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Years
2017

Sussex Industrial Archaeology Society Newsletter

Number 175

July 2017



The 'students' in the classroom at the start of the *Pumps, Pullmans and Publication* SIAS tour on Saturday 13th May to the Coultershaw Heritage Site, Petworth Station and Midhurst. Members attentively listen to Robert Taylor who presented an introduction to the former mill and pump site that has been newly interpreted with the aid of Heritage Lottery funds.

(Martin Snow)

Newsletter 175

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Editorial

Welcome to *Newsletter 175*. It looks as if we may have had our few days of summer, but maybe you will find some good weather for your holidays. Do remember to report back on any IA you spot on your wanders.

After years of languishing, Saltdean Lido has reopened following major work to reconstruct the pool, returning it to much like it was when originally opened in the 1930s, with the addition of heated water. The hot weather has helped to ensure big crowds, let us all hope that the popularity continues through the year.



Attentive audience at the SERIAC conference, see page 13 for report

Forthcoming SIAS Events

Malcolm Dawes

Out of County Visit :

Thursday 28th September, *Portsmouth Royal Dockyard Historical Trust*

This is a new venture run by volunteers and independent of *Victory, Warrior* etc. who maintain an exhibition on dockyard apprentices as well as caring for an extensive collection of artefacts relating to 500 years of shipbuilding at Portsmouth. Not open to the general public, the museum can only be visited by specialist groups such as ours. Numbers are limited to 24 so advance registration is essential. There is no entrance charge but they suggest a donation to the Trust of £5 per head. The visit entails climbing stairs in the former storehouses.

MEET at the Victory Gate at 10.30am. Parking is available in the Historic Dockyard car park signposted via Queen Street, charge £6 for 6 hours.

As the dockyard is adjacent to Portsmouth Harbour Station it may be easier to travel by train. - The 08.33am ex Brighton (to Southampton Central, change at Chichester) Worthing 08.55am, Chichester 09.35am, Portsmouth Harbour arrive 10.13am.

The tours will end at 2.15pm with a break for lunch at 12.00 – there are eateries within the dockyard – after which we are free to explore the rest of the dockyard's attractions.

Please register with Alan Green (01243 784915 / agreenzone@aol.com by 21st September. Mobile (on the day only, messages NO texts) 07503 727047

The following SIAS meetings are held **at West Blatchington Mill Barn, Holmes Avenue, Hove**

Saturday 21st October, 7.30pm *Hearth & Home: Sussex vernacular building materials* - A Geoffrey Mead Talk

Sussex has a wide range of vernacular building materials from bricks and sandstones to flint cobbles and thatch; this range is dependent on the underlying geology and also on transport routes. We look at a range of issues and examples from High Weald to foreshore and from Selsey to Rye.

18th November AGM and celebrating 50 years of SIAS

Please see the *Mills Newsletter* for Mills Group activities

Stop Press

Bee Frost owner of Windmill Hill Windmill, was awarded a MBE in the Queen's Birthday Honours for her work in industrial archaeology

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 22nd July. *Sussex Vintage Model Railway*

Collectors Annual Exhibition Knoyle Hall, Knoyle 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

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

Saturday 26th- Monday 28th August. *Woodyard and Charcoal Burning*

For five days the traditional earth clamp will be built, tended and then dismantled on Bank Holiday Monday. Weald and Downland Open Air Museum. Singleton, Chichester www.wealddown.co.uk

Friday 1st- Sunday 3rd September. *Ale at Amberley Beer Festival*

Over 70 real ales, ciders and perries, many from Sussex and Kent. Hot food and visiting food stalls. There will be a stage with music at all sessions. Steam rollers, traction engines plus visit the Museum during the day. Booking highly recommended for the Friday and Saturday evenings. It is planned to run a dedicated bus service for the event – details can be obtained from the web site. Above details are provisional so check web site nearer

the date. Amberley Museum. 01798 831370

www.aleatamberley.co.uk or www.amberleymuseum.co.uk.

Saturday 2nd September, 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

Friday 8th September, 8.00pm. *Brighton Station*

The architecture and history of the station including the hidden places beneath the platforms. Burgess Hill Local History talk by Jackie Marsh-Hobbs. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Weekend 9th - 10th September. *Laughton Country Fair* Laughton, East Sussex.
www.heritagefield.co.uk

Sunday 10th September. *Historic Cycles' Day* Bicycles from 1800 to the present.
Amberley Museum. 01798 831370. www.amberleymuseum.co.uk.

Monday 11th September, 7.30 pm. *The Brighton Atlantic Project*

Southern Electric Group talks by David Jones. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 16th - 17th September. *Miniature Steam Weekend*

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

Sunday 17th September, 2.00pm. *Chichester Model Engineers, Steam on Sunday*

Open afternoon, miniature steam and diesel locomotives with rides all afternoon.
Blackberry lane, off Bognor Road, Chichester. www.cdsme.co.uk

Wednesday 20th September, 7.45pm. *Nostalgic Steam on the Southern*

Sussex Transport Interest Group talk by Peter Winchester.

