



Sussex Industrial Archaeology Society

Newsletter

Number 165

January 2015



Ron Martin with the Mauchline Ware needle case, part of the presentation to him at the AGM in recognition of his 35 years as General Secretary.

Ron has stood down from the post, but has taken up the role of recording coordinator.

(Martin Snow)

Newsletter 165

Contents

January 2015

Editorial	2
Forthcoming SIAS Events	3
Events from Other Societies	4
Disappeared Sussex Industry	5
The Devil's Dyke Bomb Testing Grounds – 2014 AGM Talk	6
AGM Presentation to Ron Martin.....	7
“Farewell”	7
How the Railway Came To Brighton.....	8
October Meeting	12
Mapp & Lucia.....	12
Accident at the Brighton Railway Station.....	13
Closure of Keymer Tile Works Burgess Hill - The end of an era	14
Book Reviews	15
A Tale of a Toll House and a Gate	16
Foundrydata: a heritage project using digital technology.....	20
Gift Aid	21
Mystery Photos and updates	22

Editorial

Welcome to *Newsletter* 165, lots to read this time.

The AGM in November saw the end of an era, with the retirement of our General Secretary after 35 years, Ron Martin, more on this elsewhere.

I have agreed to take on this role and will also continue to edit the *Newsletter*

Researcher Wanted

The Wey & Arun Canal Trust is looking for some assistance with a planned historical publication to coincide with the 200th anniversary of the canal's opening in 2016.

They would like to modernise the existing pictorial histories of the canal (in which they do not hold copyright), with new material where possible.

There may be some funding available for research effort.

Anyone member interest in taking part should contact the General Secretary, who is liaising with WACT.

Forthcoming SIAS Events

Malcolm Dawes

All SIAS meetings are held at
West Blatchington Mill Barn, Holmes Avenue, Hove

Saturday 31st January at 7.30pm

From Magnificence through Dereliction to Renaissance

Talk by Gwilym Roberts a past President of the Institution of Civil Engineers. He has family connections with the Butterley Enginnering Company who constructed the vast train shed of St Pancras Station and has written a book on the history of the company.

(Note: At 2.00pm, at the same venue there is a Brighton Circle talk, **Excerpts from the Maurice Joly LB&SCR photographic collection** presented by Laurie Marshall. SIAS members are welcome to attend)

Saturday 21st February 7.30pm

An evening of archive films and photos of Sussex Industrial Archaeology - Part 2

Following our successful archive evening last winter we have decided to delve into the archives again. Recent videos of IA interest will also be shown. An evening of nostalgia

Saturday 21st March at 7.30pm

The Industrial landscape between Brighton and Worthing

Illustrated talk by Trevor Povey, local historian.

What kind of jobs did people do? What kind of goods did the area produce, who made them, where, and out of what? We discover our industrial past and look at the landscape left behind. What new industries have come to our area to replace those that have disappeared?

Advance notice of further SIAS talks and events

Tuesday 12th May 10.30am

Visit to Marlow Ropes Ltd, Hailsham

Hailsham was the location of several ropes makers, the tradition is carried on today by Marlow Ropes, this is an opportunity to visit the modern factory. Details in the next *Newsletter*.

SERIAC 2015 - 25th April

Ashburton Hall, Sussex Street, **Winchester**, SO23 8UJ

Leaflet with details and booking form are enclosed with this newsletter

Note the change of location

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

Wednesday 28th January, 7.30pm. Brighton's Tramways

Volk's Electric Railway Association talk by Ian Gledhill.

A newly prepared illustrated presentation of the history of the tramways in Brighton, Hove and west to Shoreham. £2 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised. www.volkselectricrailway.co.uk

Saturday 14th February. Steam train excursion from London to Brighton

Photographic opportunities in Sussex.

Scheduled to be hauled by B1 Class locomotive operating on the main line after a break of 20 years. www.steamdreams.co.uk

Tuesday 24th February, 7.00pm. Rebuilding the Eastbourne Aviation Company's Monoplane 100 years on

Eastbourne Local History Society talk by Rob Hill. £2 visitors. St Saviours and St Peters Church Hall, South Street, Eastbourne. maureencopping@yahoo.co.uk

Saturday 28th February, 2.30pm. Barcombe in old postcards

Brighton and Hove Archaeology Society, Local History Forum presentation by Ian Hilder.

Ventnor Hall, Central United Reform Church, 102 Blatchington Road, Hove.

www.brightonarch.org.uk

Tuesday 3rd March, 2.00pm. Spa Valley Railway since 1985

Eastbourne Local History talk by Brian Halford. £2 visitors.

St Saviours and St Peters Church Hall, South Street, Eastbourne.

maureencopping@yahoo.co.uk

Monday 9th March, 7.30pm. Transport Classics on film

Southern Electric Group Sussex Branch presentation by Keith Carter.

Deall Room, Southwick Community Centre, Southwick Road, Southwick.

Close to Southwick Station. www.southernelectric.org

Tuesday 17th March, 6.30pm. Strength Appraisal of the Iron Bridge

Newcomen Society lecture by Carl Brookes.

Portland Building, Room PO 1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com.

