



Sussex Industrial Archaeology Society Newsletter

Number 172

October 2016



‘... and the award for wettest tour organiser goes to Malcolm Dawes,
narrowly beating previous award holder - Alan Green for Littlehampton’.

SIAS tour of the North Laines of Brighton on one of the wettest evenings of the summer(?).
(Malcolm Dawes)

Newsletter 172

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Editorial

Welcome to *Newsletter 172*. I hope you all were able to get to see the IA you wanted to over the summer. The reports for the summer visits are all here, just the visit to the former gunpowder works at Chilworth to come.

Please note the AGM notice included with this mailing.



Barcombe Station (*Martin Snow*)

Forthcoming SIAS Events

Malcolm Dawes

All the autumn and winter meetings are held at
West Blatchington Mill Barn, Holmes Avenue, Hove

Saturday 22nd October, 7.30pm. Shoreham Harbour Past, Present and Future

A welcome return of local historian Trevor Povey with his new presentation. Discover how a small gut in the shingle has become one of the busiest coastal ports in the country. How has it kept up with constantly changing demands in today's hectic commercial climate? Marvel at man's ingenuity in the constant fight against the forces of nature.

Saturday 19th November, 2.00pm. AGM followed by Syphons in Sussex

David Jones recounts his apprenticeship days at the British Syphon Company and Schhh you know who at Eastbourne.

Saturday 21st January, 7.30pm. Southdown Bus Garages

Paul Snelling will be sharing his researches into these distinctive structures.

Saturday 11th February, 7.30pm. Film Nite

This year's selection will have the theme of 50 years!

Please see the *Mills Newsletter* for Mills Group activities



Casting at the White Eagle Foundry

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 email to malcolm.dawes@btinternet.com

Saturday 15th October, 2.30pm. *Rye and Camber: the far East of Sussex*
Brighton and Hove Archaeology Society, Local History Forum talk by Geoffrey Mead. £3 non members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Wednesday 19th October, 7.45pm *Around the country, a retrospective tour of the bus industry*

Sussex Transport Interest Group talk by Gerald Mead. £2.50. London Road Station, Brighton. 01273 512839

Monday 24th October, 7.30pm. *The Brighton Main Line*

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

Weekend of 28th - 30th October. *Giants of Steam weekend*

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

Saturday 5th November, 10am to 4pm. *Opening day at the Brede Steam Engines*
Steam and working industrial engines.

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

Sunday 6th November. *London to Brighton veteran car run.*

Wednesday 9th November, 7.30pm. *Domestic Bliss in Tudor Sussex: life at home in the 16th Century*

Chichester Local History Society presentation by Caroline Adams. £3. New Park Centre, New Park Road, Chichester. 01243 784915

Monday 14th November, 7.30pm. *Railways in the round*

Southern Electric Group, Sussex Branch presentation by Andrew Marshall showing a further selection of slides from the past 33 years. £2 visitors. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Saturday 26th November, 2.30pm. *Witches, Warlocks and Wellingtons: the ritual protection of the home*

Brighton and Hove Archaeology Society, Local History Forum talk by Janet Pennington. £3 non members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Wednesday November 30th, 7.30pm. *Life above a railway tunnel*

Volk's Electric Railway Association talk by David Porter, the owner of tunnel cottage that stands at the entrance of Clayton Tunnel. £2 for visitors. West Blatchington Windmill, Barn, Holmes Avenue, Hove. www.volkselectricrailway.co.uk

Saturday 3rd December, 10am to 4pm. *Opening day at the Brede Steam Engines*

Steam and working industrial engines.

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

Tuesday 6th December. *Steam train excursion from London Victoria to Eastbourne and Hastings*

Photographic opportunities in Sussex. www.railwaytouring.co.uk

Tuesday 13th December. *Steam train excursion from London Victoria to Bognor Regis and Littlehampton*

Photographic opportunities in Sussex.

www.railwaytouring.co.uk

Wednesday 18th January 2017. *Balsdean Downs Research*

David Cuthbertson presents his latest WWII Balsdean Downs research, including many of the sights, sounds and often tragic stories of the No. 3 South Downs Training Area, - the birthplace of his mother in 1942. Sussex Military History Society. 7.30 for 8.00pm Royal Oak Station Street, Lewes. www.sussexmilitary.org

Tuesday 24th January. *The 50th Anniversary of the opening of the new library in Chichester*

A day of events including a guided walk visiting sites of other libraries in the city and a talk about its construction. For details visit the WSCC website

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.

