

50
1967



Years
2017

Sussex Industrial Archaeology Society

Newsletter

Number 174

April 2017



The restored Brick Kiln at Piddinghoe in the Lower Ouse Valley.

Listed at Grade II

See page 8 for the 1975 article

‘Industrial Sites of the 18th & 19th Centuries in the Valley of The River Ouse South of Lewes’
(2015 - Martin Snow)

Newsletter 174

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Editorial

Welcome to *Newsletter 174*. We continue the theme of 50 years of the Society. I am please to report that the Society has received a donation by Richard Dyer of a collection of prints made by John Upton, an active member of the society in the early years. You will find three of the images featured in this *Newsletter*, all of IA that has now gone. A series taken during the restoration of Piddinghoe Kiln will appear in the future, as will those of other subjects that are either changed of lost. The society is most grateful to Richard Dyer for taking the trouble to save and locate a safe home for these images. It is particularly welcome, coming in this 50th year.

The end of Whitechapel Foundry

The last batch of tower bells has been cast at the historic Whitechapel foundry at the premises it has occupied since 1738. Britain's oldest manufacturing company set up in Whitechapel, London in 1570, is closing in May.

But the tradition of the Whitechapel bells is continuing, with the manufacturing patents bought by a bell-hanging company in Oxfordshire.

The foundry has been owned by the Hughes family since 1904. But its directors, Alan and Kathryn Hughes, have decided to sell the premises after years of struggling against economic pressures and the high cost of maintaining the listed building in Whitechapel Road.

Forthcoming SIAS Events

Malcolm Dawes

Saturday 13th May, 10.30am. Pumps, Pullmans and Publication

Visit to Petworth and Midhurst

Meet at 10.30am. at the Coultershaw Heritage Site, Petworth (GU28 0JE) for a guided tour of the site by Robin Wilson (admission charge £2.50 - payable on the day) followed by pub lunch at *Badgers Inn** next to Petworth Station. After lunch we visit Petworth Station with its Pullman cars before proceeding to Midhurst. At Midhurst there will be a guided visit to the new Midhurst Museum followed by an IA walk led by Alan Green, and the day will end with a visit to Vic Mitchell's Middleton Press HQ, where tea will be served and Vic's famous garden tramway will be in operation.

Please register with Alan Green 01243 784915 / agreenzone@aol.com
Mobile (*on the day only*, voice messages NO texts) 07503 727047

***NOTE** as *Badgers* gets busy on Saturdays I need to pre-book a table so please let me know by 1st May whether you wish to partake of lunch there.

Monday 12th June, 1.00pm. Behind the Scenes Tour of 'The Keep', Brighton

A visit to the state of the art Record Office to see how the archives are stored - the strong room, the digitisation room and the work undertaken in the conservation workshops. The Keep houses the collection of archives from the former East Sussex Record Office, the Brighton Royal Pavilion & Museums Local History Collection and the University of Sussex Special Collections of rare books and The Mass Observation Archive. Selected items will be on show.

Meet for 1.00pm. at The Keep, Woollards Way, Brighton BN1 9EP

There is a charge of £5 per person and a limit of 15 people - first come first served. Please register with John Blackwell 01273 557674 or johnblackwell@ntlworld.com

Saturday 1st July 11.00 am. Bishopstone Railway Station and Seaford Museum

A tour, with Alan Green, of the Grade II listed station designed by James Robb Scott in the art deco style, with 1940 pillboxes above the entrance. In the afternoon we shall be visiting Seaford Museum, in the Martello Tower at the eastern end of The Esplanade. Similar in concept to the one visited at Horam there is a collection of domestic washing machines, re-created shops, old typewriters and a model of Seaford station in 1925. There will be an admission charge of £2.50.

Meet at 11.00am. at Bishopstone Station, Station Road, Bishopstone. BN25 2RB.

It is important to register with John Blackwell 01273 557674 or email johnblackwell@ntlworld.com as the museum could be closed on this date for building work, in which case the visit will be on Saturday 29th July.

