



Sussex Industrial Archaeology Society Newsletter

Number 151

July 2011



A fine sunny day was arranged for the SIAS tour of mainly railway IA features in Mid-Sussex. Here are the group under the Lindfield Horse Gin. Well the few remaining pieces of it that were moved to the garden of the Red Lion, Lindfield from the rear of properties on the other side of the High Street, after the serious damage in the October 1987 storm.

(Martin Snow)

Newsletter 151

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Editorial

Welcome to *Newsletter 151*. At the risk of incurring your wrath, I hope that there will have been some good heavy rain by the time you read this. Many of you will recall the three word weather forecasts in 1976 - 'Same as today'. Such conditions are a mixed blessing, we can get out to see more of the wonderful IA heritage our wonderful county has to offer - who needs to venture further afield? However, apart from farmers losing crops and our dried out gardens - what damage is being done to the surviving IA. The prolonged dry period in 1976 opened up cracks in my 1930s semi - hardly an IA subject, but the principle must apply to many structures.

Continuing the water theme, alert readers will see there are two separate visits to 'water' sites in the autumn. One, the opportunity for a limited number to visit the long planned treatment works for Brighton's waste water at Peacehaven. This will be landscaped over when completed, so now is the time to go on this tour.

The other water day will see both ends of the water cycle, while many of the waste water sites in Sussex can be visited, access to fresh water treatment works is limited for security reasons and Hardham is the only local one that is open to tours. Taking water from the River Rother its product is transported across a wide area of Sussex, including to Worthing to be mixed with that from the chalk aquifer. Ford waste water treatment works is the latest show treatment site in West Sussex.

A recent request to our General Secretary regarding the beach shelters along Worthing promenade, triggered some research that was able to reference some of the IA recording done some 20 years ago by a small team. I was able to add some images from the www.westsussexpast.org pictures site to those on the record sheets and

produce a display for a heritage day at the end of May. This will be included, with others that will feature, as part of HODs in September - see below.

Other display topics planned include, greenhouses; Tapsel and Lych Gates; lost toilets; lost pondscapes and following a discovery by member Aidge Roberts of some documents in an attic some years ago, the unrealised proposal for the Worthing Hall and Winter Gardens, a site that continues to hold interest today as the Dome.

I ask if anyone else can offer material or an IA related topic (however loosely) for the area surrounding Worthing, between the rivers and north including the Downs.

Indeed do you have any topic from any part of Sussex, that could be worked up into a small display with images and text. Something that is not enough to warrant a full display on its own.

Assistance Please: I am working on a research project, kindly supported by a SERIAC busary, to record all the bridges within the River Adur watershed, not just bridges over water, all kinds of crossings, road, rail and foot over any medium. I am requesting that any member who is aware of hidden, obscure or just not well known bridges in the widest sense contact me with details so I may visit and record it.

I recently contacted Wisborough Green History Society concerning the Cokelers (a religious sect) and ended up giving an oral history, by telephone, on Carter Brothers (Billingshurst) Ltd. at Newpound, Wisborough Green, as it was in the mid 1970s. While there are still people in the area who worked there, they do not appear to have the overall view of the site nor the activities, that I recall from my role as assistant accountant. Sometimes accountants have their uses!

It strikes me that there will be many Sussex industries/companies that have disappeared, leaving the local historian with many questions about what was done, when, by whom etc. It is not just the IA researcher who is interested. Do you have any such memories or know of others who may have? Please contact me for IA topics or your local history society and get it recorded.

I plan to put together such memories and include them in a future *Newsletter*, can you add to them?

As usual please let me have pictures and articles of your IA activities, otherwise you will get something from my own wide areas of interest - you have been warned!

Caution self promotion coming -

September 8th to 11th will see the 2011 Heritage Open Days (HODs). Earlier this year I decided to put Worthing Area on the HODs map in 2011. I have been encouraged by the response and the fact that there is actually some heritage left in the area, despite the efforts of councils in the 1960s and later. So there will be some 30 odd events, buildings, walks and tours, including some that are unashamed IA!

Put the dates in your diary, full details will be in the local press and see :- www.worthingheritage.co.uk to plan and book from early August.