The genesis of this visit was a suggestion to visit some of the sites at Barcombe Mills described in Sussex Industrial History No. 44. Alan Green organised the route and visits.

Tour of the Railways and Mills of Barcombe and District on May 14th

John Blackwell

The day commenced at Barcombe (New Barcombe until 1885) railway station where by kind invitation of the owners Mr & Mrs St-Claire Jones we were allowed to inspect the building. It is one of the architect T H Myres' stations for the Lewes and East Grinstead line of the LB&SCR built in 1881 in the late Victorian 'country house' style with an over provision of passenger facilities. Here there was only one platform serving the single line, it being the second station serving Barcombe Cross, a village of a few hundred inhabitants both with direct trains to Brighton, albeit on different lines. The typical features of a Myres station were examined, decorative chimneys, tiled roofs and half tiled walls, oriel windows, doors and porch with stained glass and incised window lintels with LBSCR initials and construction dates. The station saw its last passengers in May 1955, with the line closing in March 1958 and the track being lifted and the canopy demolished shortly afterwards. The present owners bought the property about 1990 in a run down condition and have slowly and painstakingly restored many of its features. On then to Barcombe Mills where we briefly inspected the two locks of the Upper Ouse Navigation and the terminus of the siding from Barcombe Mills station alongside the former mill pond. Bob Bonnett related the history of the mill and the date of construction was debated (either C1800 or a rebuild of 1870, with the earlier date being more likely). Images from the postcard collection of Mike Green showed how it looked before the disastrous fire of 1939 when in use as a button factory. Brian Austen explained that the toll road passing in front of the only surviving part of the mill was not part of a turnpike road and tolls were not collected before the nineteenth century and certainly not following the 'Norman Conquest' as displayed on an information board. We followed the track noting where the siding, which was never operated by locomotives, crossed the river after leaving Barcombe Mills station. Here Alan gave a potted history; opening in 1856 on the Lewes and Uckfield Railway as Barcombe Station (renamed Barcombe Mills in 1885 following the opening of the Lewes to East Grinstead line). Richard Billiter the then operator of Barcombe oil mill and later of the corn mill was a shareholder in the line. The line was operated from the opening by the LB&SCR and two years later was purchased by them. The siding to the mill was laid in 1861 by the LB&SCR, but at Billiter's expense, following an agreement for passengers to pass and return to the station 'free of toll' and a payment of £400 to Billiter who held the right to collect tolls. On closure of the line in 1969 the station became a private residence and later as a tea room until the late 1990's.



A convivial lunch was taken at the *Laughing Fish* next door to Isfield station home of the Lavender Line (named after the local coal merchant who worked out of the station). Isfield was the other station on the 1856 Lewes to Uckfield line. Following closure of the line in 1969 the station and signal box became derelict until purchase by the Millham family in 1983 when following restoration it became a private railway with almost a mile of track. With escalating costs ownership passed from the Millham family in 1992 and it is now run by the Lavender Line Preservation Society as a small heritage railway. Although no trains were operating our enthusiastic guide showed us the signal box and (non operational) gates, engine shed and the semi royal saloon built by the London & North Western Railway in 1903 for staff, close friends and non royal relatives of the monarch and forming part of the royal train. The handsome interior comprising of a day saloon and two smaller night saloons was much admired as was the system of bell pushes which reflected the class structure of the age when summoning servants some of whom travelled in the coach and others elsewhere on the train. An excellent spread of tea and cakes was provided in the buffet which had many interesting photographs and railwayana. All agreed this was an excellent day out showcasing Alan's organisational skills with support from Bob Bonnett and Brian Austen.

A detailed history of much of the above can be found in Sussex Industrial History 44 published in 2014 but now unfortunately out of print.

