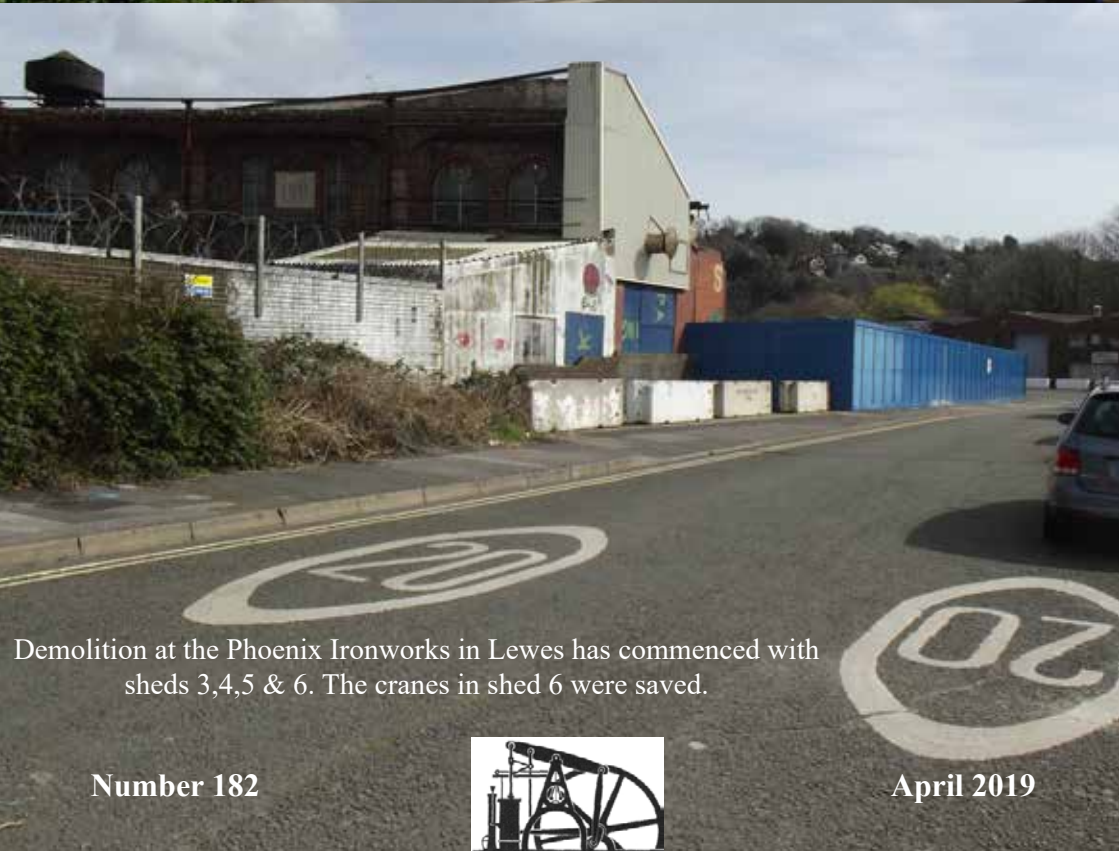


Sussex Industrial Archaeology Society Newsletter



Demolition at the Phoenix Ironworks in Lewes has commenced with sheds 3,4,5 & 6. The cranes in shed 6 were saved.



Newsletter 182

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Editorial and Late News

Welcome to *Newsletter 182* Amberley Museum (Chalk Pits, Working, Heritage and all the other various names that have been heaped upon it in recent years) has been open 40 years, though the idea of an industrial museum was born and much work done long before 1979. In so many ways the site has changed, but much remains (tidied up!) to recognise from those days. I am sure we each have our favourite bits, there is such a variety, including a nature trail (not sure about the IA in that). I encourage you to make a visit this year, particularly if you haven't been recently, there are several special event days and weekends (details see page 4 on). Members of the committee plan to be there on the afternoon of the Saturday of Rail Gala Weekend, 13th July, why not join us there (it is not an official organised SIAS event) There is the Limeburners Restaurant for lunch/snacks and drinks.

Subscriptions are Now Due

Unless you pay by Banker's Standing Order,

Your Subscription became due on the 1st of April 2019.

The rates remain unchanged at £15 for full membership, and £5 for each additional family membership at the same address.

Cheques payable to SIAS should be sent me

Peter Holtham 12, St Helens Crescent, Hove Sussex BN3 8EP

Early payment would be appreciated.

Forthcoming SIAS Events

Malcolm Dawes

Wednesday 8th May,

Visit to Crawley Museum and Gatwick Aviation Museum

Assemble at Crawley Museum, 103 High St, Crawley RH10 1GE, at 10.30 am. There is some parking at the Museum and also at Morrisons opposite, but time restricted. The museum opened in 2018 and there is much of interest relating to Crawley. I have requested a display of items connected with the Manor Royal Industrial Estate not normally on display. Admission is free but a small donation would be appreciated.

