



Sussex Industrial Archaeology Society Newsletter

Number 166

April 2015



The Milestone of the Petworth Turnpike Trust mounted on the wall of a cottage on the west side of the A285, north of Duncton, south of Petworth. Authorised in 1757, the road ran from Milford in Surrey to the top of Duncton Hill.
(See *Sussex Industrial History* No. 35 2005)
(*Martin Snow*)

Newsletter 166

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Editorial

Welcome to *Newsletter 166*.

I am writing this as the clocks have changed, it is pouring with rain (why did I wash the car?), so we have the spring and summer to look forward to, maybe it won't rain everyday - just at the weekends it seems!

September will bring the AIA to the University of Sussex for their annual conference, your committee has been busy over the last two years making preparations for this and it promises to be a big occasion.

Despite this they have not been slacking in organising visits, please do support these and be prepared to make a donation to the local organisations who work hard to preserve our heritage.

It is hoped that it may be possible to arrange a visit to the Rolls Royce factory at Goodwood in August, in order to do so I will need some ideas of numbers and a commitment to make a donation of £10.00 to £15.00 each to their nominated charity. Please advise me of your interest by 1st June.

Well done to Malcolm Dawes for locating details for a bumper edition of other society events.

If you have any suggestions for winter talks please let a Committee Member know.

If you come back from your holidays with news and images, please remember that other members may like to hear about and see them.

Forthcoming SIAS Events

Malcolm Dawes

SERIAC 2015 - 25th April

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

Book Now so as not to miss this event

*Note the change of location to **Winchester***

Tuesday 12th May 10.30am

Visit to Marlow Ropes Ltd, Hailsham

Hailsham was the location of several rope makers. The tradition is carried on today by Marlow Ropes and this is an opportunity to visit their modern factory.

In the afternoon it is hoped to arrange a guided tour of the rope making artefacts at Michelham Priory - at a reduced admission, also the water mill there may be open. Please advise Martin Snow if you plan to join this visit.

Saturday 20th June, 11.00am

Selsey - The Tramway and the Carriage Homes

Featuring a walking tour of railway carriage homes led by local historian Bill Martin. Many of these pre-grouping vehicles have been encased by later structures and it takes expert local knowledge to sniff them out! After lunch (own arrangements) we will seek out remains of the Selsey Tramway and have a look at the listening post. Meet Selsey East Beach car park GR. SZ 865 935 at 11.00am.

Bus Stagecoach service 51, depart Chichester Bus Station 10.05am
alight at Beach Road (arrive 10.35am)

Please let Alan Green know if you wish to attend, Tel. 01243 784915,
email agreenzone@aol.com

Thursday July 9th, 10.30am

Visit to Shoreham Harbour

An opportunity to join this guided tour of the harbour installations past and present, including both the west and east arms of this continually developing port. Also arranged is a tour of the fort that played a part in the early film industry and is currently being restored after years of neglect (visitors will be asked to make a donation towards the work). The western arm, includes the locks and canal, there have been many changes in the last 50 years, the gas works and old power stations have gone, to be replaced by facilities to cater for the demands of modern shipping. *It is important to let Martin Snow know if you are coming, by 1st July, as complimentary transport has to be booked.* 01903 208975 or martin@snowing.co.uk

Please see the Mills Newsletter for Mills Group visits

Events from Other Societies

Malcolm Dawes

Detailed below are events organised by other societies, which may be of interest to our members. If you have details for future events please send these to:

Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB

or e-mail to malcolm.dawes@btinternet.com

Tuesday 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

Sunday 26th April. *Spring Industrial Trains Day*

Opportunity to see working narrow gauge petrol, electrical and steam locomotives. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Saturday 2nd May. *Toy and Rail Collectors Fair*

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

Weekend 2nd- 3rd May. *Magnificent Motors Rally*. Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne
www.visiteastbourne.com/magnificent-motors/default.aspx

Sunday 3rd May. *Historic Commercial Vehicles Run, between London and Brighton*

Weekend 2nd - 4th May. *1940s Weekend*

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

Weekend 9th - 10th May. *National Mills Weekend*

See Mills *Newsletter* for further details

Weekend 9th- 10th May. *Southern at War Weekend*

Re-enactors, military vehicles, displays and concert parties. Flypast over Horsted Keynes Station on both days. Bluebell Railway. 01825 720800 www.bluebell-railway.co.uk