Please see the Mills Newsletter for Mills Group activities

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

Thursday 21st April, 8.00pm. *Life in 13th Century Lewes* Everyday life, clothing, buildings and beliefs. Wivelsfield Historical Society talk by Joanna Wilkins. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

Sunday 23rd April. *Spring Bus Gathering*

Vintage buses with rides around the museum. Amberley Museum.
01798 831370 www.amberleymuseum.co.uk

Saturday 29th April. *Toy and Rail Collectors Fair* Horsted Keynes Station, Bluebell Railway 01825 720800. www.bluebell-railway.co.uk

Weekend 29th- 30th April. *Magnificent Motors Rally*

Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne
www.visiteastbourne.com/magnificent-motors/default.aspx

Sunday 30th April. *Spring Mechanicals Day*

Stationary engines, tractors and working machinery. Amberley Museum.
01798 831370. www.amberleymuseum.co.uk

Monday 1st May, 10am to 4pm. *Bank Holiday Open Day at the Brede Steam Engines* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310

Sunday 7th May. *Motorcycle Show*

Vintage motorcycles cruising into the museum. On display throughout the day. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Sunday 7th May. *Historic Commercial Vehicles Run, between London and Brighton*

Monday 8th May, 7.30 pm. *Bill Jackson's Photo Collection*

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

Wednesday 10th May, 7.30pm. *An Evening with Charles Crocker -*

Chichester's forgotten poet His life and work by Alan Green and Andrew Berriman with readings by John Coldstream. Chichester Local History Society. £3 non-members. New Park Centre, New Park Road, Chichester. 01243 784915

Friday 12th May, 8.00pm. *Plumpton Roman Villa*

A Burgess Hill Local History Society illustrated talk by Dr David Rudling supervisor of the excavations. Visitors £3. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Weekend 13th- 14th May. *National Mills Weekend*

See Mills newsletter for further details

Weekend 13th- 14th May. *Branch Line Weekend*

SE&CR locomotives in steam together with visiting LNWR Coal Tank Loco. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 14th May. *Commercial Vehicles Day*

Vintage lorries and vans plus The Borgward drivers club exhibiting their cars. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 20th- 21st May. *Military Vehicle and Home Front Weekend*

Exhibition of military vehicles with vintage hairdresser, music and dances. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 20th- 21st May. *1940s Weekend*

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

Monday 29th May, 10am to 4pm. *Bank Holiday Open Day at the Brede Steam Engines* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310

Weekend 3rd- 4th June. *Tinkers Park Steam Rally at Hadlow Down*

www.tinkerspark.com

Sunday 4th June. *Lewes Bus Rally* Variety of historic Southdown Buses on display together with buses from other companies, commercial vehicles classic cars and motorcycles. Malling Recreation Ground. www.lewesbusrally.org

Wednesday 14th June, 7.30pm. *Some New Archaeological Discoveries*

Chichester Local History Society presentation by James Kenny. £3 non-members. New Park Centre, New Park Road, Chichester. 01243 784915

Weekend 10th- 11th June. *Mid Summer Steam Show*

Large scale and full size steam engines on display around the Museum. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 12th June, 7.30 pm. *The Story of CrossRail*

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

Weekend 24th- 25th 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 24th- 25th June. *Model Railway Weekend*

Displays at Horsted Keynes and Sheffield Park Stations. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 1st July, 10am to 4pm. *Open Day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310

Sunday 2nd July, 2.30pm. *A Walk around Georgian Chichester*

Festival of Chichester event. Festival runs from 19th June to 16th July.
For full programme and to book events see Festival of Chichester website

Sunday 2nd July. *Eastbourne Bus Rally*

Opportunity for trips on buses all day.

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

Thursday 6th July, 6.30pm. *The Conservation of the Barn from May Day Farm*

The Museum's Carpenter will explain the dismantling and conservation of the timber framed barn. Ticketed event. Early booking recommended. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Weekend of 8th- 9th July. *Railway Gala Weekend*

Steam, diesel, petrol and electric locomotives on display with rides on the trains all weekend. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 10th July, 7.30 pm. *Cine films down memory lane*

Southern Electric Group presentation by Keith Carter. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Friday 14th July, 8.00pm. *The Street Names of Lewes*

An insight into the origins and meanings of the names of old streets and twittens. Burgess Hill Local History Society talk by John Davey. Visitors £3. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Wednesday 19th July, 7.45pm. *The story of Third Rail Electrification*

Sussex Transport Interest Group talk by Simon Jeffs, editor of *Live Rail*. London Road Station, Brighton. 01273 512839.

Saturday 22nd July. *Sussex Vintage Model Railway Collectors Annual Exhibition*

Knogle Hall, Knogle Road, Brighton.

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

Sunday 23rd July. *Classic Car Summer Show*

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s. Up to 200 cars on show. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 24th July, 6.30pm. *The Gridshell as the Harmonic Embodiment of Architectural Structure and Craft*

Talk on the development of gridshells by Gabriel Tang, Lecturer in Architecture at Sheffield Hallam University.

