

Sussex Industrial Archaeology Society Newsletter

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Newsletter 189

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Editorial

Welcome to *Newsletter 189*.

Apologies for the lateness of this *Newsletter*; various things conspired to delay production, lastly my own adverse reaction to my vaccination, leaving me unable to concentrate for even a short time.

Regrettably there are the deaths of two members to report, please see the obituaries. Opposite are the details of an open 'Zoom' meeting, this is accessed via your computer, please do register by email to receive joining instructions.

The AGM report from our Chairman is on page 5, if you wish to see the treasurers or other reports, please request these from myself.

Hopefully we may look forward to resuming our activities later in the year.

I wish you all good health and look forward to meeting up again soon.

Visit our website - www.sussexias.co.uk

Front Cover - Ifield Water Mill - *Martin Snow*

Forthcoming SIAS Events

Because of the current restrictions we are not able to hold our winter lectures at West Blatchington Mill.

However following the success of a recent Committee Meeting we have decided to have an on-line meeting via Zoom.

Saturday 20th March

when Dr Geoffrey Mead will present

The Industrial Archaeology of South East England

**The meeting will be open from 6.45pm
and Geoffrey's talk will commence at 7pm**

‘The landscape of SE England supports now and, in the past, a wide range of industrial activities from the basic primary tasks of digging clay, chalk and stone, felling trees, or catching fish; through a series of manufactures such as iron, glass, cloth and cement and the all-encompassing service industries including transport and leisure, important economic factors in our region. The talk looks at examples across Kent, Surrey and Sussex setting a range of trades and occupations in their historic, geographical, and economic context. Presented with contemporary and historic images, maps, and illustrations’

You will need to register to join this meeting by sending an e-mail to our Membership Secretary Peter Holtham at pandjholtham@virginmedia.com not later than Friday 12th March. During the following week you will receive details and the link to join the meeting. It is hoped that those members who are unable to normally come to West Blatchington will be able to ‘join’ us.

You do not have to download Zoom onto your computer - just click on the link at the appropriate time and it should link you into the meeting. When prompted you should click on “Join meeting with audio”, and if you have a webcam on your computer you can also click “Join meeting with video”. You will then be able to see and hear other members, until the talk starts when all voices except the speaker's will be muted.

Vic Mitchell 1934 – 2021

Norman Langridge

It is with much sadness that we learn of the death of Vic Mitchell. Vic passed away on Monday 18th January following a short stay in hospital and nursing home.

We will probably know Vic best through his love of the Ffestiniog Railway which he, and others, was able to rescue in the early 1950s and which subsequently grew into a main tourist attraction that it is today.

Vic followed his father into the dentistry profession and, like most young men of the time, was required to do his National Service. When asked where he wanted to be posted, Vic said “Wales”, probably the last place of any options the RAF would have expected anyone to actually ask for, but it suited Vic (and the FfR) right down to the ground. Continuing with his dentistry work in the RAF he managed to remain so inconspicuous that on the day of his demobilisation the station adjutant thought he had just arrived, an accolade better than any medal!

Dentistry gave Vic an introduction to working with plastics and leaving dentistry as a profession he moved on to acrylics using premises at one of the stations on the now closed Pulborough to Petersfield line. In 1981 Vic decided to publish an album on his local railway and *Branch Line to Midhurst* went on sale that year. Intended to be only one book, the rest is history. His album output is best described as prolific. He could not stop writing and no doubt there is a long Latin name for it. My association with Vic started with his first album when I was in a position to provide the railway tickets.

Vic has always supported railway projects, anything that ran on steam and was also a keen devotee of trams. Constantly seeking ways of having a ‘Crich (South)’ his numerous moves have always been thwarted. One day perhaps. In the meantime, he had to make do with his own model that ran on his garden railway.

His Middleton Press publishing company has always been a family affair, but had its band of ‘helpers’ each of whom had their own speciality. Vic never did get into computers, it being far easier to lift the telephone and ask someone else to look something up and often I would get ‘phone calls from ‘The Pest of Midhurst’ asking for a particular piece of information, a map or references from the Railway Magazine Index that I had put on a database. I hope that the ‘phone will still ring, albeit that it will no longer be ‘The Pest’ on the other end. I was always ‘Pedantic’ of Littlehampton.’