Forthcoming SIAS Events

Malcolm Dawes

Wednesday 20th July. *Sussex Mills Group visit to the Mills Archive and Rural Life Museum at Reading* See *Mills Newsletter* for details

Wednesday 21st September, 2.30 pm Visit to Peacehaven Waste Water Treatment Works (currently under construction)

Numbers are strictly limited, you must contact Ron Martin to indicate your interest, please include your shoe size, as those on the visit will be issued safety shoes and hard hats. Entry through Meridian Industrial Estate, Hoyle Road, Peacehaven.

Friday 7th October. Water Day – Both Ends of the Cycle

An opportunity to visit the Southern Water Hardham Treatment Works and Ford Water Treatment Plant. Hardham, near Pulborough at 10.30 am and after a break to allow for lunch, move south to Ford for 2.30 pm.

Numbers are strictly limited for this combined tour, contact Martin Snow to book a place. The names of each member of our party are required by Southern Water.

Saturday 19th November, 2.00 pm AGM of Sussex Industrial Archaeology Society

This year this will be held at Danny House, Hurstpierpoint.

There will be an opportunity after the AGM to view this historic house.

The following two visits have been organised by the SIAS Canal Group for the weekend of Heritage Open Days

For further details contact Adge Roberts at :-
adgeroberts@yahoo.co.uk or 01903 721762

Saturday 10th September, 10.00 am *Guided walk along part of the old Portsmouth and Arundel Canal*

A guided walk from Barnham to Huston combining history and nature. See the engineering remains on the way. 6 miles. Bring packed lunch. Meet at Barnham Court Farm, Church Lane, Barnham – follow signs from the *Murrell Arms*.

Sunday 11th September, 10.00 am to 4.00 pm *Poyntz Bridge*

The historic canal swing bridge will be in operation for the day. Situated just 200 yards south of the canal basin at Chichester. Poyntz Bridge, built in 1820, is possibly the only operational single span cast iron swing bridge of its age in the UK. The bridge will be in operation during the day. There will also be a display of photos and artefacts illustrating the history of the bridge and the canal.

At 2.00 pm there will be a guided walk around the canal basin led by Alan Green featuring the past industrial history that once surrounded the basin.

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

Monday 11th July, 7.30 pm. *Vintage Album*

John Minnis, a well known member of the Brighton Circle and SIAS member, will be showing rare photographs from 1880 - 1905. Never before shown in public. Southern Electric Group, Sussex Branch talk. £2.

Deall Room, Southwick Community Centre, Southwick. 01273 462049

Thursday 14th July. *Steam train excursion from Lewes to Ely*

Photographic opportunities in Sussex. www.steam.info

Thursday 21st July. *Sailing of pleasure steamer Balmoral from Newhaven*

Excursion to London. www.waverleyexcursions.co.uk

Weekend 23rd- 24th July. *Toy and Rail Collectors Fair*

Horsted Keynes Station, Bluebell Railway. 01825 720800.

www.bluebell-railway.co.uk

Sunday 24th July. *Classic cars from the 50s, 60s and 70s*

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

Thursday 28th July. *Sailing of pleasure steamer Balmoral from Rye*

Excursion to London. www.waverleyexcursions.co.uk

Sunday 31st July. *Worthing seafront bus rally* www.worthingbusrally.co.uk

Sunday 31st July. *Classic Microcar and Scooter Rally, bubble cars, three-wheelers and scooters*

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

Saturday 6th August. *Sailing of pleasure steamer Balmoral from Worthing*

Cruise to Beachy Head. www.waverleyexcursions.co.uk

Weekend 6th-7th August. *Victorian weekend*

Steam engines, veteran vehicles, rural crafts, heavy horses, and a real ale festival open for both days and Saturday evening. Traditional fairground on Saturday complete with music and stalls running all day and into the evening.

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

Sunday 7th August. *Eastbourne Vintage Bus Rally*

<http://freespace.virgin.net/ian.smith/buses/CBR/CBR01.htm>

Weekend 13th- 14th August. *Vintage Transport weekend*

Displays of historic classic and vintage transport including cars, steam road engines, commercial and agricultural vehicles. BBQ and real ale tents.