'The Railway Stations of T H Myres' is included in the current edition mailed with this Newsletter.

A walk around Brighton's North Laine

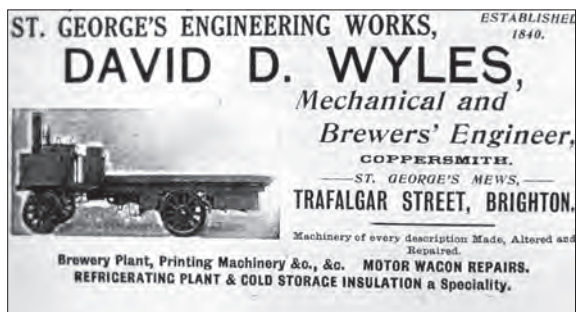
Geoffrey Mead

On a sultry summer evening 20 members and guests assembled at Brighton Station for a guided walk around Brighton's North Laine district. The party contained noted experts on a range of industrial activity from station construction to bacon smoking and breweries to drill halls, thus there was a plethora of fascinating detail to absorb along the route. The traditional 'meet under the clock' direction was given as the start point, but cunningly the station staff had erected a ticket barrier there, so we could only gaze from an angle at the ornate timepiece with LBSCR scrolled in the metalwork below.

Rail strike chaos and overloud announcements cut short the intro but there was enough time between announcements to hear of the various building stages of the station culminating in the spectacular curving girders of the 1882 roof. The party moved off from the concourse and passed under the 1882 Porte-Cochere which shelters the entrance; dodging the Euro Referendum leafleteers we moved down Trafalgar Street, noting the various additions to the bridge over the street and the space created outside the station for the bus bays, by house demolition in the 1930s. Below in the area of the Lower Goods Yard are some nice dolphin embossed iron brackets on the station extension, which were created at the nearby Regent Foundry along with some surviving buildings associated with stabling and contractors wagons, one now a bike hire store; a nice example of 'Continuity and Change'. 20th century office building on the Lower Goods Yard reflects in pale brickwork and blue railings the 19th century station buildings opposite.

Into Trafalgar Lane, a rarity in having no domestic building, but a large builder's yard previously Eede Butts sawmill, whose origins were in 1828; in the Lane, an upholstery warehouse with upper loading doors and a small single storied building that in the





1970s had been a violin makers. The Eede Butt office door had as a fanlight, a fine stained glass Art Nouveau 'office' sign. At Gloucester Road an old image of Hammonds Yard was shown, the site of the town's first electricity works. Into the aptly named Foundry Street, past the former

Wick tavern and a view along the west side that took in former salvage yards, boot stores, corn stores, warehouses and the building that housed Eversheds, a soap maker and dry-salter. Dry-saltery is any product that cannot be eaten and there were branches of Eversheds in most of the Sussex towns. At the south end of the street and fronting North Rd is the postal sorting office formerly the Regent Iron & Brass Foundry, a major 19th century employer. Below on the south side of North Rd in Bread St had been the Star Foundry, whose coal-hole covers can be seen in the city at the present day. Crossing the busy street and noting a former occupation surviving as the Three Jolly Butchers pub, we moved along the rustically named Spring Gardens, today a grim urban highway, but as seen from a 1914 Kelly's directory page, a street of multiple trades and occupations, from individual chair caners to large regional printing works. The large electricity sub-station here is a reminder that the electricity generating works were next door until the mid-1950s. Crossing Church St a member of the group, a visitor from the local North Laine Community Association gave us the history of the army drill hall, opposite what had been a thriving and historic industrial assemblage. This was the Portland Street site of Blabers Foundry, operating well into the 1980s, and in converted stables Clifford's car spares; adjacent had been the builders yard of Patching & Son established in the 18th century; all now a rubble strewn wasteland.

Into North Street, the southern limit of our tour and a chance to compare the industry of North Laine with the commercial buildings, banks and retail units of the Central Business District. At this point the sultry evening erupted in thunder-claps, forked lightning and a torrential downpour which drenched all of us. Nothing deters SIAS members on a field trip and the party turned north into Bond Street, noting an 18th century building which is at the rear of the Theatre Royal. At the north end of the street is the large three-storey warehouse and office building which had been at various times a brewery, a furniture factory and from the early years of the 20th century the premises of 'Mead & Co. Premier Brighton Removers and Auctioneers'; my grandfather's firm.