Following a break for lunch we arrive at 2.30 pm for a visit to Gatwick Aviation Museum, Lowfield Heath Road, Charlwood RH6 0BT. The Museum has a fine collection from the 'golden age' of British aircraft manufacture including a Gloster Meteor, Lightning F53, Hawker Sea Hawk, Buccaneer etc. Displays of aero engines and exhibits relating to the history of Gatwick Airport. A charge is payable.

Please register with John Blackwell. Tel 01273-557674
or e-mail johnblackwell@ntlworld.com

Saturday 15th June.

Kemp Town and Environs – a landscape shaped by varied 19th century Developments. Walk led by Dr Sue Berry.

Meet 1030 at west end of Sussex Square in Kemp Town. The morning will be spent looking at the Kemp Town development including the things that made it tick such as the mews and gasworks. After lunch (make own arrangements) we will explore the lost industrial railway area and end at the Pepper Pot.

Please register with Alan Green (01243 784915 agreenzone@aol.com) if you wish to attend. Mobile on the day only 07503 727047

Advance dates for your diary

Please see the next Newsletter or visit the Website
for details of an end of July visit

Please see the Mills Newsletter for details of Mills Group activities

Visit our website - www.sussexias.co.uk

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

Sunday 14th April. *Spring Industrial Trains*

Narrow gauge trains in action, plus demonstration runs with the road machines and contractor's monorail. Resident steam trains running around site. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Sunday 28th April. *Spring Bus Show* Vintage buses with rides around the museum. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Saturday 4th May, 10am to 4pm. *Opening day at the Brede Steam Engines* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310. www.southernwater.co.uk/visiting-the-giants-of-brede

Weekend 4th- 5th May. *Magnificent Motors Rally* Classic cars, motorbikes, buses, commercial vehicles. Seafront, Eastbourne. www.magnificentmotors.co.uk

Sunday 5th May. *Classic Motorcycle Show*

With over 150 motorcycles on display throughout the day. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 6th May, 10am to 4pm. *Bank Holiday opening day at the Brede Steam Engines* Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310. www.southernwater.co.uk/visiting-the-giants-of-brede

Wednesday 8th May 7.30pm. *Downland and Weald*

Chichester Local History Society talk by local historian Andrew Berriman. £5 non-members. New Park Centre, New Park Road, Chichester. 01243 784915. www.chichesterlocalhistory.org.uk

Friday 10th May, 8.00pm. *Crawley Museums – Past, Present and Future*

Helen Poole will talk about her involvement in setting up the new Crawley Museum. Burgess Hill Heritage and History Association event. Visitors £3.50. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Saturday 11th May. *Toy and Rail Collectors Fair* Horsted Keynes Station, Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 11th May. *Mini Day*

Gathering of Minis of all types from the earliest Sevens through to the final Sportspacks. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 11th- 12th May. *National Mills weekend*

See Mills *Newsletter* for further details.

Sunday 12th May. *Historic Commercial Vehicles Run, between London and Brighton* www.hcvs.co.uk

Wednesday 15th May, 7.45pm. *British Railways Steam Specials*

The many specials that operated mainly in the Midlands. Sussex Transport Interest Group talk by Tony Sullivan. London Road Station, Brighton. 01273 512839.
www.sussex-transport.co.uk/stig

Weekend 17th- 18th May. *Trains after dark* Stations and Museum open into the night. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 18th- 19th May. *1940s Weekend*

Period activities and display of military vehicles. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Weekend 18th- 19th May. *1940s Weekend* Kent and East Sussex Railway.
Period displays, vehicles and entertainment. www.kesr.org.uk

Weekend 25th- 27th May. *Heritage Craft Weekend*

Celebrate traditional and woodcrafts over the weekend with craft makers and demonstrations. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 27th 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.

www.southernwater.co.uk/visiting-the-giants-of-brede

Saturday 1st June, 10am to 4pm. *Opening day at the Brede Steam Engines*
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310. www.southernwater.co.uk/visiting-the-giants-of-brede

Weekend 1st- 2nd June. *Tinkers Park Steam Rally at Hadlow Down*
www.tinkerspark.com

Sunday 9th June. *Southern Classic Car Show*

Classic cars on show at the station grounds. Horsted Keynes Station, Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Weekend 14th- 16th June. *Road meets Rail* Traction Engines, Steam Trains and Sussex Beer Festival. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Thursday 20th June, 8.00pm. *East Sussex Railways*

Early Sussex Railways and how they impacted on the county. Includes details of the growth of the Sussex Railway Police Wivelsfield Historical Society talk by Kevin Gordon. Visitors £2.50. Wivelsfield Church Hall. Note change of venue.
www.wivelsfield-historical-society.co.uk

Weekend 22nd - 23rd 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 29th- 30th June. *Model Railway Weekend* Model railway layouts and traders stands around the railway. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Saturday 6th 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. www.southernwater.co.uk/visiting-the-giants-of-brede

Sunday 7th July. *Eastbourne Bus Rally* Opportunity for trips on buses all day. www.eastbourne-classicbus.co.uk/page29.html

Monday 8th July, 7.30 pm. *Treasures from the Southern Electric Group Archives* Southern Electric Group talk by Simon Jeffs.. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 10th July, 7.45pm. *The Selsey Tramway* The story of the railway that ran from Selsey to Chichester. Tramway and Light Railway Society talk by Joe Whicher. Visitors £1.50. Deall Room, Southwick Community Centre, Southwick Street, Southwick.