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

Weekend 13th- 14th August. *Festival of Steam*

Steam engines on display and demonstrating the kind of work around the Museum's site for which they were originally designed. Steam rollers, lorries and carousel. Weald and Downland Open Air Museum, Singleton, Chichester.

www.wealddown.co.uk

Weekend 20th- 21st August. *Shoreham Air Show*

Shoreham Airport. www.shorehamairshow.com

Sunday 21st August. *Commercial vehicles rally*

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

26th August - 1st September. *Association for Industrial Archaeology Conference in Cork, Ireland*

Details of programme and booking form at www.industrial-archaeology.org.uk

Monday 29th August, 10 am to 4 pm *Special Bank Holiday opening at the Brede Steam Engines*

Steam and working industrial engines.

Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Thursday 1st- Sunday 4th September. *Amberley Beer Festival*

Over 70 real ales, many from Sussex and Kent. Food demonstrations and crafts during the weekend. Booking essential on the Friday and Saturday.

A dedicated bus services will be running from Henfield via Storrington and from Brighton via Hove, Portslade, Shoreham-by-Sea and Worthing.

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

Weekend 10th- 11th September, 10.30 am to 5.00 pm. *Fernhurst Furnace Open Days*

Tours of the furnaces, charcoal burning, musket and cannon demonstrations, cookery and refreshments. 1 mile west of Fernhurst. SU879283.

www.fernhurstsociety.org.uk/furnace

Sunday 11th September. *Amberley Bus Show*

Ride on buses dating from Edwardian era to recent times.

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

Sunday 11th September. *Lordings small boat rally*

To coincide with the repair and re-commissioning of Lordings waterwheel. South of Newbridge. The Wey and Arun Canal Trust.

www.weyandarun.co.uk

Monday 12th September. *Sailing of paddle steamer Waverley from Worthing*

Excursion to Swanage and Lulworth Cove. www.waverleyexcursions.co.uk

Friday 16th September, 7.00 pm. *History of a 15th Century Wealden House*

Polegate and Willingdon Local History Society talk by Dr Michael Harte.

£2 visitors. St.John's Church Hall, High Street, Polegate. 01323 485971.

Weekend 17th- 18th September. *Miniature Steam and Model weekend*

Over 60 model steam engines in action.

Amberley Museum. 01798 831370.

www.amberleymuseum.co.uk

Sunday 25th September. *Craft day, traditional skills and crafts*

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

Wednesday 28th September, 7.30 pm. *Brighton and Hove Buses*

Volk's Electric Railway Association illustrated talk by Roger French, Managing Director of the bus company. £2 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised. www.volkselectricrailway.co.uk

Wednesday 28th September. *Steam train excursion from London to Hastings.*

Photographic opportunities in Sussex. www.uksteam.info

Weekend of 8th- 9th October. *Austin Counties Car Rally*

Vehicles on show at Tenterden Station. Kent and East Sussex Railway.

www.kesr.org.uk

Weekend of 8th- 9th October. *Autumn Countryside Show.*

Heavy horses, Vintage tractors, steam powered ploughing and threshing. Weald and Downland Open Air Museum. Singleton, Chichester.

www.wealddown.co.uk

Sunday 9th October. *Autumn vintage vehicle show*

Vintage cars, motorcycles buses and lorries. Amberley Museum. 01798 831370.

www.amberleymuseum.co.uk

Wednesday 12th October, 7.30 pm. *Victorian and Edwardian Seaside Sussex*

Chichester Local History Society talk by Dr Sue Berry. £2. New Park Centre, New Park Road, Chichester. 01243 784915.

Sunday 16th October. *Industrial Transport Day*

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

Sunday 23rd October. *Autumn meeting of Mills Group at Herstmonceax*
Details in Mills Group Newsletter

Wednesday 26th October. *Steam train excursion from London to Hastings*

Photographic opportunities in Sussex. www.uksteam.info

Friday 4th – Sunday 6th November. *South Eastern Gala*

Special weekend featuring locomotives and carriages from the South Eastern and Chatham Railway. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 6th November. *London to Brighton veteran car run*

Do please always 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.

Information for members on Heritage Open Days in September

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

Many of these buildings have an industrial archaeology interest.

Events outside of London run from 8th to 11th September.

Details from www.heritageopendays.org.uk from late July.

Events in London are for the weekend of 17th - 18th Sept.

www.londonopenhouse.org

**Martin Snow is the organiser for the
Worthing Area Heritage Open Days, September 8th to 11th**

These will include a number of events of interest to SIAS members.

