



Sussex Industrial Archaeology Society

Newsletter

Number 163

July 2014



Painting of Coultershaw Mill in its 'attractive'? concrete incarnation by John R. Davies.

This find by Geoff Mead may be seen as a part of the newly reorganised display at the Mill on the River Rother south of Petworth.

The newly restored Engine house is to be seen at the left.

The turbine now occupies where the wheel is shown left of the main building. The base of the present building that houses the beam pump can be seen on the right with the lean-to comfort shed over the tail race, the imprint of this can still be seen on the wall.

The beam pump can be viewed on two Sundays a month April to October.

Newsletter 163

Contents

July 2014

Editorial	2
Forthcoming SIAS Events	3
Events from Other Societies	4
Visit to Sharpthorne Brickworks.....	7
Report on East Sussex Mini Tour	8
Water Towers	13
SERIAC 2014	14
Q/ When is a 'Fareham' not a Fareham?.....	17
Power Poles.....	19
Slate Roofing.....	20
Milk Bottles	21
Mystery Photo and updates.....	22

Editorial

Welcome to *Newsletter 163*. Plenty of activities to fit in your diary in this *Newsletter*. Reports of visits and tours so far this year - did you miss them? It's not too late to book for the July walk.

Please don't be put off by my name appearing on many events, it's just that of the various ideas many of those that had my name on have come up for this year.

As always the Committee welcome suggestions for speakers and events, it is never too soon to start planning for next year, I have been able to include tantalising details for the talks in the early part of 2015, do put the dates in your diary - more in the next *Newsletter*.

I am looking at tidying up some research on the gunpowder industry in Sussex, including a possible site not previously recognised, if it was not that, then it needs some serious guessing - oops! research. If anyone has any material on this subject please get in touch.

Stop Press

I am delighted to inform you that the Sussex Industrial Archaeology Society have won the AIA's Local Society Publications Award for 2014. Given the quality of all three publications (*SIH 43*, both *Newsletters 159*), the judges decided that it would be invidious to choose between them and agreed to give the Society the award for the maintenance of very high standards in local society publications.

The award will be presented at the AIA's annual conference, which this year is being held in Chester in September.

Marilyn Palmer President, Association for Industrial Archaeology

This is the third award the Society has received for its publications in the last few years.

Forthcoming SIAS Events

Malcolm Dawes

Saturday July 19th 2.00pm *Devil's Dyke - Pleasure Ground to Bombing Ground*

It is not too late to book for the guided walk as detailed in *Newsletter* 162, cost £6.00. Please contact the SAS Membership Secretary, Lorna Gartside, on 01273 405737 before 17th July to book and pay and receive joining instructions.

Saturday 13th September 11.00am *IA Heritage walk through Worthing*

Compiled and lead by Martin Snow using research by Tony Baxter.

Join at Worthing Railway Station for a voyage of discovery of some of the IA history of eastern and central Worthing.

We will venture to the end of the pier where voyagers may take lunch or just drinks in the recently refurbished Southern Pavilion. After lunch we will resume the walk in a northwards direction to the Station whence the party may regain their homeward-bound transport.

Please advise Martin Snow if you intend to join this voyage of discovery.

Saturday 4th October 11.00am *An Arundel District IA Tour with various guides*

Meet at west end of Arundel Bridge.

Following the successful recent IA walking tour of Arundel, led by Adge Roberts, this is an opportunity to visit the recently opened Museum (entry £3.00) on its purpose built site (see the article by Alan Green in this *Newsletter*). It is planned to visit various other IA sites in the area, including the Swanbourne Pump House, the Castle Icehouse etc. Some walking / moving of cars will be required. Lunch in a local café, or picnic by the lake.

More details from Martin Snow, who should be advised if you plan to join in the day.

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

Saturday 25th October at 7.30pm *Sussex Industrial Archaeology: a different perspective*

Geoffrey Mead, well known Local Historian and Geographer looks at the industrial life of the county from a range of perspectives, noting the changes brought about by historical, geographical, geological and social factors. Change over time and space has allowed for a number of approaches to be made to a better understanding of Sussex trades and industries, their relationships and location. From Chichester Harbour to Rye Bay, Gatwick Airport to the West Pier, flint tools to Silicon Beach, this talk will explore our county's industrial life.

Saturday 15th November, 2.30pm *AGM of the Sussex Industrial Archaeology Society*

Followed by *Devil's Dyke - Pleasure Ground to Bombing Ground*, Martin Snow - This illustrated talk fits in with the joint walk in July with the Sussex Archaeological Society.

Advance notice of 2015 SIAS lecture dates

at West Blatchington Mill Barn

January 31st *St Pancras - From Magnificence through Dereliction to Renaissance*

Gwilym Roberts

February 21st *Film Nite*

March 21st *The Industrial-Landscape Between Brighton And Worthing* Trevor Povey

SERIAC - 25th April - City College, Southampton

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

Sunday 20th July *Classic Car Summer Shows*

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s.