London Road Station, Brighton. 01273 512839

Saturday 23rd September. *Tinkers Park Open Day at Hadlow Down*

www.tinkerspark.com

Weekend 23rd - 24th September. *Steam through the ages*

Each station will be presenting a different railway era.

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

Sunday 24th September. *Autumn Bus Show and Running Day*

View and ride on a variety of historic buses.

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

Wednesday 27th September, 7.30pm. *Eastbourne Tramways and the Ramsgate*

Tunnel Railway Volk's Electric Railway Association talk by Derek Smith. £2 for visitors. West Blatchington Windmill, Barn, Holmes Avenue, Hove.

www.volkselectricrailway.co.uk

Saturday 7th October, 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 of 7th- 8th October. *Autumn Countryside Show* Heavy horses, Vintage tractors, steam powered ploughing and threshing. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 8th October. *Autumn Historic Transport Gathering* End of season gathering of vintage cars, motorcycles, commercial vehicles, steam engines , diesel and steam locomotives. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 9th October, 7.30 pm. Railways at War

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

Wednesday 11th October, 7.30pm. *Bone ships, theatres and lewd objects*

How Napoleonic POW's occupied their time. Chichester Local History Society talk by Paul Chamberlain, Napoleonic historian. Non members £3. New Park Centre, New Park Road, Chichester. 01243 784915

Wednesday 18th October, 7.45pm. *My first ten years of colour slides*

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

Thursday 19th October, 8.00pm. *The legacy of Ivan Margary*

In 1929 Margary made a chance discovery of the London to Lewes Roman Road. He went on to trace the route from London to the Ouse valley, going on to trace the routes of Roman roads all over Britain. Wivelsfield Historical Society talk by David Mallum. Visitors £2.50. Wivelsfield Village Hall. 01444 451568

Sunday 1st November. *London to Brighton Veteran Car Run*

Festival of Chichester :

The exhibition on the achievements of astronaut Tim Peake continues at the Novium Museum, Tower Street, Chichester.

Information for members on Heritage Open Days in September

Many buildings are opened up to the public during September
as part of the Heritage Open Days event.

Many of these buildings have an industrial archaeology interest.

Events outside of London run from 7th to 10th September.

Details from www.heritageopendays.org.uk

Events in London are for the weekend of 16th - 17th September.

www.londonopenhouse.org

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.*

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 49 of January 1986*

Pleasure Paddle Steamer Operations in Sussex

Robin Jones

The aspect of early Transport which is not covered very often is the Paddle Steamer and how it influenced the social pattern of people's lives in the 19th and early 20th century. The first paddle steamer to run commercially in estuary waters was the Comet, designed and built by Henry Bell in 1812 for operation on the River Clyde. It was fitted with a 3 HP engine and operated for 9 years between Glasgow and Greenock arousing much interest.

As the Industrial Revolution made its impact on the lives of British people, various possibilities developed. The railway network was rapidly expanding, making it easier to explore the country. As a result of this, most people were attracted to seaside resorts which were expanding from small fishing villages. In Sussex we had the small fishing of BRIGHTHELMSTONE expanding, the name eventually being shortened to Brighton, and we had the four small villages or hamlets of Meads, Southbourne, Sea Houses and Bourne nestling at the eastern extremity of the South Downs, which became known as Eastbourne. The attraction of seaside resorts was the sea and the promenades along the sea front which were built for visitors to take in the healthy and exhilarating sea air. As the popularity of seaside resorts increased, the idea of extending the promenades over the sea was considered, which led to the construction of the seaside pleasure pier. The introduction of the Pier opened up a number of possibilities including a landing stage for coastal marine excursions to give visitors and residents a chance to see the beautiful coastline of Britain from the sea. Because of the manoeuvrability, steam paddle propelled vessels were used, and the excursion paddle steamer was developed. For over a century the paddle steamer was part of the seaside scene at resorts around the country.

A number of steamship companies were formed along the Sussex coast set up to operate excursions from the main seaside resorts of Sussex using piers as landing stages. During the second half of the 19th century only two companies were operating steamers, the Hastings, St. Leonards and Eastbourne Steamboat Co. Ltd., based at Hastings, and the Brighton, Worthing and South Coast Steamboat Co. Ltd., based at Brighton. The first excursion steamer to operate from Brighton was in 1878, when the wooden paddle steamer *Brighton* of 100 gross tons (g.t.) operated excursions along the Sussex coast. An early steamer operated by the Hastings company was P.S. *Alexandra* built by Caird and Co. Greenock. This vessel operated excursions from piers including Eastbourne and Hastings between 1895 and 1904. It was scrapped in 1905.