To book places and confirm details contact robert.otter@btinternet.com

Wednesday 8th April, 7.30pm. *West Sussex and the Great War*

Chichester Local History Society talk by Alan Readman, Royal Sussex Regiment historian and former County Archivist. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Weekend 11th - 12th April. *Shepherding and Shepherd's Huts*

Examples of Shepherd's Huts on display. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Wednesday 15th April, 7.45pm. *Mr Stroudley's Locomotives of the LBSCR*

Sussex Transport Interest Group talk by Laurie Marshall. London Road Station, Brighton. 01273 512839

Tuesday 21st April, 6.30pm. *Frank Hornby and Mechanical toys*

Newcomen Society lecture by Deborah Jaffe. Portland Building, Room PO 1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks.

Visitors welcome and admission is free. Information from newcomen.com. To book places and confirm details contact robert.otter@btinternet.com

Advance notice of AIA conference

**4th - 9th September. A reminder that this year
the Association for Industrial Archaeology Conference
will be held at Sussex University**

SIAS members will be invited to attend some of the evening lectures free of charge
Details will be given in newsletters later in the year. www.industrial-archaeology.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*



Disappeared Sussex Industry

Martin Snow

I am beginning research on updating what is known of the various Sussex industries associated with the manufacture of black gunpowder. This was initially sparked (pun?) by an email query on a railway group about the tramways at the Chilworth gunpowder works, across the border in Surrey. This research expanded when the field guide group noted that a section on gunpowder etc. is required. If you can make any contribution to this updating, particularly for any West Sussex sites, if any? - there is a suggestion of a possible powder mill site near Bolney - then do please contact me.

The Devil's Dyke Bomb Testing Grounds – 2014 AGM Talk

Peter Tyrrell

It was several years ago now, late one wintery afternoon, that a group of us met at the Devils Dyke Hotel to share Martin Snow's initial investigations into the WWI bomb testing grounds north of Brighton. The outcome of Martin's research, via the depths of The National Archive at Kew and The Times digital archives, were featured in Brighton's Argus newspaper on 10 November 2012. On our first visit we eagerly retreated to the comfort of the hotel as the dusk halted any field work on that occasion. Instead amid a pint or two we avidly devoured Martin's plans of this most original of regional research topics.

Being a local person, and having grown up with an interest in the Dyke, some knowledge of its Victorian past as a pleasure ground was familiar. This early period Martin was able to convey to SIAS members, at the AGM, with less local knowledge of the district, using postcard scenes, diagrams and maps. These invaluable visual aids were enhanced by film clips portraying the railway line from Brighton station via Hangleton to the Dyke Station, located 200 feet lower and some half mile walk from the summit. Other clips showed the switchback, boat swings, roundabout, camera obscura, replica giant wooden cannon, the aerial flight across the gorge, circular cycle railway and a steep grade railway down to Poynings for tea and buns.

It was Martin's perseverance with researching the 1918 Bomb Testing Ground, created at the Dyke by the Royal Arsenal at Woolwich, that occupied most of his presentation and engaged lively dialogue across the floor. This is indeed a commendable topic to research and regenerate. The numerous aerial views I thought were a prime factor in getting the research across to the audience. Ultimately not complete before the wars end, the facility included a new ropeway across the gorge to drop test the bombs into the gorge and various buildings including the remaining 'roofless' one to the west of the hotel that was for testing components (detonators?). The Devil's Dyke and its haunting past will remain a fascinating panorama of intrigue, research and visitor interest.

Work at the Bomb Testing Grounds terminated in November 1918 with the signing of the Armistice. Curiously some ten minutes away from the Dyke works is Danny House at Hurstpierpoint. From July to October 1918 Danny was occupied by Prime Minister David Lloyd George and members of his War Cabinet. In seclusion at Danny they determined the terms of the Armistice to convey to US President Woodrow Wilson. (*SIAS Newsletter* 164 p15).

(It is tempting to comment that Lloyd George and his companions did not want the noise of bomb blasts near their retreat!)

AGM Presentation to Ron Martin

The Society's President, Air Marshal Sir Frederick Sowrey, paid tribute to Ron Martin's long service as Society General Secretary which had begun in November 1979 when he was 'volunteered' and elected at the AGM. Sir Freddy listed Ron's many achievements which included founding both SERIAC and the Sussex Mills Group; bringing Mollie Beswick's book *Brickmaking in Sussex* to publication. His magnificent drawings so full of detail have been admired at many AGMs and conferences. He serves as the Society's representative on Brighton & Hove City Council's Conservation Area Advisory Group, and is a regular attendee at AIA conferences. Ron was a "man of vision" and his prolific output and dedication to our Society once earned him and his wife Gill an invitation to the Queen's Garden Party. Sir Freddy then presented Ron with a number of gifts, bought from donations by Society Members, including a tablet (of the electronic sort), a Mauchline Ware needle case showing Laxey Waterwheel and a Wedgwood plate depicting the Etruria factory. Finally there was a framed photograph of Ron at the Arundel icehouse taken by Martin Snow on a recent SIAS visit and a cheque for the balance of the donations. *Ron will continue to serve on the Committee as Recording Coordinator a task he has been undertaking since Don Cox undertook the survey of the rural areas of the County in 1991. Ed*