Events planned include: Long Furlong Tollgate

St. Mary's Farmhouse, Durrington

Worthing Crematorium; Ricardos, Shoreham

East Worthing Water Treatment works

Display day at St. Paul's Community Centre

and by special request the Pigeon Memorial

plus many more.

Full event details and booking from early August at :-

www.worthingheritage.co.uk

IA and Me

Peter Holtham

My first interest was railways. My maternal grandfather was a signalman on the G.W.R. eventually becoming a supervisor. I remember at an early age being lifted up onto the footplates of several locomotives. Near Bristol, we visited the shunting “hump”, the frighteningly busy Stapleton Road signal box and the water troughs which included a terrifying walk through St. Anne’s Park tunnel. When my parents moved to Hove in 1949 my interest transferred to the Southern Railway. I have always been fascinated by the sites and remains of closed lines, and saddened as their numbers slowly grew. If only I had been able to photograph them earlier!

I spent a short time in the RNVR and then the Royal Navy and acquired an interest in all things maritime, ships and then canals. I was always a better coxswain than a car driver.

My work in the Customs & Excise brought me in contact with various industrial processes. These included the production, storage and sale of wines, beers and spirits, the aircraft industry and betting and gaming. No trader enjoys having to pay duties but his respect and co-operation is usually gained if the trouble is taken to learn and understand his process and the problems he encounters. I therefore built up a good knowledge of breweries and wineries and bonded warehouses. Also much time was spent gauging casks of wine and brandy in the port of Shoreham. I have spent many years researching the history of brewing in Sussex. I was concerned to see that so many pubs had been renamed - their historical origin being lost to some silly name to encourage the youngsters to imbibed their fizzy lager. As a start, I have photographed over 400 pubs - open and closed, in the Brighton area and am slowly researching their history. I hope to record the names of their licensees. Finally mills; in the 1950s I went to school close by West Blatchington Mill, and a rather stylised image of the mill was our school badge. Strangely the school had no contact with the mill and every time I walked passed it I wondered what was inside the barn. I had to wait until 1979 to find out.

I joined the SIAS in 1976 when a chance perusal of a “*Sussex Industrial History*” informed me that there were other people out there with interests similar to mine. I attended the inaugural meeting of the Mills Group in 1988. Although not a trained accountant I have always quite enjoyed book-keeping so when the post of Treasurer became vacant in 1999 and it appeared no one else wanted the job I agreed to take it on and I hope I am doing it reasonably efficiently.

Please note our Treasurer and Sussex Brewery historian - Peter Holtham
now has an email address: pandjholtham@virginmedia.com

Stream Bridge

A listed structure in the depths of the country

Malcolm Dawes

Sussex has some impressive listed bridges ranging from the medieval Stopham Bridge (Grade I) to the Victorian Ouse Valley Viaduct (Grade II*). And of course SIAS were heavily involved with the listing of the bridge at Southease. (*Newsletter* No.149).

I recently realised that I have been walking over a listed bridge in the depths of the Sussex countryside for some years and had never realised its status as a Grade II structure. Stream Bridge (TQ 555 156) is a few miles north of Chiddingly situated in an area that was very active in the Wealden Iron industry. In the immediate area the Ordnance Survey map shows Forge Wood, Mill Wood, Stream Mill and the nearest village of Gun Hill.

The listing document confirms that the bridge was the centre of the local iron industry in the 16th and 17th centuries and was an integral part of the workings of a corn mill in the 18th Century. The bridge spanned over the spillway and sluice gates that controlled the flow from the mill pond. Today the bridge and spillway are still intact, as is the impressive trackway running along the top of the embankment that impounded the mill pond.

There are however problems with the structural condition of the sandstone bridge and the public bridleway that runs over the bridge was closed for three years. Earlier this year a temporary timber bridge was constructed by ESCC countryside rangers to enable the reopening of the public right of way. The bridge is privately owned and further deterioration of the structure must be a concern. The temporary bridge of course does not really solve the problem of encouraging the owner to maintain a listed structure.

I would recommend walking in this area in the spring when the lanes are full of primroses and bluebells, as I have done many times, without realising I was walking on a listed building. So you never quite know what's under your feet.

All the Blame!

