

Sussex Industrial Archaeology Society Newsletter



Brighton's Lost Lamp Posts

Number 181



January 2019

Newsletter 181

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Editorial and Late News

Welcome to *Newsletter 181* and a new year. My I wish you a prosperous one and the opportunities to pursue your IA interests anew.

Seasonal Late news item:

A long-lost Ice House has been uncovered during building works under the Regent's Crescent in Marylebone.

The ice well was built in the 1780s; part of one of Georgian London's most unusual business ventures. In the days before refrigeration technology, the only way to get ice was to wait for the winter freeze. Chunks of ice were carved from lakes and canals, and stored in the pit for future consumption.

Sadly, the Georgian terraces above were flattened in the second world war, but this subterranean chamber survived intact. It was filled with Blitz rubble and eventually covered over when the terrace was rebuilt. For decades, it lay forgotten. The lost wonder was rediscovered by MOLA archaeologists in 2015. The rubble has now been cleared out, revealing a cavernous, brick-lined space with an impressive echo. It recalls the fabulous curves and arches of Joseph Bazalgette's sewer system, yet predates it by 80 years.

For more information and images visit:-

<https://tinyurl.com/y7pfjvdj>

<https://tinyurl.com/y87ojgrs>

Or google:- 'marylebone ice-house'

Forthcoming SIAS Events

Malcolm Dawes

The following SIAS meetings are held
at West Blatchington Mill Barn, Holmes Avenue, Hove BN3 7LF

Saturday 19th January 7.30pm.

40 years of Amberley Industrial Museum

The museum will be celebrating its 40th Anniversary in 2019.

Roger Kevern, a Volunteer Guide at the Museum, will tell us the story of Amberley in two parts – pre and post 1979. Pre 1979 will commence with early geology of the chalk deposits in Sussex, move through the Roman period, the rebuilding of London after the Great Fire and then describe the chalk mining activities at Amberley through the industrial revolution to the operation of the Pepper Chalk pits until it closed in the late 1960s. Post 1979 will cover the founding of the Amberley Museum in 1979 and bring us up to date on what has happened since then. Pre and post 1979 will be split by a tea break

Saturday 9th February 7.30pm. Film Nite

This informative and entertaining evening of film clips from many sources is back by popular demand. All new (to us) material on too many subjects to mention. Do not miss it, put the date in your diary now.

Saturday 16th March, 7.30pm. Boys on the Plaque

As a result of a chance building operation, the Fabrica Gallery in Brighton uncovered a WWI memorial for the parishioners of what then was Holy Trinity church, Ship Street, Brighton. This plaque listed those who served in the forces and sadly fell, but also those who served and returned. From this rich source (and with much research assistance) Dr Geoffrey Mead has been able to construct a partial pattern of the employment structure of central Brighton in the early 20th century. Similarities in employment patterns will have been replicated in other Sussex towns

Saturday 13th April. SERIAC at Dartford, Kent

Please use the booking form enclosed

Advance dates for your diary

Wednesday 8th May. Visit to Gatwick Aviation Museum

Saturday 15th June. Kemp Town and Environs - a landscape shaped by varied 19 century Developments.

Walk led by local historian Dr Sue Berry. am and pm with break for lunch

Please see the Mills Newsletter for details of 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

Tuesday 15th January, 6.30pm. *The Technology that saved the Gas Industry, with special emphasis on Portsmouth Gas Works*

Newcomen Society lecture by Dr Fred Starr. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com.

To book places and confirm details contact newcomen@rldavies13.plus

Thursday 17th January, 8.00pm. *From Mails to Males*

Wivelsfield Historical Society talk by Tony Turner. The growth of airlines after the First World war from use by the postal service to the first commercial flight. Visitors £2.50. Wivelsfield Village Hall. www.wivelsfield-historical-society.co.uk

Saturday 19th January, 2.30pm. *Shops and shopping: the small shop through the ages*

Brighton and Hove Archaeology Society, Local History Forum talk by Janet Pennington. £4 non-members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Saturday 2nd February, 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.

Wednesday 13th February, 7.30pm. *The Pallants - Chichester's Town within a City*

Chichester Local Historical Society talk by Alan Green. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Sunday 17th February, 11.00am to 2.30pm.

The structure and history of a medieval house in Chailey illustrated talk by Peter Varlow

Witches, Warlocks and Wellingtons, how our ancestors protected their homes and families Talk by Dr Janet Pennington

Part of Wealden Studies Group Programme of Winter Lectures.