Ticketed event. Early booking recommended. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Weekend 29th - 30th July. *Toy and Rail Collectors Fair*

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

Sunday 30th July. Worthing Seafront Bus Rally www.worthingbusrally.co.uk

Saturday 5th August, 10am to 4pm. Open Day at the Brede Steam Engines

Steam and working industrial engines.

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

Weekend 5th- 6th August. Tinkers Park Rail Gala

Model Railway Show and Southdown Bus Event on the 6th at Hadlow Down.

www.tinkerspark.com

Weekend 19th- 20th August. Vintage and Steam

Steam engines on display and working around the museum grounds. Other displays include, commercial vehicles, military vehicles, working narrow gauge railway, model boats, classic cars and traditional vintage fairground. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 20th August. Petrol Locos' Day

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

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

Weekend 26th- 28th August. Hellingly Festival of Transport www.ehvc.biz

The exhibition on the achievements of astronaut Tim Peake

continues at the Novium Museum, Tower Street, Chichester

Advance notice of AIA conference

25th - 30th August. This year's conference will be held in

Moulton, Northamptonshire at Moulton College

Do please 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

Subscriptions are now due

Unless you pay by Banker's Standing Order,
your Subscription became due on the 1st of April 2017

The rates remain unchanged at £15 for full membership,
£5 for a Family membership, Junior and Full Time Student membership

Cheques, payable to **SIAS** should be sent to me
Peter Holtham, 12, St Helens Crescent, Hove, Sussex BN3 8EP

Early payment would be appreciated

In this 50th anniversary year of the Society an article from the *Newsletters* of the 60s, 70s, 80s, and 90s will be reprinted in each *Newsletter*

The following is from *Newsletter* No. 5 of January 1975

**Industrial Sites of the 18th & 19th Centuries in the Valley of
The River Ouse South of Lewes - by Sue Farrant**

Manufacturing industries were generally geared to the needs of agriculture supplying them whenever possible from the local resources such as chalk from the Downs, clay from pockets in the floor of the Ouse valley and tributary valleys in the Downs, wood from the Weald (brought down river).

Chalk from the Downs was used to manufacture lime for cement and for agricultural use. Near Lewes on the east bank of the river at TQ 425 995, a chalk outcrop which had been eroded by the river provided a site for the construction of limekilns, which was conveniently close to a centre of demand, Lewes, and so sited that the river could be used to transport the product which was of relatively low value. Lime was also produced by farmers, who sold the surplus from their kilns to neighbours, incidentally creating the small pits on the lower slopes of the valley's sides as at TQ 437 088, just to the south of Mount Caburn.

The other extractive industry utilised the pockets of clay on the floodplain that were suitable for the manufacture of bricks and tiles, such pockets existed near the village of Piddinghoe at TQ 433 031 and TQ 433 033 now marked by small ponds. The bricks and tiles were fired in a kiln which still stands at TQ 431 031, close enough to the river for the products to be conveniently loaded on to a barge.

At Newhaven small craft were built from Wealden timber brought down the Ouse. Several inventories of the equipment of Newhaven boat builders exist, the contents of which suggest that the craftsmen worked independently. The construction and repair of boats was undertaken on the slip-off slope of the meander which now forms the western channel round Denton Island (the original river course). Here the gentle alluvial covered incline provided land which was suitable for beaching or launching. Both the angle of the bend and its distance from the river's mouth provided shelter from rough seas and the prevailing south westerly wind. The craft were used to export agricultural produce from the valley. On this site developed the shipbuilding industry of the early 19th century,

Newhaven served as the major centre for primary processing for most of the area, although parishes just to the south of Lewes were probably served by Lewes. Inventories for Newhaven mention maltings, a brewery, a windmill for milling, smiths and boatbuilders and carpenters. Locating the buildings is difficult as the earliest town plan is the tithe map of 1841, on which there are a mill a brewery and maltings, may be those mentioned in inventories of the previous century.

The only large scale industrial development in the valley to the east of Newhaven was on the flood plain in the parish of Bishopstone at TQ 462 002, where a tidemill was

constructed in the mid 18th century. It reached the peak of prosperity in the early 19th century; its origin and development will be discussed in a forthcoming article.

Not until the railway was built between Lewes and Newhaven in 1847 did the pattern or extent of industrial development in the valley change from that established in the 18th century. The railway influenced particularly the extraction of chalk, and the port of Newhaven.