Weekend of 13th- 14th July. *Railway Gala Weekend* Amberley Museum - Steam, diesel, petrol and electric locomotives on display with rides on the trains all weekend. 01798 831370. www.amberleymuseum.co.uk

Wednesday 17th July, 7.45pm. *Indian Hills Railways* Hef Jones recounts his journey to the Indian sub-continent. Sussex Transport Interest Group. London Road Station, Brighton. 01273 512839. www.sussex-transport.co.uk/stig

Saturday 20th July. *Sussex Vintage Model Railway Collectors Annual Exhibition* Knogle Hall, Knogle Road, Brighton. Confirm details at www.sussex-transport.co.uk/svmrc

Sunday 21st 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

Saturday 27th July. *Toy and Rail Collectors Fair* Horsted Keynes Station, Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 28th July. *Worthing seafront bus rally* Free bus rides throughout the day. Traders stands along seafront. www.worthingbusrally.co.uk

Saturday 3rd 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. www.southernwater.co.uk/visiting-the-giants-of-brede

Weekend 3rd- 4th August. *Tinkers Park Rail Gala*

Model Railway Show at Hadlow Down. www.tinkerspark.com

Sunday 4th August. *Historic Cycles Day*

Bicycles from 1800 to the present day. Procession with riders in period costume. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 10th- 11th August. *Steam through the ages*

Different railway eras recreated throughout the railway. Victorian at Sheffield Park, 2nd World War at Horsted Keynes and Seaside Holiday at Kingscote. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk.

Sunday 11th August. *Commercial Vehicles Day*

Vintage lorries and vans from before and after the Second World War. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Monday 12th August, 7.30 pm. *The Brighton main line in Sussex* - Southern Electric Group talk by SIAS Chairman John Blackwell.. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 17th- 18th August. *Saddles and Steam*

Horses and steam engines on display 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 18th August. *Bus Rally* Tenderden Station will be the setting for a rally featuring more than a dozen vintage vehicles offering free rides to local destinations. Kent and East Sussex Railway. www.kesr.org.uk

Local history events including walking tours will be part of two festivals taking place in May and June. Information on web sites.

Brighton Festival Fringe, 4th May -3rd June. www.brightonfringe.org

Festival of Chichester, 17th June - 14th July. <https://festivalofchichester.co.uk>

Advance notice of AIA conference.

31st August to 4th September.

This year's conference will be held in Nottingham University
<https://industrial-archaeology.org/conferences/annual-conference/>

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.

January Evening Meeting

Amberley Chalk Pits from the Beginning to Now

Report by John Blackwell

An almost capacity audience welcomed Roger Kevern, relating the story of Amberley Chalk Pits. Following an introduction on how the chalk deposits at Amberley were formed, Richard noted the earliest reference to lime burning in the area was contained in the will of a Bishop of Chichester dated 1382. In 1782 the Earl of Egremont commenced lime burning at Amberley where the railway line is now situated using a wharf on the cut from Houghton Bridge to distribute the lime by river and canal. From the 1820's many small family businesses started up at various locations in what is now the Museum area and by the 1850s flare or single batch kilns were in use. The arrival of the railway in 1863 provided an alternative means of despatch.

1874 saw the arrival of John Pepper a successful brick maker from Littlehampton and his son Thomas Cunningham Pepper who built six bottle or draw kilns again in the car park area which produced lime on a continuous basis which was chiefly used for building and agricultural purposes. The Peppers established a thriving and profitable business and by 1900 had bought out all the other lime burners on site and were operating 24 kilns. In 1904-5 the De Witt kiln was built consisting of eighteen individual kilns built back to back. The Kiln was modelled on the Hoffman

