



Sussex Industrial Archaeology Society Newsletter

Number 149

January 2011



Southease Swing Bridge - Reopening.
Ian Nunn of the Environment Agency cutting the ribbon.
The steel gates, with their railway-like targets, have been restored.
(Alan Green)

Newsletter 149

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Editorial

Welcome to *Newsletter* 149. Thanks are due to M.J. Leppard who responded to my plea for copies of the Circulars issued by the Society in 1973. They are now available on our website - www.sussexias.co.uk

Thanks are also due to the members who responded to the mystery photo, it was the ventilator of the Kemp Town Tunnel at the junction of Pankhurst Avenue and Down Terrace, Brighton. It makes me think there must be many such relics of our industrial past that we pass by (or over) daily, some we may personally aware of, others often blissfully unaware. Some years ago John Blackwell gave a talk on 'Street Furniture' - coal hole covers, water stop cocks etc... the point made was that we all walk over these without a care, we only look ahead, never down (or up), unless you are avoiding walking on the lines in the pavement, a pastime from our childhoods maybe, but one that is becoming difficult to pursue with the wholesale vandalism of ripping up of perfectly servicable paving slabs only to be replaced by ugly tarmac that will be dug up all too soon by a utility and patched in a haphazard way - progress? How many Avenues need renaming following the loss of their trees, this can not be solely the long term effects of 'Nynex the tree killers' - this week called Virgin cable - and their ugly badly placed junction boxes. No doubt the second most popular(?) excuse after health and safety for local government - 'budget restraints' will be blamed for failure to replace those trees.

Forthcoming SIAS Events

Malcolm Dawes

Saturday 29th January, 7.30pm. *Sussex Railway Stations in the 1960s - images from the John Hoare collection.* John was the author of the ground breaking publication *Sussex Railway Architecture*. Presented by SIAS Chairman John Blackwell. To be held at West Blatchington Mill Barn, Holmes Avenue, Hove. (Note: At 2.00pm approx, at the same venue there is a Brighton Circle talk.

The subject was unannounced as we went to press, but is likely to continue the theme of photographs of the LB&SCR. SIAS members are welcome to attend).

Saturday 12th February, 7.30pm. *Sussex Industrial Films.*

Alan Redman, archivist at West Sussex Records Office will be showing films from the South East Film and Video Archive illustrating industrial activity in Sussex during the 20th Century. West Blatchington Mill Barn, Holmes Avenue, Hove.

Friday 11th March, 7.30pm. *AGM Sussex Mills Group.*

See Mills Group Newsletter

Saturday 12th March, 7.30pm. *The Art of the Georgian Engineers.*

During the eighteenth and early nineteenth centuries Britain led the world in the various field of engineering, including the founding of the first professional institution in the world – The Institution of Civil Engineers. Alan Green's talk will explore the creative work of some of these pioneers and the impact they made on society. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 9th April. *Sussex Mills Tour.* See Mills Group Newsletter.

Saturday 16th April. *South East Regional Industrial Archaeology Conference (SERIAC) at Sussex University, Falmer, Brighton.*

Programme and booking form enclosed.

Editorial cont.

Please send me your IA oddities, don't assume everyone else knows about them, many (all?) of us may not. A short note with or without a picture will do.

Avery's Pheonix Ironworks in Lewes produced many cast iron items of street furniture, efforts are being made to locate and document surviving examples, a gallery of these is planned for to the website, see John Blackwells' report of the topic later in this *Newsletter*, in the meantime please keep an eye out for examples and report them, with or without an image to me.

Please don't forget to send in your contributions, long or short, for the expanded 150th *Newsletter*. No need to wait for the deadline, the sooner I receive it the better.