At the turn of the century a significant change was to take place in excursion steamer operations with the arrival of P. and A. Campbell to the Sussex coast. Peter and Alec Campbell were sons of Bob Campbell who had been associated with steamship operations in the Clyde and Bristol Channel since 1853; in fact P. and A. Campbell moved their headquarters from the Clyde to Bristol in the late 1880s. Their involvement in Sussex came about due to the financial difficulties of the Brighton, Worthing and South Coast Steamboat Company who sold out to P. and A. Campbell at the end of 1901. In acquiring the Company, Campbells became the owner of P.S. *Brighton Queen*(I), a 603 g.t. steamer built by Clydebank Shipbuilding and Engineering Co. Ltd. in 1897. The *Brighton Queen*(1) operated excursions to many resorts including extended day trips to Dover and Boulogne, calling at Eastbourne and Hastings on the way. The operation of this vessel and P.S. *Glen Rosa* by Campbells caused the downfall of the Hastings company which went out of business a few years later. The *Brighton Queen*(I) operated until 1914 when, being used as a minesweeper during World War I, it was lost by enemy action. Another steamer operated by Campbells before World War I was P.S. *Waverley*(I) 258 g.t. built in 1885 by H. McIntyre of Paisley.

After World War I Campbell's commenced paddle steamer excursion operations using newly built vessels such as P.S. *Glen Gower* built in 1922 and earlier vessels, although a number of the Campbell steamers were lost in action during the war. A handbill giving details of sailings from Eastbourne Pier in 1928 provides some interesting information. For example on Monday June 4th 1928 there was an afternoon cruise to Brighton in P.S. *Brighton Belle* which was a 320 g.t. paddle steamer built in 1900 by J. Scott and Co., *Kinghorn*. The vessel left Eastbourne at 3.20 p.m. allowing 2 hours at Brighton, returning from Brighton West Pier at 6.45 p.m. and the Palace Pier at 7 p. m. The cheap day return fare was 3/6. Other cruises in June 1928 included a morning cruise to view the shipping and an afternoon cruise round the Sovereign Lightship. In addition to the *Brighton Belle*, P.S. *Devonia* and P.S. *Waverley*(II) were used for excursions from Eastbourne in June 1928. With the approach of World War 11, many paddle steamers were again requisitioned by the Admiralty for conversion to minesweepers. P. and A. Campbell steamers from Sussex used for this purpose included P.S. *Brighton Queen*(II), P.S. *Glen Gower*, and P.S. *Devonia*, many of which never returned. In 1947 P. and A. Campbell began operations at Brighton with P.S. *Glen Gower*.

The vessel, the last of the Campbell paddle steamers to operate on the Sussex coast, was built by Ailsa Shipbuilding Co. at Troon. Although Campbells purchased some steamers for continuing operations, the popularity of coastal cruising off Sussex was on the decline due to the expansion of car ownership in Britain. However a further attempt to provide a regular paddle steamer service in Sussex was made in 1959,

when a Mr. H. Jennings for Brighton and South Coast Steamers purchased .P.S. “Freshwater I!” and renamed it “Sussex Queen”. This service was not successful and it only operated for the 1960 season. It was thought that after the withdrawal of P.S. “Sussex Queen”, paddle steamers along the Sussex Coast would be just a memory. This was not the case, because in 1978 the P.S. “Waverley”, built for the LNER in 1947, ventured south from its normal operating area in the Firth of Clyde to operate cruises from Newhaven, Worthing and Hastings. A typical excursion was a day cruise to Ryde, Isle of Wight on Sunday April 3rd 1978 from Newhaven, calling at Worthing Pier. P.S. “Waverley”, owned the Paddle Steamer Preservation Society, has operated cruises every year since, except in 1982, although in recent years it has only been in the Sussex area for a day cruise from Eastbourne and Worthing, usually in September. The reason for this is due to high port and pilot charges for overnight moorings at suitable Sussex ports. It is hoped that P.S. “Waverley”, the only operating sea-going paddle steamer in the world will continue to operate along the Sussex coast and other parts of Britain to keep alive this form of transport for many years to come.

Additional notes by Robin Jones

Since this article was written P.S. “Waverley” no longer calls at Eastbourne and Worthing Piers, but does operate sailings in the Solent during September. Arrangements have been made for members of the public to join P. S. “Waverley” at Portsmouth on selected Thursdays when a coach is provided from Worthing Pier to connect with the paddle steamer for the cruise to Yarmouth, Bournemouth and Swanage. In 2017 this is on 14th September departing from the pier at 8.30am. Details of all other sailings can be found on www.waverleyexcursions.co.uk



Southdown bus negotiating the tight entrance/exit to the former Midhurst Bus Garage (page 12)

Pumps, Pullmans and Publication

Malcolm Dawes

Alan Green arranged this tour on May 13th to Coultershaw, Petworth Station and Midhurst, a guide renowned for battling through torrential rain on a previous tour. However for our trip around a variety of West Sussex locations we were lucky to have a beautiful bright sunny day.

The day commenced at Coultershaw Mill where we gathered in the new learning centre housed in the old warehouse. Robert Taylor took us through the history of the site, where mills have existed from before the Domesday Survey of 1086. The last mill to operate on the site was a large industrial scale mill built in 1924 following a fire. This was working up to the 1960s with the lights blazing all night during 24 hour working. It closed in 1972 and was demolished. However the demolition contractor did not venture below the ground floor which meant that the beam pump under the ground floor slab survived.