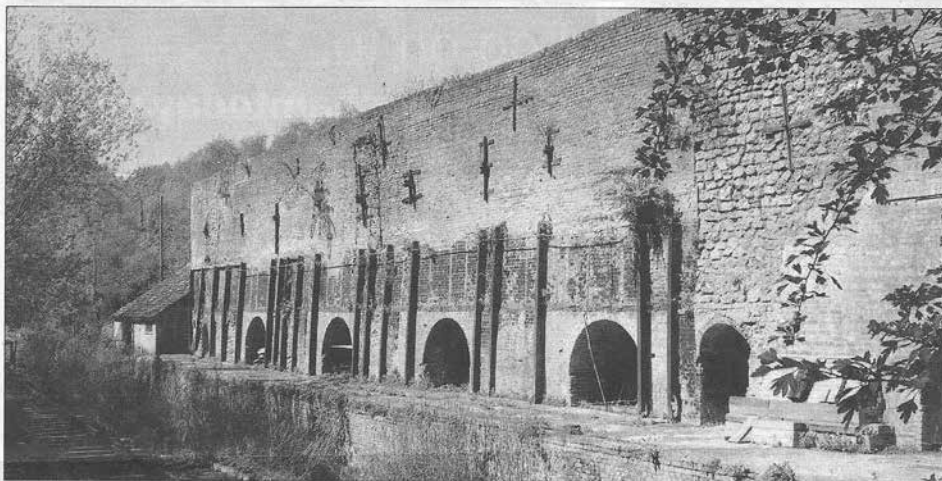


De Witt Kiln in production

kiln used for brick making and pottery firing. This proved to be a failure which was blamed on the poor circulation of hot gases due to a short chimney not producing sufficient draught. An alternative, suggested by SIAS member Paul Sowen, was that a Hoffman kiln had to be precisely stacked or loaded with bricks or pottery and that top loading layers of chalk and coal was equivalent to throwing in green bricks and it could never have fired either successfully. Sixteen of the chambers were soon converted to bottle kilns.

Friday, August 7, 2009

WEST SUSSEX COUNTY TIMES



The listed De Witt Lime Kilns in Amberley.

Historic kilns restored



by Alex
Jenkins

alexandra.jenkins@sussexnewspapers.co.uk

AN HISTORIC landmark on the brink of collapse in Amberley has been restored thanks to a £400,000 grant.

The dilapidated De Witt Lime Kilns at Amberley Museum and Heritage Centre found itself on the English Heritage 'At Risk Register' and needed emergency work carried out to protect them.

The work was funded by a grant approaching £400,000 from The Heritage Lottery Fund, with work carried out by Chichester-based stonework and restoration contractor CWO

(Cathedral Works Organisation Ltd).

Richard Mitchell, operations manager at CWO, said: "The kilns were bulging on all sides and in imminent danger of collapse."

"We had to create a massive buttressing scaffold to support the weight while we worked, which took four weeks in itself."

"We've now managed to stabilise it as best we can without actually having to take the structure down and are very pleased with the outcome."

The colossal 50-meter long lime kilns are a Grade I Scheduled Ancient Monument and are a reminder of an industry which was once an integral part of local life.

They were built around 1905 to a design by Hippolyte De Witt, a Belgian designer with an

interest in the manufacture of fired earthenware, and were later adapted to conventional bottle kilns.

They worked by burning chalk to create lime but were damaged over time as water seeped in and combined with the heat, causing the chalk to expand.

As the kilns are listed, it was important for CWO to carry out the repair and restoration without changing their appearance in any way – a real engineering challenge.

The 20-week project was undertaken with extreme care to prevent collapse and involved stabilising the entire structure, repairing cracks to the brickwork and overhauling the outside metal framework.

Claire Seymour, curator of Amberley Museum and

Heritage Centre, said: "We are delighted with the quality of the refurbishment work carried out by CWO."

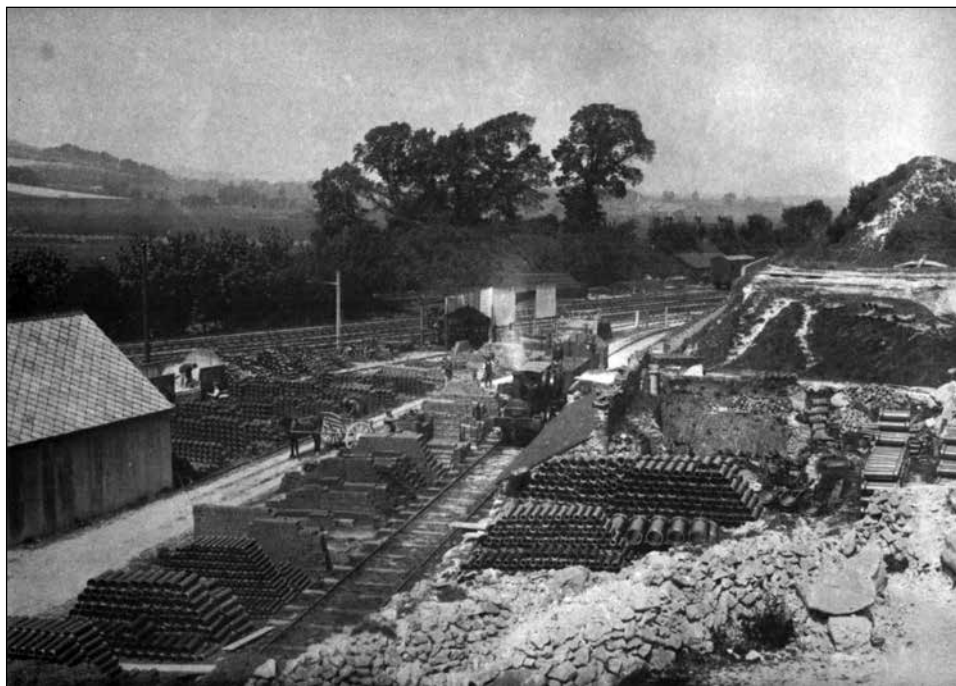
"It was challenging given the nature of the building but all work was completed to a high standard and ahead of deadlines."