Vic was a man of many ideas, albeit that some were just not practical which he found most annoying as he was convinced that they were. His book venture has worked out well and we wish his family well as they intend that it should continue. May he rest in peace, although I would not be at all surprised to get a ‘phone call from ‘The Pest’ asking how you stop Pearly Gates from squeaking.

Chairman's Report 2020 and AGM Update

John Blackwell

This year has been a difficult one for all members, I am sure, but hopefully the vaccination programme gives a glimmer of hope for a return to some sort of normality in the months ahead.

We held three excellent winter lectures which were fully reported in the April newsletter. Then came lockdown. However I am pleased to report that the April, July, and October newsletters together with Sussex Industrial History were published. All were well received and amongst several comments was the following '....they brightened up this miserable time with the usual mix of well researched articles and informative snippets'. Thanks must go to the contributors, the printers, and our editors for *SIH* Dr Geoffrey Mead ably assisted by Alan and Diana Durden, *Newsletter* editor Martin Snow and for the Mills Group Justin Brice. Thanks to Julie O'Hara and Steve Winnard who envelope stamp and post our publications out and also to the members who still managed hand deliveries, when regulations allowed.

It has not been possible to hold this year's Annual General Meeting as our usual venue at West Blatchington Windmill has remained closed throughout. Although a virtual (Zoom) committee meeting has been held it is thought that this would not be a suitable means of hosting an AGM primarily because we do not have anywhere near a majority of members e-mail addresses. Please advise the Membership Secretary Peter Holtham of your current as soon as possible. Your present committee have agreed to continue in post until it is possible to hold an AGM which hopefully will be in the not too distant future. Your committee members all do an excellent job, some with more than one task to cover and on your behalf I heartily thank them. However, and this is now becoming an annual plea, the average age of the committee is increasing and if I look a few years ahead we could find ourselves in a serious situation, so may I ask once again if any member feels they could undertake one of the designated roles then please come forward and if practical shadow the present incumbent.

Our Mills Group under the leadership of Phillip Hicks has obviously struggled with the current restrictions but several of our Sussex Mills have still managed to undertake essential maintenance works within the regulations, well done to them. Some other similar organisations have found the setting up and running a Facebook group attracts new, and dare I say, younger members but again no one (or indeed two or three acting as a group) has volunteered to manage and develop this idea. Finally may I thank you all for your continuing support of the Society and I sincerely hope that we can all meet face to face once again in the not too distant future.

The Reason Manufacturing Co Brighton 1887-1914

John Blackwell

Henry Reason (1863-1900) and his father Henry Fletcher Reason (1833-1901) decided to start a toy manufacturing business at their premises at 150 Western Road Brighton in 1887. The first item was a card game called the 'Auction Game' followed by another called 'Parliament' with leading politicians caricatured (no details are known of either game) but both were apparently successful. By 1891 they were making a toy pistol in three small workshops at 112 Gloucester Road and the Reason Manufacturing Co was formed. The pistols were known as 'Mexican Six Shooters', they fired six or more peas on one loading accomplished by using two barrels one above the other. The top one formed a magazine into which the peas were fed and sloped down to a hole leading to the lower delivery barrel. A spring loaded trigger fired the peas. The toy was made of 'malleable iron'. This product was obviously popular being manufactured apparently from 1891 to 1914. Electrical work also started between 1891 and 1895. Henry knew Arthur Wright, Brighton Corporation's Electrical Engineer (he was apparently a neighbour) and who became a major shareholder when the company became limited in 1900. Wright had designed the 'first current measuring meter in consumer's premises' in 1884 and



Reasons 111-112 Gloucester Road

more recently a 'house service fuse box' which Reason Manufacturing made. Henry however patented an improved fuse box which consisted of a pair of fuse boxes side by side so that the lid of one interlocked with the lid of the other and prevented both from being opened at the same time. Previously it had been the practice where two supplies were required to premises to mount the fuse boxes some distance apart to avoid the possibility of electric shock should both boxes be open. Reason's patent allowed the two supply cables to be run together to the fuse boxes. The royalties from this patent was of considerable value to the company.

Arthur Wright was of the opinion that the customer's bill should be made up of a two part tariff, a standing, or capital, charge relating to interest paid on buildings and plant and a operating charge covering running costs, principally coal and wages, rather than a straight flat rate. A customer's energy consumption (the number of kilowatt-hours of electricity recorded by a meter) corresponded to the operating expenses. The measure of peak demand (on another meter) represented the customer's share of the capital invested in generating equipment, that had to be



Reason electricity meter

The
REASON
MANUFACTURING
Co., Ltd.,
BRIGHTON.