The pump dates back to 1782 and was installed to pump river water to Petworth House. In 1976 a group of volunteers from SIAS started to restore the pump and 5 years later the pump came back to life. Since then the whole site has been through a series of transformations with the latest redevelopment partly funded by a lottery grant. Buildings such as the warehouse for the old canal and engine house have been restored and are now used for education visits. An Archimedes screw turbine generates electricity for the national grid and a timber bridge built by volunteers twice (one version swept away by flood water) has increased access around the site.

We used the bridge to walk down the river to the local pub where we had lunch - all previously pre-booked by Alan so we could keep to schedule on this busy day. *Badgers* pub is on the same access road as Petworth Station which was our next stop. Opened in 1859 and rebuilt in 1859 to an impressive scale and all of timber construction, very unusual for this part of Sussex. It had a full length platform canopy and an imposing booking hall. Such splendour for a country station and two miles from Petworth due to Colonel Wyndham of Petworth House not wanting a railway anywhere near his house. The station closed to passenger traffic in 1955 and for many years the building fell derelict. In the 1980s it was converted for residential use and then became bed and breakfast accommodation. All of the station buildings have been restored and is currently run as a hotel with sleeping accommodation in four Pullman carriages positioned along the platform. Two of the carriages were for many years camping coaches in a siding at Marazion. The sleeping accommodation is of high standard but

for IA enthusiasts the under frames were of interest as they were an excellent example of what happens to metal after years of Cornish salt spray.

The next visit was to Midhurst Museum in Knockhundred Row. Peter Nightingale, Chairman of the Midhurst Museum Association gave us an introduction to the museum and described how it was founded in 2011 and is entirely financed with the help of businesses and individuals and run by volunteers. Two brothers, Dave and Tim Rudwick, have been collectors of local items for years and their collection forms the basis for many displays. The museum was originally housed in a 3 metre square building in Knockhundred Market. The display space was limited and so the theme of the display changed every month to encourage visitors to return. In 2016 the Museum took over an adjacent shop in the market which has provided greater display opportunities. More permanent exhibitions are now accommodated in this room. Alan presented the museum with a section of vallance board from the LBSC Midhurst Station that he rescued from a bonfire in 1967. This will go on display together with the accession letter on SIAS notepaper - some excellent publicity.

The Museum is in the centre of Midhurst and Alan's planned IA walk around Midhurst started from Knockhundred Row. The Market Square was the first stop with the Market House , built in 1551, with the town hall over. The building has been used as a courthouse, with cells, housed the town's fire engine and in 1672 Midhurst Grammar School was set up for the education of 12 poor boys. An annex for the Spread Eagle Hotel is on the corner of the square, a 17th Century timber framed building with clear carpenters marks at the timber joints.

The imposing *Spread Eagle* hotel is across the road, one of two coaching inns in Midhurst. In the 1780s London - Chichester coaches were calling on 3 days a week in each direction and by 1830 coaches were calling daily.

Down the hill from the hotel is the remains of the Rother Navigation canal that ran from the Arun at Stopham to a new basin at Midhurst. It was built using labourers from the Petworth Estate rather than navies as the Earl of Egremont was the sole promoter. A local report compared his workers with navies "In the usual method of cutting canals, these men are a constant nuisance to the neighbourhood, and the terror of all other descriptions of people. But in Lord Egremont's canal, the men are all drawn from amongst his own workmen and have none of the turbulence and riot with foreign workmen are inspired".

The location of the basin is at the end of the lane called The Wharf. There is little to show that this was a place for unloading canal boats other than one warehouse where the lower parts of the external walls are of what appears to

be quite old stonework. A gas works was located at the basin and we were able to locate its position using a photo that Alan had recently been able to copy.

Midhurst has some exquisite buildings and Wool Lane with its jettied cottages is an impressive site. In North Street there were many historic buildings of high architectural quality. A particularly interesting detail is at the side of the Keats Martin building where the remains of an old jetty had been cut off when the new front facade was built in the early 19th Century. Next door is the other Midhurst coaching Inn, *The Angel*, with a 19th Century brick front on a timber frame. The Clock House opposite also has a mixture of materials with the appearance of a grand Georgian brick fronted town house but with mathematical tiles around the bay windows. Nearby is a narrow lane that was the entrance to a Southdown Bus Garage (image page 9), accessed through the narrow gap between some buildings. Alan had a photo showing a Southdown bus squeezing through this gap with only inches to spare. We had to move away from the old entrance when a resident of the flats built on the site of the garage wanted to drive his car down the access road. Much easier than a double decked bus. At the northern end of the road we admired the 1821 Midhurst Grammar School building followed by a walk across the North Bridge to Midhurst North Mill a mill site dating back to the 13th Century. The current building was built in 1806. Our walk around Midhurst ended at the entrance to the car park where there is a view of the Cowdray ruins. The building was a stunning Tudor palace with several Georgian improvements. It was sadly destroyed by fire in 1793. The house was left as a ruin and never rebuilt.