"The next stage of the project will be the exhibition and interpretation elements and the improvement of the paths and access routes around the kiln block."

The official opening of the whole project will take place in spring, 2011.

In addition to Heritage Lottery Funding, partnership contributions have been made by West Sussex County Council, Horsham District Council and The Friends of Amberley Museum and Heritage Centre.

The business continued to prosper under the Pepper family's management with seven depots in West Sussex and one in Eastbourne. In 1937 a Government scheme to subsidise farmers using lime as a fertiliser increased sales. When this was stopped in 1964 it was the beginning of the end for Peppers and the company was bankrupt in 1967 and ceased production but still managed to breed 500 guinea fowl on site for the Queen Mary's final voyage to Long Beach California in that year. Between 1967, the year SIAS was formed, and the opening of the Museum there was a national increase of awareness in our industrial heritage. WSCC considered the site would be ideal for a technology museum and that certain buildings on the site should be preserved. To this end the Council purchased the site and a group of enthusiasts formed the Southern Industrial History Centre who leased the site from the Council and opened the Chalk Pits Museum on the 26 May 1979.



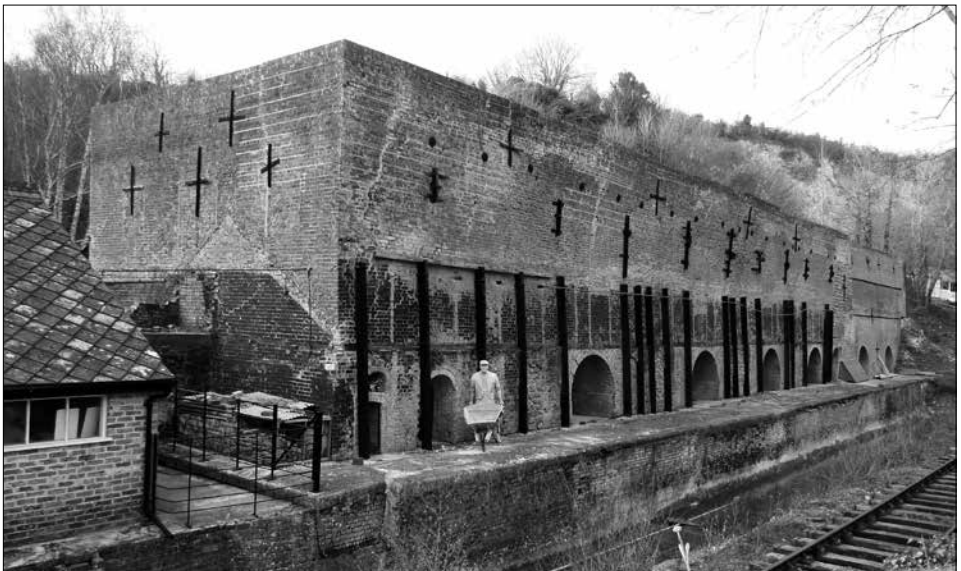
Pepper's goods yard, alongside the main railway line - now site of museum car park

After several name changes it is now celebrating its fortieth anniversary and is a highly recommended destination. The presentation ended with a virtual tour of the Museum showing what had been achieved in 40 years. Lime kilns and the recently restored De Witt Kiln explain the original use of the site. A replica Southdown Garage and booking office house historic buses some of which transport visitors around the site. The site is also traversed by a narrow gauge railway including the vintage locos *Polar Bear* from the Isle of Man and *Peter* from the forests of



Smithy and loco shed in need of TLC.

Cumbria. Road making equipment is displayed in the Worshipful Company of Paviments Museum a tannery building from Horsham. More recent display buildings include the Connected Earth Building illustrating the story of telecommunications and the Milne Collection of electrical power distribution, lighting and domestic electrical appliances in the Electricity Hall. The latest exhibit is a restored early signal box from Billingham station. Various events and historic vehicle rallies are held throughout the year. My only criticism is of an early lost opportunity to provide a town streetscape of shops, offices, a pub and a garage similar to that at Beamish. Thank you Richard, for an excellent presentation.



De Witt Kiln restored and re-interpreted 2013

SIAS Film Nite

John Piper

A typical English winters weather (Near horizontal rain, & temperatures low enough to leave the milk on the doorstep for a week) didn't deter people from arriving at the barn for our secretaries' annual film festival.