The site of the Lewes Railway Station proved to be advantageous when the decision was made to extend the line to Newhaven, Lewes Station was then located on a river terrace just to the south east of the town and the extended line could conveniently connect with the line from London to Lewes which ran through the river gap to the east of the main part of Lewes. Thus the line to Newhaven was built down the east side of the Lewes Levels, crossing the course of the river once, just to the south of Lewes. Additional advantages of the east bank route were that a cutting was necessary only at one point, just to the south of the railway bridge, at TQ 425 092, and that embanking to control the gradient of the track did not need to be very high as the Company was able to purchase land sufficiently close to the side of the valley to avoid most of the dangers of flooding. The relative flatness of the floodplain. and the availability of river transport for heavy railway sections must have made construction fairly easy; it was quite rapidly completed.

The main line terminates on the east bank, opposite the town of Newhaven; the Company never constructed a line across the river for passengers as they considered the Town Station on the east bank close enough to this small town although a light railway ran over the swing bridge to serve the west bank quays. The railway had been extended to Newhaven for the purpose of attracting passengers from London to use the cross-channel ferry service which the LB&SCR considered to be worth developing. An additional attraction of the east bank was the availability of a large area of flat land of low agricultural value which could be cheaply improved for the construction of railway workshops, an improved ferry terminus and marine workshops. A gas works was also built and some accommodation for employees. The growth of the town, accelerates rapidly from 1841 due to the increased opportunities for employment offered.

The proximity of the railway to outcrops of the Downs on the east side of the valley suitable for the manufacture of lime and cement was to stimulate the development of modern. large-scale chalk extraction at Southerham (TQ 426 094) and Asheham (TQ 435 064) which are still in operation, at South Heighton (called the Newhaven Cement Works, TQ 443 037) and at Newhaven (The Meeching Whiting Works. TQ 445 004) which closed before the Second World War. All the works were connected to the main railway line by sidings, the Meeching Works sidings ran over the swing bridge at Newhaven. Only at Southerham are sidings still visible, but, as at Asheham, transportation today is by road. Both Southerham and Asheham used barges on the Ouse during the late 19th and early 20th century to transport some of their exports

to be loaded into cargo ships in the harbour. Such an arrangement would have been impracticable without the harbour improvements that the LB&SCR had made to improve the ferry service.

The manufacture of cement necessitated the 'quarrying' of another local raw material-clay, The Newhaven Cement Works at Heighton was supplied by pockets of clay in the floor of the valley just to the south of the chalk quarry, leaving the water filled depressions that are marked on the sketch map of the complex, Similarly the Meeching works secured their supplies of clay from the immediate locality, creating the area that is now the recreation ground to the east of the chalk quarry, at TQ 446 006. At Asheham clay appears to have been extracted just to the north of the present works, at TQ 436 066 and TQ 438 068. Southerham, however appears to have extracted clay from a large pit just to the south of Piddinghoe village, at TQ 438 028; a tramway was constructed and extended as the extraction proceeded so that the clay could be loaded, via the tramway, into barges which conveyed it up the river to Southerham.

Only at Newhaven have derelict quarries been successfully re-utilized, albeit for an unattractive small industrial estate and as a car-breaker's yard, but neither are unnecessarily obtrusive, The clay pits are, as mentioned before, a recreation ground, Additionally, marked on the accompanying sketch map, is the site of a series of clayspits that served a brickyard in the 19th century; this too has been adapted, with suitable landscaping, and forms part of a small park, The quarries at Heighton have become the unsightly residence of a caravan site and a dump, What will ultimately be done when Southerham and Asheham close is undecided but perhaps their place in the local environment will be more successfully evaluated, The expansion of the port of Newhaven stimulated the shipbuilding industry and a proper yard developed just to the north of the bridge that now leads to Denton Island, The brewery also expanded but the remainder of the industrial development was connected to the LB&SCR, policy of improvement and expansion previously mentioned.

