the country has these elaborate Tudor style pargetted panels.

Envoi

All four of the 'Myres' lines' closed between 1935 and 1965 but the majority of the station buildings (but not the ancillary ones) thereon have survived, albeit some have been much altered to suit new uses. Midhurst, Newick & Chailey, West Hoathly and Horam though have perished. Two more of his stations, Hassocks and East Grinstead, remain open on the national network but both lost all their Myres' buildings in the 1970s in the interests of reduced maintenance.

The Myres' signal box at Ardingly, situated on the down platform and seen in 1967. It has since been demolished leaving that at Horsted Keynes as the sole survivor. At high level in the background can be seen the main station building.



The great saviour though has been the Bluebell Railway Preservation Society who have immaculately preserved three Myres' stations. Initially these were Sheffield Park and Horsted Keynes, but the reinstatement of the line north to East Grinstead (completed this year) secured Kingscote as well where they have built a replica

waiting shelter to replace that which had been demolished. Sadly West Hoathly could not be saved as it had been demolished way back in September 1967.

Horsted Keynes is even larger than Singleton with five platform faces and there the Bluebell have rebuilt the missing outer island buildings using some canopy components salvaged from Lavant. At Sheffield Park they are currently correcting the mutilation of the canopies carried out by the Southern Railway which will to return them to the form Myres designed.

Myres' ancillary buildings have not fared so well but the last surviving signal box has been preserved at Horsted Keynes and now his last surviving goods shed, although not preserved, has statutory protection. The external crane from Singleton Goods Shed did, however, pass into preservation, and is at Kingscote on the Bluebell Railway.

Photographs by author unless noted.

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1. Feedback about T. H. Myres by Mike Cruttenden published in *The Brighton Circular* Vol 39 No. 1, Spring 2013.
2. *The London Gazette* 6th January 1893 carried the notice about the change in the partnership.
3. Preston parish records, the 1891 Census and LRO CNP/2/1/4 Guild Roll entry for Frederick Edmund Myres 'son of Thomas Harrison Myres of Preston, retired architect (deceased)'.
4. These two works are cited by John Hoare in *Sussex Railway Station Architecture* Harvester Press 1979.
5. *Longleys of Crawley – a pictorial history of James Longley & Co* James Longley & Co Ltd 1983. It cites a memoir by Charles Longley, son of the company's founder listing the stations they built.
6. WSRO AddMS 38082, *Views of Works on the Chichester and Midhurst Railway*.
7. English Heritage, Case No 475251.

Book Review - Well it's a Map actually The civil parishes of Arundel etc.... at 5" to the mile Martin Snow

A new company, *The Parish Maps Company*, has started producing a new spin on printing Ordnance Survey maps, in this case an extract of a 2½" (1:25,000) Explorer series, but presented double size, i.e. at 1:12,500, 5" to the mile.

Before actually seeing this map I was doubtful of its usefulness, but it is very clear and instead of peering, with or without a magnifying glass, the detail is very clear, buildings and boundaries, not to mention footpaths, are easy to pick out.

Churches use the traditional and indicative symbols, not the ridiculous and meaningless 'PW'. As from the company name, the civil parishes boundaries are highlighted and short biographical details are printed on the cover. There is a larger scale 'street' map of Arundel town included.

This is the company's first foray into West Sussex, there are 11 maps already available for East Sussex, see their website - www.pariishmaps.co.uk

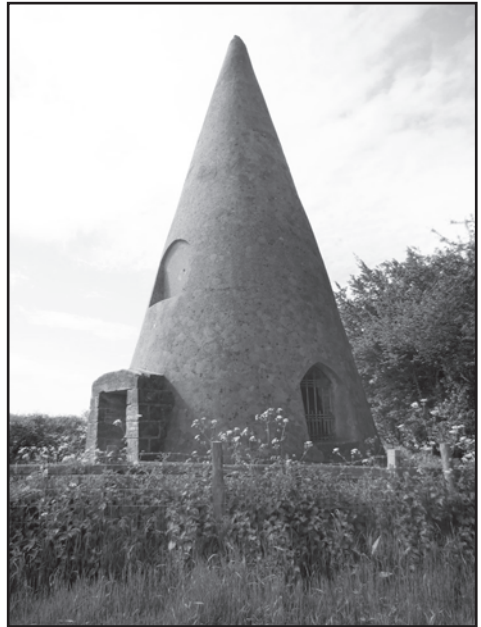
Maybe not for everyone, but a useful tool for both walkers and armchair or field researchers.