Not disappointed there were scenes to match all three categories of Ooooh, Ah!, & Wow! Huge slabs of blazing white Italian marble bearing down on various mountain side apparatus appropriate to the near vertical descent were employed. The Wow factor certainly was created when seemingly effortlessly the wagon bearing the huge stone was transferred from an ancient gravity railway (the electric loco bearing remarkable resemblance to the Hellingly hospital loco, minus pantograph) to the cable railway for the precipitous decent to the valley floor. The mood for all this was set at the beginning with impressive shots of the huge slab of marble gently traversing a ravine suspended from an aerial ropeway. Use your favourite internet search engine to look up Die Laaser Marmorbahan to see for yourself.

Plenty of the other categories were captured with a fair share of steel wheels on steel rails, including local scenes such as the Kemp Town branch, Eastbourne trams, and Hayling Island. As well as the other doppleddangle railway (Schwebbebahn, not Wuppertal). A short, but intriguing glimpse of the construction of the Adur flyover (8mm clockwork camera?) demonstrated how far things have come in terms of image recording as well as construction techniques.

Space precludes any further mentions, be sure to come along to next year's show and see for yourself. There is a suggestion going around of some super cine film of action on the Steyning line!



Adur Flyover - Mill Hill Bridge under construction

Book review - Geoffrey Mead

Sussex Beach Trades: Sea Coal to Trippers

Michael Langley - Middleton Press - 2010 - £18.95

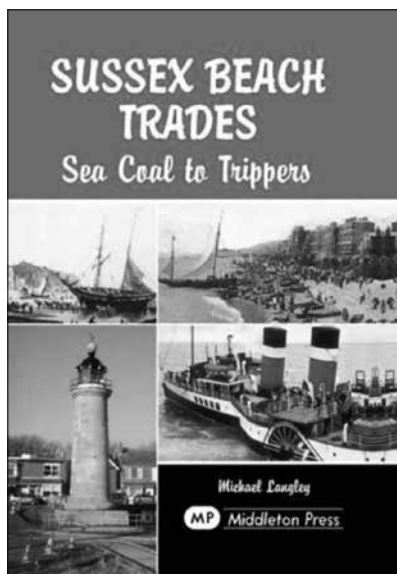
This is not a new publication, but one that I had not seen until Vic Mitchell brought along a copy to his talk at SIAS last November. I bought the book as this is a topic that I have a variety of interests in, both from a geographical and historic viewpoint. As I research and lecture on resort history this seemed an obvious buy, but add to that the industrial archaeology element and it doubles the interest.

The author is a professional seaman and that comes over well in the text with much reference to shipping details. As ever in niche writing there will be a tendency to slip into jargon and so it is with much relief that the first few pages are a list of abbreviations, a glossary and notes on the variations on the term 'tonnage', definitions of knots and tidal terms and a listing of volume measurements such as I have not seen since the days of school Red Exercise books! "One chaldron = 35 bushels = 12 sacks...one bushel = 4 pecks = 8 gallons"

Most of us landlubbers do not come across the 'stowage factors' of chalk, sand or gravel in everyday life and most of us never need to know! However the page of definitions is most useful and defines, amongst other terms, the many and various names for sailing vessels; as I have only a hazy idea of luggers-"two or three masted vessel with four cornered sails used for fishing"- and barquentines -"square rigged on foremast only, fore and aft on others" - these are welcome and are succinctly

defined. The end of the book has some pages of appendices, one showing silhouettes of sailing rigs on the Sussex coast 1800-1900. There is an index, mainly of vessels names and a bibliography, curiously listed in chronological order.

The 10 chapters are arranged in vaguely historical order from 'Medieval harbours through resort development and piers, to the arrival of the railways. There are many black & white images, predominantly of ships, with a number of colour reproductions. The sequence of images runs from east to west interspersed with pages of technical information with some curious juxtaposition. It is this method of layout that I found unsatisfactory; the east



west sequence of images, mainly shipping as might be expected, is of much interest. This is split up by sections on particular topics e.g. medieval harbours, ship and boat construction, arrival of the railways, resort origins. In effect this is two books under one title and seemingly for two readerships, marine historians and general interest of the Sussex coast.

As a geographer I am of course interested in the maps within the text and here I must make some criticism; '*Local map no 1* is of Rye Bay and the coastline from Winchelsea to Camber, an area I know well. The map has no title or date, but is obviously an old 1" OS edition and I guessed from the interwar period; however it is not until Page 159 - in the final line of print in the whole book, that it states- "*the maps are from the 1930s one inch to one mile originals*". But some purport to be 1830s...they are palpably not! And one, a coloured reproduction, is titled 1948. Why not use up to date cartography? This explanation of source and date should be with the map extracts, acknowledging their source. The only information supplied on *Local map 1* is of two numbers, one indicating the possible site of Old Winchelsea [a location open to much scholarly debate] and the other indicating present Winchelsea, which, as the town name is in the largest type on the map, is superfluous.