Electrical & Mechanical Engineers

MAKERS OF

ELECTROLYTIC AND PREPAYMENT METERS,
DEMAND INDICATORS,
ARC LAMPS,
TIME SWITCHES,
STREET LIGHTING FITTINGS,
FUSE BOXES,
GALVANOMETERS & INSTRUMENTS OF PRECISION.

INVENTIONS
EXPLOITED
&
PERFECTED.

on standby ready to serve him. The charge apportioned to capital (peak demand) was charged at a higher rate than the operating charge. In 1894 the rates in Brighton were respectively 7d and 3d per unit. Residential customers would therefore pay a smaller proportion of the capital costs because they had relatively small peak demands whereas the larger portion would be absorbed by the large consumers of light and power. At the same time, they would benefit from the lower rate, for heavier consumption. The system was perhaps a little too complicated for ordinary use and in addition had the disadvantage of requiring the use of two meters. (I admit I do not fully understand it)

The system necessitated the use of a Maximum (Peak) Demand Indicator (or meter) patented by Wright, not to measure the quantity of electricity consumed, which is done by the ordinary meter, but to show the maximum amount of power taken by the consumer at any one time during the period for which he is to be charged. In very simple terms this apparatus consisted of a U-tube arrangement with a bulb at each end. Mains current heats a metal strip in one bulb which causes the air in that bulb to expand forcing the dilute sulphuric acid in the U-tube to overflow into a narrow index tube connected to the other bulb. No further liquid will flow into this tube unless the current passing through the metal strip surpasses the previous value

i.e. it heats more. Hence the liquid in the index tube gives a record of the maximum power drawn by the consumer in a given period. How the scale was calibrated I have not discovered. By 1896 Reason's were manufacturing two to three hundred of these demand indicators per week.

In 1898 a disused chapel at 116-117 Robert Street was purchased and converted to a woodworking and pattern making department. An extra storey was added and a window on the second floor was replaced by a double door with an outside crane for hoisting materials. Today its exterior fortunately remains in this condition. The occupants of the houses on either side complained of the noise from woodworking machines and the houses were bought out and used for 'quiet pattern making and the manufacture and testing of arc lamps. Reflectors were also produced for use in converting street lamps from gas supply. Carbon filament lamps were carried

upright on the two arms of a Y piece so as to bring their filaments into the focal points of the curve of the reflector. A time clock completed the installation. In 1900 Gloucester Road, was the registered office 'Ironshop', here were made fuse boxes and street light fittings and it was where castings for all departments were machined. Castings I believe were obtained from the Millfield Foundry in



Reason's 116-117 Robert Street

Kemptown, the Proprietor A J Wakelin. Robert Street was for arc lamps, pattern making, and woodworking. 95 Queens Road, the two top floors of Pickfords Depository, housed the Demand Indicator department and the servicing of accumulators for calibration and test purposes (these were carried up stairs, the plates lifted out and straightened by placing between two boards which were then 'banged' with a hammer). Here also was the beginnings of the electrolytic meter department, production of which expanded during the next decade. At 21 Centurion Road was the glass blowing works. The toy manufactory had moved to 1a Upper Bedford Street and the brass foundry was at 16 Orange Row. Plans were in hand to centralise all these works in a new factory on the outskirts of Brighton on the Lewes Road between Coombe Road and Natal Road. Unfortunately in July 1900 Herbert Reason was killed in a riding accident in Australia where he was "making arrangements for the installation of the electric light in Brisbane". He was 37 years old. The move took place in 1901, the same year that Henry's father Henry Fletcher Reason died, with some 200 employees being re located. During the following