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

Weekend 26th – 27th July *Toy and Rail Collectors Fair*

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

Sunday 27th July *Worthing seafront bus rally* www.worthingbusrally.co.uk

Sunday 3rd August *Eastbourne Bus Rally* www.eastbourne-classicbuses.co.uk/event.html

Weekend 2nd - 3rd August *Tinkers Park Rail Gala and Model Railway Show*

at Hadlow Down. www.tinkerspark.com

Weekend 9th- 10th 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 14th August, 7.30 pm *Railways at War*

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

Friday 15th August, 7.00pm *New Winchelsea*

Polegate and Willingdon Local History Society talk by Malcolm Pratt.

St.John's Church Hall, High Street, Polegate. 01323 484293.

Weekend 16th - 17th August *Stationary Engines*

Sussex & Kent Weald Stationary Engine Group Rally at Tenterden.

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

Weekend 16th- 17th 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

Weekend 23rd to 25th August *Hellingly Festival of Transport* www.ehvc.biz

Friday 29th August - Sunday 31st August *Ale at Amberley Beer Festival*

Over 70 real ales, ciders and perries, many from Sussex and Kent. This year the beer festival is part of the Ale, Food and Music event so expect plenty of choice of hot foods well as food stalls during daytime sessions. There will be a stage with music at all sessions. Steam rollers, traction engines plus visit the Museum during the day. Booking highly recommended for the Friday and Saturday evenings. It is planned to run a dedicated bus service for the event – details can be obtained from the web site. Amberley Museum. 01798 831370. www.aleatamberley.co.uk or www.amberleymuseum.co.uk

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

Shoreham Airport. www.shorehamairshow

Wednesday, 3rd September from 5.00 p.m *The British Engineering* is open free prior to the *AGM of the Brighton and Hove Heritage Commission*

Non-Members of the Commission are invited

Saturday 6th September, 10am to 4pm *Special opening at the Brede Steam Engines*

Steam and working industrial engines.

Situated 6 miles from Hastings on A28 to Ashford. 01323 897310

Weekend 6th - 7th September *Laughton Country Fair*

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

**5th to 11th September *Association for Industrial Archaeology
Conference at Chester University***

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

Wednesday 10th September, 7.30pm *Chichester's oldest repository of learning: The Cathedral Library*

Chichester Local History Society talk by Dr. Charlotte Hansen, Cathedral Librarian.

Non members £3. New Park Centre, New Park Road, Chichester. 01243 784915

Friday 12th September, 8.00pm *The Great War: Burgess Hill in 1914*

How the war affected the local community.

Burgess Hill Local History Society talk by Alan Seymour.

Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Sunday 14th September *Amberley Bus Show*

Ride on buses dating from Edwardian era to recent times.

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

Wednesday 17th September, 7.45pm *Wheels on reels*

Geoff Lomas will present another selection of his cine films. Sussex Transport Interest Group. £2.50. London Road Station, Brighton. 01273 512839

Friday 19th September, 7.00pm *A Sussex Farm in the 1950s*

Polegate and Willingdon Local History Society talk by Ian Everest.

St. Johns Church Hall, High Street, Polegate. 01323 484293

Sunday 21st September *Bus Show*

View and ride on a variety of historic buses.

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

Tuesday 23rd September, 7.30pm *Worthing and the Great War*

Worthing Society talk by Paul Holden.

Worthing Library Lecture Theatre. Visitors £3. www.worthingsociety.org.uk

Thursday 25th September *Paddle Steamer Waverley day trip to Swanage from Worthing*

The only trip from Sussex during this year's Waverley's sailings along the South Coast.

www.waverleyexcursions.co.uk

Saturday 27th September *Tinker's Park Open Day at Hadlow Down*

www.tinkerspark.com

Saturday 4th October, 10am to 4pm *Special opening at the Brede Steam Engines*

Steam and working industrial engines.

Situated 6 miles from Hastings on A28 to Ashford. 01323 897310

Sunday 5th October *Vintage Bus Running*

Vintage bus service between Sheffield Park and East Grinstead.

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

Wednesday 8th October, 7.30pm 1714 and all that: Chichester under the Georgians

300th anniversary of the start of the Georgian era.

Chichester Local History Society talk by Alan Green.

Non members £3. New Park Centre, New Park Road, Chichester. 01243 784915

Weekend of 11th- 12th October *Austin Counties Car Rally*

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

Weekend of 11th- 12th 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 12th October *Vintage Vehicles and Industrial Trains*

End of season gathering of vintage cars, motorcycles, commercial vehicles, steam engines , diesel and steam locomotives.

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

Monday 27th October, 7.30pm *Midhurst, Mid Sussex Indeed!*

Railway Correspondence and Travel Society presentation by John Blackwell.

Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton.

www.rcts.org.uk

Sunday 2nd November *London to Brighton Veteran Car Run*

June to October 26th *Exhibition on how the two world wars affected the villages around Nutley*

Nutley Historical Society has set up two exhibitions to commemorate the Centenary of the Great War and the 70th Anniversary of D Day in World War II.

Over 300 photographs and documents from the villages of Forest Row, Colemans Hatch, Hartfield, Fairwarp, Maresfield, Nutley, Danehill, Chelwood Gate and Crowborough.

Coverage includes memorials, rolls of honour, aircraft crashes, the home front, training camps and oral history.

Ashdown Forest Centre, Ridge Road, Wych Cross, Forest Row.

Weekdays 2.00pm to 5.00pm, Weekends 11.00am to 5.00pm

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 11th to 14th September.