Sunday 10th May. *Spring Steam and Vintage Fair*

Steam engines, vintage tractors, stationary engines and woodland crafts. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Wednesday 13th May, 7.30pm. *Aspects of Downland*

Chichester Local History Talk by Andrew Berriman. £3 non-members. New Park Centre, New Park Road, Chichester 01243 784915

Thursday 14th May. *Steam train excursion from Preston Park Brighton to Sherborne* Photographic opportunities in Sussex. Route via Haywards Heath
www.steamdreams.co.uk

Weekend 16th- 17th May. *Military and Home Front Event*

Exhibition of military vehicles. Amberley Museum 01798 831370

www.amberleymuseum.co.uk

Wednesday 20th May, 7.45pm. *A look back at the 1970s and 80s - buses and trains*

Sussex Transport Interest Group talk by John Chisholm.

London Road Station, Brighton 01273 512839

Thursday 21st May, 8.00pm. *The Crystal Palace Story*

Designed by Joseph Paxton for the Great Exhibition of 1851 and then transported to Sydenham. The largest iron and glass building ever constructed sadly destroyed by fire in 1936. Wivelsfield Historical Society talk by Ian Gledhill. Visitors £2.50. Wivelsfield Village Hall 01444 451568

Weekend 23rd - 25th May. *Bank Holiday Steam Up Gala*

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

Monday 25th May. *Steam up Day*

Road and Rail Steam. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Weekend 30th - 31st May. *Tinkers Park Steam Rally at Hadlow Down*

www.tinkerspark.com

Weekend of 6th- 7th June. *Steam Engines Weekend*

Traction engines, steam rollers, stationary engines and narrow gauge steam trains. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Sunday 7th June. *20 years of the Paviers Building*

Celebrating 20 years of the Paviers' Exhibition Building. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Sunday 7th June. *The Southdown 100 Rally*

Large display of past and present Southdown Buses to mark 100 years of Southdown Motor Services. Southsea Common www.southdown100.co.uk

Monday 8th June, 7.30 pm. *The Bill Jackson Collection*

Southern Electric Group talk by Bill's son Brian. £3 non-members. Deall Room, Southwick Community Centre, Southwick www.southernelectric.org.uk

Weekend 13th- 14th June. *Printing and Machine Shop Event*

Displays and talks illustrating the printing industry. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Wednesday 17th June, 7.45pm. *Railway picture postcards from the pre-grouping era*

Sussex Transport Interest Group talk by John Hollands.

London Road Station, Brighton 01273 512839

Weekend 20th- 21st June. *Traditional Crafts at Amberley*

Demonstrations by resident and visiting craftspeople. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Sunday 21st June. *Lewes Bus Rally*

100 years of Southdown Motor Services www.lewesbusrally.org

Weekend 27th- 28th June. *Emergency Services Weekend*

Fire Engines from the Museum's own collection together with visiting fire engines and exhibits. Amberley Museum 01798 831370

www.amberleymuseum.co.uk

Weekend 27th - 28th June. *Model Railway Weekend*

01825 720800 www.bluebell-railway.co.uk

Sunday 5th July. *Eastbourne Bus Rally* Opportunity for trips on buses all day

www.eastbourne-classicbuses.co.uk/event.html

Friday 10th July, 8.00pm. *The long lost industries of Lewes*

An illustrated talk by John Davey on the lost industries that brought prosperity to Lewes in the 19th century. Burgess Hill Museum event. Cyprus Hall, Cyprus Road, Burgess Hill www.burgesshillmuseum.co.uk

Weekend 10th- 12th July. *Festival of Archaeology Weekend*

Exhibition about building technology of two of the Museum's houses, Longport Farmhouse and the house from Walderton Sussex. Weald and Downland Open Air Museum. Singleton, Chichester www.wealddown.co.uk

Weekend of 11th- 12th July. *Listermania Railway Gala Weekend*

Not just Listers on the railway but throughout the Museum - railtracks, roadtrucks, stationary engines and some surprises. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Monday 13th July, 7.30 pm. *100 years of Third Rail Electrification*

Southern Electric Group talk by Dr. Simon Jeffs. £3 non-members. Deall Room, Southwick Community Centre, Southwick www.southernelectric.org.uk

Thursday 16th July, 8.00pm. *More about trains on the Brighton Line*

Photos from the 1900s for the line from Haywards Heath to Lewes and then on to Brighton. Some images of the Locomotive Works and then photos of the line back to Haywards Heath. Wivelsfield Historical Society talk by Bruce Cakebread. Visitors £2.50. Wivelsfield Village Hall 01444 451568