Further information on cost and arrangements for this study day are detailed at www.wealdenbuildings.org.uk/events/meetings-and-workshops

The lectures take place at Wivelsfield Church Hall

Tuesday 19th February, 6.30pm. *HMS Warrior 1860*

Newcomen Society lecture by Tim Shaw. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com. To book places and confirm details contact newcomen@rldavies13.plus

Saturday 23rd February, 10am - 4.30pm. *Sussex Vintage Model Railway Collectors Spring Toy and Model Show*

Knogle Hall, Knogle Road, Brighton.

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

Saturday 23rd February 2.30pm. *The A-Z of what to see in a Sussex Church*

Brighton and Hove Archaeology Society, Local History Forum talk by Kevin Gordon. £4 non-members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Saturday 2nd March, 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 March 8.00pm. *Open Evening at Burgess Hill History Museum*

A chance to explore the museum and archives. Visitors £3.50. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Weekend 15th– 17th March. *Branch Line Weekend* Vintage Branch Line Trains running all weekend. Bluebell Railway www.bluebell-railway.co.uk

Tuesday 19th March, 6.30pm. *Twyford Waterworks Return to Steam Project*

Newcomen Society lecture by Martin Gregory. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com. To book places and confirm details contact newcomen@rldavies13.plus

Saturday 23rd March, 2.30pm. *The influence of the army and other defences on resort development in Sussex c1770-1815*

Brighton and Hove Archaeology Society, Local History Forum presentation by Sue Berry. Ventnor Hall, Central United Reform Church, 102 Blatchington Road, Hove. £3 non-members. www.brightonarch.org.uk

Wednesday 27th March, 7.30pm. *125 Years of the Manx Electric Railway*

Volk's Electric Railway Association event with Ian Gledhill tracing the history of this early electric line and John Zeberdee looking at the present scene and the 125th Anniversary. West Blatchington Windmill, Barn, Holmes Avenue, Hove. www.volkselectricrailway.co.uk

Saturday 6th April, 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 7th April. *Open Day at Coultershaw Heritage Site*

First of the summer open days to view the waterwheel, 18th Century water pump, 21st Century water turbine and historic buildings around the mill pond. 1 mile south of Petworth on A285. Adults £3.00. www.coultershaw.co.uk

Wednesday 10th April, 7.30pm. *Victorian education in Chichester*

Chichester Local Historical Society talk by Sue Millard. Visitors £3. New Park Centre, New Park Road, Chichester. 01243 784915

Saturday 27th April. *Toy and Collectors Fair*

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

Saturday 13th April. *The 2019 South East Regional Industrial Archaeology Conference (SERIAC)*

Organised by Kent Archaeology Society and held at Dartford Grammar School. Programme and booking form are included with this newsletter.

Do please check details of events 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.



Tram at Tram Stop in the Old Steine, Brighton, near to the site of the present cafe in the building of the combined shelter and underground toilets. Note also the signal arms to control traffic and the hoarding, at left, where 'Electricity House' was built, now a bank *The Royal Pavilion and Museums, Brighton*

The Story of Crystal Palace and its Transport with Ian Gledhill

October Evening Meeting - Report by John Blackwell

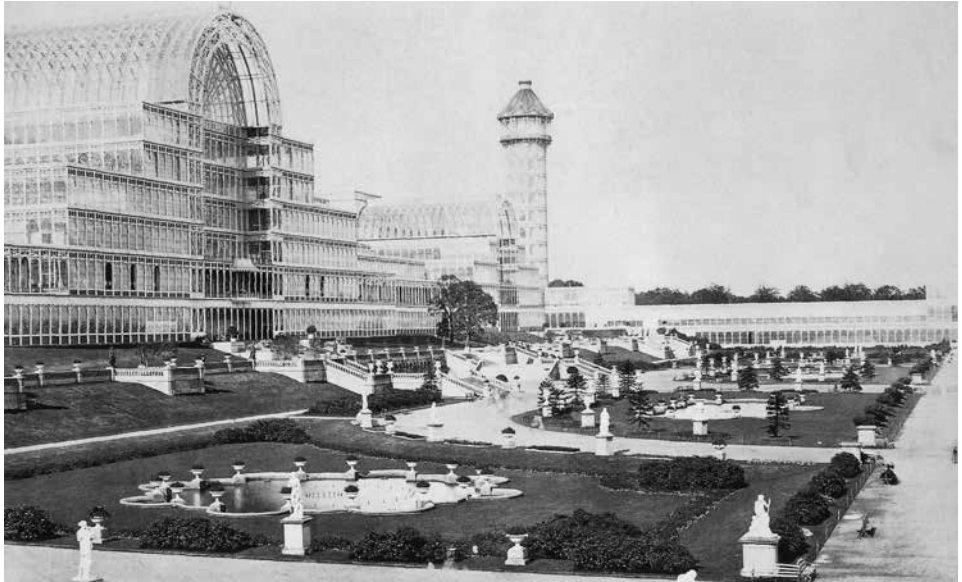
It was a most welcome return to Ian Gledhill to open the season of winter lectures with his Crystal Palace presentation.