Reasons factory
Lewes Road
1900-1973



decade business appeared to prosper with sales of demand indicators and electrolytic meters being recorded to Falkirk and Motherwell in Scotland, Whitby and Bexhill and the London boroughs of Marylebone and Stepney where Arthur Wright was the consulting engineer. 'The Reason' electrolytic meter consisted of a vertically mounted glass structure with a mercury reservoir at the top of the meter. As current was drawn from the supply, electrochemical action transferred the mercury to the bottom of the column. Like all other DC meters, it measured the quantity of electricity consumed in ampere hours. Once the mercury pool was exhausted, the meter became open circuit. Customers would contact their supplier before this occurred and his agent would visit, read, unlock the meter and reset it by inverting the hinged mercury tube. In 1910 Allen West leased part of the Lewes Road Factory to start his company, they were to become a leading designer and manufacturer of electric motor control gear for over half a century. Four years later an extraordinary event occurred, the principal shareholders of Reason Manufacturing invited Allen West to take over their company which he did and the company became a wholly owned subsidiary of Allen West. What caused this dramatic change in the Company's fortunes? It seems probable that with the rapid development in electrical supply equipment the company had failed to move with the times particularly as they had been closely associated with the design and improvements of Arthur Wright. After 1910 he appears to be less active in this field. This subsidiary continued trading posting profits of £3,633 in 1938 and was not dissolved until May 2000, its last annual return to Companies House being made in 1998 gave a registered office in Eastergate Road Brighton.

The genesis of this article is taken from Reminiscences of Reason by Herbert Flaxman Reason (1875- 1951) brother of Henry Reason who had joined the company in 1896 and was a director in 1914 published in the Allen West house magazine Vol II No 5 November 1925. (The Keep BH700080).

The Mystery of the Findon High Street Pump and Well

Dr David Dunkin

Archaeologists are always interested in the position and locational contexts of sites. Right here in Findon we have an unusual survival of a probable early Victorian or even Georgian hand pump and well, contained within a well-preserved cover house (fig.1). Substantial as the structure is it would be easy to miss. The well abuts the north side of Pebble Cottage accessed through a small gate just two steps away from the High Street. The pump house structure, which is Grade II listed, together with the pump and well appear to straddle the former boundary between the Averys complex adjacent to The Avenue/Monarch's Way and Grey Walls to the north (see fig. 2). These two houses are respectively recorded as 18th and early 19th century. The well site is in the ownership of Findon Parish Council.

The hand pump is comprised of what is described as a single throw flywheel connecting to cogs, which when turned, drives a rod down to the water table where a pumping chamber is located. Under pressure the water is then forced from the chamber into a small diameter pipe and the water rises to the surface. So it is purely mechanical. At ground level the delivery pipe is missing but all the existing components are made of iron. The well is likely to be somewhere in the region of 140 feet deep.

The iron frame informs us that the manufacturer is Hayward Tyler and Co, London. It has been difficult to ascertain the exact date of the pump site. However, the well house itself



fig. 1 : The Findon Pump and Well House
D. Dunkin

is recorded as 19th c. but can we be more specific? First of all Hayward Tyler & Co was founded in London in 1815 and has a long history of change and innovation up to the present day. So it has to be 1815 or later. Significantly however, a large works was built in Luton in 1871 and subsequently manufacturing seems to have been transferred there. This suggests that the Findon Well House pumping mechanism predates 1871. Nevertheless it is odd that the well is not shown on the 1st and 2nd edition 6in OS maps of 1875 and 1897 - which they often are. Furthermore, the pump house structure is

in remarkably good condition for a freestanding building of more than 150 years. However, its construction is very similar to a pumphouse building at Buckhurst Park, Withyham, East Sussex. This too, houses a Hayward Tyler and Co. pumping mechanism and is specifically dated to 1876 and was manufactured in Luton. So typologically there is some contemporaneity between the two pumphouse buildings. It is probable therefore that the Findon Well House has been subjected to considerable refurbishment and repair over the years.

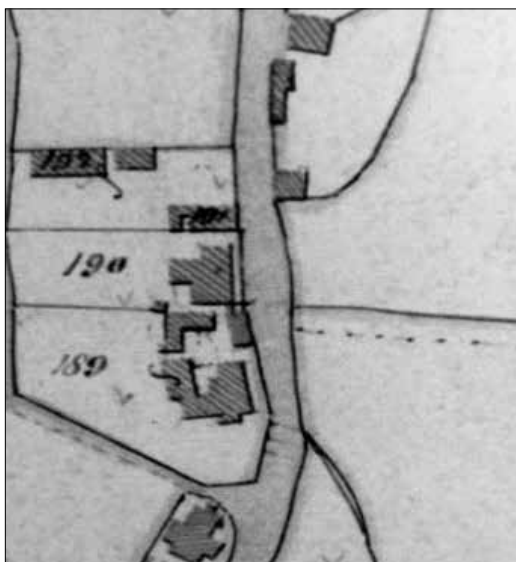


fig. 2 : The Averys Complex: Plot 189.
The Findon Tithe Map of 1839 - *W/SCC*

The 1839 Tithe Map of Findon (fig.