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 e-mail to malcolm.dawes@btinternet.com

Thursday 20th January, 2.30pm. *The British Engineerium.*

Mike Holland, the driving force behind the redevelopment, will talk about current progress and plans for the future. Hove Civic Society event. Courtlands Hotel, The Drive, Hove. £3 non-members.

www.hovecivicsociety.org

Monday 24th January, 7.30pm. *William Stroudley.*

Railway correspondence and travel society talk by Lawrie Marshall. Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton.

www.rcts.org.uk

Wednesday 26th January, 7.30pm. *Restoration of vintage carriages at the Bluebell.*

Volk's Electric Railway Association illustrated talk by Richard Salmon. £2 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove.

www.volkselectricrailway.co.uk

Wednesday 2nd February, 7.00pm. *A new history of the West Pier, Brighton.*

Regency Society talk by Fred Gray. £5 non-members.

The Old Market, Upper Market Street, Hove.

www.regencysociety.org

Wednesday 9th February, 7.30pm. *The Year of the Galleys – working life of the English Coast 700 years ago.*

Chichester Local History Society talk by Dr Ian Friel. £2. New Park Centre, New Park Road, Chichester.

01243 784915

Saturday 12th February, 5.30pm. *80 years of the family run Empress Coaches.*

Old Hastings Preservation Society talk by Stephen Dine.

Hastings History House, 21 Courthouse St, Hastings Old Town. 01424 427718

http://ohps.org.uk/hastings_history_house.php

Monday 14th February. *Steam train excursion from London to Brighton.*

Photographic opportunities in Sussex. www.steamdreams.co.uk

Friday 25th February, 7.00pm. *A Tale of two cities – Chichester and Bath.*

Chichester District Museum talk by Alan Green. Ravenna Suite,

Westgate Leisure Centre, Via Ravenna, Chichester (near Waitrose).

01243 784683

Saturday 26th February, 2.30pm. *Newhaven – 1800 to the present day.*
Brighton and Hove Archaeological Society Local History talk by Carol White.
United Reformed Church Hall, 102 Blatchington Rd, Hove.
www.brightonarch.org.uk

12th - 13th March. *Branch Line weekend.*

Bluebell Railway. 01825 720800

Monday 14th March, 7.30 pm. *Update on the Brighton Atlantic Project.*

Southern Electric Group, Sussex Branch talk by David Jones.

£2. Deall Room, Southwick Community Centre, Southwick Street, Southwick.

(Short walk from Southwick Railway Station).

www.southernelectric.org.uk/members/sussex

Wednesday 26th March, 7.30pm. *Brighton's Trolleybus System.*

Volk's Electric Railway Association illustrated talk by Andrew Henbest.

£2 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised.

www.volkselectricrailway.co.uk

Sunday 10th April. *Vintage Car Show.*

Amberley Museum. 01798 831370

Monday 11th April, 7.30 pm. *More photographs taken by J.J. Smith of*

Eastbourne. Southern Electric Group, Sussex Branch illustrated talk

by Tony Hillman. £2. Deall Room, Southwick Community Centre, Southwick

Street, Southwick. (Short walk from Southwick Railway Station).

www.southernelectric.org.uk/members/sussex

Saturday 16th April. *Toy and Rail Collectors Fair.*

Bluebell Railway. 01825 720800

Sunday 17th April. *Post Office Vehicles Rally and Veteran Cycles Day.*

Industrial trains running. Amberley Museum. 01798 831370

Advance notices of IA conferences

Saturday 28th May. *Operation Sussex Study Day.*

Sussex military defences from the Middle Ages to the Cold War.

Organised by Sussex Military History Society.

www.sussexmilitary.org.uk

26th August – 1st September. The Association for Industrial Archaeology
Conference which is to be held this year in Cork, Ireland.

www.industrial-archaeology.org

Do please check details before travelling.

*The details of these meetings and events organised by other groups
are only included as a guide and as a service to members:
inclusion here is not intended to be seen as an endorsement.*

IA and me

Molly Beswick

I was catapulted into IA or, in my case, industrial history, at the end of 1971, when I married and came to live in East Sussex. My husband, Wilfrid, having taken early retirement, had excavated a Romano-British ironworking site in a field adjoining our house. He was involved in the restoration of the watermill at Batemans and had been present at the last firing of the kiln at Ashburnham brickworks (recorded in the first number of *SIH*). Shortly afterwards, he took on the chairmanship of SIAS.