Mad Jack Fuller

Ron Martin

I recently have had occasion to drive along the B2096 road going east from Dallington. This passes close by the conical structure described euphemistically on the 1:50,000 OS map as “MON”. Actually, the only monument that this structure commemorates is a rich man’s stupidity, one Jack Fuller. The structure is about 20 feet in diameter, with a door opening with small porch and two window openings. It is built of local sandstone and a row of pockets in the walls about 7 ft above the floor suggest that it once had a first floor. Rumour has it that an old lady once lived there.

Jack Fuller (1757 - 1834) nearly always has the prefix “Mad” applied to him but this is really unfair to him as he was a considerable patron of the arts and science and a philanthropist; albeit also being an eccentric, but was also a supporter of slavery. He was the “squire “ of the what is now Brightling Park, at one time MP for Southampton 1780 - 1784 and for Sussex 1801 - 1812, a supporter of the Royal Institution and sponsor of Michael Faraday. He endowed Eastbourne with its first lifeboat and built Belle Tout Lighthouse, the forerunner of the present Beachy Head Lighthouse. He bought Bodiam Castle at auction to prevent it from being demolished.¹ To keep the men on his estate occupied he built several follies, including an observatory, an obelisk, known as the “Brightling Needle” a Temple and a tower. He also built a stone wall completely surrounding his estate and a mausoleum for himself in Brightling Church. It was said that when he was dead he wanted his body to be left in his mausoleum seated at his desk. After many years it was opened and this found to be untrue.



He was also a drunkard and was charged with a fracas with the speaker of the House of Commons. One night, when possibly drunk, he wagered a friend that you could see the spirelet on Dallington Church tower from his estate at Brightling. When he later checked this, it was found to be untrue. Rather than lose his bet he rapidly assembled his workmen and they built the conical “monument” where it could be seen from Brightling². It is not recorded whether he won his bet.

References

1. Internet Wikipedia John ‘Mad Jack’ Fuller.
2. Internet Follies of Mad Jack Fuller of Brightling.

The changing countryside



A reminder of developments in times past. This is the Adam's farm underpass bridge under construction on the Bexhill to Crowhurst line in 1897. This is to (has been?) be demolished as part of 'progress' to allow the by-pass road Bexhill - Hastings to be built.

(M.Pannell collection)



Coultershaw

The former lock on the Rother Navigation at Coultershaw. A footpath has been laid within the lock chamber to enable visitors to walk through and view the walls and remaining features of the gate fittings.

A boardwalk is almost complete that will enable access from the engine house that is being developed as part of the Heritage Lottery funded scheme.

A new footbridge across the river beside the road bridge is complete.

Plan a visit this summer to see the exciting changes at this site

Mystery Photo

Do you know your IA?



Maybe obscure.
Maybe unexpected in our area.
You may guess what this and
it's companions were for,
but where were they
originally used and when.
Where are they now?
You will quite possibly have
walked by them without
a thought.
Extra brownie points for
a bit of their history.

(Martin Snow)

Update

The sewer vent, featured in *Newsletter 158*, is in Tower Street, Chichester - surprise! surprise! Alan Green was quick to claim the non financial prize, but was disqualified for far too much smugness!

These are all around us, both in towns and one, I was surprised to learn, sticking up out a hedge alongside a country lane in darkest West Sussex, (SU 936 199) thanks to Vic Mitchell and Norman Langridge for the info. and image.

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.



Rural vent near Selham (Norman Langridge)

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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



Former garage at Flimwell, Ticehurst, East Sussex.
Recently listed as part of the English Heritage Cars Project. *(Peter Holtham)*



Progress with the new boardwalk, part of the development at Coultershaw.
Visitors will be able to use the boardwalk to access the former lock on the
Rother Navigation that now has a footpath laid through it. *(Martin Snow)*