2) potentially provides some contextual information regarding our inquiries into the date and perhaps the rationale for this elaborate well complex. Plot 189 on the Tithe Map shows The Averys, ie the main house. The location of the smaller Pebble Cottage fronts the High Street. The well, which is not shown, is adjacent, as mentioned, to the north side of the latter building. Behind this building is an L-shaped structure. The fact that these 3 buildings are all in the same plot (ie 189) in 1839 suggests that Pebble Cottage and the L-shaped building were ancillary to the main house at this time. It is possible, though not proven by the author that Pebble Cottage was then a coach house, and its configuration today might suggest this. Furthermore, it is possible that the L-shaped building was a stable block. So the position of an elaborate well and water pump producing greater quantities of water would be an important requirement in such circumstances. Additional to this the Tithe Apportionment indicates that in 1839 the Rev. Alfred Lyall curate at St John the Baptist, Findon (from 1829) lived at The Averys. Alfred came from a distinguished Victorian family and was an inveterate author and traveller at home and abroad. His elder brother George was an MP for the City of London and two of Alfred's sons were knighted for services to India. The family also lived at Greypoint House in The Square around this time opposite where the old village pump, no longer extant, was situated. The perambulations of Victorian clergy are well known and the need for horses and stabling would have been paramount for this family.

Findon High Street of course lies along the route of the lowest part of the chalk dry valley. So this line would be where the least depths to the chalk aquifer would occur. Due to the north-south gradient the greater depths would be to the north. Although over 70 wells have been recorded along this line between North End and the Quadrangle to the south the actual number of wells is said to be relatively small. This is because the water table is at some depth and lies approximately between 140-180 feet below ground with some recorded at greater depths. The cost of digging and boring wells and the labour of drawing water would preclude many from attempting to dig a well. Furthermore, in the 1890s two well wardens were appointed for Findon and it was their job to ensure that all wells were being properly maintained. Therefore, only the better off are likely to have had their own wells. Mains water did not come to Findon until 1928 so reliance on communal wells before this date, like the one in The Square or to the rear of The Gun Inn, would have been a vital resource for the local community. However, a few instances have recently come to light in Findon of brick built domestic cisterns/ reservoirs constructed adjacent to some properties. These structures were reliant on run-off and provided domestic water to individual or groups of houses. Some examples of these have been recorded in the High Street and Northview Terrace. They are likely to have been built in the late Victorian or Edwardian periods and were undoubtedly installed because of the depth to the actual water table and obviated the need for a deep well.

Much of the above is of course conjectural. However, if the timelines stated are correct then it is entirely feasible that a very well connected Victorian family with political and colonial associations would have had the need and the means for ensuring they had the availability of a reliable and abundant water source. This would be particularly relevant if a stabling yard as mooted, was located at the premises. Coming from such a family the Rev Alfred Lyall might also have seen it as incumbent on him to provide an essential resource to the parishioners. Its ease of access to the High Street would certainly facilitate this. There are of course a number of other explanations for the siting and elaborate nature of this well complex and therein lies the mystery. Nevertheless, the author would be grateful to hear of other views or knowledge regarding this important part of Findon's heritage.

***Acknowledgements:** I am grateful to Robin Carr of the Findon Parish Council for asking me to investigate the background to The Findon Pump and Well House. Thanks must also go to John Mills, West Sussex County Archaeologist for providing map and heritage information regarding the site. Also thanks to Martin Snow of the Sussex Industrial Archaeology Society for discussions regarding the workings of the pump.*



LONDON NAME PLATE

Quality Manufacturing Since 1810

Zylo Works, Marine View, BRIGHTON, East Sussex BN2 0HH

Martin Snow

I recently received an enquiry from the Regency Society of Brighton concerning an interesting, long established, Brighton company of which I was previously unaware. They are tucked onto a substantial “back street” location close to Queens Park, location I do not recall passing it in my misspent youth living in Brighton.

Perhaps there are members who know more or who would wish to complete further research, I can put them in touch with the company.