Battling through the storm the prominent 19th century store-now Infinity Foods- on

the corner of North Rd was noted as having been an early branch of Marks & Spencer from 1918-1932. Working our way ever northwards the group slashed along Vine St which in the 1840s had seven of the 56 slaughterhouses in the town; the problems of disposing of industrial wastes of all kinds was discussed and it was



commented that 19th century rainstorms probably helped in street-cleansing! In Gloucester Rd is the Eagle pub which is adjacent to the site of the early 19th century Eagle Foundry with another army drill hall beyond that, a fine ornamental brick building; by this time we had lost the brick expert Ron Martin who, owing to the storm, had decided discretion was the better part of valour...and had gone home! At the foot of the Road William Wood's 1860s granary is correctly re-branded as 'The Grain Store'; a part of the food storage and processing history of the area.

At the back of the Eagle in Gloucester Passage are some little warehouses and a 'noisome alley' [thankfully washed out by the deluge]. Gloucester Street through the alley has a fine set of former warehouses, some granite setts and a building currently named Metal Works, but now the rain had ceased and we could see some prints of adverts and images of past North Laine trades before the printing ink ran completely! Along St Georges Mews the home before WWI of a large engineering works, now rebuilt as social housing with an industrial/warehouse look. The Mews still contains some 19th century narrow brick pavements, a rare survivor. At Trafalgar St the trip concluded outside the former Grand Parade Garage dated 1918 but containing glazed tiles and iron securing rings that showed it to be a former slaughterhouse.

North Laine is at the heart of BoHo Chic Brighton, estate agents describe it as 'much sought after' and it now features in tourist guides to the city; it is comforting to know that the former industrial life and structures of the area are now more valued, although threats to buildings and yards are still occurring and as this is written Diplock's Yard in North Rd a depository of hawkers barrows until the 1970s has a planning application for office development hanging over it.

White Eagle Foundry, Hurstpierpoint, 8th & 15th July

Paul W. Sowan

Hurstpierpoint, a mile or two west of Hassocks, seems at first sight an unlikely location for an industrial establishment. And the single storey works on Cuckfield Road, lacking any visible chimney, would not be immediately recognisable as a foundry. However, this non-ferrous foundry currently specialising in aluminium and bronze castings, has been in operation since just after World War II, when it was established by a group of persons from Poland, but changed hands after all their deaths in a road accident.

This is a small 'jobbing foundry', one of three still operating in Sussex. Castings are made from a number of alloys of various compositions, ingots of which are bought in. Scrap, other than that internally produced, is not recycled as the exact composition of each aluminium or bronze (copper and tin) alloy may be critical for different products and end-uses.

The alloys are melted in fireclay crucibles in gas-fired appliances, the molten material being transferred to moulds in hand-held ladles, somewhat enlarged versions of the kind used in kitchens, or in larger bucket-sized containers carried by two men. Molten aluminium releases hydrogen from any moisture present, which gas dissolves in the metal. This would come out of solution on the metal solidifying in the mould, resulting in 'bubbles' in the solidified material, so is purged before pouring by blowing nitrogen through the melt. Nitrogen is not so soluble in molten aluminium, and the unwanted hydrogen transfers to it from the metal. A technicality in making bronze castings is the need to deoxidise the molten alloy, as both tin and copper readily combine with atmospheric oxygen to form their oxides. A parallel oxidation problem evidently does not affect aluminium alloy casting. Something like five or six alloy 'recipes' are used. Internally produced scrap resulting from hand or machine finishing the castings is recycled, care being taken to keep different alloy compositions apart. Aluminium alloys are poured at 700° C, and bronze presumably at a somewhat higher temperature. Non-ferrous castings are not made, as gas firing is inadequate for the higher melting temperatures needed to melt iron or steel.