Friday 17th July, 7.00pm. *Eastbourne through the ages*

Polegate and Willingdon Local History Society talk. St. Johns Church Hall, High Street, Polegate 01323 484293

Weekend 18th - 19th July. *Toy and Rail Collectors Fair*

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

Sunday 19th July. *Classic Car Summer Show*

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s. Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Saturday 25th July. *Sussex Vintage Model Railway Collectors Annual Exhibition*

Knoye Hall, Knoye Road, Brighton

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

Sunday 26th July. *Worthing seafront bus rally* www.worthingbusrally.co.uk

Weekend 1st - 2nd August. *Tinkers Park Rail Gala, Model Railway Show and Southdown Bus Event* at Hadlow Down www.tinkerspark.com

Weekend 8th- 9th August. *Vintage Transport Weekend*

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

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

Monday 10th August, 7.30 pm. *150 years of the Bognor Regis Railway*

Southern Electric Group talk by Sylvia Endacott. £3 non-members. Deall Room, Southwick Community Centre, Southwick www.southernelectric.org.uk

Weekend 15th- 16th August. *Vintage and Steam*

Steam engines on display and demonstrating the kind of work around the Museum's site for which they were originally designed. Steam rollers, lorries and carousel. Weald and Downland Open Air Museum. Singleton, Chichester www.wealddown.co.uk

Wednesday 19th August, 7.45pm. *A look at Trams and Trains on film*

Sussex Transport Interest Group talk by Mick Funnell.

London Road Station, Brighton 01273 512839.

Thursday 20th August, 8.00pm. *Jumping the Pond*

Fifty Years of Transatlantic Aviation, from Alcock and Brown to the age of the jets. Wivelsfield Historical Society talk by Tony Turner. Visitors £2.50. Wivelsfield Village Hall 01444 451568

Sunday 23rd August. *Petrol Locos Day*

Working petrol locos including World War I Simplex and Wickham sets.

Amberley Museum 01798 831370 www.amberleymuseum.co.uk

Weekend 29th- 31st August. *Hellingly Festival of Transport* www.ehvc.biz

Advance notice of AIA conference

4th - 9th September. A reminder that this year

the Association for Industrial Archaeology Conference

will be held at the University of Sussex

SIAS members will be invited to attend some of the evening lectures free of charge

Details will be given in the next newsletter. 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

January Evening Meeting

St. Pancras Station - talk by Gwilym Roberts

Report by Robin Wilson

A fine presentation by Gwilym Roberts, past President of the Institution of Civil Engineers, took us through the history of St. Pancras Station from its magnificence as the terminal of the Midland Railway, through dereliction to renaissance as the International Terminal for Eurostar.

The Midland Railway established in 1844 by the amalgamation of three Derby based companies had a virtual monopoly of rail traffic in the East Midlands. For access to London it had to run on other companies lines to Euston or Kings Cross. This proved unsatisfactory and in 1864 the directors decided to construct a new line into London. The board appointed William Barlow, formerly the company's chief engineer, to design the line from Bedford and the new station in London and Sir Gilbert Scott to design an adjoining hotel.

A site in St. Pancras parish north of Euston Road and between Euston and Kings Cross was selected for the London terminus with a branch line connecting to the newly opened Metropolitan Underground Railway (now part of Thameslink). Barlow decided to cross over the Regent's Canal and to build the terminus with elevated platforms. The works involved exhumation and re-interment of some 8,000 bodies from graveyards, the realignment of the Fleet River, the demolition of slums in Agar Town and Somers Town and the demolition and replacement of St Luke's Church.

Barlow's train shed was a magnificent single span arch roofed building over the elevated platform deck, which provided clear space for station operations and storage in the undercroft. The span of 240 feet was the longest single span roof for 25 years; the length of 700 feet enclosed an area of 3.9 acres. The platform deck acted as the tie beam for the arch. The deck was supported by a grid of cast iron columns spaced to facilitate the storage of 100,000 beer barrels. The provision and erection of the superstructure was undertaken with great skill by the Butterley Company of Derbyshire. The station was completed in October 1868.