I reproduce below the potted history from their website:

The London Name Plate Manufacturing Company Ltd (our full name) has its origins in London where in 1810, five years before Napoleon met his match at Waterloo, Thomas Malby founded Malby & Sons, globe makers and cartographers to the Admiralty. The intricate copper printing masters were engraved by hand, a skill that Malby & Sons made further use of by offering engraved nameplates. By the late 19th century photographic and etching techniques revolutionised this process and proved ideal for manufacturing nameplates in larger quantities. Demand for nameplates grew and in 1909 Henry Malby and his two sons set up LNP as a separate concern, in new premises in East Finchley. LNP soon moved to larger premises in Clerkenwell, incorporated in 1919 and established a small factory in Brighton. The Brighton factory was expanded in the 1930s and all production was transferred there at the onset of “the Blitz”.

Throughout World War II LNP concentrated on making cockpit dials, bomb aiming devices, plotting equipment and navigational instruments, cementing close links with what we now call the aerospace industry.

The 1950s saw the introduction of thin self-adhesive anodised aluminium labels (LNP’s patented “Easy-Cals”) and further expansion of the Zylo Works. Self-adhesive plastic label products (“Plasti-Cals”) were first introduced during the 1960s.

The company is still owned and managed by the Malby family, the 7th and 8th generations to do so since Malby & Sons was founded over 200 years ago. LNP has an unusually long history, an exceptionally experienced staff and unrivalled expertise in the UK in the manufacture of nameplates and labels for industry.

www.LNP.co.uk

Ted Henbery MBE

John Blackwell

Long term SIAS Committee member Ted Henbery died on 13 December, aged 89. I first met Ted in 1975 when he formed a small working party of volunteers to remove, with the help of the demolition contractors, machinery from Hammonds watermill in Burgess Hill (TQ 300 176). The previous year the compulsory purchase of land for house building by Crawley Borough Council included the derelict Ifield watermill and mill pond which had ceased work in 1925. Ted recalled how his son came home one evening in 1974 saying he and a friend had discovered during their dinner break an old mill in a little known country lane. Being a SIAS member Ted investigated and although the mill was in very poor condition and devoid of internal machinery Ted saw potential and with local archaeologist John Gibson Hill set up what became the Ifield Mill Project to restore the building and rebuild the waterwheel. Agreement was reached with the Council (such things were easier in those days) aided by a donation from the previous land owner of £10,000.

It is the restoration of Ifield Mill, which most certainly would have been demolished without Ted's intervention, that will be a lasting memorial to Ted who spent over 40 years leading a small team composed entirely of volunteers, many who became SIAS members, to restore the mill to the splendid condition it is today. Work was hectic, every weekend over those first few years. Each of the four walls was restored in sequence, the ground floor brickwork being repaired then the rotten upright and horizontal structural beams were replaced or repaired and finally (an example of Ted's thoroughness) a layer of felt was attached beneath the new weatherboarding. The roof was also repaired and re-slatted and new flooring and stairs fitted. Work on the wheel, the largest in Sussex being 11.5 feet in diameter and 10 feet wide, was underway with the penstock from Hammonds Mill being installed above the wheel bay



Ifield mill 1974

in 1976. The pond was dredged by the Council in 1977 and a new sluice gate built and installed, which allowed water to run over the wheel by 1979, and the wheel itself was gradually rebuilt becoming operational in 1982.

Over the following decades the mill was equipped with the other machinery rescued from Hammonds, namely the pit wheel, vertical driveshaft, and wallower. A new spur wheel designed by Ted, 9 feet in diameter, was constructed (the one from Hammonds being too small) and the drive up to a pair of millstones completed so that a partially working mill could be shown to visitors and school parties, demonstrating how corn was ground. The mill became the embryonic Crawley Museum and amassed a large collection of documents and artefacts relating to its history and use as well as its restoration; the contribution of the late Mrs Pat Bracher being instrumental in this task. Ted's leadership and dedication was recognised in the 2001 New Years Honours List with the award of the MBE for "26 years of service to the Ifield Watermill"

By 2004 the original repairs to the wheel were life expired and Heritage Lottery funding was applied for and a professional rebuilding of the wheel being completed in 2008. Ted had overseen all of the above works as leader, draughtsman, planner and driving force before 'retiring' in 2018. Many members will recall visits to the mill and also guided tours with Ted around the Manor Royal Estate where he had worked as an engineer in different factories for many years. He had moved to the area in the mid 1950s after completing his apprenticeship with Hawker Aircraft and following a period of National Service with the RAF. Sadly most of the 1950s built factories are long gone, replaced with modern units servicing the needs of Gatwick Airport.