The idea of showcasing Victorian manufacturing capability was suggested by civil servant Henry Cole and enthusiastically supported by Prince Albert. A commission of eminent engineers and architects including Robert Stephenson, Isambard Kingdom Brunel, Charles Barry and chaired by builder William Cubitt. They invited designs for a building to house such an exhibition, all of which they rejected, so they designed one of their own which was widely criticised. Joseph Paxton became interested and met with Cole after which, whilst attending a Midland Railway board meeting, he doodled his famous design resembling the Lily House he had designed at Chatsworth. This became the basis of the Crystal Palace, an iron and glass pre fabricated structure based around the largest sheet of glass then manufactured, being 10 inches wide by 49 inches long and mounted in cast iron sash bars supported by iron columns and girders. The design was so flexible that shortly before building began Paxton added a barrel vaulted transept in the centre to enclose several ancient elm trees, the proposed felling of which had proved controversial.

The completed building was 1,848 feet long by 456 feet wide and 135 feet high, with a central transept 72 feet wide by 168 feet high. It was opened on 1st May 1851 by Queen Victoria with some 100,000 exhibits from around the world, including the Ko i Nor diamond, Sevres porcelain and a huge hydraulic press. The centre piece was a 27 foot tall Crystal Fountain. During the six months it was open it was visited by over six million people but then a new home had to be found. A consortium of business men including members of the board of the LB&SCR proposed a site for re-erection at top of Sydenham Hill. Much enlarged with a new barrel vaulted roof, larger central transept and two new transepts at either end it was opened again by Queen Victoria on 10th June 1854. Paxton laid out the gardens with fountains, terraces and cascades requiring huge amounts of water stored in two huge water towers designed by Isambard Kingdom Brunel. With additions to some of the original exhibits including the Crystal Fountain. Models of dinosaurs, as they were perceived at the time, were erected in the grounds, they are now listed Grade 1. A concert hall seating 4,000 was provided in the central transept for orchestral and choral events, theatrical works, and entertainments with firework displays taking place in the grounds.

The move to Sydenham cost £1.3m (£120m today), eight times greater than the original had cost, creating a debt that it never repaid. In 1911 a Festival of Empire

was staged with large pavilions built by and for the colonies, but following WWI decline set in with the final catastrophic fire on 30th November 1936. This possibly started as a small fire in an office but quickly spread consuming the tinder dry wooden flooring and fanned by a high wind the building became a conflagration. All that was left in the wreckage was twisted girders and remarkably some melted glass from the Crystal Fountain. Both water towers also survived but the south one was so badly damaged it was taken down shortly after the fire, the north tower following in 1941, as it was thought to be a landmark for enemy aircraft. Ian led us through its history in his unique style with superb illustrations of both incarnations.



Following the interval the second half was devoted to the transport that could be taken to visit the Palace. To coincide with the reopening at Sydenham Hill, the LB&SCR opened a short spur line linking a new Crystal Palace station to Sydenham station on the Brighton main line from London Bridge, but the station was not ideally situated and involved visitors in a 720 feet walk under a glass covered colonnade. From here in 1856 the West End of London & Crystal Palace Railway extended the branch to Wandsworth via Gypsy hill giving the LB&SCR a west end terminus at Victoria in 1861.

The Crystal Palace and South London Junction Railway was authorised in 1862 to build a line from Peckham Rye to a magnificent covered terminus alongside the Crystal Palace with a subway from one end of the station under the road (A212) into the grounds. This Branch closed in 1954 and the station was demolished in 1961, but the subway survived and in recent years it has been restored with HLF funding

it is open on London Heritage Open Days. Road transport was provided by trams and trolleybuses.

For a short time in 1864 an experimental pneumatic railway operated in the grounds of the palace in a 600 yard tunnel. Ian is well known for his transport related talks and we were not disappointed with this section.

Many thanks Ian for an excellent evening.

BOOK REVIEW By Philip Hicks

Windmills in the Pevensea Rape, East Sussex by Bob Bonnett

This book documents the histories of over 175 windmills in the old Pevensea* Rape of Sussex, most of which are no longer standing. The hardback A4 book is approximately 341 pages and printed on good quality paper.