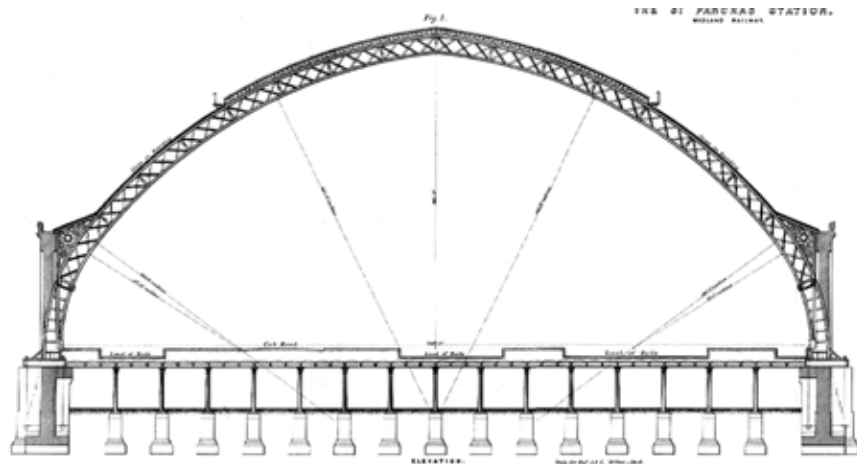
The Midland Grand Hotel forms the curtain wall at the south end of the station. The high wall of brick dressed with stones of different colours is said to be the grandest single monument of the Gothic Revival in Britain. Despite economies Scott designed the building and interiors to a very high quality. The east wing was opened in 1873, the west wing three years later.

The heydays of St. Pancras were in the latter years of the 19th century. The Midland Railway set an example of superior service and comfort. Following the 1923 railway amalgamation services from St. Pancras were reduced. The Hotel closed in 1935. In 1943 there was a proposal to merge Euston, St. Pancras and King's

Cross Stations. In 1966 a committee proposed the closure of St. Pancras. Dissenting voices including the Victorian Society and John Betjeman finally resulted in the station being Grade I listed in 1967.

In 1994 the government proposed St. Pancras as London's Eurostar Terminal. In 1996 the Channel Tunnel Rail Link Act provided for the construction of the new station and a high-speed line to Folkestone. In 2007 the Queen formally opened the reconstructed station, this has retained the principal features of the original train shed. The platforms and rails for Eurostar and Midland trains are located on the original train deck level. The train shed has been extended to cover the longer Eurostar trains; the extension is flat topped and straight sided deliberately contrasting with Barlow's design. The Hotel has been restored, retaining much of Scott's ornate interiors, as a five star hotel with two floors of private apartments.

St. Pancras International is once again the 'cathedral of the railways'.



Roof cross-section 240 feet x 100 feet - 25 arched ribs made of riveted iron plates

Subscriptions are now due

Unless you are paying by *Banker's Standing Order your Subscription became due on the 1st of April 2015. The rates remain unchanged at £15 for full membership, plus £5 for a Family membership, Junior and Full Time Student membership

Cheques payable to S.I.A.S. should be sent to me
Peter Holtham, 12, St Helens Crescent, Hove, Sussex BN3 8EP

Early payment would be appreciated

*If paying by Standing Order please check your bank statement to see that the correct amount is being paid as several members are in arrears by still paying at the old rate and risk their membership being terminated.

February Film Nite

Report by Diana Durden

Despite the cold weather a good number of people attended this evening of short films.

The varied 'menu' included, in the first half of the evening, films of trolley buses in Brighton, Volks Railway (the most memorable of which was seeing a giant, 'ghostly' Daddy Long Legs superimposed on the scene in the extract from BBC's 'Coast' programme, causing Ian Gledhill and the presenter to be 'run over'!), the construction of the London Road (Preston) Viaduct, such that 'Mr Hitlers' bomb failed to bring about total collapse. Followed by videos made during society visits to Shoreham Cement Works and the Lordings waterwheel, the latter being an ingenious device to lift water from the River Arun to the summit pound of the Arun Navigation below New Bridge, on the A272, where it joins the Wey and Arun Canal.

Geoff Mead began the second half of the evening with one of his entertaining mini lectures on 'Sussex Industry – Past Lives', capturing, through old photographs, the essence of the working man's life, be it fishing, bricklaying or ironworking in a forge.

We then fastened our seat belts for a very fast train ride! The well-known 'London to Brighton in 3½ minutes' (1983 version) whizzed us through stations and tunnels at a dizzying speed until we finally reached the buffers at Brighton Station.