Details from www.heritageopendays.org.uk

Events in London are for the weekend of 20th - 21st September www.londonopenhouse.org

Do please always check details before travelling

The details of these meetings and events organised by other groups

are only included as a guide and as a service to members:

inclusion here is not intended to be seen as an endorsement

Visit to Sharpthorne Brickworks

John Blackwell

The site, adjacent to the 'Bluebell Railway' at West Hoathly, was used for dumping ashes and cinders from London's household fires and went into brick production using this waste mixed with the area's Wadhurst clay in c.1880 when the railway was under construction. Bricks were used for the tunnel, station buildings and platforms. By 1899 W. Hudson had taken over and the firm traded under the name of Hudson's until 1976 when it was taken over by the present owners, Ibstock Brick Ltd. The bricks have always been fired in clamps fuelled by a coke bed and it is one of the very few brick plants in the UK still using this traditional process. There is enough clay to last at the present rate of production, which is an average of 25 million bricks per annum for the next 20-25 years. The clay is traditionally dug in winter and left to weather. Before being introduced to the process it is mixed with water to accelerate water absorption and left for 24 hours before being put into the clay hoppers. It is then mixed with sand and coke in measured quantities before being ground and mixed by a pair of edge runners in a Pan Mill. The mix is transported by conveyor belt to the two brick making machine which squeeze and press the mix into pre-sanded wooden moulds. The green (moist) bricks are turned out onto drying trays (pallets) which in turn are loaded onto cars which run on tracks to the drying tunnels where much of the moisture is dried out over the next two or three days. A setting machine removes the dry bricks from the pallets and a 'robot' stacks them into blocks of 712 to be taken to the clamp. Both of these innovations, to reduce manual handling, were developed by the site management. The clamp has a grate at the base formed of previously fired bricks on to which a 6" bed of coke is laid. The dried bricks are stacked up to 26 layers high and encased in a weather proofing skin of previously fired bricks. A firing basket at one end uses scrap wood to ignite the coke base and the fuel (coke) in the bricks also burns, as the temperature rises to around 1,060° centigrade. Each clamp, of which we saw three, contains a quantity of one to two million bricks and takes 10 weeks to burn and cool down. One process that is not mechanised is unloading the clamp, this is still hard manual labour, because the burnt bricks are a variety of colours from red to grey, depending on their position in the clamp, and these need to be sorted into product types.

I have been on visits to many brickworks and partially understood the processes but here our guides Sean and Rick patiently explained and answered all our questions so by the end of our visit I felt we had been shown and understood the process from raw materials to finished product. So many thanks to both of them for an excellent and fascinating morning; particularly as the brickworks was working flat out due to a national shortage of bricks.

Report on East Sussex Mini Tour; 7th June 2014

Alan Green

You have to hand it to our editor, he can organise a good trip and has a knack of sniffing out places not regularly on public view. He really pulled the stops out for Saturday 7th June when 15 members enjoyed three visits centred upon Heathfield. The troops assembled at Horam Manor Farm at 11.00am where, after coffee in the excellent café, we visited the Farm Museum. This is no ordinary museum: none of your sterile displays here (such as is to be found in a certain place in the west of the county), instead all is a glorious, dusty muddle. Outside farm implements are to be seen in various states of restoration, whilst under cover, in a collection of barns, lurks a wide variety of artefacts to delight the eye. One barn - the one not normally open to the public - was truly esoteric in content. A small collection relating to Sussex brick and tile manufacture rubbed shoulders with 16th century armaments, Civil War relics, an unrestored Lister L-type stationary engine, items of domestic furniture and piles of what can only be described as ‘variegated junk’ which would have been worthy of detailed examination had we but had the time.

Horam Manor Farm
Museum, with
some of the farming
implements on
display.

In the background
the open doors of the
‘secret barn’ beckon
SIAS members
to explore within.

(Author)



Ron Martin spotted a most unusual detail on the underside of the barn's roof. Each slate had two tile or brick slips glued thereto which bore on the battens, seemingly acting as nibs. Were these prototype nibbed slates to be offered as a cure for nail sickness one wonders? If this was the intention it cannot be regarded a great success for outside there were many tingles as well as several slipped slates in evidence.



Inside the
'secret barn'
members examine
the eclectic contents
(Author)

The Domestic
Museum at
Horam Manor Farm.
Room settings are
arranged down the
sides of the barn
whilst display cases
occupy the centre.
(Author)



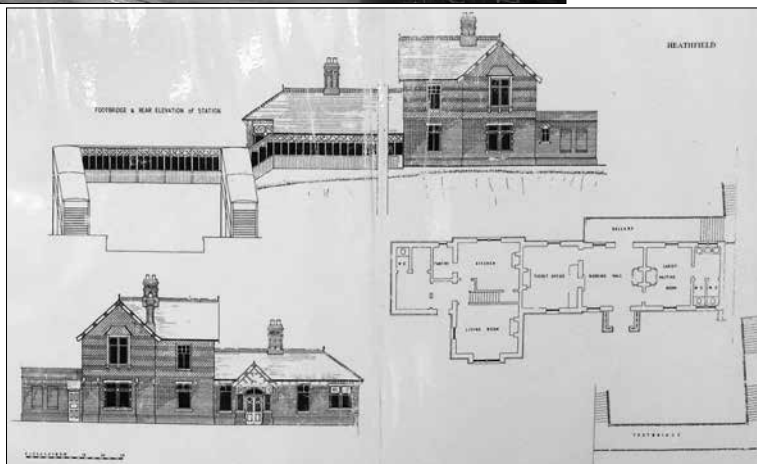
In another barn was a comprehensive collection of domestic bygones arranged in room settings including, to your author's delight, a Kodak Brownie 127 camera of the sort he was given in 1962 for passing the 11+. Horam Manor Farm is no ordinary museum, it is a *museum* museum!