John Haselfoot, then the secretary and also involved at Batemans, often came for lunch after a morning's work at the mill and it was on one of these occasions that I casually asked: 'How old *is* the mill?' The answer was that no-one knew. The initials 'JS' with the date '1795' were carved on one of the wooden uprights in the mill but nobody knew what this signified, so I undertook to do some research. It was a steep learning curve, as I had no previous experience but, with help, I set to work and the results were published in *SIH* 7.

There it might have rested but for my getting the chance to inspect the deeds of our house. This had been built in the 1850s by a family of brickmakers called Cornford, who owned the land and had operated the brickyard in the adjoining field for several generations. I wrote a note about this for the *Newsletter* and the response from members led to the setting up of the Brick Study Group and the eventual publication of *Brickmaking in Sussex*.

There were, however, diversions on the way. In 1978, a visit to the forge at Rodmell resulted in the loan of two late 19th-century wheelwright's ledgers, which led to the article 'From Ox-cart to Steam Engine' in *SIH* 9. The focus then moved back to bricks. 'Brick- and Tilemaking on the Dicker' appeared in *SIH* 13 and in 1987, it was the turn of 'Bricks for the Martello Towers' (*SIH* 17 & 19). This followed from an inquiry sent to the Society from Brian Pegden, who supplied me with a lot of information about the building of the towers and we met up on one occasion to inspect the surviving (subterranean) part of the tower on St Antony's Hill (TQ 628 016).

In 1993, *Brickmaking in Sussex* finally saw the light of day. By 2001 the first edition of 1,000 copies had sold out and a reprint was contemplated but, given the quantity of new information which had been sent to me following its publication, I decided that the gazetteer section should be augmented and the index enlarged to include brickmakers' names (this mainly as a result of the interest shown by family historians!). At the end of 2009, the last of the 500 copies of the second edition were sold, so that seemed a suitable point for me to sign off!

The second edition has now been reprinted and copies are available from the General Secretary.

Do Not Miss SERIAC 2010

Your society is hosting the annual conference of South Eastern Industrial Archaeology at Sussex University in April 2010.

There will be a variety of speakers covering the regions IA.

See the flyer enclosed with this newsletter for full details and book your place a.s.a.p.

Additional copies of the booking form may be downloaded and printed from our website: - www.sussexias.co.uk



New IA Book for 2011

Southwater Local History Group is planning to publish an illustrated history of brickmaking in Southwater entitled "*Winning the Clay*".

The book is in A4 format and will comprise over two hundred pages charting the story of how, from small beginnings, brickmaking came to play such a central role in the life of the village and why the "Southwater" engineering brick became famous world-wide.

The book brings together, for the first time, a wide range of archived documents, newspaper articles and maps, in addition to a wealth of photographs and the personal recollections of former employees.

Publication is planned for Spring 2011 and advance orders are being taken at info@southwaterhistory.co.uk.

The price has yet to be finalised but expect it to be around £15

Photograph courtesy of John Eames

‘A History of Rye Bay’ lecture by Ron Martin

Report by Alan Stevens

At West Blatchington Windmill on 30th October, Ron explained that he was talking about Romney Marsh, from Pett to Hythe and inland to Appledore. The marsh originated in longshore drift causing shingle to form a wide continuous barrier beach from Selsey to Hythe about 8,000 years ago. The resulting lagoon gradually silted, forming wetlands. Coastal defence against salt water, and against marine silt blocking harbours, have engaged engineers in an ongoing struggle.

The greatest disaster was the huge breach in the barrier beach in the 13th century, requiring urgent and still impressive engineering works on inland seawalls, and on the Rhee, the first canal diverting the East Rother from Appledore to New Romney. The seawalls worked: the Rhee soon silted up, as it was tidal. Old Winchelsea on the barrier beach was completely washed away. Both Romneys and Appledore became silted up; but a workable harbour was still required. New Winchelsea was created, hence its magnificent church of which only part survives, along with dozens of abandoned vaulted cellars. The efforts then concentrated on Rye after the harbour silted up.