Moulds are made in one of two kinds of moulding sand from patterns made from customers' measured drawings. The firm does not necessarily know the intended end use of castings, just the shapes and sizes and alloy compositions specified. The two sorts of moulding sand are 'beach sand' and 'greensand' from Mansfield, with or without a natural clay binder present in the sand, or a resin-based binder admixed on site. 'Greenland', in this context, is clearly a trade name, not an indication of its geological nature or age. The sand can be recycled on site a limited number of times, but has ultimately to be replaced. Disposing of spent sand is costlier per tonne than buying it!



Collection of crucibles, each marked for their particular metal alloy (*Martin Snow*)

Pattern-making and mould design call for considerable skills and experience, as the molten metal has to completely and slightly over-fill the mould, to allow for shrinkage on solidification. My usual question on industrial visits is ‘what can go wrong’?

Some undertakings deny ever having any problems, but at White Eagle the response was a graphic description of the effects of pouring melted metal into a mould made with too-damp sand.

The final stages of manufacturing at this works are finishing the products, largely by hand using a band saw to trim off surplus metal, which is recycled, and shot-blasting to make an acceptable surface finish. All castings are colour-coded up to this point, to ensure different composition scrap metals are not mixed during recycling. My thanks to White Eagle Ltd for a most interesting visit and lucid explanation of all the technicalities, and to Martin Snow for inducing me to join what is I think my first attendance, after a good many years’ membership, of a SIAS meeting.

Book Review by Alan H J Green

Southdown Style

by Glyn Kraemer-Johnson

Capital Transport, (ISBN 9 781854 143969) £19.95



The Southdown aficionado is well blessed with books about this doyen of bus companies and many of them are by Glyn Kreamer-Johnson. *Southdown Style* is his latest title. One has to wonder what there is new to say about Southdown and the answer is probably very little, but in this book Mr Kreamer-Johnson gives a history of the company approached from the perspective of the distinctive style that made its vehicles and premises so superior to other operators and endeared it to its customers.

The book covers the period from the founding of Southdown in 1915 to its becoming part of the National Bus Company in 1969 in 17 chapters, all of which are lavishly illustrated. The illustrations, many in colour, not only depict Southdown's green and cream vehicles in their natural Sussex habitat but also its bus stations, depots and publicity material as well as providing portraits of the company's great and good. The colour photographs in particular serve to remind the reader of how well turned out Southdown's buses and coaches always were.

Inevitably, with so many Southdown books on the market, some of the photographs have been seen before but most were new to me. One in particular caught my eye, namely of a PD2/1 which, according to the caption, is waiting at Balcombe station en route for Horsham. The blinds are indeed set for service 78 but the setting is actually T H Myres' (equally stylish) Lavant station some 30 years after it closed to passengers! Quite what it was doing there with that route display is intriguing – it might have on a Southdown Enthusiast's Club tour but the fact that only person in the view appears to be a member of the crew and no camera-toting bus gricers are in evidence rather blows that theory.

The book is nicely produced and with its informative and highly readable text and so many superb illustrations it should be on every Southdown-lover's shelf.

Stations, Stinkpipes and (no) Sausages

David Jones

On Saturday September 24 at 11 am a group of 18 SIAS members gathered at Chichester Railway Station for Alan Green's walk around the local area. Originally this was to have included Shippam's, hence the reference to Sausages, but was changed to include Chichester Bus Station and Garage, celebrating 60 years since Southdown built them. The walk also marked the 170th anniversary of the coming of the railway to Chichester from Brighton in 1846.

First we went to the bus garage and were shown around by Brian Collins, Assistant Manager, Stagecoach South, although background noise prevented a clear description being heard. A particular point of interest was the barrel vaulted roof made of thin pre-stressed concrete, an innovation at the time and similar to the roof of the bus garage in Mallard Road, Bournemouth.

At the rear we saw where maintenance of the large fleet of Stagecoach buses was carried out and learnt that the tyres are owned by Michelin who maintain them, even to the extent of re-cutting the treads when worn, on site. During our visit, one of two early Southdown open top buses kept there, Leyland Titan TD1, UF 4813 of 1929, was driven out ready to attend the Amberley Bus Show and Running Day the next day, and provided



a suitable backdrop for the group photo later. We then walked across the road to inspect the outside of the bus station, the refreshment rooms and toilets long since closed. The writer well remembers stopping here on the South Coast Express in the late 1950s on the way to the annual holiday near Lymington, usually in a Royal Blue coach.