A return to the café for a substantial (albeit unhealthy) lunch preceded departure for Heathfield where we assembled outside the town's once magnificent station. Here Chairman John Blackwell gave an exposition on the town's natural gas exploration (see *SIH* 43). The first gas site was seen in the railway cutting next to the tunnel which, although not a commercial success, did light the station right up until closure. A move to Sainsbury's car park enabled John to describe the sites of the other natural gas installations of which, sadly, no traces now remain. Heathfield station is, of course, one of T. H. Myers' lavish creations (see *Newsletter* 159) which closed to passengers in June, 1965 and completely in 1968. Although down at track level everything has gone and been replaced by light industrial units, at the top of the cutting the station building remains and is in fine fettle.



The station buildings at Heathfield, still in good condition 49 years after closure. It is now occupied by a cook-shop but still painted in appropriate railway colours. Note the chimney stack nearest the camera which has been tile hung – not a standard Myers feature.
(Author)

This drawing of the station buildings is on display inside the cook-shop. The rear elevation shows the now-lost footbridge and veranda.
(Martin Snow)



It is now occupied by a cook-shop-cum-café whose proprietors kindly allowed us through to the back of the building where a small garden now occupies the site of a timber veranda which once linked the booking office to a footbridge leading to the platforms below. With the veranda gone the pargetting to the eaves could be seen; a detail that had been hidden from passengers' gazes all the while the station was open. How Myers retained such a free rein to spend the company's money on unseen embellishments remains a mystery to me.

The tour then wended its way to Hadlow Down for a private visit to Tinker's Park. This name will be known to many as the venue for a long-established annual steam fair, but it is actually the home of a vast collection of IA started in 1942 by Claude and Joyce Jessett and now administered by a trust, which is, as it happens, a corporate member of SIAS! Tinker's Park is normally open to the public only two or three times a year and even then the contents of many of the sheds are not on view for reasons of health & safety. On our visit we had a free run of everything and

our enthusiastic guide was David Vaughan who took us round giving an unbroken commentary on anything and everything. The collection includes (I could not venture to say what it comprises) traction and ploughing engines, steam and diesel road rollers, buses, lorries, caravans, stationary engines, tractors, a two-foot gauge industrial railway, fairground organs, and even the fuselage of a Dakota, part of which had been converted into a caravan!

Our tour began with a cup of DIY tea in the main steam workshop (tea ladies Blackwell & Green officiating) and then wound its way around the vast site visiting every installation. In the bus workshop work was in progress on a fine 1939 Brighton Hove & District Bristol K5G open topper which our Chairman felt would be the ideal vehicle for SIAS hire when completed.

Inside the steam shed. The road roller on the left, is in fact a diesel despite its steam-like appearance.

Made by Aveling & Porter in 1931 it has a single cylinder Blackstone engine hence the size of the flywheels. (Author)



The bus shed with work in progress on the ex BH&D Bristol K5G open topper on the left. To the right is a London Transport RT. There are narrow-gauge tracks set in the floor for railway and tram usage. One such road includes a wheeldrop. (Author)



After touring all the workshops we were given two return rides on the railway. As there was another party visiting (they had arrived in style in a handsome 1956 Maidstone & District Leyland PD2) steam was the order of the day and a German 0-6-0 WT, built in 1928 and named *San Dominigos*, gave a spirited performance hauling the single open-sided coach to the end of the line and propelling it back uphill to the start.

The second journey ended at Organ Museum Halt whence a short walk brought us to the eponymous museum which was crammed with fairground organs, barrel organs, polyphons and even a pianola. None were able to be



Looking *San Dominigos* in the eye as she blasts her way uphill during one of our rail trips. (Author)



What appears to be a derelict tin shed is in fact a narrow gauge locomotive made from the running unit and parts of the body of a Trojan van whose distinctive radiator can be seen on the left.

One of the strangest exhibits we saw.

(Author)

demonstrated for us but we were assured that all were in working order. Our three-hour visit ended with a tour of the collection of industrial locomotives, mainly Ruston diesels, some of which had come from Crowborough Brickworks.

For we of the Far West Contingent though, the day was far from over for on the way home we visited four more stations; Buxted, Isfield (including an obligatory pint at the *Laughing Fish*), Barcombe Mills (see *SIH* 44) and Barcombe. Sadly the last has been defiled with plastic windows and painted in a highly inappropriate and rather violent shade of blue, but at least it is still standing. As the same contingent had visited Hellingly on the way out, three Myer's stations had been clocked.

The whole day had cost only six pounds in admission charges at which even the most tight-fisted of SIAS members could not baulk. Visits to two cracking collections, Sussex natural gas sites and three Myers' stations all in the same sunny day.

What more could you ask for? Martin Snow came up with such a superb day out I could almost forgive his occasional photographic indiscretions. Almost!