Two clips from films by Dumpman followed – one showing a rarely-seen interior of Jack Windmill, complete with a small chapel on one of the upper floors, and the other of the Hardham Canal Tunnel on the Arun Navigation, blocked under the Pulborough - Arundel railway, due to fears of collapse.

'The Great Bush Railway' at Tinkers Park concluded the evening and we look forward next year to what is surely becoming an annual event at West Blatchington. We are grateful to Martin Snow for collecting, editing and presenting a very varied programme of films.

(Ed. I have a few possible videos already lined up for a 2016 evening, but would welcome any clips, pointers, requests or suggestions for potential items. It is not intended that the evening should become a 'holiday slides' evening!

A film of Ashburnham brickworks made in 1960s has been located and it should be possible to include parts of this.)

The Industrial Landscape between Brighton and Worthing

Report by John Blackwell

The final winter lecture welcomed local historian and SIAS member Trevor Povey. A brief look at Brighton industries and attractions soon took us to Trevor's home territories of Hove, Aldrington, and Portslade. A splendid image of brick kilns on the site of what became Brunswick was a reminder of a strip of brick earth along the coastal plain being put to good use.

Hove, tiny in comparison with Brighton, consisted of a few houses (shacks) at the bottom of Hove Street, a much larger coastguard station and a small fishing fleet drawn up on the beach.

The present seafront gardens were a boggy remnant of the one time course of the River Ouse, which brought us to Shoreham harbour. The present entrance through the shingle spit and protected by piers was established by 1821. The eastern arm of the harbour is the original course of the river which became silted up. In 1855 a lock was built which impounded the tidal water making this arm navigable again as far as Aldrington. At this far end were established the first transit sheds next to the Adur Inn followed by ice storage buildings along the old coast road beneath the cliff.

Moving west to Portslade, the southern area of which was known as Copperas Gap. Copperas is a ferrous bi-sulphate - a hard mineral deposit washed out of the clay which formed the base of the original course of the river and was used extensively in the early textile industry. Across the harbour arm would have been seen the huge gasworks (1870-1980s) and the two power stations of 1905 and 1952. A fascinating image from the late 1950s showed the gas manufacturing process and bi-products.

A detour to the Ronuk polish works immediately to the east of Portslade station reminded me of Ronuk Red a polish for door steps and tiles. An interesting fact of many provided by Trevor was that the polish tins were made by the nearby Metal Box factory.

Finally to Kingston and the Brittonia roller flour mills and the malthouse, demolished in the 1970s and 1930s respectively.

Many thanks to Trevor for a fascinating talk illustrated with some wonderful postcards and photographs of an area now totally altered, my only thought being that visitors from other parts of Sussex would have appreciated some maps of the area. Still a long way to Worthing Trevor!!

A Taste of Water (Towers)

Martin Snow

Water towers do what it says on the tin, they tower above to hold water, or in some cases no longer do so, but remain, often conspicuous due to their need to be higher than their consumers. The designs have changed over the years, but are distinctive.

I have put together a few images to inspire you to seek them out and maybe send in some of your own for use in future features.

Cowdray Conduit House Listed II.
Supplied the fountains in the long
burnt out Cowdray House.
Now residential and named the Round
House, though it is octagonal.



Keymer Road, Burgess Hill, a striking
edifice. Clearly visible from
the nearby footpath.





Chichester, former Graylingwell Hospital, retained as a feature in the housing estate.



East Grinstead, Sackville Tower, Listed II now in a carpark and in domestic use.



Turners Hill, overlooking the Weald close beside the B2110.

Friston, visible from the A259 travelling west before dropping into East Dean.

Many towers have a double life as cell phone masts as by their nature are generally tall on prime positions, high up on ridges, where planning permission for normal masts would be difficult to obtain.

Several towers are difficult to photograph as they have had tall dense trees planted around them or are fenced in existing woodland.



Colwood Lane, Warninglid
Hidden by dense tree foliage in summer.
Festooned in cell phone masts.

High Salvington, Worthing
Disused, it is detached from the later
'tin' church - St. Peter's.

All images Martin Snow

A 'New' Malthouse! - A Tithe Map Discovery and Other Research

Martin Snow

Most members will be aware that the society acquired a set of West Sussex Tithe maps in digital form (thanks to the generosity of a few members). This year the East Sussex maps were purchased to complete the coverage of Sussex. Members wishing to have a print of their study area should contact me for details, I am able to produce prints up to A1 size.