Additional Notes by John Blackwell

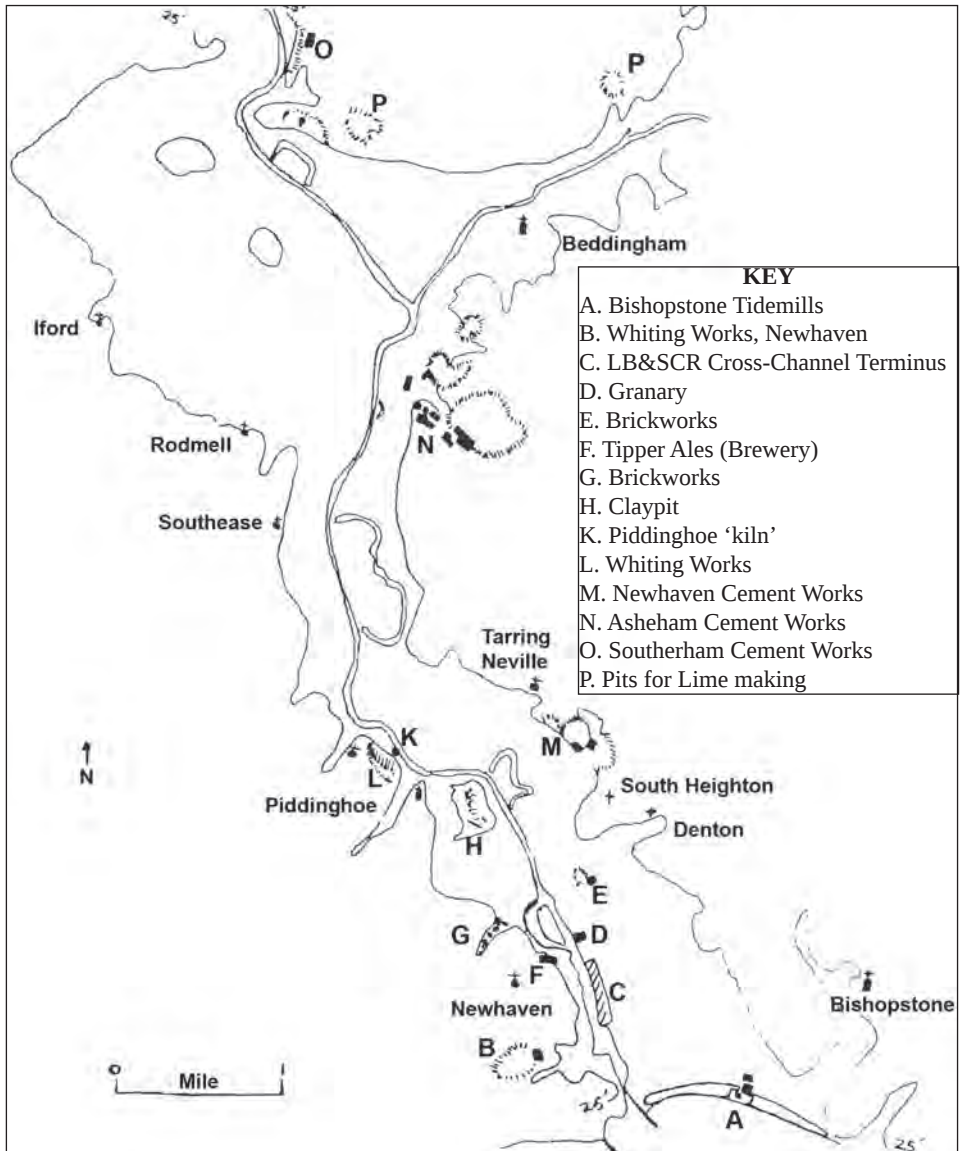
Dr Sue Farrant (now Sue Berry) tutored evening classes researching and publishing papers on the development of Brighton and Hove. Many class members joined SIAS including long time General Secretary Ron Martin. Sue is still a SIAS member.

Whiting is ground chalk traditionally mixed with water for whitewash, no clay is used in the process. The recreation ground at Newhaven, TQ 446 006, was formed following the extraction of clay for bricks used in the construction of Newhaven Fort from 1865-70.

Asheham (Beddingham) cement works closed in 1975 and Southerham in 1981. Southerham is now an industrial estate whilst Beddingham became a landfill site, which closed when full in 2009.

Glynde Mill was a steam not water mill and has been extensively altered for commercial use. Rodmell forge, a listed building, is no longer a working smithy.

Sketch Map of the Industrial Sites in the Lower Ouse Valley



Note

The Newhaven town gasworks was just East of the Northern section of "C". Windmills include one near Newhaven church, and others in the parishes of Beddingham, Piddinghoe, Rodmell and Kingston (just north of Iford). There was a paper mill on the Southern boundary of Lewes (water-driven). A watermill at Glynde is still standing at TQ 457 088. A forge is operative at Rodmell, behind the garage on the Rodmell cross-roads, TQ 418 089, where shoeing of horses may be seen. The smithy has most of the equipment associated with a typical 19th century forge.

January Evening Meeting

Southdown Bus Garages with Paul Snelling

Report by John Blackwell

A welcome return was made by SIAS and Southdown Enthusiast Group (SEG) member Paul Snelling. Before his presentation Paul commented that bus enthusiasts (as well as train) tend to focus their pictorial efforts on vehicles rather than structures, hence garages were sadly neglected. Early vehicles needed covered accommodation as mechanical reliability, especially on winter mornings, could pose problems.