The historical information has been researched using a variety of sources including the vast collection of the late Herbert Edward Sydney Simmons. There are numerous quotes of historic sale notices and newspaper articles. There are also detailed accounts of the restoration of Nutley Mill and the various repairs undertaken to Argos Hill Mill over a thirty year period by E. Hole & Son. Great care has been taken to identify the location of each mill with inclusion of an ordnance survey map reference.

However, there are a few minor errors, one of which is regarding steam engine drives in post mill bodies. This is a subject I am particularly passionate about and think it should be pointed out that Jill mill and Argos Hill mill do not have external pulley wheels for this purpose as I believe the only surviving example in England is at Oldland mill.

There are many interesting and rare old postcards and photographs of East Hoathley, Blackboys, Offham, Burwash, Boreham Street, Seaford, Kingston, Cowbeech and the wind engine at Cross in Hand. Of particular interest is an old photo of the New Mill at Cross in Hand showing the old 5 bladed fantail (before it was altered to 8 blades) and before the weatherboarding on the sides was covered with iron sheeting (only the breast and roof were iron clad at that time). The photo also shows the box for the striking chains on the right side which was apparently removed when the iron sheeting was added. Reproduction of an old map has sometimes been included where no other illustration of a mill was available.

Only a limited number of this book has been printed which is a shame as it deserves a place on the shelf of every mill enthusiast.

***Editors note:** There was never a Pevensea Rape, There was a Pevensey Rape, one of six in Sussex. The book does not explain this, nor that it in fact covers mills from a larger area of East Sussex than that might be inferred by the name.

Visit to Devil's Dyke - Wednesday 27th June 2018

Richard Vernon

It was a warm sunny summer evening when we gathered by the commemorative seat and plaque, which marks the purchase of 190 acres of Downland by Brighton Council in 1928. There are numerous exciting legends associated with the area, but sadly the reality is that the main 300 foot valley (the Devil's Dyke) was caused by water running off the Downs after the last Ice Age. The area was acquired subsequently by the National Trust in 1995.

The area has had a long and colourful history during the last 150 years and was a popular tourist destination in the Victorian era, which included, inter alia, a bandstand, camera obscura, observatory, funfair, hotel and tea rooms, together with a funicular railway and aerial tramway. The first refreshment building for tourists had been erected in 1818, which was followed by a number of hotels and restaurants. Between 1897 until 1939 a single-track main line railway ran up to the top of Devil's Dyke and provided direct train services from Brighton, branching off the main line just west of Hove. During both World Wars, it became an important military site.

Our tour was led by Martin Snow, who imparted a wealth of information on the history of the site. The following provides only some of the highlights.

We commenced at the edge of the escarpment, where the concrete remains on the funicular steep grade railway that ran down towards Poynings village can be seen. The couple having a romantic picnic on the concrete remains were very surprised to see our group examining their picnic site.

Then onto a roofless building, whose purpose had always eluded me. However, Martin explained that it was built during the First World War for testing aerial bomb fuses. It was used later by Canadian forces training there during the Second World War.

Back in history we went, with our next stop at an Iron Aged Hill Fort sitting on the very top of the ridge, presumably giving its occupants a strategic defence point against any invaders. The site is thought to have been badly damaged by military activities during the Second World War.

Across the main road, Martin told us about the aerial flight (cable car) that ran across the Devil's Dyke itself between 1894 and 1909. This consisted of two pylons located either side of the Dyke. The cable car was suspended over 200 feet above the valley and covered a distance of 1,000 feet. The concrete plinths of the pylons and pieces of iron work are still visible.

Later, during the First World War, the same site was used for bomb fuse testing. A wire was strung across the Dyke, between railway tracks, at precise heights above the ground to test the arming of aerial bomb fuses.

Many thanks to Martin Snow for all his hard work in researching the history of the area and making the sites and their pasts come alive for us. I will never visit the Devil's Dyke again without remembering the events that have occurred there.

Littlehampton Gas Lamp

Norman Langridge

Some years back, when Bognor decided to change its street lighting from gas to electric throughout, my name was on the list to purchase the now redundant gas lamps which were then being offered for sale, with Bognor Regis orders taking precedence. Eventually I got the 'phone call that I had been waiting for and collected my acquisition comprising column, lantern, clock and burner fittings. Previously the clock and burner had been excluded from the deal, the council expecting that the purchaser would just add an electric lightbulb, so I had to wait a little longer. To my mind, nothing looks worse than a Windsor lantern with a bare electric light bulb in it. At that time, Sugg were just getting back into gas lighting and generously checked over all my burner parts, upgrading the two mantle cluster to a three mantle. The lamp was erected initially in the front garden, but after a failure of the galvanised steel gas pipe it was re-erected in the back garden where I was able to get better benefit from its illumination. Supply was via a continuous length of plastic covered copper pipe of a diameter small enough to make all the bends. Gardening by gas lamp is possible!