The final visit for the day was to Vic Mitchell's home in Easebourne Lane, the production hub for the Middleton Press books. We had a tour of the garden which included the model railway line and the storage sheds where thousands of the famous volumes covering most of the railway lines in the country are stacked. Vic told us all about the origins of the Middleton Press, how it came about that publishing is all carried out at his house and the achievement that Middleton Press have now produced 970 publications. A model of the "never-stop railway" that operated at the British Empire Exhibition in Wembley Park in 1923 had been set up in the garden. The motive power comes from a rotating spiral positioned between the railway lines. It is up for sale so contact Vic at Middleton Press if you may be interested. The day finished with tea and cakes in the garden all provided by Vic. Our thanks to Alan for organising such an interesting and varied day, all illustrated by his collection of photographs, and keeping us all to the tight schedule so it could all be fitted in. As we had our tea and cakes in Vic's garden the sun was still shining.

South East Region Industrial Archaeology Conference, 2017

Report by Barry Duke

(Hampshire Industrial Archaeology Society - HIAS)

SERIAC this year was hosted by SIAS (Sussex Industrial Archaeology Society) at Worthing College on Saturday 22nd April. 120 attendees were present of which nine were from HIAS.

After coffee and biscuits, Sir Freddie Sowrey (President of SIAS) welcomed us, mentioning this year is the fiftieth since the foundation of SIAS and also 35 years since the first SERIAC when the cost of attendance was £3! He introduced the first speaker, Professor Marilyn Palmer, President of the Association of Industrial Archaeology, Chair of Trustees of the Council for British Archaeology. Having published widely on IA subjects, her most recent book, *Technology in the Country House*, brings together her interest in IA and country houses. Her talk reviewed the development of an early discipline developed to record the vanishing industrial heritage on to record cards (displayed in her presentation). Many of the audience were familiar with these, which eventually formed the basis of the National Industrial Monument Record at the University of Bath. Our “Edwin Course” was mentioned along with other worthy names for creating a group for like minded enthusiast and volunteers with an IA interest.

The next speaker, Alan Green, gave a talk on *T.H. Myres*, architect of eighteen stations for the London Brighton & South Coast Railway for four of their lines, all since having closed but twelve stations remain in various forms. They were very distinctive and extravagant, unlike the trains using them, with difficult site conditions and operating requirements. The closest line to us is the Midhurst to Chichester.

Paul Snelling from the Letterbox Study Group told us about the development of the *British Roadside Letterbox*. From their inception in 1852 in Carlisle (London not receiving them until 1855), the post office now has an estate of 115,500. Many designs were manufactured mainly from cast iron, with the latest being made from laser cut steel and formed into shape. Previously, less successful materials have included wood, fibreglass and plastic. He had a fund of “insider” maintenance issues as he worked for the Post Office.

Lunch was then taken consisting of soup and roll, choice of quiches with salad and sandwiches.

The afternoon “graveyard” slot was very ably managed with a lively presentation by Peter Hill of *Fifty years of the Sussex Mills Group*. He told of the disappearance of a number of windmills but, with the help of volunteer work parties, they have saved fine examples of all three designs - post, smock and tower with 20 mills in the county for visitors to enjoy.

Next up was the *Brighton "Atlantic" Locomotive Reconstruction* presented by David Jones of the Bluebell Railway Society, describing the £1 million pound project to build this H2 Class steam locomotive. New technology was used where traditional techniques have disappeared in the UK. Modern CAD (Computer Aided Design) images have been produced by a member from the detailed drawings held at the National Railway Museum at York to create the many specialised castings and fabrications. Parts were made by selected engineering companies or machined in-house at their Bluebell Railway facility.

Afternoon tea / coffee was accompanied by generous portions of cake, presumably to celebrate the fiftieth anniversary.

The final speaker was John Blackwell, Chairman of SIAS, telling of the formation of a "study group" in October 1967 with its small membership recording the fast demise of industrial sites, buildings and artefacts. An increasing membership bringing more skills undertook more restoration work but he, like Peter Hill, lamented that members and volunteers are getting scarcer and asks will future restoration projects be attempted. He also added his concerns about the lack of interest in our industrial past by a younger generation.

At approximately 4.30pm the formal proceedings finished. All the speakers gave good detailed presentations with a good sense of humour shown. Following the presentations, Martin Snow from SIAS (who managed the sound during the day) showed a number of films, mainly IA, all interesting and very often incredible / amusing / quizzical which lasted for best part of an hour. SIAS's venue was excellent easy to locate and park. Spacious with plenty of room for many stalls in the presentation area and (mainly) the presenter's sound amplification was very good. Next year's SERIAC is at Windsor on April 21st, hosted by Berkshire Industrial Archaeology Group.

*Ed. Thanks to Barry Duke and HIAS for allowing me to use this report from their Focus.
Of course any report by our one of own members would have been entirely unbiased!*

Subscriptions Over Due

Several members have not renewed their subscription.
This could be the last Newsletter you are sent if you have not paid up.
Please check your bank statement to see if a payment has been made
or contact the Membership Secretary Peter Holtham.