Lack of finance, and war, delayed the attempt to divert the river down a direct canal to a harbour, for nearly two centuries. At last Smeaton’s Harbour opened at Winchelsea Beach, only to be blocked by shingle after six months.

Military engineering was also futile. Henry VIII’s fort at Camber became so far behind accumulating shingle that its guns could no longer shoot as far as the sea. Would the Royal Military Canal have deterred Napoleon’s engineers?

So Ron turned to more recent vignettes. As Dungeness shifts, five successive lighthouses were built. Martello Towers, lifeboat stations, and tarworks appeared. The flat landscape allowed many railways and tramways to be built, from the main Hastings - Ashford line, with its Dungeness branch for the Thames pilots, to the lines serving industry at Rye Harbour, and to the pleasure trip, the RH&DR.

Finally, the wind farm feebly replacing two nuclear power stations.

Remains of concrete blocks cast for the Dover Harbour breakwaters. As observed by members on Ron’s recent visit to Rye Harbour.

(Malcolm Dawes)



Southeast Swing Bridge Reopens

Alan H. J. Green

Readers will recall that back in February 2009 the Society was contacted by Neville Harrison of the South Downs Joint Committee to seek assistance with saving Southeast Swing Bridge over the River Ouse. This structure, dating from 1880, had a two-tonne weight restriction and the Environment Agency (EA) decided that, rather than strengthen it, they would replace it with a new single-span structure in RHS, a scheme for which they were about to make a planning application. Ron Martin and I visited the site on 12th February that year to inspect and record the structure, and our report was used in a submission to English Heritage to have the structure listed. It seemed fairly obvious from our inspection that the superstructure was neither in an advanced form of decay nor life-expired as had been alleged, and was thus capable of being refurbished. (See *Newsletter* 142).

Fortunately the application to English Heritage received a sympathetic hearing and Southeast Swing Bridge was listed Grade II, forcing the EA down the road of refurbishment rather than reconstruction. The superstructures were craned out on 8th June 2010 to enable them to be refurbished and the huge (fractured) spur wheel of the pivoting mechanism was taken away to be used as a pattern for a replacement. A temporary structure was installed alongside to maintain the river crossing during the works. (See *Newsletter* 147 for photographs).

The rebuilding of the abutments has been completed, the refurbished superstructures have been reinstated and the bridge is in use once again. The swing span has not been restored to working order and so remains fixed, however provision has been made for a full restoration (the new spur wheel was part of that provision) at some future date should funding, and the will to do so, ever be available. Although the need to open the bridge for navigation has long since passed, the bridge could be operated as an attraction on high days and holidays such as Heritage Open Days. The bridge was officially reopened on Friday 26th November and Ron Martin and I were invited to attend. On that very cold, but bright, day the bridge looked resplendent in its fresh pale-green paint with its appearance improved by the replacement of the untidy chainlink screens with new ones made of weldmesh.

The opening ceremony had been arranged by the EA whose project team members formed the bulk of the assembled company. After the cutting of a ribbon by their Ian Nunn, and the passing over of the 'first'* tractor, they all made speeches, none of which - strangely - mentioned the fact that action by SIAS and the South Downs Joint Committee had caused them to abandon their preferred scheme; indeed they made it sound as though replacing the bridge had never crossed their minds!

Fortunately, when the EA project team had finished Neville Harrison said a few words in which the Society did get thanked for its instrumental part in ensuring that this splendid structure was saved. The National Park Authority is considering erecting an interpretation board for the benefit of those crossing on foot – principally walkers of the South Downs Way.

With North Stoke Suspension Bridge also having been saved by our intervention, SIAS seems to be becoming a recognised campaigning body for conservation of historic structures.

* The bridge had, in fact, already been in use for a few weeks beforehand.

Garages - a request for information

Our Chief Editor recently received this enquiry, can anyone assist (via the Newsletter Editor)
Dear Dr Austen,

I have recently returned to Sussex after 40 years (!) ‘up country’.