Prior to its re-erection, the original lantern was given a makeover as the steel supports in each corner of the lantern had rusted badly and Sugg replaced them with stainless steel ones. They also provided a replacement finial as part of my original was missing. The ladder bracket was also missing, so I made one out of a length of steel gas pipe and, very fortunately, found a brass ball in the spares box that I tapped to screw onto its end.

Although the names of Sugg's lantern types were well known, I did wonder if the various cast iron columns also carried a pattern number or name, but Christopher Sugg could not help me on that one. Although Sugg did offer columns, it seems that many customers made their own arrangements. I knew that private estates in Bognor had retained their gas lamp columns, having had the lanterns electrified, and today visited the sites where I was able to find that some of the columns had J Every on them, our old friend The Phoenix Foundry of Lewes.

Noting that edition 45 of Sussex Industrial History covered the Phoenix Works I was hoping that it might mention lamp columns, but on going through my past editions of SIH I was to find that I have that number missing. Have sent off for a copy in the hope that it might throw some light (excuse the pun) on column names.

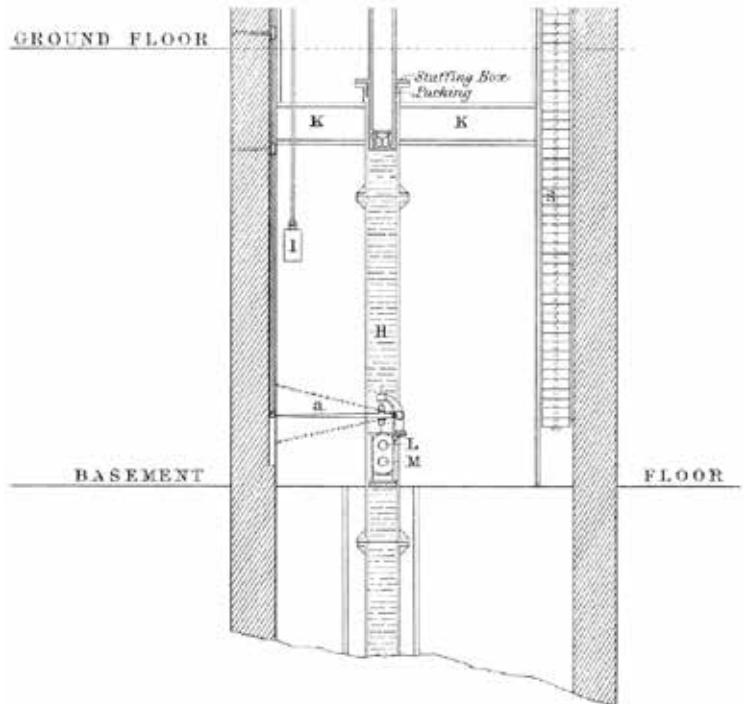


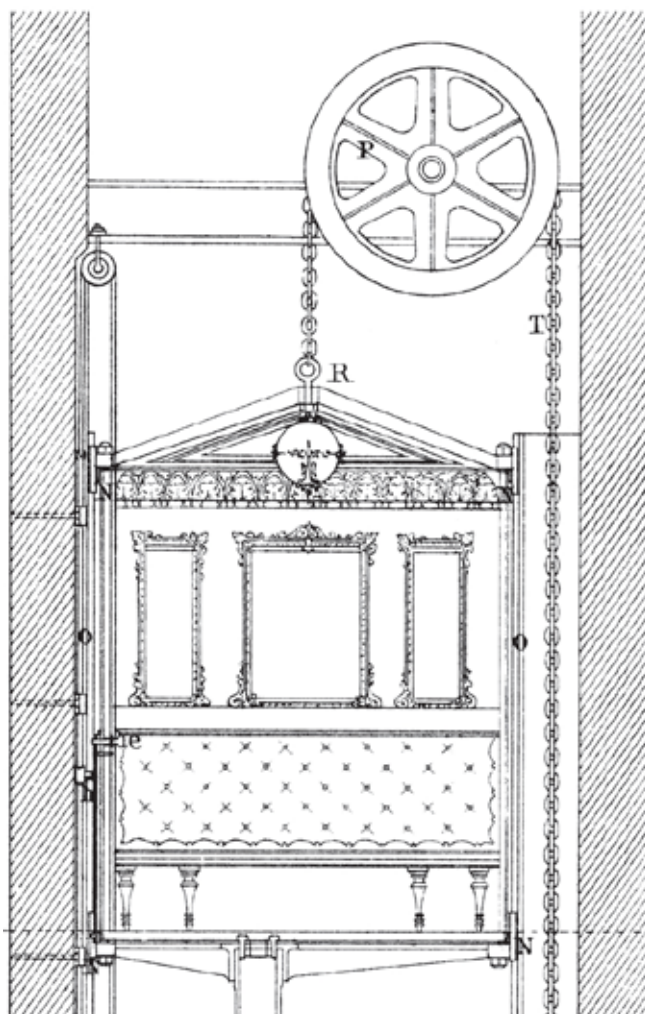
The Upstairs Omnibus or Ascending Car

John Blackwell

John Whichcord (1823-1885) was the architect of the Grand Hotel on Brighton's seafront which opened on 23 July 1864 at a cost of about £100,000. It was eight storeys tall with towers at both ends of the frontage and had over 150 bedrooms. It was one of the first hotels in the country to include (hydraulic) lifts designed built and installed by Easton & Amos who later built the beam engines for the Goldstone Pumping Station, (latterly the now closed British Engineerium) in 1866 and 1876. The local paper reported that there were five such lifts, the principal one, which the paper called an 'upstairs omnibus', worked in a shaft eight feet square with a height of 56 feet from ground floor to fifth story. The lift car which could carry eight