Local map 2 shows a section of the Hastings coastline with a number 1 indicating St. Leonards pier, but as it is in a section on medieval harbours that is curious; the same pier shown in a rare colour image pops up again in a chapter on ship construction.

Local map 6 is titled *Brighthelmstone to Southwick c 1830* but as it shows Brighton's railway system including the Kemp Town and Dyke branches the date is way out!

Local map 7 notes Portslade electricity works, which are actually in Southwick.

Local map 13 Selsey and Pagham harbour is the only coloured map [although there is a coloured plan of some proposed 1897 Hastings harbour works...again unreferenced]. The Pagham map is dated 1948, however the note added states '*Pagham harbour largely reclaimed and channels abandoned*' but that was in the 1850s! The map shows the area 38 years after the sea inundated it in December 1910.

This was a frustrating book as it is obviously from an experienced seaman with a love of his topic, and contains a plethora of shipping and related images, however the layout is confusing and there seems a lack of direction in the planning of the text. Middleton Press books on railway history have excellent layouts and first rate reproductions of OS maps which are a joy to study, what happened here? Most of the maps were scrappy and poorly copied, some look like poor Xerox copies of another poor Xerox copy! Along with deficient annotation and referencing it is a distraction from a volume of interesting and little recorded factual material. For almost £19.00 I was expecting a more professional volume.

More on Manor Royal, Crawley Factories

John Blackwell

On looking through my article on the Manor Royal factories (SIH 47 2017) there were some companies that were not included for various reasons; which members may find of interest.

British Manufactured Bearings Co Ltd (BMB)

The company was established in 1945 by John Bass with premises in Charlwood and at Victory Works, behind the George Hotel in Crawley High Street, manufacturing high precision balls and bearings. By 1952 they were advertising that they “can now supply steel balls graded to half a millionth of an inch”. Other products included the manufacture of miniature bearings 1mm to 4 mm diameter and larger ones from 4mm to 9mm made from either carbon chrome or stainless steel. The aircraft industry was the main user of the miniature bearings for precision flying instruments. They also made the ‘ball’ for Bic pens.

In 1960 a 25,000 sq ft factory on a 4.2 acre site at Manor Royal was noted as being under construction. By 1963 advertisements give a Fleming Way address and in 1967 they show the BMB Group of Companies comprising British

Manufactured Bearings, John Bass Ltd (manufacturers of clean air equipment) and SBW (Coldheading) Ltd (miniature rivets and pins). The same year BMB supplied miniature bearings and balls for Concorde with John Bass Ltd providing “extra clean air rooms in which the complex electronics for Concorde can only be built”.

In August 1970 the company celebrated 25 years in business but by 1973 all trace of the company had vanished! The reasons for not including BMB in the original article are that I could not trace a photograph of the factory or its site in Fleming Way and secondly SIAS member Ted Henbery worked for BMB, leaving in 1960, and recalls they moved shortly after to Ashby de la Zouche and were then sold to one of the major bearing manufacturers. I can

THE BMB GROUP



The manufacturing interests of the British Manufactured Bearings Group range from the production of miniature precision steel balls and bearings to diamond gramophone stylus. Millions of tiny balls and thousands of bearings leave the modern Crawley Works each day for industries as wide apart as aerospace instrumentation and ball point pens.

John Bass Limited are acknowledged leaders in the field of Clean Air designing and marketing a range of equipment including complete Clean Assembly Rooms and Clean Air Cabinets for industry and hospitals. In fact, wherever completely clean, controlled conditions are essential, SBW (Coldheading) Limited are in full production with a wide range of rivets, pins and studs in all materials.

STAND 76 EARLS COURT

BRITISH MANUFACTURED BEARINGS CO. LTD.

Fleming Way, Manor Royal,
Crawley, Sussex.
Telephone: Crawley 28765 (10 lines)
Telex: 87153

find no evidence of such a move and clearly they traded from Fleming Way for another decade, possibly the miniature bearing business remained in Crawley and the larger bearing operation moved or was sold.

Any further information on this, or what transpired after 1970 and where in Fleming Way the factory was situated would be appreciated.

Bale and Church Ltd

This company was probably the longest occupant of any of the standard factories built to lease or rent at Manor Royal. Arriving in October 1952 they were a very early company to move to Crawley following APV. Moving from St Mary Axe in the City of London they rented a single bay unit at 7 Crompton Way and commenced manufacture of their well known oven cleaning product '*Kleenoff*'.

In the 1950's I can well remember mother opening the black and yellow tin containing a caustic jelly, donning rubber gloves, warning me to stay back, opening the oven door, kneeling down and brushing the jelly all over the oven surfaces. After half an hour or so it then had to be washed off; with no oven light, in those days it was difficult to see whether the application had been effective or not. In 1962 a plastic squeeze bottle was introduced priced at 2s 8d (13p); the old tin was still available at 1s 3d (6p). In the mid fifties a new product Kay Dee Kettle de-scaler had been marketed successfully. The company remained in Crawley until 1990 when the brand '*Kleenoff*' was sold to Jeyes of Thetford.