Water Towers

Martin Snow

A bonus on to a visit to SERIAC is always the society stalls, many with book and journal sales, this year I found on the Newcomen Society Stall - *Water Towers of Britain*, by Barry Barton, published in 2003 by The Newcomen Society.

This is not a book review, but a reflection on a rarely considered IA subject.

Water Towers as we see them (or don't, as it seems they are often disguised, or hidden behind tall (pine) trees), have a long history in the water supply industry, either for private house or estate use, or as part of a public supply, though their precise place in the water engineering cycle is too involved to consider in this short note.

There are a number remaining in Sussex, often having become the support for the aerials of various undertakings, mobile phones, police and other services. This recent use has probably prolonged the life of some as the technology of water pumping has moved on, not to mention the objections to the sometimes stark object on a skyline. At this point I would like to request information from members on water towers that you know of, either existing or lost, images would be useful.

While looking on Google Maps for images I found one at Netherfield that had been removed between the capture of the Streetview images in May 2011, and the latest aerial updates in 2013. Google earth has it showing on their 'historical imagery' in 2009, but gone by September 2013 replaced by - of course - housing.

One that is long lost and I have only traced images taken from a distant, is the one that served the former Lancing Carriage Works. It was actually sited north of the railway line, north west of the works and connected by an (open?) conduit, that much is shown on the 1932 to 1964 1:2,500 OS maps. Tower Road was named from it and is now the only evidence of it's presence in the landscape.

Information and images, please to me, details on the inside back page.

SERIAC 2014

John Blackwell

This year's conference was hosted by GLIAS and held at Royal Russell School Croydon and provided the usual mix of presentations under the banner of **Bricks, Bugs and Computers**.

We were welcomed by Mr Edward Handley M.B.E. the last proprietor of Handley Brickworks who gave a short presentation with slides from 1963. The brickworks at Woodside, South Norwood was bought by his family in 1912, primarily because of the huge reserves of London blue clay. The bricks were machine produced wire cuts which were then dried in tunnel driers before loading into one of five coal fired continuous kilns. At the peak of production one million bricks per week were being produced. In the mid sixties the family firm was sold, with production finally ceasing in 1974.

Meg Thomas, Curator of the Wandle Industrial Museum gave the next presentation ***A Most Industrious River***. The Wandle is nine miles long and runs through the London Boroughs of Croydon, Sutton, Merton and Wandsworth. 1361 is the date of the first recorded corn mill, at Carshalton, but corn and fulling mills probably existed long before. By 1850, 38 undershot mills serving various industries were recorded, along with a warning that the river was heavily polluted. Products produced included parchment made from goat skins, snuff from ground tobacco leaves, expensive red dyes from Brazil wood, and paper from old rags. Copper utensils and vessels, some of which were enormous, were pounded into shape using a beam hammer powered by an undershot water wheel 20 feet in diameter with 42 paddles each 15 feet long by 22 inches wide. Of the leather mills that of Connolly's was the most famous, supplying the finest leather used in Rolls Royce cars and for seating in both the Lords and Commons. The textiles industry was important with bleaching and drying grounds making use of the river water. Two famous names had works there, namely Arthur Liberty and William Morris. Liberty's was renowned for hand silk printing where a series of heavy intricately patterned wooden blocks, one for each colour, these were placed in turn with extreme accuracy on the flimsy material. The work was carried out for him at Merton Priory Works by William and Edmund Littler until in 1904 Liberty's bought the works. Morris's factory was downstream and here were established a dyeing works using only natural substances, a fabric printing shop and carpet and tapestry weaving looms. Today little remains of any of these industries.

Dorian Gerhold of the Wandsworth Historical Society presented his recent research on the ***Rise and Fall of the Surrey Iron Railway (SIR)***. This was the first railway authorised by an Act of Parliament independently of a canal company. It was stated

it was not the world's first public railway (this is debatable but the Lock Lake Rail Road near Wakefield of 1798 arguably has first claim). The Act was passed in 1801 and the first tolls collected in September 1802 with the formal opening in July, 1803. It ran from a dock on the River Wandle at Wandsworth to Croydon as a double tracked plateway of 4' 2" gauge set on stone blocks 16" x 16" x 9". Tolls were charged and carriers used their own wagons and horses. The capital raised to construct was £60,000. An extension authorised to Reigate reached Merstham Quarry in 1805. Goods carried included coal, building materials, corn seeds for crushing in the mills, which were connected to the railway, and stone and lime from Merstham Quarry. By 1813, following the opening of the Croydon Canal profits had reduced, the canal taking much of the traffic, and although costs were covered there was insufficient income to keep up with the rapidly improving railway technology. The Croydon canal was purchased by the London and Croydon Railway in 1836 and the extension to Merstham closed in 1838, the track bed having been purchased by the London and Brighton Railway. The SIR struggled on; trying to close in 1842, but meeting with opposition from the corn and seed crushing mills served by the railway. Finally in 1846 an Act of Parliament to close was passed despite similar opposition to that of four years previously.