Southdown was an organisation that prided itself on the appearance and road worthiness of its fleet. On formation in 1916 it inherited two garages in Worthing at Broadwater Road (Ivy Arch) and Library Place, off the seafront, (still in use by 'Stagecoach') and the erstwhile stabling complex between Steine Street and Manchester Street in Brighton. As operations expanded to cover Sussex so also did the number of garages and by the mid 1930s most large towns had one. Smaller buildings known as 'dormy' (dormitory) sheds, housed one or two vehicles, which provided overnight accommodation for the first and last service of the day. These 'dormy' sheds were either rented or of simple construction often a dwarf wall surmounted by corrugated iron walls and roof and with full height door(s). That originally at Storrington has been re-erected at Amberley Museum which is home to a fine collection of Southdown vehicles. Bus stations, often with garaging to the rear, first appeared in 1929 at Eastbourne, then Bognor (1934) and Uckfield (1935) followed in the nineteen fifties by Arundel, Chichester, Haywards Heath and Lewes. Sadly with the exception of the latter two all are demolished.

The central overhaul works, also demolished, in Victoria Road, Portslade opened in 1928 and the fine frontage of this building is fondly remembered as are the Christmas party's for children of employees. The site is now a car dealership. Paul showed images of each garage and bus station where SEG has managed to obtain a photograph. Particularly fine buildings were the art deco bus station at Bognor (see *SIH* No. 25) and that at Pevensey Road, Eastbourne on the site of the former Lion Brewery. Images of Brighton Coach Station in Steine Street brought back childhood memories of a day excursion to Cheddar Gorge and Caves departing at 7.30am. with tickets purchased from the local newsagent who was also a booking agent for Southdown – he had to phone through to Steine Street before hand writing a ticket. Another memory was of the Edward Street garage where buses entered next to a pub with the intriguing name of *The Dog Tray* (this turns out not to be the animal's food bowl but a dog named *Tray* immortalised in Victorian verse) and exited via a narrow archway, above which was a B&B, on to Grand Parade!!

Most of the garages have been demolished and the wheel has turned full circle with modern buses parking on open ground as did their predecessors over one hundred years ago. Paul's images were superb, his commentary informative and entertaining and much appreciated by all who attended.

Editors note:- Paul asks if members have images of the following garages in operational days he would be pleased to receive a copy, via the Editor. East Grinstead (garage and enquiry office) Alfriston, Scaynes Hill, Wivelsfield, Petworth and East Hoathly.

February Evening Meeting
Film Nite with Martin Snow
Report by John Blackwell

This year's regular feature commenced with a cine film of Ashburnham brickworks in 1967 showing the clay being dug and weathered, hand moulding of the bricks and their drying outdoors under cover of hacks. Unfortunately the interesting and skilled process of firing the bricks in a simple updraught kiln holding 19,000 bricks was not recorded. The bricks were placed on brick beams at the base of the kiln which acted as fire bars and stacked in such a way that heat could rise through gaps between the bricks to the top of the kiln which along with the loading hatch had been sealed with old bricks. The kiln was heated by burning cordwood, preferably silver birch or hornbeam. This process took several days with initially a low heat to remove excess moisture in the bricks rising to about 1,000°C during the burning period. The twin fire tunnels needed continuous feeding with wood throughout the process. The finished bricks were a rich red colour, some with grey headers, where the ends had been exposed to the direct fire fumes. These grey headers were used to form decorative patterns in walls, as can be seen at Ashburnham Place.

This film was followed by a 'short' from 1957 featuring the Brighton Promettes with a cheesy commentary as they went about their duties providing information to visitors; the ability to speak a foreign language being essential. Little of IA interest but a smitten audience clamoured for a re-run. I can't imagine why!

Next, a 1960 trip on Magnus Volk's Electric Railway which included the cars that are about to be restored with Heritage Lottery funding, views of Peter Pan's Playground but not of Johnstone's 'Midget Coaches' (seen on a previous film nite) and the 1947 Black Rock terminus, with in the background the clock tower above the entrance to the long demolished open air swimming pool.

The yearly treat of trains on wonky rails followed, this being so popular that the previous year's selection was shown during the intermission.

Next, a rather quirky BBC film of Brede Pumping station with an excellent guided tour featuring the late John Foxley who showed the engines to their best advantage. If members have not visited make a note to go this summer.

Finally a film of a Siberian silica mine with some interesting shunting operations when the low overhead power line was discontinued at road crossings and other hazards to negotiate which the loco free wheeled or resorted to battery power. I thought the film a little long and repetitive although it had been cut down from over an hour.

The evening had excellent attendance and was thoroughly enjoyed by all.

Our thanks to Martin who must have spent hours, or even days, trawling the internet to find these clips.