Correction: The review on page 21 of *Newsletter 150* stated that Dr Beeching's railway station was Grange Road, when in fact it was East Grinstead. Of course while he was responsible for the report that others used to justify the closure of much of our railway system, much of the actual hatchet job was largely in the hands of politicians and his successors. Indeed it might be said, with hindsight, that he was always destined to be the scapegoat, being brought in, from ICI, to do the dirty work for Ernest Marples, the then Minister of Transport.

Thanks to member M.J. Leppard (East Grinstead Society) for pointing this out.

Joined Up (?) National Heritage

English Heritage, who also sponsor the Heritage Open Days, have recently released the new National Heritage List for England as described in this press release.

In the past you had to search various different sources and websites to access the records and datasets relating to England's designated heritage, for example, Listed Buildings Online, Registered Battlefields or Parks and Gardens.

Now you can find them all in one place – on the new *National Heritage List for England*. You can search, for the first time, all national designation records; buildings, archaeology, landscapes and wreck sites. World Heritage Sites, Certificates of Immunity and Building Preservations Notices are also recorded on the Heritage List.

You can access the new list via the *English Heritage website* or from the *Heritage Gateway* (www.heritagegateway.org.uk/gateway) where you can cross search the Heritage List against local and national records.

I had not come across Certificates of Immunity before and found it most enlightening following the web links to learn about them, I suggest anyone interested do the same. Briefly, it exempts a structure from being listed for a period of five years, after an investigation to ensure it should not be listed immediately.

Following on from this it seems a shame that there is no automatic protection during the period between a listing first being proposed and it finally being decided. How much of our heritage has conveniently been 'lost' in that period of uncertainty? The anti-aircraft tower at Gatwick might have been saved by such rules.

Recently looking at some local listings, I have found it frustrating that 'changes' to some listed structures (demolition!) have not been reflected in the registers. It appears that councils can ignore listed status when it suites the local politicians and allow demolition or major change. A current building project in Worthing found that the frontage was 'lost', but they had to build the new front to cosmetically resemble the previous building. While breaking the letter of listing, is it Ok? Indeed, as a new structure would it escape from the listing?

Of course being listed is not a great protection against decay or neglect (or wilful damage) - by any agency. It does not bring with it funds for maintenance or tax breaks, just the liability to keep it 'as is'. Little wonder 'accidents' happen!

Maybe there should be a non-negotiable requirement for an exact restoration in the event of such an unfortunate 'accident', owners might then put better fire and other protection in place to avoid the costs involved. It could also generate employment in the production of the required detailed surveys of all listed structures, thereby providing the evidence of condition etc.; quite likely this do not already exist for most listed structures.

Steyning Tannery

Ron Martin

The only remains of the former Tannery in Steyning is the warehouse, which is located at the north side of Tanyard Lane, Steyning at TQ 1751 1146, with a stream, a tributary of the River Adur, running immediately to the north of the site.

The building is four storeys high, three bays wide (13.6 x 10.9 m) with a single-storey fore building 6.4 x 3.4 m at the east side of the front elevation. The walls of the ground and first storeys are of solid brick faced in rustic bricks with some grey headers in English bond. A brick lift casing 2.5 x 2.2 m encasing an electric powered lift has been inserted in the centre of the building from ground floor level and continues upwards to 4.3 m above the eaves level. The upper floors are wooden with beams each supported on wooden posts carrying floor joists. The floors have been strengthened with three additional steel joists located between each of the wooden beams, each supported by three steel stanchions, the ground floor ones being encased in concrete.

The walls of the upper two storeys are of softwood balloon framing and have recently been covered with concrete plain tiles on battens.

The roof is hipped with projecting eaves and is constructed of softwood with four queen post trusses, one of which has been cut away to accommodate the lift casing. The pitch of the roof is 27° and it has been covered recently with concrete interlocking tiles.

There are two wooden double hung sash windows to the first floor. All the rest of the windows are standard steel casement windows in wooden surrounds. The windows mostly have wooden lintels with a one-ring segmental brick relieving arches over.

There is a double entrance door on the south elevation with framed ledged and braced door and a wooden, partly glazed loading door at first floor level above. In the third floor is a 2.75 m diameter clasp arm wooden hoist wheel with a wooden winding shaft 2.5 m long with cast iron bearings, which originally were supported by the two central truss tie beams. The wheel and shaft have been removed from their original location when the lift shaft was constructed and are now lying loose on the floor.