Passing the Law Courts, which are threatened with closure in 2017, we arrived at The Fountain Inn where Alan pointed out a Stinkpipe, unfortunately without its extract finial, attached to the outside wall and outlined Chichester's first sewerage system. At this point some of the group opted to have lunch at the Inn, but others went elsewhere including the café at the Cathedral. The party re-assembled back at the station at 1.30 pm where Alan explained about the 1956 rebuilding in 'Festival of Britain' style of which the booking hall ceiling and clock still survive. However, round the back is the still remaining LBSCR goods shed, now a Smith & Western restaurant. With the



aid of drawings and photographs, Alan explained the layout of the area when first built including substantial sidings where car parks now exist. A walk across the level crossing, not in use due to engineering works towards the east, brought us to the site of Sadler's Mill where a view of the rear of the now listed Saxby & Farmer West Signal Box was obtained, next to which was a fine example of a free-standing stinkpipe, this time with its ornate vent system at the top. Nearby is a small stream, part of the River Lavant which in the past has been the source of much flooding of Chichester. Then back to Stockbridge Road to visit the site of the Selsey Tramway terminus station where Alan again explained the layout with drawings and photographs of this well known Col. Stephens line.

To finish off the walk a visit to the strangely named Grumpium Museum & Art Gallery was made, with many of us intrigued as it doesn't appear on any Chichester map. However, some of the group knew it was Alan's home where he had laid out additional railway and bus artefacts for our inspection, and we had free rein of his house to inspect all the paintings and artwork collected over many years. As well as LBSCR and Southern Railway items, various Southdown bus models and timetables were on display, and drawings of bridges and civil engineering books reflected Alan's career as a Civil Engineer. There was also the outside back garden to explore where items made by Halsted of Chichester were seen, and also welcome tea and biscuits were served to end a very interesting day. Thanks are due to Alan for organising this walk around his local part of Chichester and for allowing us into his home.

Latest news from East Sussex Seaside Piers

Robin Jones

In Newsletter Number 171, I wrote an article about the restoration of Hastings Pier and the remarkable transformation that has taken place since the Hastings Pier & White Rock Trust has taken over the ownership of the pier. The restaurant, which is incorporated in the only part of the original pier on the west side at the entrance, now has toilet facilities replacing the temporary unit mentioned in my previous article. The Visitor Centre in the wooden structure with the café on the upper deck has a comprehensive overview of various aspects associated with the pier including a profile about the designer Eugenius Birch and also about the prehistoric forest in the immediate vicinity of the pier and stretching out to sea. There is also a shop selling souvenirs connected with the pier as well as further toilets. The fairground, previously at the entrance to the pier has been repositioned beyond the visitor centre with the exception of the carousel.

Improvement work has also taken place at Eastbourne Pier since the change of ownership. Now owned by Sheikh Abid Gulzar, many improvements have been made with gold being the predominant colour used in selected places. The Ocean Suite above the Atlantis night club has been refurbished as has the Victorian tea room. There has also been many picnic tables and chairs added on the decks at various places. Repairs to the steps leading to the Camera Obscura, which was restored in 2003, are being repaired and the dome which houses this attraction has been painted gold. The fishing tackle shop at the pier head no longer exists as the landing stage has been refurbished to accept large vessels such as P.S.Waverley and M.V. Balmoral so that cruises can be provided from Eastbourne.

Changes have also been made at Brighton where the pier more recently known as Brighton Pier has reverted to its original name of Brighton Palace Pier following Luke Johnson purchasing the pier from the Noble Organisation earlier this year. In fact a competition to introduce a suitable logo for Brighton Palace Pier was launched and will be added to the pier at a future date, the winner receiving £1,000. Entries have been flooding in and the sign will be illuminated at night.