While pursuing one of my varied interests (dolines - sinkholes) I noted in the 1846 Aldingbourne tithe apportionment the entry for a 'Malthouse buildings and yard' that turned out to be located a little east of the church. Knowing that Peter Holtham has made a detailed study of breweries and malthouses in Sussex, I turned to my copy of his notes and was unable to find mention of it.

On examination of the Ordnance Survey (OS) 6 inch maps from 1875, I noted that the site, although marked as buildings and later as 'foundations' was not named as a malthouse. There now remains a granary, within the yard, that is now a listed building, one might deduce that it, in part at least, dates from the time of the malthouse.

Peter did not have access to the tithe apportionments at the time he was researching, nor are there trade directories covering the area.

I think that this proves the worth of having ready access to the tithe maps and apportionments, as well as various editions of the OS maps via various online websites. Much information remains to be discovered in archives, as I found when researching the Devils Dyke 'Mystery Building' online to the National Archives.

Another resource that is available to private researchers via the internet is extensive coverage of the country by Lidar data (the word Lidar is a linguistic blend of LIght and raDAR.) Lidar is a recording technique that uses a laser beam from equipment that is flown over the survey region and records the returned reflection, the data is processed to obtain very accurate height information, that can be further processed to produce particular forms of aerial 'maps' that can reveal features, for example, under tree cover that would otherwise remain hidden.

I have recently been using the freely available data at 1 metre resolution to search for the geological features named dolines or sinkholes along the boundary of the chalk and more recent sediments, these are often surrounded by bush and tree cover rendering them invisible, but stand out once the Lidar data is processed to show the true ground contours and features.

I will also be looking for IA features hidden in wooded cover as part of the 'Secrets of the Highwoods' HLF Lidar project that has the western South Downs as its target area. I can give contact details for the project to anyone wishing to volunteer.

I will keep members updated on any features I may uncover.

Old views of *The Dome*, Worthing



Two old views of *The Dome* Cinema, Worthing, opened as the *Kursaal* in 1910 as a roller skating rink. Renamed the Dome in WWI and converted to a cinema in 1922. The Southdown Office (left) is now a cafe. An early 2015 view is below, but is already an historic view, as the tourist information centre was closed a few days later.



Book Review

by John Blackwell

The Magnificent 1930s Aerodrome at Wilmington

Peter Longstaff Tyrrell, A4, 25page booklet

Military historian and SIAS member PLT strays into the field of civil or rather pleasure flying. How many members are aware of a between-the-wars airfield beside the A27 near Wilmington at TQ 536 052, which is passed by thousands of drivers every day. The site to the north of the old turnpike gate at Milton Street was available as a WWI reserve landing ground but came to local prominence during the 1930s when the general public became enthralled with flying circuses, air shows and the aviators who became the celebrities of the day.

The author has painstaking researched the local newspapers and surviving ephemera, programmes etc. and pieced together the story of what was obviously more than a local attraction. Commencing with a display in 1932 the shows grew year by year with an estimated 10,000 spectators and 100 aircraft in 1938.

The Eastbourne Flying Club was established here in December 1935 and a splendid art-deco club house was opened in 1938 (similar to that at Shoreham but more angular). The August 1939 show had an ominous visitor a Messerschmitt M.35 performing aerobatics, with the Nazi emblem displayed on its tail fin. The following month the club secretary unceremoniously locked the premises and passed the key to the Ministry of Supply. It was not used by the Air Ministry the grass runways were blocked with obstacles and the club house used as a REME depot for the duration.

Never re-opened the club house deteriorated being finally demolished in about 1960 with the airfield reverting to pasture.

I found the publication extremely interesting well researched and illustrated and would recommend supporting Peter's publication.

Copies are obtainable via petertyrrell72@yahoo.com price £4.00

Update on Polegate Signal Box

It was recently announced that Polegate signal box was to be turned into a museum. However it now appears that someone has discovered high voltage cables buried underneath it, this has prompted the health and safety gurus to direct that the building will have to be moved if it is to be reused. This does tend to reduce its iconic place in the development of Polegate following the arrival of the railways in the 1840s.

Quite why it is now deemed unsafe to have high voltage cables underneath, when signal staff have worked there for years does seem odd. Watch this space!