persons was tastefully decorated which included a padded seat and was illuminated by a lamp and accessed by a sliding door. It took one minute to ascend to the fifth floor (the rooms above being presumably for use of servants accompanying the hotel's guests and staff). Prior to opening in January 1864 Whichcord presented a paper to the Royal Institute of British Architects (RIBA) describing only the principal lift and its operation. The following account is taken from this paper. In this paper he called the lift car an 'ascending room' which I have changed to car or lift car.

Using the basic principles of hydraulics a large cistern was installed in one of the hotel's towers being at a height of 124ft and was kept full by a constant water supply from the Brighton Water Company. In the basement a borehole 60 feet deep was drilled and lined with an iron casing see Fig 1 which housed a cylinder (H), made in sections

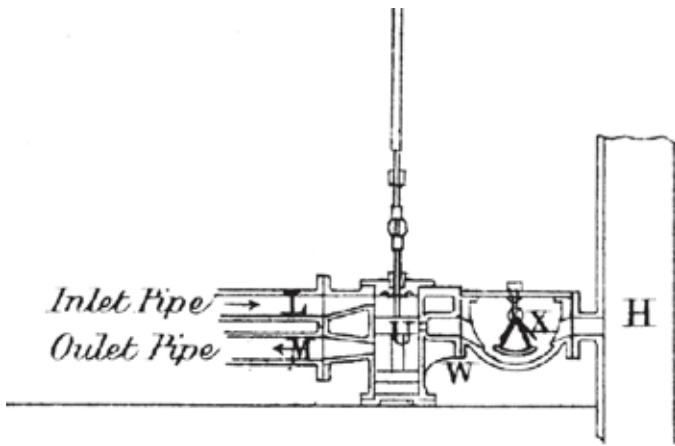




and bolted together, containing a cast iron piston (or ram) of eight inches in diameter which passed through a stuffing box (I) (to achieve a waterproof seal) at the top of the cylinder. The cylinder was kept in a vertical position by two brackets cast on it which were bolted to cast iron girders (KK) built into the walls on each side of lift shaft. Water from the cistern in the tower was fed into the cylinder ten feet above basement level by a pipe (L) and the waste water, as the lift operated, was piped away (M) to other cisterns on the ground floor situated above the lavatories. The piston was fixed to a strong cast iron frame forming the bottom of the car. On the top and bottom frames at each side of the

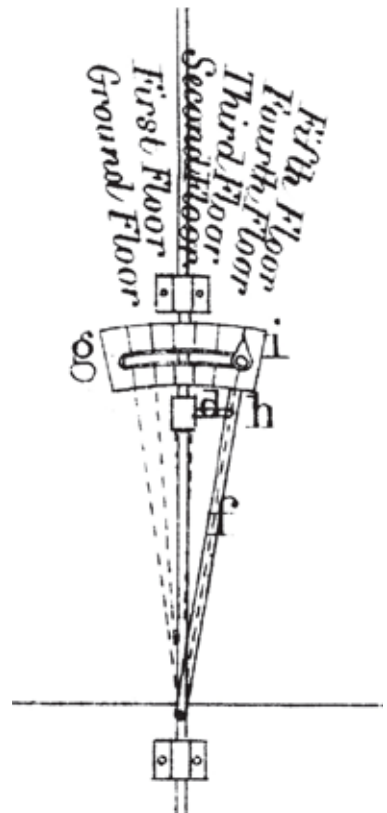
car (see Fig 2) were fixed two V shaped brass guides (NN) which ran in guide bars (O) attached to the shaft walls. To take the weight of the ram and lift car a counterbalance (S) was fastened to a strong chain (T) passing over a pulley (P) mounted at the top of the shaft and fixed to a wrought iron ring (R) on the top frame of the car. This counterbalance consisted of a number of square weights strung on a wrought iron rod and moved in a separate shaft or trunk.