There have been tanneries in Steyning since the 14th century and tanners and fellmongers are noted in several references.¹ The ready supply of sheepskins from the local Southdown sheep encouraged this trade here.

The tannery in Tanyard Lane was originally opened in the early 19th century by George Thomas Breach. In 1839 he traded as G.T. Breach & Sons, fellmongers and leather dressers.² During WWI thousands of sheepskins were used to make



The wooden hoist wheel, removed when lift shaft was constructed. (*Ron Martin*)

leather jackets for the troops. The Tanyard closed on 5th December, 1941.³ The tannery was only used to process sheepskins, bullock hides being sent elsewhere. Its location was on the edge of the town as the smell was all pervading and being adjacent to the stream this provided a ready water supply for use in the processes and for the disposal of unwanted waste.

The skins would have been obtained from local butchers. The processes carried out at Steyning involved soaking the skins in “Pokes” which were pits filled with running water. They were then painted with neat lime and “dynamite” and left for two days in the “Sweating Store”. This enabled the wool to be “pulled” in the “Pulling Shop” and removed the wool from the skins which were then sorted into four different grades and placed in the wool loft prior to being and sent away to the cloth manufacturers. The hides were then soaked in lime pits for between 7 and 18 days to make them workable and they were then “fleshed” in the “Fleshing Shop” which removed all the flesh, fat and other waste products from the inside of the skin. The skins were then split in the “Splitting Shop” on a machine which was invented by Charlie Green, an employee of the Steyning Tannery. This enabled the skins to be split into as many as three layers from which parchment and skivers

could be produced. A further washing in a washing machine charged with dog excrement which removed all the lime and any residual dirt. The tanning was then carried out using sumak and mimosa bark and after tanning the skins were hung up in the “Skiver Loft”. They were finally stored in the Warehouse, the two upper storeys being used for drying.⁴

In 1975/76 the warehouse was bought by Ken Johnstone who used the building as a store for kitchen fittings and inserted the steel strengthening beams and stanchions. It is currently unoccupied.

This is an interesting example of a 19th century industrial building which has been marred by the cladding of the upper storeys and the roof with unsuitable concrete tiles. It is almost certain that the upper walls would originally have been clad in weather-boarding. A photograph published in a newspaper article in 1935⁵ shows an indeterminate material but with a vertical line showing at the external angle, which indicated a wooden fillet as used with weatherboarding. If this was tiling, the angles would have been formed using angle tiles and a break in the material would not show. Roofs with a 27° pitch would, have been covered with slate as there was no other material available at this date. It is hoped that the developer will restore it to something like its original appearance, making sense of the name of the street, “Tanyard Lane”.

It is probable that all the windows of the ground and first floors were originally wooden double hung sashes, as are the two existing ones on the first floor. The openings of the upper two storeys were probably fitted with wooden louvres or shutters. The use of steel casements is an alteration probably in the interwar period as they were available from about 1919.

The fore building was added between 1876 and 1897 as a comparison between the 1876 and 1897 Editions of the 1:2,500 OS maps show. The photograph of the Tannery published in the newspaper⁶ shows a building which is almost certainly the Warehouse, in front of which is another two storey building with a roof structure resembling that of an oast house. On the rough plan (provided by John Durrant) this is referred to as “Stove” and it is certain that this building which here is described as the “Fore Building”, although largely reconstructed. This might account for the fact that the walls are abnormally high for its later use as an office.

References

1. Sussex Archaeological Collections, Vol. 130, Janet Pennington and Joyce Sleight, *Steyning Town and its Trade*. (1992) p.173
2. Robson's Commercial Directory
3. Pennington, op.cit, p.173
4. Mr. John Durrant, a former employee of G.T. Breach & Son, personal comments, transcribed by Janet Pennington, (Feb. 1990), WSRO ACC11582
5. Southern Weekly News (6th. April, 1935)
6. Ibid

SERIAC 2011

John Blackwell

This year's SERIAC was hosted by SIAS on Saturday 16th April at the University of Sussex and was attended by nearly 200 delegates.