Book Notice:
Technology in the Country House
by Marilyn Palmer, Ian West

Visits to country houses are an important leisure pursuit throughout the British Isles, not just to appreciate their superb architecture, great paintings and elaborate furniture but also to experience something of the past life of our great families and their households.

Mark Girouard suggested in *Life in the English Country House* that 'even when the customs have gone, the houses remain, enriched by the accumulated alterations, and often accumulated contents of several centuries. Abandoned lifestyles can be disinterred from them in much the same way as from the layers of an archaeological dig'.

By the 19th century, life in most country houses changed as a result of various technical inventions such as improved water supplies, flushing water closets, boilers and pipes to provide central heating, internal communications by bells and then telephones, and better lighting by means of gas and electricity. Country houses, however, were usually too far from urban centres to take advantage of centralised sources of supply and so were obliged to set up their own systems if they wanted any of these services to improve the comfort of daily living. Some landowners chose to do this; others did not, and this book examines the motivations for their decisions. It also sets out to discover what evidence has survived for the impact of technological innovation on the buildings, contents, parks and gardens of country houses and on the lives of the people within them.

In the course of their research, the authors have visited nearly one hundred houses around the United Kingdom, mostly those open to the public and the majority in the hands of the National Trust.

Many books have been devoted to the life of those in domestic service in such houses, but this book looks not so much at the social records of their lives as the actual physical evidence for the greater levels of comfort and convenience sought by landowners in country houses from the 18th to the early 20th centuries.

Historic England and National Trust. Hardback September 2016
276 x 219 mm, Pages: 216, Illustrations: 250, colour and black & white.
ISBN: 9781848022805. Price: £60.00, but available for less.



How Urban Myths Start

John Blackwell

The following appeared in a local newspaper supplement entitled *Super Sussex 200 Facts You Never Knew*.

No 6. The Queen's Tunnel Phobia

"Hassocks Railway Station (originally called Hassocks Gate) was built in 1841," (so far so good), "five years after the 1836 crash in the Clayton Tunnel¹ which was the worst rail disaster of its time killing 23 people and severely injuring many more." (1836? four years before the London to Brighton line opened!) "The reason it was built and that the platform was so long" (it was not) "is reputed to be because after the crash, Queen Victoria became too scared to go through the tunnel. She had the station built so she could disembark there and continue the journey to Brighton by stage coach" (complete rubbish; on her last visit to Brighton on 7th February 1845 she wrote in her diary, "The railway is very well constructed & goes through tunnels & over bridges, passing through very pretty country. We only took an hour and a quarter going down! In former times it used to take us 5 and a half hours getting down to Brighton"). "The village became a stopping point for those who wanted the last stop to explore the Downs before Brighton. Less savoury ladies soon provided a service in the countryside for those wanting to explore other sights". (my Sunday school teacher would have been horrified, Hassocks was a popular church outing destination). "Hassocks today is a quiet village that has homed a surprising range of important people including Magnus Volk's family in the early 1900s". (correct at last). Needless to state I did not read the other 194 facts.

¹The Clayton Tunnel disaster in 1861 killed 23 and injured 176.

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**Just arrived**

## **The Railway Goods Shed and Warehouse in England**

**by John Minnis with Simon Hickman**

This 2016 publication arrived as I was putting this newsletter to bed, but it looks to be most interesting. It covers a subject that was long hidden from public gaze and has had little published on it. Once at the heart of the movement of goods, a task now almost exclusively moved to the roads, these buildings, of many varying sizes and styles are now in other uses or derelict, with many (most?) gone forever. Four of the LB&SCR ones are listed, the others are unprotected.

Historic England (Informed Conservation) Series. Paperback - September 2016. 140 pages. 210 x 210 mm. ISBN: 9781848023284. Published price £14.99

A gazetteer of remaining buildings is available here:-

<https://content.historicengland.org.uk/content/docs/research/gazetteer-railway-goods-sheds.pdf>

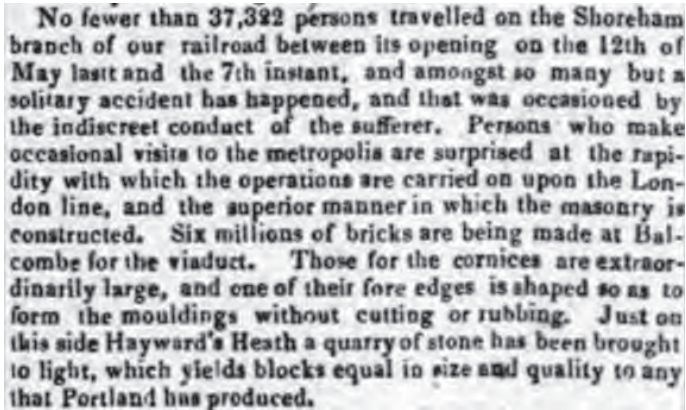
## From the Archives

### Geoffrey Mead

‘...indiscrete conduct’

Sussex Advertiser July 13<sup>th</sup> 1840

The following extract was sent to me and may interest members of SIAS interested in trains railway accidents...and bricks!