GLIAS's Danny Hayton showed an interesting film of *Early Computing in Croydon*. Shot at The Accounting and Tabular Corporation of Great Britain's factory in Aurelia Road sometime in the 1930s, the film showed the making of machines for reading and sorting of punched cards. Typical uses would be for payroll, accounts and stock control. Cards were normally punched with data by female staff, collated and sorted by machines. They were used to produce reports, such as pay slips for employees and stock levels in warehouses. I can remember such applications in the mid 1960s and indeed dropping the sorted cards! A few years later both punched cards and paper tape was used as input to mainframe computers.

Following lunch it was our own Ron Martin's turn to give his *If it's not a Brick then What is it?* A shortened version of our March Winter Lecture reviewed in the last *Newsletter*.

Professor Martin Adams was next up with his presentation *Bugs and Bow: Fermentation Industries in London*. From this scribe's point of view I felt the professor assumed a greater knowledge of chemical compounds and reactions than I, and possibly the majority of the audience, had and therefore the lecture left me a little cold. With polluted water causing regular outbreaks of Cholera in the eighteenth and nineteenth centuries, beer and gin were the drink of the working classes. Yeast is a living organism (the bug in the title?) which converts the sugars from a compound, in the case of beer malted barley, into alcohol and carbon dioxide. This process is known as fermentation. London gin is produced, as I understand

it, by distilling ethyl alcohol flavoured with juniper. A popular beer was Entire Butt or Porter, so named by being popular with porters. This was a strong, dark, heavily hopped brew, which was matured for an extended period with two million barrels being brewed in 1823. Hodgson's Brewery at Bow Bridge is credited with "inventing" India Pale Ale which as its name suggests was the preferred tipple of ex-pats and had to withstand the long sea voyage. The truth is more prosaic, Bow is near the East India Dock and Hodgson sent a consignment of his October Brew (beer only being brewed during the winter months) which arrived after a four month voyage in good condition. Malt vinegar is made from spoiled poor quality beer obtained from local breweries which is then subjected to process of acetous fermentation. Champion's of Shoreditch were an early producer from 1710 to the end of the nineteenth century. The quick vinegar process of spraying the alcoholic liquor on to wood shavings until acetified gave 18% more alcohol by volume than the fermentation process and this process was used by Sarson's at their old established vinegar brewery in Tower Bridge Road until closure in 1992. Acetone is used in the manufacture of cordite (a shell propellant) and during WWI there was an acute shortage (it having previously been imported from Austria) and Chaim Weizmann was given use of a laboratory at J. & W. Nicholson's gin distillery at Three Mills, on the River Lea at Bromley-by-Bow, where he perfected the acetone-butanol-ethanol process a bacterial fermentation process which converts maize into acetone, the first industrial fermentation process. Six distilleries were then requisitioned to solve the shortage.

The last speaker Nick Catford presented *Secret Underground London*. Nick was well known to most of his audience as the editor of the journal Subterranea Britannica and produced a much appreciated bravura performance as he rattled through over one hundred images. These covered Underground stations either closed or never opened including Wood Lane, Bull and Bush, King William Street and Aldwych (closed 1994). Cemetery catacombs at West Norwood, Kensal Green and Brompton illustrated by stacked lead lined (to prevent smallpox) coffins and a restored coffin lift. Other highlights included the vaulted and ornately tiled subway leading to the Crystal Palace at Sydenham, the Post Office Railway, the 1837 winding house to haul departing trains up Camden bank from Euston and the horse tunnels and vaults also at Camden. A great presentation by a real enthusiast. Another successful conference but after more than 30 conferences surely the basics of being able to darken the lecture hall and provide a suitable lapel microphone so all can clearly hear would have been an obvious requirement. Lastly a request can we please have a synopsis of each talk, it makes writing the report much easier.

Look out for news of SERIAC 2015 - to be staged in Southampton in April.

Q/ When is a 'Fareham' not a Fareham?

A/ When it's a Poling.

Alan Green

A few years back I developed an interest in Fareham chimney pots, those distinctive adornments to so many buildings in south coast towns, and my research into them was published in 2009 in *SIAS Newsletter* 141 and in an extended version in *Hampshire Industrial Archaeology Society Journal* No 17. In those articles I mentioned documentary evidence that this style of chimney pot was also made in Dorset and Surrey by *ex pat* Fareham men, and surmised that, although the output of the various Fareham potteries was vast, it was possible that in Sussex some of these distinctive pots were imitations made by other establishments. The fact that not many are marked, or are mounted too high up for any markings to be seen, adds to the problem of attribution.

Whilst I was carrying out my research, Arundel Museum was packing up its collections prior to vacating their old premises and Dr. Ian Friel, who was assisting with the operation, sent me a photograph of what appeared to be a Fareham pot but which had been catalogued as having come from the nearby Poling Pottery. Unfortunately the said artefact had already been packed away so neither he or I were able to view it. In Mollie Beswick's *Brickmaking in Sussex*¹ she included a 1930s photograph of the Poling Pottery in which a row of chimney pots can be seen sitting on a wall in the background, but too far away to tell whether they are in the Fareham style. As such I was only able to mention the Poling connection as research in progress.

This year Arundel Museum reopened in splendid new premises next to the river, and when I paid my first visit a few weeks back I was delighted to see that the said pot was now on display and the staff kindly gave me permission to photograph it.