Following a welcome by our President Sir Freddie Sowrey, the proceedings were commenced by Ian Gledhill on the subject of *Magnus Volk and his Amazing Railways*. Brighton born Magnus Volk, the son of a German clockmaker, was a classic example of a late Victorian inventor and entrepreneur who embraced the fledgling electrical engineering industry. His was the first house to have a telephone in Brighton, he lit the Royal Pavilion using incandescent light bulbs and built an early electrical car for the Sultan of Turkey. Today he is primarily remembered for his railway on Brighton seafront; the world's oldest working electric railway which opened in 1883. This was not however the only railway he built in the town. The Brighton and Rottingdean Seashore Railway was in effect an electric tramcar on stilts running on two separate tracks which were fixed to stone blocks mortised into the sea bed. Power was taken by a trolley pole from an electric cable suspended twenty-one feet above high water level. Opening on November 28th 1896, it had only been running for seven days when a disastrous storm struck, which not only destroyed the old Chain Pier but also seriously damaged much of the Seashore Railway including overturning the car. With characteristic fortitude Magnus had it repaired and recommenced operations in July 1897. Its life was to be short and operations ceased in January 1901, as new groynes were to be built by the council and finances were insufficient to move the tracks further out to sea. Magnus however extended his original line from Paston Place (Banjo Groyne) to Black Rock where it continues to run today. Ian is Chairman of the the Volks Electric Railway Association and his extensive research provided an informative and entertaining start to the day.

London's Airports – The inter War Years with John King was the following subject. There was a boom in civil aviation following the Great War with services initiated between Hounslow and Paris but by 1920 the military aerodrome at Croydon had superseded Hounslow. Owned and operated by the Air Ministry it was redeveloped in 1928 and became the focal point of flights to Europe and other UK cities, with Imperial Airways being the principle airline, until war in 1939, when it reverted to the military. The private sector's involvement in airports, in particular at Heston and Gatwick, was not a success, Heston being sold to the state in 1930. Gatwick was licensed in the same year mainly for social flying and in 1933 it was purchased by Morris Jackaman whose grandiose plans included the circular 'Beehive' terminal with its telescopic gangways, which ran outwards from the terminal on guide rails, to the waiting aircraft. Only one operator the first 'British Airways' flew scheduled flights and following abnormal heavy rain in early 1937, which made the airfield unusable, pulled out in disgust never to return. Gatwick only survived as companies undertaking defence work were established there. Attempts to develop Gravesend also failed. The Southern Railway, under its Parliamentary Act, was permitted

to provide airports and in the mid 1930s became interested in building a new London airport at Lullingstone in Kent. When it withdrew in 1938, the Air Ministry took over the project but war in 1939 effectively killed it. John's long involvement with the Croydon Airport Society allows access to their superb photographic archive which was used to illustrate the talk.

The work of *The Mills Archive as a Research Resource for the South East* was outlined by Colin Mitchell, a volunteer with the Mills Archive Trust at Reading, who gave a succinct and instructive presentation about the trust, which has been established for nearly a decade. Their aim is cataloguing collections, providing a safe and secure repository and making this available to researchers both on site and via the internet as funding allows. During the last ten years 50 major collections comprising more than a million items relating to windmills, watermills, millers and milling, which could have ended up in skips or in inaccessible repositories, have been "saved" but only 3% (including 25,000 scanned images) has been catalogued. The importance of this archive cannot be underestimated one only has to look at the website www.millsarchive.com to see already a vast archive including Kent Millers Tales and Frank Gregory on-line, both projects being supported by the Heritage Lottery Fund.

Following lunch Peter Darley who is Chairman and founder of the Camden Railway Heritage Trust presented his research, carried out following the award of a SERIAC bursary, entitled *The Victorian Working Horse*. Peter has thoroughly researched the use of horses and their working lives and conditions in the metropolis. The presentation was vividly illustrated with an avalanche of little known facts (at least to this scribe) and contemporary images. In 1893 there were 150,000 working horses in London, 50,000 hauled buses, trams and cabs, 50,000 were involved with the carriage of goods and 50,000 were employed for the carriage trade, either privately or by jobmasters. Each horse cost typically £50. To keep buses on the road and normally drawn by a pair of horses, required eleven animals, each working 15 miles per day and dropping seven tons of manure per annum. By 1900 the capital had to cope with three million tons of the stuff each year – a mountain of a problem! In the early nineteenth century horses were often kept in vaults with little light, ventilation, or drainage but by the end of the century conditions had improved with stables of two or three storeys with ramps and galleries to the upper floors. Camden goods depot has the largest surviving complex of stables now converted for 21st century use; to see these visit the trust's website www.crht1837.org/history/horsetables