The speed of the lift was regulated by a somewhat 'Heath Robinson' device, "a cast-iron chamber (X), (see Fig 3) through which the water passes on its way to and from the cylinder (H), and in which is suspended on a centre a brass quadrant, the face of which fits accurately the face of both the inlet and outlet passages. When



the velocity of the water, in either direction, does not exceed that decided upon, the swinger hangs in a vertical position without moving, but the instant the velocity increases beyond that point, the swinger rises and closes the passage

to such an extent as to reduce the speed (of the car) to the normal velocity". (56 feet per minute). The controls were simple but ingenious and designed to automatically stop the car at a specific floor. "The starting valve (U) is put into action by means of the lever (a) (see Fig 1), one end of which is attached to a vertical rod (b), which is free to rise and fall in small cast-iron guides fixed to the wall of the lift space. The other end of the lever is attached to the spindle of the starting valve. When the lever (a) is in a horizontal position, the water is shut off altogether from the cylinder, and the lift is stationary; when it is in the down position, the inlet is open and the lift rises; when in the up position, the exit port is open, and the lift descends. On the vertical rod is fixed opposite each floor a small pin. These pins are not directly over each other, but are one in front of the other, like the pins in a musical box, (i.e. in parallel vertical lines) and project in front of the rod to such an extent as to allow the side of the car (to) just clear their points". Inside the car was a selector bar (f) (see Fig 4) one end of which is fixed to the bottom of the car, and the other describes the arc of a circle, and slides in a groove of brass (g) fixed in the side of the room. The brass was engraved with the floor numbers which enabled the operator to select the destination (i).



At the end of the bar was a lug (h) which projected just far enough outside the car to engage with the corresponding pin (d) on the vertical bar which then moved the lever (a) controlling the starting valve to the horizontal or stop position. "To the top of the vertical rod is attached a hand line (a rope) which passes over a small pulley at the top of the lift space, and then down through the car to the bottom of the lift space; and to it is fastened a weight sufficient to counterbalance that of the vertical rod. By pulling this rope, either up or down, the attendant can at pleasure start, stop, or reverse the lift".

It is doubtful whether Whichcord's design was used elsewhere as in London, where most hotels were being built at this time the mains water pressure was insufficient to support a rising main of this height. Secondly the waste water was considerable it being estimated that an ascent by the lift of 10 feet displaced 20 gallons of water or 100 gallons for a ground to fifth floor ascent. Thirdly new developments particularly by Otis in America were using wire ropes and gas engines or steam to supply the power. It is not known how long these lifts remained in operation only that the Grand Hotel was one of the first in Brighton to use electricity.

Notes. The illustrations are parts of a fold out drawing 10 inches wide by 24 inches long which accompanied Whichcord's presentation. Extracts from the presentation are shown within quotation marks.

The five lifts installed at The Grand were as follows :-

"A for passengers from the ground to the fifth or any intermediate floor a height of 56 ft

B for luggage coats linen &c from the basement to the fifth floor a height of 77 ft 7 in

C for wine from the cellar to the bar 16 ft

D for dinners provisions &c from the basement to the fifth floor for the service of all different floors up to the fifth 79 ft 3 in

E for dinners &c from the basement to the large coffee room 16 ft

Lifts AC and E are all on the same principle (as described above) acting by direct pressure precisely as is the case Bramah's hydraulic press

By the side of lift A will be fixed lift B for raising luggage which will be on a different principle This as well as lift D will consist of a horizontal cylinder and piston giving motion to rack and pinion gearing which causes a hauling drum to revolve and thus winds up the chain to which the cage or lift is attached The same species of starting valve and gear is employed so that the porter who shows the passengers to the lift can put the luggage into the cage and set the handle to the proper mark on the index plate and the cage will stop at the floor until unloaded and sent down again by pulling the rope". Unfortunately no detailed account of the operation of these two lifts was given.