Although not a native to Sussex (born Croydon) I lived for two years in Bishopstone (1966/67). Despite all this I developed and have retained an interest in, and affection for, the Seaford area. My ‘trawl’ through local history books has thus far failed to elicit much by way of information with regard to commercial garage premises. I was employed at French’s Garage and The Buckle Service Station during that period and although I moved out of the motor industry for a career elsewhere, I have remained a ‘petrol-head’ to this day! In addition I came to know Stanley Tubb who was then in his 70s, had worked at the Sea Defence Yard next to The Buckle, and was one of the Tubb family from Tidemills mentioned in local history books. Indeed I well recall his stories about the village at a time well before local interest had raised the profile to today’s levels.

My research is connected to my family history, (though that may be somewhat disingenuous when only my father and I ever lived in Seaford), and I seek advice as to whether any sources that you may be aware of hold any photographs or other details with regard to the Buckle Service Station, and indeed the Buckle Cafe. I have some photographs of my own but would like to find out more about the premises before I worked there and prior to its’ closure. As I recall the garage and cafe site were owned by Mrs. Edna Wells and run by her ‘partner’ (in both senses of the word) Derek Inman. Both were originally from Croydon and I am given to understand that the site passed to a relative of Mrs. Wells, who may occupy the large house on the same site. Derek was last heard of driving a taxi in Seaford!

I have always felt that histories of premises of that type are largely ignored and would dearly love to put matters right as regards The Buckle Service Station and Buckle Cafe; indeed if my research proved sufficiently worthwhile I would consider a similar approach to French’s Garage.

I am, however, but a very amateur historian and would grateful accept any advice or suggestions that you or your members may have in my quest.

Thank you, Roy Warren

Ghost Trains and Stations

Malcolm Dawes

Radio 4 broadcast a fascinating programme in October on the empty trains that are run once a week to deserted stations just to avoid the unwelcome publicity and expense that British Rail would incur if it went through the legal procedures of closing a railway line. These services are called parliamentary trains or according to the programme 'ghost trains'.

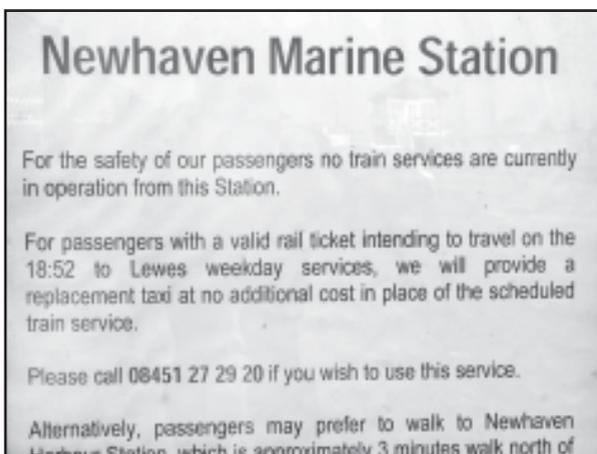
An interesting example is a train replacement ghost bus that runs from Ealing Broadway to Wandsworth Road every Tuesday. This service is a replacement service for the Manchester to Brighton train that was withdrawn some years ago. Once the train stopped running, some small lengths of line in London were no longer used for passenger trains so there is now a 'ghost bus' running once a week to replace the missing trains.

Sussex also has a ghost station, Newhaven Marine. There is a poster at the station stating that as there is no rail service from the station (supposedly the roof is unsafe? - Ed.), however passengers can use a taxi at the railway company's expense. The programme presenter phoned the number on the poster and was told that he could take a taxi and he would be reimbursed. And he actually got a Newhaven taxi to come to Newhaven Marine (the local taxi driver had to be told how to get there) and travelled the 200 yards to Newhaven Harbour— cost £2.60.

Another interesting snippet that cropped up in the programme was that a local railway enthusiast said that a 'ghost train' ran every evening from Lewes to Newhaven Marine at 19.50 and presumably comes back – or perhaps it doesn't? The timetable shows no such train exists. Perhaps a brave SIAS member will have a go on a dark winter's night.