The Keep

Richard Vernon

A group of 12 SIAS Members were privileged to have a private tour of The Keep on Monday 12th June 2017.

The Keep, located near Falmer in Brighton, is run by East Sussex County Council, the City Council of Brighton and Hove and the University of Sussex. It contains the collections of the East Sussex Record Office (ESRO), the Royal Pavilion & Museums Local History Collections and the Special Collections of the University of Sussex. It also provides facilities for the Sussex Family History Group.

On arrival, we were welcomed by Archivist Drew Boulton, who was to prove an entertaining, enthusiastic and very informative guide during our visit. The Keep, which was opened in October 2013 at a cost of some £20 million, consists of three main areas - The People Block, which is adjacent to, but separate from the Repository Block and a separate Energy Centre that provides heating and cooling to the facility.

After an introductory talk describing the history, function and use of The Keep, Drew took us first to the Reference Room. This is a public area, where anyone can use the facilities. It contains group work areas and the library of the Sussex Family History Group.

Following this we went into the Repository. This is a huge storage area containing some 12 miles of shelving – coincidentally about the same distance to the Maltings in Lewes, from whence most of the East Sussex records came from. The temperature (16°C) and humidity of the room is strictly controlled to preserve the stored archives. The facility was designed to provide storage for about 20 years of records and an adjacent area is owned by The Keep, should further storage capacity be needed in the future. However, Drew pointed out that the current financial pressure on libraries in the area is resulting in the receipt of material much quicker than had been anticipated. For example, Eastbourne Library has recently sent photographic archives to The Keep that would otherwise have been destroyed.

Next, we were shown the Quarantine Suite, through which all new received material must pass. Printed material in particular can have infestation, so all incoming material is inspected, cleaned, vacuumed and then frozen down to -35°C, when necessary before being moved to the Repository.

After visiting the working offices and meeting some of the conservationists, we were taken to the Reading Room. Here, Drew had laid out a display of some wonderful historic documents, maps and prints that we all enjoyed. These ranged from the conversion of a toll house, which weighed and collected taxes on coal entering the parish of Brighton, into a public convenience, an 1825 proposal for a canal



Members being shown some sample deposited archives by
Drew Boulton, Archivist

between Lewes and Brighton (including staircase locks and a tunnel over 2 miles long!), a recently acquired drawing of Rye Harbour and its access to the sea, beautiful drawings of the 1888 proposals for Brighton's Madeira Terrace and lift, a 1960s proposal to build a Post Office Tower equivalent (to be known as The Skydeck) on a new pier off Brighton beach. We wondered if the designers of the i360 had been aware

of this proposal! What particularly impressed was the skill of the Victorian draughtsman in their use of watercolours and ink applied using steel nibbed dip and ruling pens.

For those SIAS member who had not visited The Keep, it was an eye opener and for those who had been there before, much was learned. We all felt that we should be proud that we have such a state of the art facility here in Sussex and that it is staffed by such enthusiastic and committed personnel.

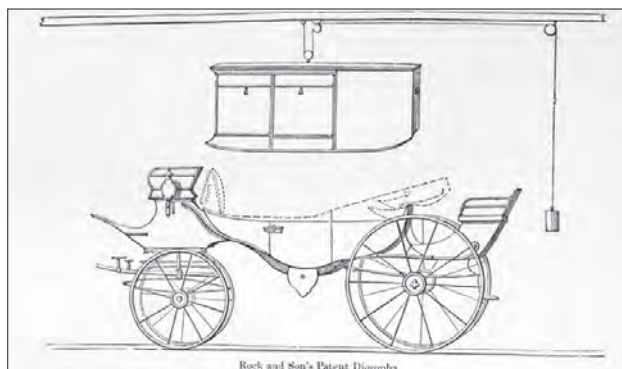


1870s view showing the chimney of Rock & Son, Hastings

Rock & Son Coach Builders of Hastings

John Blackwell

James Rock & Son were mentioned in my January *Newsletter* article *Early Omnibus Services in Brighton* and members may be interested in further information on this family business. James Rock Snr. (1791-1866) moved to Hastings in 1822 and established his carriage works in the America Ground under the cliffs and where a large rock fall had enabled a shingle beach to accumulate¹. Across this a straight road, originally a ropewalk, had been formed, but by 1820 this was disused, due to factory produced rope. It became the main route to St Leonards and supported an area of small industries. Rock obtained a seven year lease in 1828 but when an on-going land ownership dispute was resolved in favour of the Crown Commissioners they ordered the land and remains of the White Rock “cleared” in 1835. It is not certain whether he was in occupation before 1828 or if his premises were demolished but by 1839 he occupied premises at 6 Stratford Place² (now White Rock Place) at the eastern extremity of the now “cleared” America Ground. What is certain is that his business flourished and he received a Royal Warrant on the accession of Queen Victoria in 1837. In 1835 he built a new coach, which travelled from St Leonards to London in seven hours, two hours less than the Hastings coaches. In 1848 James Snr., whose eyesight was failing, handed over his business to his son James Rock Jnr., (1818-1897), the business employing 40 men. The coach manufactory consisted of a large front show room and offices with an L-shaped factory and forge behind. Carriage construction started on the ground floor with additions being made as the carriage rose on a lift up the three floors of the building, exiting as a complete carriage from the rear of the top floor, into St. Michael’s Place. Rock had three exhibits at the Great Exhibition in 1851, the strangely named *Dioropha*, a novelty carriage, being awarded a gold medal. This was described as a two-headed carriage, combining, in one, a Clarence coach, complete with all its appointments; a barouche, with folding head, and an open carriage. The heads could be removed or exchanged, with facility, by means of a pulley attached to the ceiling of the coach house, aided by a counterpoise weight.