"FAREWELL"

Ron Martin

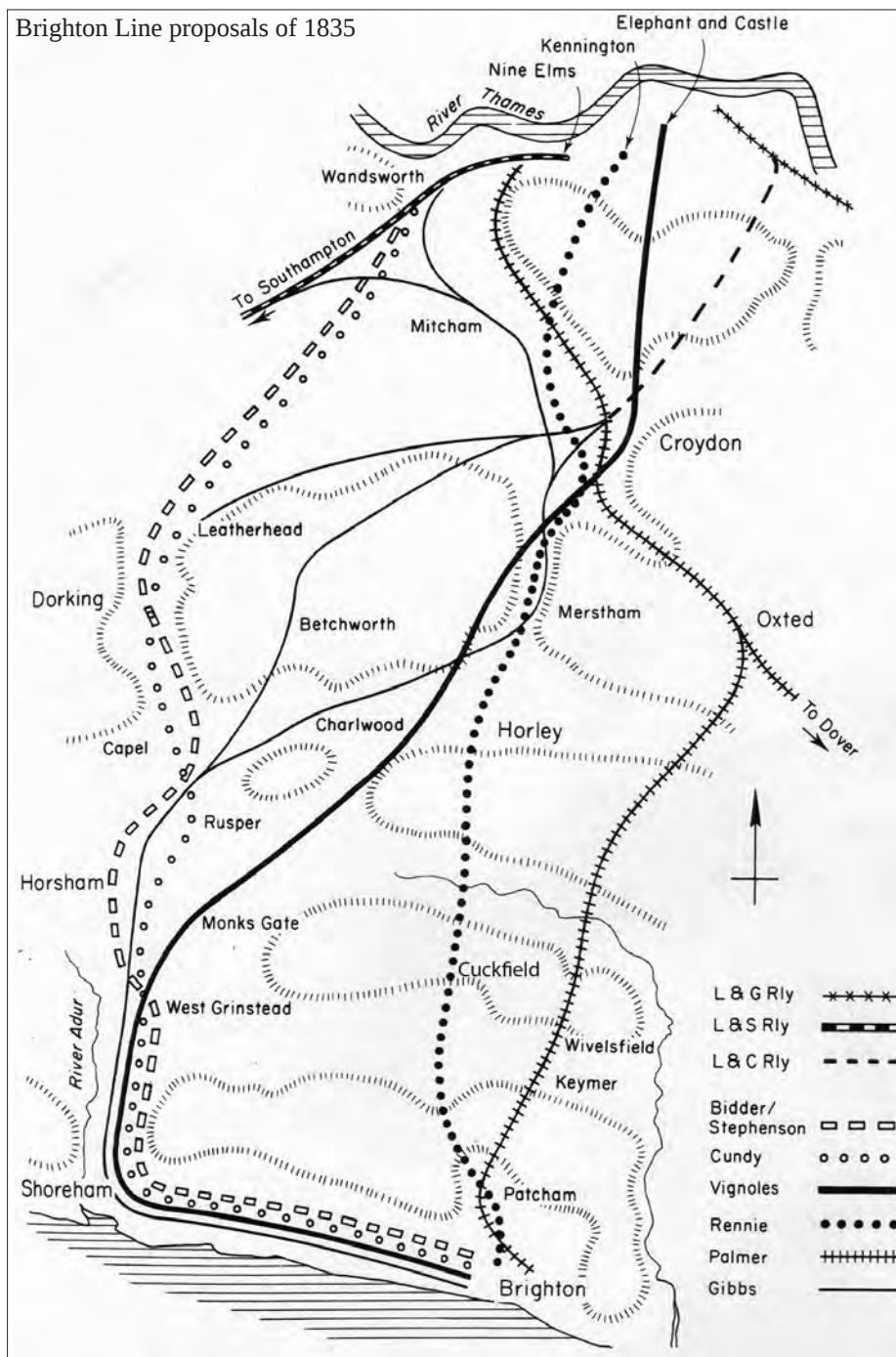
As you are all by now well aware I have given up being your General Secretary after 35 years in that post – it's amazing how time flies when you are having fun! At the AGM in November lots of nice things were said about me by our Chairman and our President. Various presents were given to me from money donated by members of the Society and I am extremely grateful to everyone who contributed. It is very gratifying to know that one's efforts have been appreciated by my peers. I have not given up on the Society and am still on the Committee but my efforts in future will be devoted to recording IA sites, particularly in Brighton, something that will keep me going for the rest of my life. As I stated at the AGM and wrote in the last *Newsletter* all recording will in future be done electronically and a database is being set up and tested to deal with this. I have written a Protocol for use by Recorders, copies of which are available on request.