(The recent 'unseasonal' weather has seen news of the running of officially named 'ghost trains' to keep the Southern network open overnight.

At least in Sussex we don't have the unsightly overhead wiring that apparently collapses at the slightest hint of a chill! - Ed.)

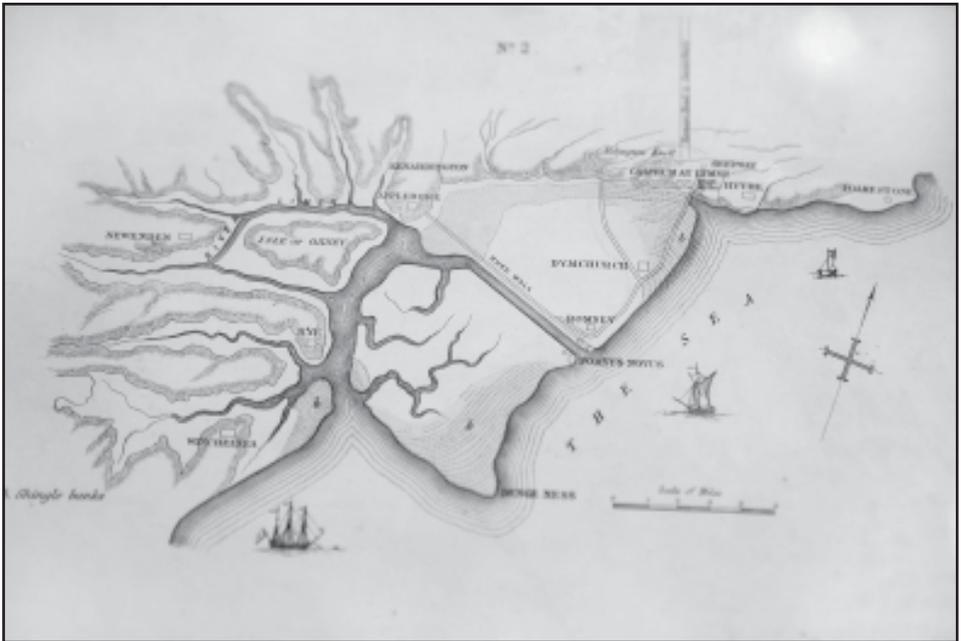


The sign at Newhaven Marine (*Malcolm Dawes*)

The Ossuary and the Map

John Blackwell

Ron Martin's excellent talk on the 'History of Rye Bay', the subject of the first of this season's winter lectures, reminded me of a wet afternoon in Hythe and a visit to St Leonards church to view the Bonehouse. Just inside was a framed copy of an old map, see illustration, it bore no description, date, or attribution and the information from the guide was that it was "probably Victorian". I am no geographer but my best guess is that it depicts the area in the thirteenth century as the Rhee Channel was redundant by 1400 and (New) Winchelsea is shown. I know the Society has eminent geographers as members who I am sure can elucidate the features shown on the map. (responses via the editor).



(Sue Kwaitkowska)

The Bonehouse, or ossuary, is one of only two in the UK (the other being at Rothwell in Northants) and is well worth a visit. There are some 2,000 skulls and 8,000 long, mainly thigh, bones displayed on shelves and in a long, rather nicely designed pile. Who were these people, why are they here instead of being buried and when were they placed here? Various theories have been advanced, such as Saxon soldiers from a great battle, victims of the Black Death (although they were usually disposed in quicklime) but the current general consensus, according to the guide, is that they were originally buried in the churchyard. The remains represent about 4,000 people,

men women and children and with 20 or 30 burials a year in medieval times it would have taken perhaps 200 years to accumulate this number of bones. They were then dug up in the thirteenth century when the church was extended with a prestigious new chancel. Not all the burials would have been in the new chancel area so some may have been brought from other churchyards in Hythe as they fell out of use. As the clergy wished to process around the church on certain holy days with a relic of St Leonard, which could not leave consecrated ground, they raised the level of the chancel and made a corridor beneath, through which to process. This new corridor beneath the high altar was the ideal home for the displaced bones. Ongoing research studies, by postgraduates from Bournemouth University's Department of Conservation Sciences, are being undertaken to advance the knowledge of the collection.