Brighton's Lost Lamp Posts

By 'Lamplighter'

Last year whilst visiting the street where I was born I noticed a cast iron Edwardian lamp post had lost its swan neck and original upper section. This decapitation was caused I was informed by a removal pantechnicon. Returning a few months later I was surprised to find a steel pole with a light atop had replaced it. Why? Probably too expensive to repair/replace, causing an attractive row of gabled terraced houses, fronted with period street furniture, to be spoilt with an unsightly 'missing tooth'. Further observations showed this was not an isolated instance so I consulted the City's data of statutory listed buildings etc to see if any had been so protected. This revealed that action had indeed been taken in the 1990s with examples mainly in conservation areas. Omitting the iconic standards that line the seafront and Marine Parade and also those in the historic areas of the original Kemp Town development and the Royal Pavilion estate, with its fine William IV ciphered posts I noted 33 other examples in what may be described as mainly in residential areas.

A series of perambulations were undertaken to inspect them noting in passing, examples cast by J Every Iron Founder of Lewes and his successor ESE (East Sussex Engineering) and BLEECO who undertook the conversion from gas lighting to electricity in the 1920s and 30s by replacing the lantern and gas mantles with a swan neck and reflector attached to a timing control box. Other examples, not listed, were cast by C & J Reed at their Regent Foundry in North Road, now the site of of the Royal Mail delivery office. These walks surprisingly discovered that no fewer than 50% of the 33 listed had been replaced with the modern bland aforementioned type and that 8 of these remaining 16 were in non residential or gated streets e.g. Brighton College, St Georges Church and St James Place.

Between the date of listing and 2018 the maintenance of street lighting had been contracted out. Was the contractor made aware of the listed status and required to replace any damaged or faulty beyond repair with a similar pre used or modern reproduction in the contract specification. I noted a few modern reproductions in Rock Grove part of the original Kemp Town development. One can understand the need for improved lighting, hence replacement with modern lamp standards (posts) on main roads and bus routes, but not in residential areas and particularly not in streets where the post was listed. No doubt the Council/contractor will winge health and safety but surely they have a responsibility to replace with like or very similar for those posts that were listed. Hove has fared better than its neighbour where to the north of the railway line there are many streets with fine examples dating from the 1880s to the 1960s although not listed except in the Brunswick and Palmeira Square areas.

What has happened in other Sussex towns? Eastbourne hosts an almost complete collection in most streets of period posts cast either at Every's or Morris' foundries in Lewes. Worthing appears to have removed all of its historic posts. The village of Ditchling had a fine set of posts recorded in *Sussex Industrial History* No 36. A visit there found that although some had been replaced these were with secondhand period examples.

What of the future? Can the City Council/contractor be held to account and be required to replace the lost listed posts? There is an undated local list at <https://tinyurl.com/y7wot3w2> which states some 5,000 cast iron lamp posts remain in Brighton and Hove. However the list only details those in conservation areas and gives absolutely no information as to how this list can protect them. In most cases they enhance the streetscape (if one ignores refuse and re-cycling wheelie bins) and are examples of the skill and beauty of the iron founder's work, which without enforceable protection will slowly erode away.

Urgent action to formulate a plan is obviously needed.



Two lamps lost 50 years ago from the Upper Russell Street area, now under the Churchill Square development *The Royal Pavilion and Museums, Brighton*

Mystery Photo

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APPLY TO

THE NATIONAL TELEPHONE CO., Ltd., 39 Duke Street, Brighton.



Brighton Central Exchange.

Another early telephone exchange, but a different company, who had their sales offices in Duke Street, but where was this taken and when? *The Royal Pavilion and Museums, Brighton*

The 'big round thing' in *Newsletter* No.180 is an end on view of one of the cement kilns in the Beeding (or Shoreham) cement works in the Adur valley, taken on a society visit in 2002. The kiln was feed with coal and the slurry mix at the other end and in the journey down the slightly inclined tube became cement 'clinker' that fell out this end then off to be ground to a powder. (slightly simplified!). The works closed over 20 years ago and there have been many 'interesting' (?) ideas as to the future of the site. The main building housing the twin kilns remains, as does the chimney, no doubt to lay claim to permission for another if the site is to have an industrial future. My pet plan is use for a desalination plant for the massively increasing local population!

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. Social media , Facebook, Youtube, etc are growing with increasingly interesting groups that I find impossible to keep up with, if you spot one please let me know. I am always looking for examples of our IA heritage. If possible, let me have an image or link, 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*



Crystal Palace Subway



7 years to go
(from 1 Jan 2019)

On 1 Jan 2026, unrecorded and under-recorded historic public rights of way will cease to exist.

Check your county/unitary council's 'definitive map of rights of way' to see what will be saved. If a route you use isn't shown, take action soonest!

Get help from Ramblers, BHS and OSS - find the evidence needed using *Rights of Way Restoring the Record*, from libraries and bookshops.

Consider this, you may lose the footpath to your favourite IA site(s)