How the Railway Came To Brighton

John Blackwell

A railway running in a straight line from London to Brighton faced the obstacles of both the North and South Downs with the rugged High Weald between. Penetration of the Downs would need lengthy tunnels approached by deep cuttings, and the Weald between shorter tunnels through the higher ground and lengthy embankments to raise the lower levels to an acceptable overall gradient for the locomotive power then available. An added restriction was the need to avoid sharp curves. Because of these difficulties alternatives were sought the most popular being to use the valleys of the rivers Mole and Adur and then along the coast to Brighton. This more circuitous route had less engineering difficulties, but passed through the parks and pleasure grounds of the landed gentry, making land purchase more expensive than a direct route. There were not many people in Brighton who felt that a railway was an urgent requirement, being satisfied with the network of coaching services that had been built up. In 1822 there were 63 daily services of which no less than 39 went to London. With a diminishing population and an expanding network of lines being authorised nationally, a few progressive spirits realised the town had outgrown its transport system and by 1835 a head of steam had built up with six routes being hotly debated. The first suggestion to build a line of 'engine railroad' between Brighton and London was made as early as 1823, two years before the world's first public railway opened between Stockton and Darlington. A pamphlet by William James (1771-1837), a far sighted proponent of early railways, proposed a route from the metropolis connecting with the ports of Rochester, Shoreham and Portsmouth. No more was heard of this and James was declared bankrupt in 1824. In January 1825 a company with the title *Surrey Sussex and Hants Railroad Co.* was formed to promote a railway between London, Brighton, Lewes, Shoreham and Portsmouth. The directors comprised of five MP's including Thomas Read Kemp (Lewes) and members of the Joliffe family who were connected with the Surrey Iron Railway (SIR) which ran from Wandsworth to Croydon and had been extended to reach Merstham in 1803 by Edward Banks, another director. John Rennie (later Sir John) was the engineer appointed to survey the line. The capital was to be £750k in £100 shares. No sooner had the company been formed than the directors extended the scope of the railway to include the counties of Wiltshire and Somerset, which were included in the company, title to reach a terminus at Bristol. The required capital for the project was thus doubled and failed to attract the necessary investors. Rennie with his associates surveyed three possible routes to Brighton, one from Croydon (presumably connecting with the SIR) then Merstham, Red Hill, Ditchling, later to form the basis of the Direct Route to Brighton, as it became known. Secondly, a variant to the east, using the Ouse valley to Lewes and Newhaven with a branch at Ardingly via Ditchling to Brighton. The third route started from Nine Elms (later to be the terminus of the *London and Southampton*

Brighton Line proposals of 1835



Railway, authorised 1834) via Wandsworth, Epsom Common, Horsham, the Adur valley to Shoreham and then along the coast to Brighton. With slight variations all three routes would eventually be constructed.

In October 1830 Rennie with his elder brother George was resurveying his preferred direct route with a “possible application to Parliament” and by January 1831 a notice appeared for the London and Brighton Railway whose directors included T.R. Kemp MP, Sir Wm. Joliffe MP, Thos. Broadwood Sheriff of Sussex and Henry Templer a retired ship owner and tea trader. Rennie’s London terminus was now Kennington Common and in Brighton at Ireland’s Gardens now Park Crescent north of the Level; the engineers estimate for construction being £650k. Three years later a branch to Shoreham had been added and the estimate for the main line had risen to £850k with an additional £70 for the branch; 9,200 shares were to be issued at £100 per share with a deposit of £5 per share payable by November. In October of that year, 1833, the directors reported that they had deferred their intention of applying to the late session of Parliament “in order to enable them to render their plans more mature” hardly encouraging news for prospective shareholders. A ‘Committee of Promoters’ of which there appeared to be two such groups one based in Brighton and the other in London had submitted Rennie’s plans to Robert Stephenson for his expert appraisal which when delivered was damning and stated in his opinion that it would take six years to build. This raised the problem as to whether a direct but heavily engineered line was preferable to a longer but easier line using the Mole and Adur valleys via Horsham and Shoreham to Brighton. The Committee then invited Nicholas Wilcox Cundy to survey such a line. There was also another scheme surveyed by Charles Blacker Vignoles vying for attention which started at the Elephant and Castle then via Brixton to Croydon where it veered south west to Charlwood, then West Grinstead and down the Adur valley to Shoreham and thence to Brighton. Vignoles being of French descent visualised a cross channel connection from Shoreham to a proposed Dieppe Paris line. Cundy’s plan known as ‘The Grand Southern Railway’ or ‘the Brighton Shoreham and London Railway’ was deposited in 1834 and ran from Nine Elms along London and Southampton Railway metals to a junction at Wimbledon and then via Epsom, Dorking, Horsham, Shoreham Brighton. Both Cundy’s and Rennie’s revised Direct Line plans were again submitted to Stephenson for appraisal but without Rennie’s approval, who was abroad at the time. This short-sighted decision by the Committee worsened the already poor relationship between the two engineers. Stephenson’s report naturally favoured the lesser gradients of Cundy’s route but told him that “your plan and section are so incorrect and at variance with one another that they cannot be acted upon”. The comment fatally damaged this and all future plans by Cundy for a line to Brighton. The Committee then asked if Stephenson could survey a route to Brighton. Being much occupied with the London and Birmingham Railway Stephenson delegated this work to George Parker Bidder,

a surveyor and engineer who was renowned for his mathematical skills, but naming himself and his father as consulting engineers. The plan when it appeared in 1835 was remarkably similar to Cundy's and led to claims of pirating. It became known as Stephenson's plan and it and Rennie's Direct scheme, divided opinion in Brighton. At a town meeting in Brighton in September 1835 a tabular statement produced by Isaac Lyon Goldsmid, a bullion dealer and Stephenson supporter, claimed it was impossible to build Rennie's line. This carried the meeting which found in favour of Stephenson's western line. Rennie's supporters thought the meeting to be 'packed' by the opposition and after the meeting gained 5,000 signatures of support for the Direct line. Also more seriously it was alleged there had been a considerable distribution of free shares in Stephenson's scheme.