(Sue Kwaitkowska)

The notes on the bonehouse are taken from -
www.stleonardschurchhythekent.org/History/HouseofBones.html

The missing dot

Apologies are due for the missing decimal points in the article on Bridgwater Tiles in *Newsletter* 148. The measurement should have been 13.3” by 15.3”, a tile almost 13 feet long would have been a true IA marvel.

Products of the Phoenix Ironworks - Can You Help?

John Blackwell

Members will recall my interest in John Every's Phoenix Ironworks in North Street Lewes. A couple of years ago an organisation, Artemis Arts, who were using part of the old works as an arts exhibition and performance centre obtained Heritage Lottery Funding to record the oral history from the people who had once worked there before closure in the 1980's and for schoolchildren to make a film using old photographs and the worker's words to give an impression of their working lives and their place of work.

The film is complete and has been successfully screened at various locations in Lewes and puts a feather in the caps of today's much maligned youth.

The oral histories have been edited and we await publication of a selection of them in due course. The workers who were interviewed became very enthusiastic about the project and one of them, Mick Norris, during the course of a summer visited most of our seaside towns and photographed any ironwork that bore the name John or J. Every (Phoenix) Ironworks Lewes or latterly East Sussex Engineering, ESE Lewes. These included items on piers, seafront railings, and lamp posts.

The Society has obtained copies of these photographs and it is hoped shortly to include them on our website www.sussexias.co.uk once they have been captioned. Mick concentrated on the seafront areas and I am aware there is much more to be found in the county and further afield for example lamp posts in Worthing and Eastbourne away from the seafront and in Ditchling.

Our Society would like to expand Mick's original work and produce a comprehensive record of surviving items (other than the ubiquitous roadside drainage gratings and manhole covers).

If you spot any products anywhere in the UK or abroad please could you photograph the whole of the item where possible and the area where the Every or ESE name appears, then e-mail to our webmaster martin@snowing.co.uk with the postal location and map reference if practical for inclusion in the gallery.

(See Newsletter 122 April 2004 for a brief history of the ironworks. Ed)



Lamp column, Hastings

What did you do on Christmas Morning?

Martin Snow

It is all too easy to preach from these pages - 'Go forth and research all that IA!' Well I do do my own brand of research/recording of obscure subjects, not necessarily all immediately obviously IA related, a look at my websites (linked from - www.pastfinders.com) will give a taster of my interests.

However Christmas Day is an almost unique day in our modern calendar - one other; Easter Sunday. Every shop is closed (well almost - 99.5%) - means nobody about; an ideal time I thought to get out and snap all those shops normally hiding behind the hordes of shoppers. Well, I rose to get started at 8.30am, when all sane adults are grabbing a well deserved lie in (children/grandchildren permitting!) and when it's too late for all those men who missed doing their shopping on the only permitted day for them, Christmas Eve.

I spent two hours snapping almost 600 images, I was amazed at the number of subjects in the centre of Worthing that lie out of reach of the Google Streetview vehicle mounted cameras.

Why? you ask - apart from dubious sanity. The Society has long run a project recording the industrial use of properties in Sussex. I had wanted to make a contribution to the database for some time and also have wide interests in my home town and will be able to make comparisons to past images and records.

Of course to do the job properly there is a lot more to do than the easy bit - taking the photos on a cold! morning, I have now to add the metadata - history, apply recording codes etc. for ease of searching and comparison.

It is a most revealing experience to review the images, just how many premises I normally walk past unaware of their trade, indeed many have vanished and are now replaced by totally new businesses that I had not noticed. Fewer Building Societies/Estate Agents, but still many mobile phone purveyors, even bookshops despite their oft predicted demise.

Of course the seasonal shops for calendars, cards, decorations and junk items distort the picture of trades and property occupation.

I will be adding the completed record to the society archives and publishing on the web.