Langley (London) Ltd

The business opened in Borough High Street, in 1920 initially importing clay roof tiles, and later ceramic wall and floor tiles. During the Second World War, the business diversified into electrical insulation products, particularly for war time radio equipment. This part of the business moved to Crawley in 1954 occupying a site of 30,000 sq ft on the corner of Faraday Road and Kelvin Way which soon doubled in area expanding south along Faraday Road. The entire site has been rebuilt and is now occupied by Porsche dealer Parr.

By 1969 additional premises had been acquired in Napier Way and Gatwick Road, (the units behind where Subway's is now). The main business was stated to be

The image contains two vintage advertisements. The top advertisement is for 'KLEENOFF cleans cookers!'. It features a woman cleaning a stove with a brush. Text includes: 'The hardest baked-on grease can be removed with ease. Just apply Kleenoff, leave awhile and then wash off. It's so simple. The cleaner your oven the better it cooks!', '1/- per Tin', and a 'VOID REFUNDING NOTICE' with a 'GUARANTEE'. The bottom advertisement is for 'Kay-Dee KETTLE DE-SCALER Cleans Kettles'. It features an illustration of a kettle being cleaned. Text includes: 'It's speedy, safe and sure to remove scale with KAY-DEE. Just follow the simple directions and you'll have a "good-as-new" kettle that saves time and money by boiling faster and lasting longer.', 'Be sure it is KAY-DEE you get—then you'll know you have a genuine KLEENOFF product.', '2/- per bottle', and a 'VOID REFUNDING NOTICE' with a 'GUARANTEE'. At the bottom of both ads is the text: 'THE KLEENOFF CO. • CROMPTON WAY • CRAWLEY • SUSSEX'.

the manufacture of electrical insulating materials based on mica, synthetic resins and plastics much of which is exported. Examples shown are Lantex laminated tubes, 'Lantex' glass laminates, micanite vee rings, 'Filamic' sheet and 'Spirex' transformer bobbins.

The above information was gleaned from a booklet for new employees of rules and information, *Working with Langley London Ltd*, published in 1969. In 1984 the company changed its name to Langtec Ltd and in 1989 moved to Accrington in Lancashire where it continues to make electrical and thermal insulation products including fibreglass tubes, 'Phenolic' paper and cotton tubes and carbon fibre tubes, exporting many of these. A company who have stayed with, and developed a product during the course of seventy five years.



The Crawley factory of Langley (London) Ltd

Mystery Photo

Do you know your IA?



Thanks are due to Peter Tyrell for this mystery photo
What is it the remains of. When would it have been built.
Where is it (in the woods won't do!)

What was the rectangular hole for?

The telephone exchange featured in *Newsletter* No.181 was not in Duke Street, that was just the sales offices, but around the corner at 36 Ship Street, 2 doors from the redundant Holy Trinity Church that is now the Fabrica Art Gallery on the corner of Duke Street. It is still possible to see the skylight in the image if one views it on googlemaps. I find it interesting that both the recently featured telephone exchanges made use of skylights for illumination.

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).

Sussex Industrial Archaeology Society

- President : Air Marshal Sir Frederick Sowrey,
Home Farm, Heron's Ghyll, Uckfield
- Chairman : John S. F. Blackwell, E-mail johnblackwell@ntlworld.com
21 Hythe Road, Brighton BN1 6JR (01273 557674)
- General Secretary and Newsletter Editor : Martin B. Snow,
E-mail martin@snowing.co.uk
32 Orchard Avenue, Worthing BN14 7PY
(01903 208975 & 07836 675472)
- Treasurer, Membership Secretary Data Protection Officer and Archivist :
Peter J. Holtham, E-mail pandjholtham@virginmedia.com
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)
- Chief Editor : Dr. Geoffrey Mead, E-mail g.mead@sussex.ac.uk
47 Hartfield Avenue, Brighton BN1 8AD (01273 501590)
- Programme Co-ordinator : M. H. Dawes, E-mail malcolm.dawes@btinternet.com
52 Rugby Road, Brighton BN1 6EB (01273 561867)
- Recording Co-ordinator : R. G. Martin, E-mail martin.ronald@ntlworld.com
42 Falmer Avenue, Saltdean, Brighton BN2 8FG
(01273 271330)
- Committee : B Austen Mrs. Julia Edge A. H. J. Green
C. C. Hawkins P. S. Hicks Miss. J. O'Hara
T. P. A. Ralph R. Vernon

Website : www.sussexias.co.uk

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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*



40 years of Amberley Museum, page 8 - De Witt Kiln block as reconstructed. 2013 *Martin Snow*



40 years of Amberley Museum, page 8 - De Witt Kiln block, 2013 *Martin Snow*