During the previous five years railway developments in London were beginning to influence schemes to Brighton. The *London and Greenwich Railway* (L&G) was incorporated in 1833 and was opened between 1836 and 1838 with a terminus at London Bridge. The *London and Croydon Railway* (L&C) was incorporated in 1835 and ran from a junction with the L&G at Corbetts Lane to West Croydon opening in 1839. Importantly the L&C's Act contained a clause to allow any other railway company to run over its metals on payment of a toll and similarly for the Croydon company's locomotives and carriages to run over another company's rails. This was to allow the L&C to run over the L&G from Corbetts Lane to London Bridge. By the end of 1835 Rennie had revised his scheme to form a junction with the L&C to facilitate a terminus at London Bridge whilst retaining his original terminus at Kennington. Two further schemes were proposed one by Joseph Gibbs engineer to the L&C and the Other by Henry Palmer who was working for a company (later to become the *South Eastern Railway*) whose objective was to reach Dover. Gibbs naturally proposed an end on junction at Croydon then south west to Betchworth, between Reigate and Dorking, thence to Rusper and Horsham reaching Brighton via the Adur valley and Shoreham. It would have involved heavy engineering work between Croydon and Betchworth. A branch to Sutton, Epsom and Leatherhead was also envisaged. Gibbs's alternative route would have started from near Norwood and would have run via Merstham, and to the east of Newdigate to Horsham proceeding to Brighton as before. Palmer's route commenced at Nine Elms near the terminus of the London and Southampton Railway thence to Croydon and on to Oxted from where the line to Brighton would have gone near East Grinstead, then Horsted Keynes, Lindfield, Clayton, Brighton.

Thus by the autumn of 1835 there were six competing schemes looking to deposit Bills for the forthcoming Parliamentary session. Although four did not make it, three still had their part to play later. A committee of MP's were to be asked to adjudicate not only on the route but also on the engineering aspects; instead of listening to the usual landowners concerns with a route already decided.

October Meeting

Martin Snow

Geoff Mead - Sussex Industrial History: a different perspective

The geography of Sussex has dictated where its industries have been located. These range from prehistoric flint mines and the armament trades of the 16th century with their furnaces and forges to the Victorian industries of our county's urban centres. These have left their impact on the present landscape, as the tranquil hammer-ponds of today, remembered in such Wealden place names as Furnace Farm and Forge Lane. The industries of the Low Weald, bricks and potteries, glass and tanning, have a lower profile in historical research yet employed large numbers of workers in the past, and brick making is still an economic factor in the county.

As usual, Geoff gave us a most informative evening of images with an often amusing narrative from what was most certainly a different angle to what one is used to.

If you missed it, then it is worth looking out for places where Geoff is planning to be repeating it in the coming months.

Mapp and Lucia

Ron Martin

Many of us 'with nothing better to do' were no doubt watching *Mapp and Lucia* on television recently. This centred around the fictitious town of Telling and told the tale of the bitter rivalry between Mapp who owned a house and Lucia who rented it. The television adaption is based on the books of E.F. Benson. Many of you will have recognised the locations of Tilling as actually being Rye in East Sussex and the house in dispute was *Lamb House*, which was formerly owned by E.F. Benson. It also had another literary association as prior to that Henry James owned the house. Some dressing up was done, notably the introduction of a spurious Penfold pillar box, a shop in the open arches under the Town Hall and some glimpses of Mathematical Tiles could be seen. The illusion of space was evoked when there was an intimate conversation between two men, one in the Gun Garden of the Ypres Tower, which he was sketching and the other just in front of the churchyard, some 200 yards away.

Finding suitable locations for films and television must be a producers nightmare and one does find some strange ones. Highclere Castle in Dorset doubling up for a Downton Abbey in Yorkshire is one.

Another is Thetford in Norfolk pretending to be Walmington-on-Sea in *Dads' Army* which was in Kent and patently was not "*on-Sea*". One dear to our hearts was the use of the Amberley Museum for the entrance to Mainstrike Mine in the James Bond film *A View to a Kill*. This is, in fact, not a mine, but a tunnel which gave access to another chalk pit. Others where the locations were correct were Brighton in *Brighton Rock* and Hastings in *Foyle's War*.