At first sight the pot appears to be a Fareham, the only detractors being the colour, which lacks the Mediterranean hue of the real thing, and the inscribed pattern in the white slip which is rather crude. However, the clincher is in the marking: it is stamped all round below the pie-crust crimping 'BLUNDEN.POLING.POTTERYS.'

Poling Pottery and Brickworks was run by Stephen Blunden from around 1855 to 1859 and carried on for 15 years after his death by his wife Catherine followed, in turn, by her son Osmond. The pottery passed out of the Blunden family in 1890.² Although spelling was obviously not their strong point we must be very grateful that the Blundens took the trouble to mark their wares, thereby verifying the Poling connection. There are a few Fareham-type chimney pots to be seen in Arundel and, from this evidence, it is more likely that they are products of the Poling concern rather than the 'mother church' some 31 miles away.



The evidence – the rim of the pot is stamped with the name of the Poling Potters [sic] (Author, courtesy Arundel Museum)

Envoi

Research is never complete and I hope that in due course further positive attributions can be made so I would still be grateful for any information from readers. In 2010 I spotted some in west Cornwall and even found one in St. Ives Museum: if they are Farehams they are a very long way from home. To date, though, I have not encountered any farther east than Brighton.

As a result of the SIAS visit to the Weald and Downland Museum artefact store last year our esteemed Editor seems to class my interest in Fareham chimney pots as something of a fetish which seems a little harsh – at least it gets me out of the house. I do admit, though, to having caused several accidents to people whose attentions are focussed heavenwards seeking out these beautiful objects rather than looking where they are going. As if that were not enough proof that interest in Fareham chimney pots is growing, I was delighted to see a modern copy of one on sale in the National Trust shop in Petworth last year, doubtless a product of the West Meon Pottery who made the replacement pots for Uppark following the fire. Finally, if you have not yet visited Arundel Museum I do urge you to do so (SIAS will be visiting in October). Unlike a certain other new museum twelve miles to the west (which also, as it happens, has a Fareham display) it is logically laid out, well displayed and well worth the entrance fee. However, when you enter the railway section I warn you to avert your gaze from the orientation of the signal arm!

1 Mollie Beswick *Brickmaking in Sussex – a history and gazetteer*. Second edition. Middleton Press, 2001

2 *ibid*

(Arundel Museum is not run by a local authority, having been set up and run by the Arundel Museum Society, who rely on the sensible admission fee to help cover costs - Ed.)

Power Poles

A contribution and an enquiry from Jim Crawshaw

These images are one of a concentration of steel lattice telegraph/electricity poles between Herstmonceux and Boreham Street on the A271.

(On a recent IA research trip into deep darkest East Sussex along the A271, I spotted more of this type in Horsebridge and further to the east, many of them are also viewable online in Google Streetview / Google Earth - Ed)

Can anyone explain their possibly unique existence here? I have seen similar in France but nowhere else. They vary in size and minor design; some have 'H' girder uprights and some of 'U' channel section. A local man I met while taking these photos said he believed they were erected during the war and some were being replaced by wooden poles. Which was odd as they are of very substantial galvanised construction and showing little sign of leaning or deterioration. The one photographed had 'P B Pole' and a Reg. No. embossed at the bottom. I wondered if they had anything to do with the Herstmonceux Observatory nearby; or whether they were made from scrap radar masts! But, I think not, as they have no redundant holes in them and the 'P B Pole' must mean something.



Can anyone provide any information on these and whether they occur elsewhere in the county or indeed country. Please send via the editor.

Ed. - Internet searches revealed a Texan power company co-operative - 'P B', but no images of similar masts / poles there or in the UK.

Base of pole showing embossing. (Jim Cranshaw)

Slate roofing

Ron Martin

On our visit to Horam Manor Farm museum a few weeks ago several of us were fascinated by the slated roofing on one of the barns – but more of that later.

Slate is a metamorphic rock based mostly of argillaceous material i.e. it is clay based and has been subject to heat and pressure. This results in a fine grained rock which laminates readily. It occurs in many parts of the world and in Britain mainly in the west – Cornwall, Devon, Wales, Leicestershire, The Lake District and Scotland. It has been used, firstly by the Romans but as often happened with the withdrawal of the Roman Army in 410 A.D. that technology ceased. It was revived during the 12th century. Slate was being largely used locally to the sources but it was also being transported from Devon along the South Coast. Many Oxford Colleges used Swithland slates from Leicestershire but it was North Wales which dominated the market in the 19th century, when slates was being transport by narrow gauge railways from the quarries and mines down to the coast.

Two of these have been preserved as working railways. The Talylllyn was the first one and ran from Tywyn to Nant Gwernod, a distance of 7¼ miles. This was built in 1866 with a gauge of 2' 3" and used steam locomotives from the start. In 1951 it became the first preserved railway to be run for passengers using volunteer labour.

The Festiniog Railway ran from Blaenau Festiniog to Porthmadoc a distance of 13½ miles. It was built in 1833 and for the first 30 years was worked by gravity, the line having a gradient of 1 in 80 and with two brakemen on board. Each train consisted of eight slate wagons and a horse box. The horse then hauled the wagons back to the top. In 1863 they bought steam locomotives to replace the horses, but the gravity system was still being used until 1939. The most interesting locomotives used were the Double Fairlies, which were in effect two engines built back - to back. It was restored in 1955 and is now run as a heritage railway.