Details of Teds working life in Crawley can be found in SIH 47 p 21/2



Ted is standing on the left with John Gibson Hill in the centre is actually c.1976

A Long Way From Home

Barrie Hutson

Some years ago now - in the winter of 1985/6 as I recall - I had to visit Barnard Castle on book trade business actually - and positively not in any respect, should you ask - to check my eyesight! As I had some time on my hands however I wandered that fascinating County Durham town on what was a memorably icy, snowbound day (there were spectacular icicles down at the Tees bridge) and eventually found myself in the grounds of the eponymous castle, where a small surprise awaited me.

The paths in the castle grounds were steep and tricky in the snow and ice, but as I grabbed at a lamp post to steady myself I thought it looked a rather familiar design. Could it possibly be.....? Yes indeed! As I kicked away the drifted snow from its base there was the familiar lettering: it was a John Every product from Lewes in Sussex, similar to many in the streets near to my boyhood home! And looking around me there were several others.

Now, I am quite sure that during the long existence of the John Every/Phoenix Ironworks, even with no particularly detailed knowledge, I had assumed its products would have found their way far and wide. But I have ever since considered it somewhat bizarre that a town so adjacently situated to the heavy industrial heartlands of the north-east should have sourced at least some of its cast iron street furniture from somewhere far away down south.

But that little memory of my first visit to Barney, as I believe it is affectionately known to locals, is now inevitably bracketed with the much more recent 'D Cummings episode,' as the two oddest things I will always associate with the town.

Reprinted from the Sussex Transport Interest Group Newsletter by kind permission of the editor.

Is the lamp post still there! Ed



Locations of the Old Bridges, from postcards

From Newsletter 188

To reply the top two images were taken from either side of the Adur bridge between Upper Beeding and Bramber. This was once a steep 'hump back' that did not take much speed to take off when crossing! Difficult to imagine that HGVs were routed over this and through Steyning High Street to avoid the Old Toll Bridge, at Shoreham, thankfully no excessive 40 ton limit on vehicles then.

The other is the Bridge over the railway at Bramber Station. this is now the site of the roundabout on the Steyning by-pass. An additional 'Tank Bridge' was erected, to the right, before WWII, due to concerns with the strength of the original, The one seen went back into use once the railway was closed.

Book Reviews by Alan Green
Southern Electrics in Colour 1955-1972
Southern Electric Scrapbook Vol 1
by David Brown & Kevin Derrick

Strathwood 2020, hardback, £22.95 and £34.95 respectively

David Brown will be familiar to SIAS members both for the talk he gave us on Railway Day back in January 2013 on *Classic Southern Electrics*, and for his seminal two-volume work *Southern Electric* published by Capital Transport.

His latest venture is two picture books on the Southern Electric theme, compiled jointly with Kevin Derrick and published by Strathwood. Both books are in an exaggerated landscape format which, whilst not fitting comfortably on the bookshelf, does allow for the largest display of the photographs, most of which have not been seen before.

The colour volume I found the most evocative, beginning with its cover depicting a 5BEL drifting through Preston Park on the down *Belle* on a sunny winter's day in 1965, just before it acquired the yellow warning panel which was to eclipse the proud Pullman crest. In its 96 pages the book covers most types of electric stock and locomotives in use during the 1955-72 period on all three divisions of the Southern, and most are depicted in glorious Southern Green. The book includes the Bournemouth Electrification of 1967 which featured, of course, the overall blue livery, but even that is nostalgic compared with today's 'go faster' colours. Each picture is accompanied by an informative caption, and David's grasp of the detail differences between the various batches of units is amazing. Also amazing is that so many colour photographs have been able to be amassed since, as David points out, during this period not many would lavish expensive colour film on 'boring' electrics when steam was still about.

The Scrapbook volume is entirely in black and white and has 176 pages of informatively-captioned photographs, again covering most types of stock and locomotives on all three divisions in the same era as the colour volume. It features photographs of many of those shadowy departmental units that spent most of their time hiding in depots, and also covers the introduction of new stock and locomotives. In this last connection there are some interesting workshop and depot views to complement the usual depictions of trains in revenue-earning service. The fact that I remember much of this 'new' electric being introduced, and that it has long since been withdrawn makes me feel 'well old' in the words of today's yooof!

Both these books are highly commended for a nostalgic night by the fireside, recalling in these trying times an age when *Tier 4* meant nothing more than the top deck of an over-pretentious wedding cake.