Reynolds's Newspaper October 20, 1861

Accident at the Brighton Railway Station

With the view of facilitating the conduct of the enormous traffic and improving the public accommodation at Brighton, the directors of the London, Brighton, and South Coast Railway some time since decided upon enlarging their station to a considerable extent on the left hand or London arrival side. The works have been carried on with great vigour, and they began to approach completion. Immense iron girders had been laid for the foundation of the new lines, and the roof, forming a space of fifty-eight feet, had been partially raised. This was constructed of a large number of iron bars fastened into new brickwork of a rather massive character on one side, and joined to the existing top of the station on the other. On Wednesday morning, about half-past five o'clock, the inhabitants residing in the vicinity of the station were alarmed by hearing a tremendous crash, and many persons, as soon as possible, dressed themselves and made their way to the terminus, when they found that about fifty yards of the iron roof had fallen from its elevated position on to the road beneath. The force with which the roof descended must have been very great, inasmuch as some of the iron bars were broken, and bent in a variety of shapes, while a railing formed of ordinary scaffold poles, erected to protect the workmen, was in many places shattered into splinters. In being torn out of the falling mass the ends of some of the iron supports had "prised" up the brickwork, which has been injured in various places to such an extent that a large portion of the walls will have to be rebuilt. Owing to the immense quantity of iron descending with such force upon the girders the noise occasioned was heard for a long distance in the town, from whence a number of persons soon hastened to the spot, and considerable excitement prevailed for some hours. Had the accident occurred a short time later the results might have been of the most disastrous character. Immediately on the spot where the roof fell large numbers of vehicles wait for the arrival of the different trains throughout the day, and if the iron had come down while they were there, some of the carriages must have been smashed and their attendants. Had the accident taken place after the arrival of the workmen, the loss of life in all probability would have been great. The loss will fall upon the contractors, the railway company having nothing whatever to with the construction of the station extension. The scene of this accident being some distance removed from the rails, the business of the line is in no way whatever affected.

Thanks to John Blackwell for spotting this report, written without paragraphs, using dated language and grammar, and far more words than would be used by the reporters of today.

Snippets like this give an insight into the development of the large station building we see today, far more than the company minutes and plans that are all that are generally available to the industrial archaeologist / historian.

Closure of Keymer Tile Works Burgess Hill, West Sussex

The end of an era

Frederic M. Avery

(President of the Burgess Hill Local History Society)

The Keymer Tile Works ceased production on the 8th August 2014 and the last employee leaves on or before the 19th December. Manager Neil Tobin will remain on site for a few months, after which he will retire, and the developer will take over the site.

The 50 acre site has been sold by the Trust set up by the late Neil Wates (the former owner) and bought by Croudace who have planning permission (granted in February 2010) to build 475 houses. The 20 metre deep clay pit may not be developed depending on the cost of filling it in, and may remain as a lake to complement other areas already designated as a nature reserve, and for housing to be completed in phases over the next few years.

All the machinery has been bought by Weinerberger (originally an Austrian company based in Vienna) which began in 1869. The company now owns more than a dozen brickworks in England. Keymer Tile Works machinery will be taken to Ewhurst Brickworks in Surrey (5 miles north - west of Horsham). These works sometimes known as Ockley & Ewhurst, started in 1924 and have intermittently been producing bricks and tiles as demand dictates. The intention is to continue making Keymer Tiles once the kilns have been finally installed.

Keymer Tile Works started with a 5 acre site off Cants Lane when Sampson Copestake bought Cants and Inholmes farms in 1873 and leased part of the land for brickmaking to Henry Johnson (manager of Ditchling Terra - Cotta Works). Several years after reaching a layer of rock hard shale, the works moved further south, with a new entrance by way of Nye Road. The works produced bricks until 1978, after which only the finest hand made tiles were made. Over one hundred million tiles were made at the works during the last thirty six years.

This is the final chapter in the production of bricks and tiles in Burgess Hill, which began some 450 years ago. The archives were collected by the Burgess Hill Local History Society on the 9th December, and other larger items were taken to the Hassocks Garden & Heritage Centre which is being redeveloped in order to expand its interest.

P.S.

Heather Warne now expects to publish her history of brick and tile making in Burgess Hill, sometime next year.

Book Reviews - Martin Snow

Fulling Mills of Sussex

by Alex Vincent

There were many 'mills' in Sussex, but it seems that many people limit their interest in the 'wind' variety, with less interest in watermills although both were used for grinding corn. This new book seeks to enlighten us about a former major use of water power - for the fulling of woven woollen cloth. This was an important stage in the manufacture of woollen products, linked to the extensive sheep farming on the Downs. Fulling is the process of pounding newly woven cloth (usually of sheep's wool) to clean, compact and smooth the loosely woven fabric. Fine grained clay was put in the 'vat' where clubs or hammers were raised and then dropped using water powered mechanisms. This led to the name 'fullers earth' being applied to the clays that are now used for many other industrial processes.

Alex has delved into many sources, and visited the former locations, where possible, to put together this booklet giving information on some 30 of the once numerous sites across the county, none of which are now involved in fulling.