Small Cornish slates (peggies) were sometimes secured using oak pegs but the normal way was to use iron nails driven into the battens but these were danger of rusting. Nowadays non-ferrous or galvanised nails would be used.

In many of the slate producing areas the slates were laid with diminishing courses which is highly satisfactory to the eye. By the 18th and 19th centuries the dominance of Welsh slates became apparent in virtually all towns and cities in Britain, even as in Sussex where the indigenous roofing material was clay plain tiles. Slates were supplied in common sized, e.g. "Ladies" 6" x 12", "Countess" 10" x 20" and "Duchess" 12" x 24". This made the ordering much simpler with less wastage.

The roof over the shed at Horam Manor is of Welsh Countess sized slates, which

externally appears quite normal but inside looking up at the underside of the roof there are small pieces of what looks clay roofing tiles stuck to the bed of the slates which are then hooked over the timber battens. I have not as yet been able to ascertain why, when and how this was done.

Another example of strange fixing for slate I came across some time, ago over the engine house of Souter Lighthouse in County Durham. a few miles south of the Tyne. This is on the cliff edge in a very exposed location overlooking the North Sea. The battens are of iron, probably tee-section and the slates are bolted to the battens, two per slate. This was done as, with iron battens, the use of nails which merely hooked over the battens would not prevent the slates from being lifted in a high wind.

If any member has come across either of these two methods of construction I would be grateful to be informed.

Geology and History in Southeast England

The West Sussex Geological Society (Local Group of the GA) plays host to the Southeast Regional Conference of 'The Geologists' Association supported by the Brighton and Hove Geological Society and the History of Geology Group

Saturday 29 November 2014 in the Exhibition Hall of Worthing College

at the new college campus, on the northern outskirts of the town

A number of speakers covering cross discipline topics of interest to SIAS members

Full details in the next Newsletter

For a Programme and Registration form email the conference organiser -
anthony.brook27@btinternet.com

Fee £25.00 (£20.00 full time students) included tea/coffee & buffet lunch

Milk Bottles

Can anyone help find a home for some older style milk bottles? I have nine in my possession. Six are the old tall style with wide necks, engraved or stamped as follows:

Abbotts Dairies, Canterbury; Sussex Dairies; Monkton Dairy,
Weymouth; CRS; Express Dairy and B & N Dairies.

Three are the "chunky" size, stamped or engraved as follows:

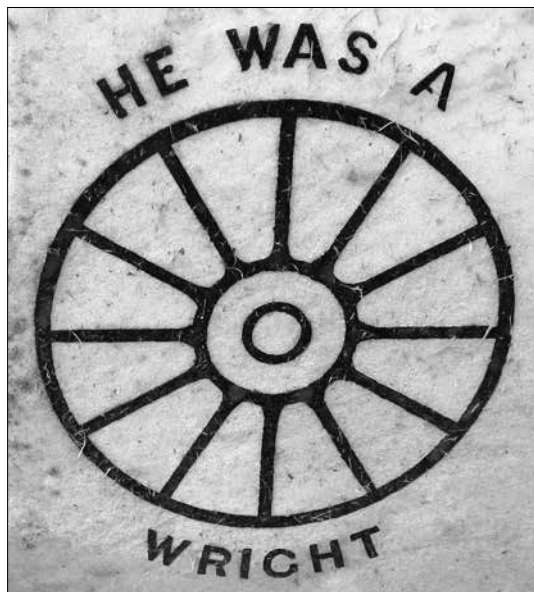
Bourne and Hillier; Read's Dairy, Yetminster
and one simply with an advert for Hermesetas on!

I have tried several local museums but none are able to take them or seem interested.

If you would like any or all of these, or can suggest where I can place them,
please contact me on 01903 813603. Diana Durden

Mystery Photo

Do you know your IA?



(Diana Durden)

Something different here.
Thanks are due to committee member to Diana Durden who sent me this image and the fuller one for the next issue that will show some of the answers.

So the usual questions -
What is it ?
What is it saying ?
Where does it appear ?
Where is it to be found ?
Who is 'HE' ?

Update

The mystery photo in *Newsletter* 162 featured a 'device' spotted in a former malthouse near Ashington.

It appears to have been connected with raising sacks of hops up and around the building, that has now been converted to a pleasant home, albeit still in hearing distance of the busy A24. The owners kindly allowing me access to photograph this and other features remaining in the building.

Please keep you eyes open on your trips around the county's IA this summer, I am always looking for examples of our IA heritage. If possible, let me have a picture, either for this feature or to provide inspiration for a future article(s).

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Published quarterly in January, April, July and October

Contributions for the next *Newsletter* should be sent to the Editor by the 6th September 2014

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*

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The Poling chimney pot
on display in
Arundel Museum
which is doing a creditable
impersonation of a
Fareham product.

See the article by Alan Green
in this issue.

*(Alan Green,
courtesy Arundel Museum)*

Members will be able to view
this and other museum treasures
on the Society
Arundel District IA day
in October.



One advantage of my holding the camera, you don't get me included in a shot of the usual suspects.

They are seen here on the former bridge over the north end of the railway station at Heathfield, during a stop to view some sites of the natural gas exploration, while on the East Sussex mini tour on 7th June. Behind them at ground level was the station bore hole and gasholder. *(Martin Snow)*