The illustration represents the carriage described above, with the clarence-head suspended over it, ready to be lowered when wanted. The barouche-head and fittings, for summer use, are shown by dotted lines. These are removed when the Clarence-head is put on. The third form of the carriage (without either head) is shown.

Other novel carriages were produced including Rock's Patent Landau for the 1867 Paris Exhibition, the "*automatic head opening or closing instantly at the pleasure of the occupant*" James Rock Jnr. had accepted the post of Local Secretary for the 1851 Great Exhibition and this led to election as a Hastings Councillor and later an Alderman, serving as Mayor in 1857 and 1862 and leading an active life as a public servant. In 1875, a Mr Hawkins, the manager for several years became a partner being joined by Harold Thorpe in 1880. In 1892 the business moved to Grosvenor Road in Tunbridge Wells being a "more central location".

The early 1900s image shows the frontage of Rocks carriage works, by then in occupation of White and Norton: note the Royal Coat of Arms at first floor level. The recent images on the back cover show the present facade and the rear exit in St. Michael's Place for completed carriages. The building was converted into flats in 2009, when the carriage lift was still in situ. The base of the chimney for the forge situated in the angle of the L-shaped building was retained and can be seen from St. Michael's place.



Stratford Place early 1900s



Frontage of Rock's premises today in White Rock Place

1. A thirteenth century rock fall became known as White Rock, actually bleached sandstone, enabled an area of shingle to build up behind it which being outside the Hastings parish boundary became home to and reports differ to either a lawless band of non-rate payers or an organised community supplying not only its own needs but that of the expanding resorts of St. Leonards and Hastings. The name America Ground allegedly refers to the raising of the American flag to show their independence from Hastings.



Carriage exit into St. Michael's Place

2. 1839 Advertisement in Cinque Ports Chronicle gives this address.

Acknowledgement The Friends of Hasting Cemetery

www.friendsofhastingscemetery.org.uk, who unfortunately do not always quote sources, and local newspapers.

A Gun and a Blue Plaque :

More on Halsted & Sons of Chichester

Alan H. J. Green

A Halsted Gun

Putting SIAS publications on our website not only benefits non-members who would not otherwise see them, but also the Society when information flows back from readers. In January this year our Secretary, Martin Snow, received this email from Dr Ian Grimble, who lives in Devon:

Dear Mr Snow

I would be grateful if you could pass this information on to Alan Green who wrote an article on Halsted & Sons in Sussex Industrial History, issue 35, 2005. I acquired an old 10-bore shotgun from a friend up near Glasgow where it was going to be destroyed. Imagine my surprise when I was told it was made by Halsted & Sons. I spent many happy times first south of Chichester and later in Bosham where my parents had lived. I have attached a note of the details of the piece establishing its likely date.

Yours Sincerely

Ian Grimble

As you might imagine, this caused considerable excitement at The Grumpium (the Green residence) as I had not come across firearms bearing the Halsted name. As the vast majority of the company's records, were destroyed in 1936 when they ceased trading, any information which casts further light on their business, such as this, is more than welcome. I knew that Halsteds stocked ammunition from the lurid descriptions of the great fire at their East Street shop in 1871 in which exploding cartridges added to the mayhem, so it is logical that they would also have stocked the means of firing them. Strangely though, none of their advertisements or bill heads that I have seen mention them as being gunsmiths.

I contacted Dr Grimble who kindly sent me the following photographs of the gun:



Fig 1 The Halsted shotgun. (Dr I. Grimble)



Fig 2 Detail of the engraved side of the chamber bearing the legend C. HALSTED & SONS (Dr I. Grimble)

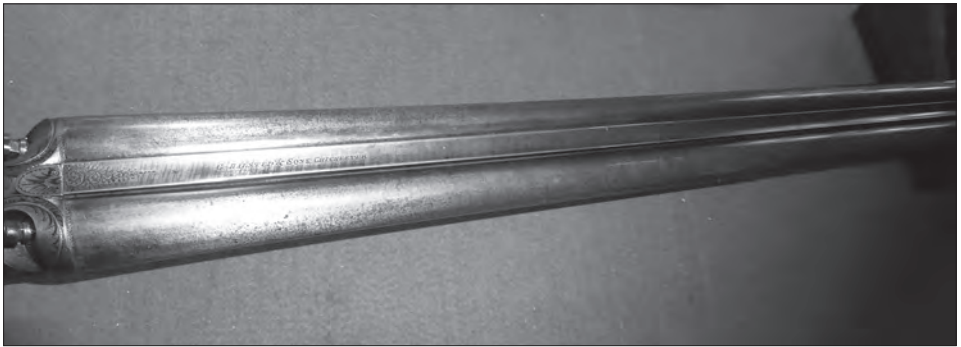


Fig 3 Detail of the barrel stamped C HALSTED & SONS CHICHESTER (Dr I. Grimble)