No fewer than 37,322 persons travelled on the Shoreham branch of our railroad between its opening on the 12th of May last and the 7th instant, and amongst so many but a solitary accident has happened, and that was occasioned by the indiscrete conduct of the sufferer. Persons who make occasional visits to the metropolis are surprised at the rapidity with which the operations are carried on upon the London line, and the superior manner in which the masonry is constructed. Six millions of bricks are being made at Balcombe for the viaduct. Those for the cornices are extraordinarily large, and one of their fore edges is shaped so as to form the mouldings without cutting or rubbing. Just on this side Hayward's Heath a quarry of stone has been brought to light, which yields blocks equal in size and quality to any that Portland has produced.

There has been speculation about the origins of the building materials for the Balcombe viaduct, with speculation that many came from areas further south along the line of the ultimately doomed Upper Ouse Navigation; there has been suggestion that some may have been European imports. The 6 million bricks quoted in the Sussex Advertiser do seem on this [albeit secondary] evidence to have been local. The SIAS 2015 guide notes on p50 that –“some of the 11 million bricks used were brought up the Ouse Navigation...” this short press report indicates that just over 46% were indeed ‘imported’ if not from the Continent then from elsewhere in SE England.

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## Polegate Station building to go?

### Information from Peter Tyrell

Plans have been unveiled to demolish a former restaurant and build a shop and homes. The old Polegate Station Restaurant closed some time ago and developers want to build a Co-op store in its place.

The 19th century station building is not listed as it has had many changes and a fire several years ago.

The nearby signal box was demolished in November last year, despite efforts by residents to save it and an agreement in February 2015 for a museum to be set up. However Network Rail later stated that high voltage cabling beneath the building made it unsafe for public use.

## More on Ashburnham

After reading the references to Ashburnham in the January Newsletter, on page 8, member Mike Hudson turned to *A Guide To The Industrial Archaeology of Sussex* and in the index found the reference I1.7 relating to Ashburnham but no entry. This was omitted due to lack of space. The entry would have read :-

### **I1.7 Ashburnham Iron Furnace and Forge LII TQ 686 171 & TQ 687 161**

The last blast furnace to operate in the Weald, it closed in 1813. Adjacent to the bay is a terrace of three furnace workers cottages. The SW cottage known as *Pay Cottage* has a small square window nearest the gate where workers collected their pay. Cannon were cast here during the seventeenth and eighteenth century and then transported three quarters of a mile south to Ashburnham forge TQ 687 161 for boring. Opposite, at Forge Cottage can be seen the remains of the masonry wheel pit and the base of the supports that held the wheel, one of the few remaining stone relics of the Wealden iron industry. Reverting to a forge in 1796, it remained in operation until 1828.

A further entry concerning Ashburnham that had to be omitted was:

### **Ashburnham Brickworks**

**TQ 684 161**

On a minor road between Ponds Green and Penhurst are the remains of a double updraught kiln constructed in 1841. This was the last wood fired kiln in Sussex finally ceasing work in 1968. The firing tunnel openings can still be seen.

*See also the Film Nite Review on page? Ed*



Ashburnham Brickworks now

See the back cover for a view of the Pug Mill.

## Mystery Photo

Do you know your IA?



Taken in the late 1960s to 1970s, this is one of the images from the John Upton Collection, recently donated to the Society by Richard Dyer.

Like so many similar industrial sites, this one almost certainly disappeared long ago, but I am sure that someone will know. Please let me know if you do. (Ed.)

### Update

The mystery image in *Newsletter 173* is an example of the manager of the nearby gas works capitalising on a waste product from the retorts used to extract 'town' gas from coal, the linings only lasted so long and had to be replaced so were sold as building materials, unlike today where it is likely that any such would simply go into expensive landfill. This is an example from Upper High Street, Worthing, though as Alan Green pointed out there are pieces of walling exhibiting the same resourcefulness in Chichester.

*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).*

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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*



Gatley's Watermill, Storrington (John Upton Collection)



Pug mill at Ashburnham Brickworks, 1960s  
(John Upton Collection)