The other attraction at Brighton which is now open, the British Airways i360 is described as a vertical pier and is located where the West Pier would have joined the promenade. Conceived and designed by architects Marks Barfield, this structure is the tallest observation tower outside London providing 360 degree views of Sussex and has a pod which can hold up to 200 people and rises 450 feet. 'Flights' are 20 minutes during the day and 30 minutes after 6 pm. During the flight, drinks are served at the Nyetimber Sky Bar. The tower is made from 17 separate steel cans or tubes, and were manufactured in the Netherlands by

machine rolling a flat steel plate into a circular tube, welding a seam where the two edges of the plate touched, then machine rolling to remove the irregularities from the welding. Flanges, forged in Spain from single ingots of steel, were machined and welded to the top and bottom of each can. The pod is 18 metres in diameter and weighs 74 tonnes. It is made of 24 segments of handmade Italian glass. Tickets for the flight cost from £13.50 for adults and from £6.75 for children. Also of note is the reconstruction of the identical square toll booths that stood at the entrance to the West Pier. Faithful replicas have been built, the east building housing the West Pier Tea Room, while the west building is the ticket office for the British Airways i360.

Ed. Since Robin made his brave trip on the i360, it has broken down, in service, no less than three times and trapped its occupants for some period of time (with only a bucket for relief! - in view of all?). Maybe the council is wishing it had spent all the money on a 'normal' pier?



West Pier Tea Room

Mystery Photo

Do you know your IA?



A bit different this time
- even I don't know!

Ron Martin writes: The object in the attached photograph was taken into Brighton Museum by a member of the public who had found it washed up on Brighton beach and wanted to know what it was from.

It is bolted to an heavily eroded wooden plate about 2'3" long of 2" x 6" section. On one side there are two rusty steel angles of 1/4" thick metal with legs of 7" and 3", bolted to the base with two 5/8" diameter hexagonal headed bolts. At the other side of the plate there is a 1" space between the wood and the washer and nut. The two angles are spaced about 6" apart and the shorter legs each have two 7/8" diameter holes, suggesting that they were perhaps bolted onto another piece of wood. Of which there is no evidence. Similarly the space under the plate gives no indication of what was originally there. If anyone has any idea what this came from could they please let the editor know.

Update

The mystery image in *Newsletter 171* was of course a mock up of an early steam locomotive. This is / was recently visible on a roundabout in Haywards Heath to celebrate the coming of the iron horse to the town just 175 years ago. It then grew to become a major commuting town.

~~~~~  
*Please keep you eyes open for unusual features on your travels, or it may be something you pass 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).*



## Sussex Industrial Archaeology Society

- President : Air Marshal Sir Frederick Sowrey,  
Home Farm, Heron's Ghyll, Uckfield
- Chairman : John. S. F. Blackwell, E-mail johnblackwell@ntlworld.com  
21 Hythe Road, Brighton BN1 6JR (01273 557674)
- General Secretary and Newsletter Editor : Martin B. Snow,  
E-mail martin@snowing.co.uk  
32 Orchard Avenue, Worthing BN14 7PY  
(01903 208975 & 07836 675472)
- Treasurer, Membership Secretary and Archivist : Peter J. Holtham,  
E-mail pandjholtham@virginmedia.com  
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)
- Chief Editor : Dr. Brian Austen, E-mail brian.austen@zen.co.uk  
1 Mercedes Cottages, St. Johns Road,  
Haywards Heath RH16 4EH (01444 413845)
- Programme Co-ordinator : M. H. Dawes, E-mail malcolm.dawes@btinternet.com  
52 Rugby Road, Brighton BN1 6EB (01273 561867)
- Recording Co-ordinator : R. G. Martin, E-mail martin.ronald@ntlworld.com  
42 Falmer Avenue, Saltdean, Brighton BN2 8FG  
(01273 271330)
- Committee : M. H. Dawes Mrs. Diana Durden A. H. J. Green  
C. C. Hawkins P. S. Hicks Miss J. O'Hara  
T. P. A. Ralph Dr. Claire Seymour R. Taylor  
R. L. Wilson

Website : [www.sussexias.co.uk](http://www.sussexias.co.uk)

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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*



White Eagle Foundry visit. The gas fired furnace (*Martin Snow*)



Chichester Visit group at the Bus Garage (*Martin Snow*)