Ideally I would repeat the exercise regularly - every Christmas morning? Maybe you will join in the fun and do the same for your area next Christmas - let me know.

When ready the images (and metadata) will be available at - worthing.inthepast.org.uk (note no 'www.')

Graven images - in concrete

Clifford Pearson

In the church yard of St. Andrew's, West Tarring there are two grave stones made of concrete with facings of cement. They mark deaths in 1857 and 1859, are of similar style and presumably are from the same manufacturer. If I remember rightly from a lecture at a SERIAC conference many years ago, this was not long after concrete was re-discovered; so presumably these were not, as we would think of concrete now, as cheap copies of Portland stone, but would have been an exciting and expensive new material. Also their position, close to the church in the south west corner would suggest that the interned were people of some importance.

I have looked in other local church yards but have not seen other examples of



concrete grave stones, nor been able to find any information about them.

I wonder if any member has any knowledge of how common such grave markers were, or where they were made? *(Please respond via the Editor)*



Book Review

by John Blackwell

Reflections from the Cuckmere Valley - 250 Years of Industry and Commerce

Peter Longstaff-Tyrrell

146pp 200+ images. £15.00. Gote-House Publishing

SIAS member and historian Peter Longstaff-Tyrrell has published a new and updated edition of his book, originally published in 2003, which has an additional 20 pages and 60 images. (I am not familiar with the original publication and therefore what is new.) The book concentrates on the area from Alfriston to Cuckmere Haven and although not being as industrialised as the Ouse there is much of IA interest. The river has been used to transport people and materials for hundreds of years but suffered the usual problem of silting up at the mouth made worse in this case because of the meanders south of the ancient causeway at Exceat. A mile long cut was made to bypass these in 1846 (this runs south from the western end of Exceat bridge causeway) which involved the removal of over 28,000 cubic yards of spoil, involving immense physical labour by the “navvies”. Peter’s research also found details of a similar scheme in 1792, which although costed was not carried out. A more recent activity was the extraction of beach shingle which commenced in 1933 and continued until the mid 1960s. For this activity a two-foot gauge railway track was laid from what is now the car park to the estuary on the east side of the river and the shingle transported in side tipper trucks to a viaduct for transfer into lorries at the landward terminus. This section of the book is profusely illustrated. Virtually all traces of the course of the line have disappeared. Another section deals with cross channel communication cables and the proposed (1897) Cuckmere Valley (Light) Railway, which was to have run from Berwick Station to a terminus north of Birling Gap. The route would have crossed the river above Alfriston and proceeded via Litlington and Westdean villages, thence to the north of the present A259 coast road before turning south through Eastdean to a terminus. Needless to say it was never commenced. The author is primarily a military historian and as would be expected there is enough to satisfy those with this interest in the content. This is a book packed with information and illustrations. Go and obtain a copy, study a section at leisure and then go out and discover the four river crossings, the story of the small stone conical tower in the village car park at Alfriston and the history of the buildings in that most attractive village and much much more:- thoroughly recommended.

Members can obtain a copy from Peter Longstaff-Tyrrell

8 Chiltern Court, Albert Road, Polegate, BN26 6BS

Price £15.00 including p&p.

Mystery Photo - What does this show? Where is it?



Do you know your local IA?

I took this in 2002 along with a group of other images of this normally hidden relic of our transport past, I would be most impressed if anyone can give the location as well as what this feature is.

No prizes - answers on a postcard! or by email to editor. (*Martin Snow*)

It is surprising just what is still out there to be seen, we may often walk past or over obscure remnants of our industrial past and don't know they are there, or what they are.

Do you have such a challenging object or building that can be featured, please send me an image or a suggestion that I could arrange to capture for a future *Newsletter*.

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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.

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The 'Ghost Station' - Newhaven Marine, showing staff cars parked under the 'unsafe' canopy
(Malcolm Dawes)



The 'first' tractor passes over the reopened Southease bridge.

In actual fact the bridge had been brought back into use a few weeks earlier!

The new weldmesh screens to the parapets can be seen, as well as the new timber decking.

(Alan Green)