Its worth adding this booklet to your shelves as an introduction to an old Sussex industry

Fulling Mills of Sussex, Alex Vincent, Full colour, 24pp,
2014, ISBN 978-1-989753-10-1, £3.95

Building Stones of West Sussex

by Roger Birch & Roger Cordiner

What is a review of a geological tome doing in an *IA Newsletter*? The whole landscape of our county is founded on the various rocks under our feet. The materials used in our buildings reflects the local availability of suitable stone or rocks, and the cost of transport when not immediately to hand.

This book goes into the various aspects of the geology and where it was exploited, including the few places that are still producing building stones. Using many excellent colour images, of mostly churches as the early users of materials other than wood and thatch, the text covers all local and imported rocks. In this very accessible form, geologists and non-geologists alike can appreciate the subject.

I have always been interested in geology, but I was pleasantly surprised at how readable this book is and so full of information.

This book is suitable for both students of IA and the casual reader wanting to widen their knowledge.

Building Stones of West Sussex, Roger Birch & Roger Cordiner, Hard cover, 350 pp,
2014, ISBN 978-0-9551259-1-1, £34.99 post paid

Available from:- Mr R.J. Cordiner, 9 The Rowans, Grand Avenue, Worthing BN11 5AT
rogercordiner@gmail.com

A Tale of a Toll House and a Gate

Martin Snow

I was recently reminded of a piece of research I made a few years ago into the 'remaining' toll house at the south east end of the Norfolk bridge across the River Adur at Shoreham-by-Sea. I was prompted originally by various statements that the structure dated from the building of the 1833 bridge, when an examination of old maps and looking at the building clearly shows that this was not the case.

A crossing of the river Adur at the point where it reaches the sea was a long felt need, it is suggested that the Romans would have had a ford or ferry close to the site of the first bridge, a provision that continued in the area until 1782 when the Duke of Norfolk was involved in the construction of what is now known as the 'old toll bridge' that after two major reconstructions (1916 and 2008) is now a footbridge, listed at Grade II*. The 'Adur Flyover' (known under various names) opened in 1970 providing a useful link in the A27, speeding the motorist west to the bottlenecks at Lancing and Worthing.

The coast road, now designated the A259, did not exist west from Shoreham across the Adur and then to South Lancing and onwards to Worthing, until 1833 when the first Norfolk Bridge, again provided by the Duke of Norfolk, was opened as a toll bridge. A causeway was built at the west side across the mud of the estuary to a new turnpike road that joined the old route that turned inland at the point marked today by a mini roundabout at South Lancing. The straight section of this road was protected by a bank thrown up to protect it from the sea, the source of material became flooded as the Widewater lagoon of today. A turnpike toll house for this road was sited on the south side of this section, close to where Widewater close is today.



Taken during demolition of the 1833 Norfolk Bridge, shows at right the original and second stage of construction of the toll house (by kind permission Marlipins Museum, SAS)

The first Norfolk Bridge was designed as a suspension bridge by W. Tierney Clarke who was responsible for a number of similar structures across Europe.

At each end of the bridge were square 'toll houses', perhaps 'booths' would be a better description given their small size, four in all. At some time between the published Ordnance Survey maps of 1875 and 1898 the south eastern one was extended by a large block, designed to match the original style. By the time of the 1931 map a further larger block had been added, possibly by 1913 where the image of the toll keeper at the rear of the building indicates features that match the 1931 plan. The first image, taken looking from the bridge at the start of demolition, shows the original and first extension and how well the original design was matched.



Taken during later stages of building the 1923 Norfolk Bridge, shows at left the three stages of construction of the toll house can be seen (by kind permission Marlipins Museum, SAS)

The second 'high level' image shown here, taken during the later stages of the building of the second (1923) bridge, shows the original square toll house, the first addition and the second extension, all carefully matched in their external design to the original structure.

At some point between the opening of the 1923 Bridge and the 1931 map, all the original square toll houses were demolished, leaving the second and third stages of the toll house that remain today, though spoilt by 1960s additions.

I have also included an image looking west onto the bridge taken during demolition, part of one of the supports for the suspension remains, but the detail of the clutter of signage at the eastern end between and around the gate piers is of interest.

It also shows that while the wooden gates were replaced, the swinging posts were retained and are visible in the image of the single iron gate being formally unlocked during the bridge opening ceremony on 4th July 1923.



Stage in demolition of original, 1833, bridge, note the clutter of signs at the eastern gateway
(by kind permission Marlipins Museum, SAS)

A toll continued to be charged on the new 1923 bridge until 1927, probably the toll houses were demolished after that.

The new iron gate of 1923 was probable removed at the same time, this now forms the entrance gateway to Sele Priory in Upper Beeding (a modern image is on the rear cover).

The 1923 Bridge had iron girders joining the top of the arch structures and was not very wide. Continuing to be a bottleneck on the coast road and with the similarly narrow and weight restricted wooden toll bridge on the main A27, combined to make east west movement difficult, HGVs were diverted north through Beeding and Steyning and back on the A24 via Findon to return to the A27, at this time the hump back Bramber bridge had not been smoothed out and large vehicles were not a particularly welcome addition to the narrow village roads. Opening the flyover in 1970 eased this, but the closure of the flyover for panic strengthening following mistakes in constructing a similar designed bridge, threw the increased traffic flow back to using the Norfolk bridge and often vehicles hit the structure, resulting in even more delays.