Mystery Photo

Ron Martin

On first viewing the Mystery Photo in *Newsletter* No.187 my immediate reaction was that it was a domestic property in Neo-Georgian style built to impress, possibly with the front elevation covered in black glazed mathematical tiles. I doubted this but a subsequent visit to the site confirmed that these were black glazed bricks laid in header band, probably sourced from Ibstock brickworks at Chailey.

This building is located at map reference TQ 420 210 , at the east side of Church Road. Newick, and is an isolated property three bays wide and three storeys high with a low pitched slate covered roof. It is named Burnt House, probably reflecting the colour of the wall to the front elevation which is of black glazed brick laid in header bond This is a feature to be found in various places along the coast, like Worthing, Lewes and Hastings. The end and rear elevations are all laid with fair faced brickwork and painted white. The front elevation is divided with two horizontal projecting light rendered band courses each three courses high, which is a feature sometimes used to indicate the location of floors. The windows generally to the front elevation are oversized wooden double hung sashes divided into small panes. Over each is a rendered flat arch with skewbacks and a projecting keystone. The central feature at second floor level is a blind window with a recessed rendered panel of similar size and arch to the adjacent windows. The central entrance door is wooden and six panelled with raised and fielded panels. There are plain rendered pilasters each side and a modest lead covered portico, probably modern. The quoins at each end of the front elevation have alternate white three-quarter bricks and stretchers bonded to the black glazed bricks of the front elevation in a chequer-board pattern. This is a very rare feature.

The current owner, Wendy Cooper has researched the following information from The Keep, East Sussex Record Office. The house was built in 1791 by a local builder, Thomas Fuller for his own occupation. Before the work was completed he ran short of money and the work was finished and financed by one of his debtors. who subsequently leased the property back to Fuller.

The contrast between the front elevation and the rear ones is marked. With the front in a flamboyant architectural style and the rear elevations which are plain brickwork, white painted. The conclusion one draws from this is that Fuller built this house in order to demonstrate to potential clients that he was capable of building a superior structure.

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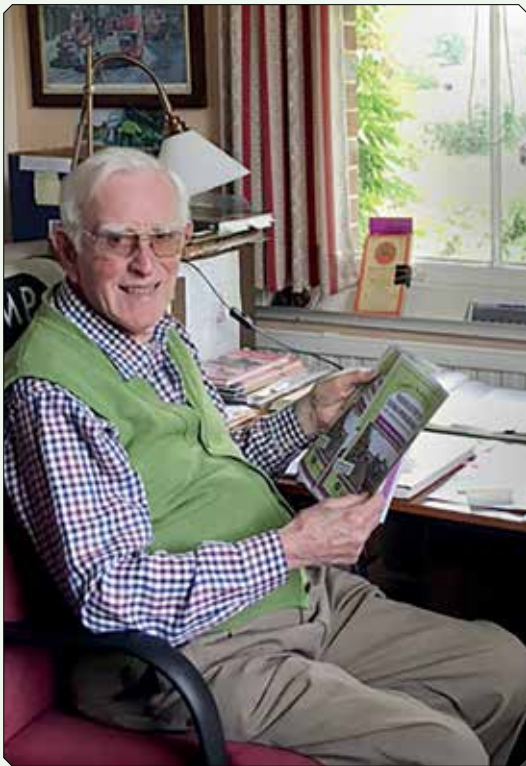
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Subscribing to the Sussex Industrial Archaeology Society gives automatic membership to the Sussex Mills Group

The Sussex Mills Group also produces a *Newsletter* that is sent to members with this *Newsletter*



MP Middleton Press

Vic Mitchell

It is with great sadness that we notify you that Vic passed away peacefully on Monday 18th January 2021.

We were grateful that he had to endure only a short illness and that he was able to be brought back to Middleton Lodge, his home for over 60 years, where his family were able to care for him during his final days.

Due to the present restrictions there will be a small family funeral followed by a Thanksgiving Service to be held later in the year, where we hope as many of you as possible will fill the Church to raise the roof in his honour. This, we hope, will be followed by a gathering where we can acknowledge and celebrate Vic's many great achievements during his lifetime. We will notify you as soon as we have a date for this.

We would like to express our thanks to so many of you for your cards and kind words, it means so much at this difficult time.

Deborah (Vic's daughter) and Ray Esher