Newpound Industries since 1959

(Concluded from *Newsletter 162*)

Richard Bairstow

Around 1969, Newpound Property Investments (NPI) sold Carter Brothers to Bunzl Pulp and Paper and 'Bunzl' became the name by which Carter Brothers was subsequently known. I don't know the reason for the acquisition, but considering how much they invested in and increased the plastic production capacity, I assume Bunzl decided that this was where the future lay and decided to use Carter Brothers' existing production facilities and expertise. As a result, Bunzl then owned all of the buildings on the west side of the B2133 and, on the east side, Schick owned the two Bellman's buildings with perhaps the old Carter Brothers motor and tractor repair shop to the south (with its two petrol pumps next to the road) still standing.

Planning permission had been given by Petworth Rural Council to Carter Brothers (NPI) in December 1968 for the erection of three warehouses on the north west part of the site that would replace the Carter Bros. warehouses referred to over the last three months and which had been originally used as the timber store and paint shop. One advantage given was that crossing traffic would be greatly reduced when the new warehouses were brought into use. To my knowledge, the transfer of uncut pipes from the Pipe Yard to the factory was the only crossing traffic that was in force at that time; perhaps it was thought that raw materials would be stored elsewhere? This planning permission was given shortly before Carter Bros. was sold to Bunzl. And because Bunzl's acquisition happened 1969/70, I can't be sure which company built the warehouses. Can anyone help on this matter please?

After Bunzl acquired Carter Bros., they set about increasing plastics production. The West Sussex Antique Timber factory became the plastic sheet (or film) extrusion plant after the plumbers Grey and Martin had left and the WSAT offices became an equipment store.

Bunzl needed new offices, so that by 1975 the Carter Bros. (NPI) offices had been closed and new offices had been built alongside the main road where the old Carter Brothers had their showroom and offices; These are the offices now occupied by OCSL. A tool shop and a factory for small extrusions was built immediately behind these offices where Carter Bros. had a large covered area in which a steam engine and two Blackstone oil engines were used to supply power to the whole plant at 110 volts until replaced in 1965; they were cut up for scrap by Peter Crook soon after. A pipe extrusion factory was built further to the west where Carter Bros. had had their carpenters shop.

The three new warehouses mentioned above became (looking from the road) a building with an extrusion shop on the ground floor and a canteen and stores on the first floor, a general extrusion shop and, lastly, a pipe extrusion shop. Bunzl rebuilt and extended these buildings several times as production levels increased. The only other

area owned by them was the car park to the north east where the large water tank was installed between 1974 and 1977 to store water for a sprinkler system used to control any outbreak of fire. Steel pipes were laid underground across the road to carry water to all parts of the works.

After the closure of Schick in 1973, Bunzl acquired both buildings now occupied by Bellmans. It used the newer, northern, building entirely as a warehouse for the storage of raw materials. Bunzl had the windows bricked up and the effect of this can still be seen today by the different colour brickwork where the windows once were.

Raw materials were also stored on the first floor of the southern Schick building where Bellmans has its auction rooms. The ground floor became the dispatch office. This department had hitherto been located in the office building now occupied by OCSL on the west side, but moved out to give more space to the sales department on the ground floor and the finance department on the first floor. Around this time, Bunzl built the premises later occupied by Gander and White; this was used for the storage of finished goods.

During the 1970s, Bunzl had thus built a new factory, rebuilt others and acquired an additional two Schick warehouses / factory units. This all resulted in a considerable increase in plastics production which resulted in the need to work a continuous three-shift system covering 24 hours a day from 6.00am Monday until 6.00am Saturday. Because of the continuous nature of the production system, it was essential that the process was continuously manned; this meant that if anyone was late, there was a serious deduction from their money. Production was stopped for a two week shutdown in the summer for maintenance and workers' holidays.

The products being produced by this time had changed from being mainly small pipes and plastic bags in the late 1960s to a wider and more industrial scale and range of products. These were polythene film used for damp-proof membranes and polythene pipes for water and gas supplies (with sizes up to 6' diameter to go over the insulated pipes of district heating scheme), a thinner grade of polythene used for packaging, e.g. carrier bags and overwraps in the food industry, ball cocks and the tiny sleeves made for the Post Office that covered joints in copper wires and that were made by outworkers. The Post Office also bought various sized covers that were used to cover the joined cables underground and which are still to be seen on the side of telegraph poles.