March 1987 saw the opening of the third Norfolk bridge, after many years of increasing traffic and delays, prompting various schemes for replacement. Interestingly the road was kept open by building temporary piers up river and slewing the 1923 structure onto these, allowing space to construct the new reinforced concrete bridge.



Opening of the new bridge on 4th July 1923, unlocking the new single iron gate
(by kind permission Marlipins Museum, SAS)

The toll house was listed Grade II in 1972, but this assumed that the remaining building incorporated one of the original toll houses.

In bringing my research up to date I found that the building was de-listed by English Heritage in 2010 as it was realised that there was very little of the original structure to make it qualify. It is unfortunate that there are several minor factual errors in the document (case UID 170450) that, although not affecting the outcome, it is disappointing to find, when a little more desk research should have avoided them.



Toll house, keeper and family 1913 (Shorehambysea.com History Portal)

Foundrydata: a heritage project using digital technology

Foundries used to be almost everywhere. The metal work that they produced filled the streets factories and homes of Britain (and much of the rest of the world) and is rapidly disappearing. The firms have mostly closed. Everyday stuff is being melted down, often leaving no trace and certainly no written or photographic record.

Eddie Birch and I have decided to try and capture this information before it's too late. Collecting all this is a huge task and will only happen if the project is democratic and engages many interested people. It is envisaged, if you like, as a sort of wiki-foundry-pedia. The web-site is www.foundrydata.org and Sussex Industrial Archaeology Society members can access it using username 'sias1' and password 'sias1'

Currently there is a limited amount of test data posted, but you can see the intended scope of the project. There is probably no well-defined end to this job, but we expect to turn it into a useful research tool within a year or two. Within a few months we expect to have a viable "digitised heritage" resource.

The database divides into four main sections:

- Artefacts (castings, their locations, descriptions and photos)
- Foundries (the manufacturing process and its physical location)
- Firms and People (the history of who, what, when and where)
- References (printed and digital sources to test or validate the above)

and these sections are interlinked so that (for example) the record of a lamp post is linked to the foundry that made it. (But the range of interesting castings is vast ranging from huge marine engine casings, bridges and ordnance to miniscule brass "toys".)

This note is an invitation to join in. The sorts of activity involved include:

- Posting your existing images and information
- Combing the streets and taking pictures of castings
(and the foundry marks on them)
- Locating and researching the foundries
- Tracking the people and firms who did this work, building a history
- Working out what technology was used and how it was propagated

If you're curious about this please give me a ring on 01435 830155
or email me: jonathan@avens.co.uk

Jonathan Prus

(This notice came in as I was going to press, a quick look showed the promise of it being an interesting and useful online database, albeit national in coverage, maybe one of the mystery photos this month could be added. Ed)

Gift Aid

Gift Aid is a welcome source of income to the Society and members are encouraged to make a Declaration.

However, you must be paying at least as much U.K. Income Tax and/or Capital Gains Tax for the year of the donation as you and any other charities you donate to will claim on their donations.

If you have not already done so please complete the Declaration below and send it to the Treasurer.

GIFT AID DECLARATION

I (full name in capitals)

.....

of (full address)

.....

.....

.....

Hereby wish that all annual payments and donations made to the Sussex Industrial Archaeology Society be treated as Gift Aid Donations on which the Society as a registered charity may reclaim tax.

I affirm that I pay in income tax or capital gains tax an amount equal to or in excess of the amount the Society is able to reclaim and undertake to inform the society should such payments to the Inland Revenue fall below this figure or cease.

I understand that this declaration can be cancelled by me at any time.

Signature.....

Date.....

[Please return the completed form to the Treasurer:-

P.J. Holtham 12, St Helens Crescent, Hove, Sussex BN3 8EP]

Please copy this form if preferred.

Mystery Photos

Do you know your IA?

Two mystery items this Newsletter.

The 'post' at the right is in the grass close to the west gate of Pevensey castle.

It has no visible makers marks and is not a familiar design, Lamp posts seem generally to be a single casting as are stink pipes, the two uses that come to mind.

So can anybody shed light (sic) on its origin and use and was it originally its site, or has someone put it there to confuse?



(Martin Snow)

This is an early example of a 'marker'.
What is it indicating?
What do the letters signify?
Where can it be found?
Who had it installed?
Is it still in use?



(Lisa Jayne Fisher)

Update

The mystery photo in *Newsletter 164* was spotted by chairman John Blackwell on the wall of 20 Commercial Road, Eastbourne, Member Maureen Copping who has been photographing street furniture in Eastbourne wrote in to explain that it refers to a Maintenance Chamber for the local water board and has spotted others on walls around the town.

Please keep you eyes open for unusual features on your travels, or it may be something you see every day, but the rest of us are unfamiliar with.

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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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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1840 Brighton Station building in it's early form
(Charman Family collection - Southwater Local History Group)



The gate from the 1923 Norfolk Bridge,
see article in this *Newsletter* on the bridge and toll houses.
This is now located at Sele Priory, Upper Beeding (Martin Snow)