Dr. Grimble had sought an expert opinion on the date of the gun which was given as “certainly after 1855 and before 1875” based on the fact that it did not carry chamber dimensions, which were required after 1875, and it has a step reduction from chamber to barrel, a feature that was changed to a taper in the 1870s. This was the time when C. T. Halsted, one of the three sons of the founder, was bringing the business to its zenith when it comprised iron and brass foundries and the aforementioned ironmonger’s shop.

As can be seen from the photographs the gun is a most elegant object and the engraving on it very fine so it is obviously a quality piece and one which any local farmer or country squire would have been proud to brandish when blasting wildlife out of the skies. This elegance and necessary precision does however cast doubts in my mind as to whether Halsteds actually made the gun or simply put their name on as a retailer. This last is, after all, what many so-called clockmakers did, buying in completed clocks from London or Midlands makers with their name on the dial and back-plate and passing them off as being their own work. Considering Halsted’s principal output was heavy castings and farming implements, and the frequent complaints about the quality thereof received from the Petworth Estate, I rather query their ability to manufacture something as refined as this and so favour the latter theory!

I am most grateful to Dr. Grimble for providing this information about his gun and furthering the knowledge of Halsted & Sons.

A Halsted Blue Plaque

Since 2001 Chichester City Council have been providing blue plaques to mark associations of the city’s buildings with its past great and good, and are ever receptive to ideas for new ones. I suggested one for Halsted and Sons and the idea was promoted enthusiastically within the council by Cllr. Anne Scicluna. Being the one who floated the idea of the plaque I was then charged with providing the

wording and finding a place to put it. The site I proposed was in North Pallant next to the twitten that once led to the foundry whose site is now a public car park. The plaque was presented at the Civic Awards Ceremony on 20 February 2017, and once listed building consent was granted it was installed and is now seen by all those who use the twitten, some of whom are probably incredulous that there could once have been a highly polluting foundry here, right in the heart of a small southern cathedral city! Wouldn't be allowed today – or would it?

See the rear cover for images of the blue plaque.

The Pepper Pot, Queen's Park, Brighton

Ron Martin

There has always been a mystery about the origins of this strange structure and I have been doing some research to come up with its definitive history.

It is located at the north end of Queen's Park, Brighton at TQ 3216 0475 It was built for Thomas Attree who had built, in 1830, a large house called *Attree Villa*. *The Pepper Pot* was built to house a horizontal wind machine to pump water from the well under the tower¹. It is a very ornate ten sided structure, 60 feet high the upper part being surrounded by attached columns and with a domical roof. When originally built the columns were free-standing with voids between them² through which the wind passed to reach the wind machine. These machines were very inefficient only using 25% of the wind power and in this case also having to negotiate the columns were even less efficient. Because of this, within a short time of it being built, the wind machine was abandoned and a steam engine was installed to carry out the pumping duties and which continued in use until the 1890s when Brighton Corporation acquired the Park and sewers and water mains were installed. The flue from the boiler was carried up the centre of the tower (This is open to debate Ed.) and this was subsequently used as a sewer vent. A lining of Ranger's concrete blocks was then built inside of the tower, blanking off the voids between the columns and these included casement windows at the top of each bay. A new floor was inserted at a height so that visitors could look though the windows to admire a 360° panorama of Brighton; in fact a 19th century version of the i360.

Of recent years the Pepper Pot has been used as Scout "Hut", a wartime observation tower, an artist's studio and a printing shop, as well as having public toilets built around the northern side!

At present it is being looked after by *The Friends of The Pepper Pot* and it is hoped that some use can be found to help preserve this unique structure.

A full copy of my report can be obtained from me if requested.

Reference

1. Rev. Arthur Barry, *The Life and Works of Sir Charles Barry* (1867) p.76
2. RIBA69227 original drawing by Charles Barry

Mystery Photo

Do you know your IA?



Recently posted on the Facebook group *Fingerpost signs and antiquated street furniture* this image by Carol Homewood is partly self evident.

But where is it to be found now (hint, it has been moved)?

What was its original purpose and what is it now being used for.

Update

The mystery image in *Newsletter 174* did not quite produce the usual flood of responses, well - none actually! So other than it most probably being in Sussex, it remains a true mystery!

Please keep your 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*



See article - page 10

Fig 4. The blue plaque to Halsted & Sons of Chichester (Author)

Fig 5 The blue plaque in position on 1A North Pallant Chichester, next to the twitten that once led to the foundry.

Henry Halsted, another of the three Sons, lived for a time at No 1, 1A was then his stable (Author)