During the period of rapid expansion, there were many concerns by the residents of the housing immediately to the north. This was primarily about the excessive noise being generated particularly through the night and in the summer months when the factory doors were kept open at night due to the excessive heat generated in the factory. There were concerns about the continued expansion of warehouses for which it was thought that no planning application had been made, but on the other hand, conditions of planning permission were flouted. For example, sound proofing was never installed in the new warehouses after permission was granted in 1980 to increase their height to

enable the continuous extrusion process of damp-proof membrane to be cooled more effectively before being gathered onto large rolls. Likewise, the rough area to the north that had been meant to have been landscaped according to planning conditions was never carried out.

The complaints against Bunzl, especially the noise from the factory, continued through to at least 1986 by which time Evode had taken over the Carter Brothers business. A letter from a local resident said that the noise problem still existed and that the factory was now working all day and night, seven days a week. However, the business was not proving successful, partly due to occasional poor quality, and the company closed around 1990.

The entire site was closed down and the premises became vacant. In its place, one by one, the various buildings were acquired by businesses, some of which are still operating there today.

Bellmans' is an auctioneering company that was established in 1989 to cater for the growing number of items being ignored by the large international auctioneering companies. Initially their saleroom was based in an industrial unit in Billingshurst, but quickly grew and moved to the present premises in Wisborough Green in the early 1990s

Gander and White is a company whose business is the storage and shipping of fine art and antiques particularly to overseas destinations. They occupied the old Bunzl warehouse opposite WSAT but I do not know when they moved there. Latterly they had just seven employees, viz. five in the office and two in the storage area. They moved from Newpound in the first week of July 2013 to Gillman's Industrial Estate in Billingshurst because they needed more space.

Patterson Pressings was a company that manufactured tools and precision machine parts. It was located behind OCSL. It was founded in March 1987, ceased trading in 2007 and was finally dissolved in September 2009

Organised Computer Systems Ltd has had its head office in Newpound since 2003 or earlier. It is an IT company that helps clients to achieve better business results through their provision of computer technology.

West Sussex Antique Timber supplies antique wooden flooring and furniture and provides a joinery service to make furniture, doors and windows. They were originally in Kirdford from 1989 to 1990 and Billingshurst to 1991. They then moved to the old Balchin's builders premises in Balchin's Close and then finally to Newpound in 1993.

Lazy Days was a cash and carry shop that sold cane and garden furniture in the Bunzl plastics factory opposite Bellmans and was there from the late 1990s up to October 2004.

Finally, I would like to thank the following without whom these articles would not have been possible: Peter Crook, Pat Harrison, Barbara Peacock, Glen Poat, Martin Snow and Yvonne Williams. Hopefully I have not forgotten anyone!

A 'Nodding Donkey' in Sussex

Martin Snow



This might have been a candidate in the 'where' category of Mystery photos.

It is in Sussex, and is a site that I had been unaware of until recently, it is at Lidsey, north of Bognor Regis, just off the A29 along a track that follows a section the former route of the Portsmouth and Arun Canal (dry now!) After discovery of oil in 1987, it has, since 2008, plodded away (it is a donkey!) 24/7 extracting the crude oil from one of the pockets in the Jurassic, Great Oolite beds, some 3 to 4,000 feet below.

Don't go charging up expecting to get a close look, I had to take this from outside the gates, security, H&S etc....

The other two producing wells in West Sussex, none in East Sussex, are a few miles north in woodland at Singleton and north-west at Storrington. The Storrington site is shielded by trees in summer, but in winter it is clearly visible from the A283 near the entrance to Parham House.

Over the years there have been many holes bored across Sussex in the quest for minerals and water and recently, controversially for possible 'fracking', all in quiet 'rural' Sussex. Natural gas was found at Heathfield and Mayfield, not large deposits as it turned out. Gypsum was found at Mountfield and forms a major reserve of this valuable mineral, used in making plasterboard.

Mystery Photos

Do you know your IA?



What is interesting about this piece of wall?
Knowing its location may help.

(Martin Snow)

This listed building is now out of context,
what was it for and where will we find it?

(Martin Snow)



Update

The mystery photo in *Newsletter 165* at Pevensey Castle remains a mystery.

The marker is to be found at Littlehampton at the edge of the pavement opposite the former electricity works in Duke Street.

Please keep your 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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Published quarterly in January, April, July and October

Contributions for the next *Newsletter* should be sent to the Editor by the 6th June 2015

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*



A structure at Brightling whose original use is unclear, limekiln? brick kiln?
Lisa would be pleased to hear from anyone with suggestions. (*Lisa Jayne Fisher*)



Star Lane Brewery, Lewes
Then (*Peter Holtham*)
Now (*Martin Snow*)