SIAS member Nick Kelly next told the fascinating story of *The Kent Coalfields*. The discovery of coal near Boulogne led to the probability that coal could exist under Kent. After a number of abortive boreholes coal was finally located at Shakespeare cliff west of Dover in 1893. Great optimism followed and a fortune was invested but by 1905 only 12 tons had been mined. Never remotely profitable and closure came in 1915. Enter Arthur Burr and his company, Kent Coal Concessions, to many a financial rogue of the first

order. His optimistic predictions of output and the difficulties due to the extreme depth of the coal seam and water penetration would mean the abandonment of his Guilford (1906), Wingham (1910) and Hammill 1910 (along with Stonehall, a French concern) by 1914 without any production and great financial loss to shareholders. Burr's two producing collieries Tilmanstow (1906) and Snowdown (1907) were in receivership by 1914 and 1922 respectively. Following WW1 only four collieries were able to achieve a sustainable production. Tilmanstow under the direction of Richard Tilden Smith, an extremely wealthy owner re-opened in 1926, and started, in 1929, an aerial ropeway from the pit head to a bunker and loading arm at Dover Harbour. Unfortunately Tilden-Smith's plans for an industrial hub centred on the pit were unfulfilled due to his sudden death also in 1929. Snowdown was purchased by Pearson and Dorman Long in 1924 which at the same time opened a new colliery at Betteshanger. Chislet was the other producing colliery having opened in early 1914 by German industrialists; the War halted this venture and the first coal was not mined until 1918. These four collieries passed to the National Coal Board (NCB) in 1947. Maximum production was around two million tons per annum and the mines employed 11,500 men. The first NCB closure came in 1969 when Chislet closed. The other three collieries closed following the 1984/5 miners' strike, Tilmanstow in 1986, Snowdown in 1987, and Betteshanger in 1989. With the exception of Snowdown, where the shafts are capped and the headgear removed but the buildings stand forlorn and derelict, little remains of this once large and important Kentish industry other than housing built for the miners, predominantly from Wales, at Elvington (Tilmanstow), Aylesham (Snowdown) and Hersden (Chislet).

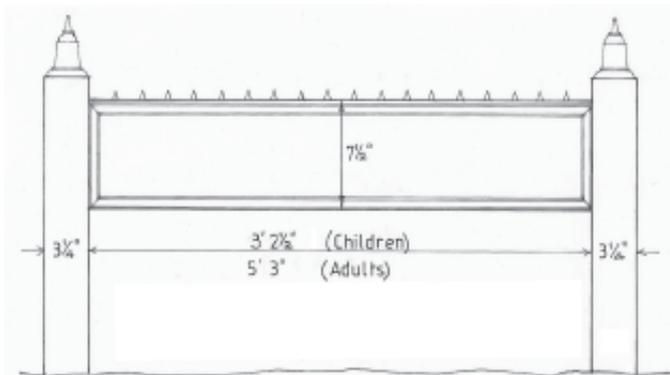
Our final speaker was GLIAS member Malcolm Tucker whose subject was *Ice Wells fit for a Metropolis*. When the supply of ice for summer catering and food preservation depended on what could be gathered and stored in winter from lakes, ponds and canals, it remained a luxury of the rich. Importing lake ice from Norway was pioneered in 1822 by William Leftwich, a London 'pastrycook'. Soon he was storing his ice in a huge "egg-shaped" ice well, 82 feet deep, near Regent's Park. The London Clay proved ideal for excavating large ice wells, typically 34 feet or more in diameter and around 40 feet deep. They were mostly located close to the Regent's Canal since the ice was imported via the Docks or gathered in cold weather from the canal itself. Various fishmongers entered the wholesale trade, and Carlo Gatti, a cafe proprietor who popularised ice cream, built his first ice well at Battlebridge Basin near King's Cross around 1857. Investment in mechanical freezing plants from the 1870s onwards curbed the rapid growth of Norwegian ice imports, which plummeted from a peak of 340,000 'registered' tons in 1899 to zero by 1915. United Carlo Gatti Stevenson & Slaters Ltd. continued manufacturing ice in 3-cwt blocks until c.1980.

Thanks to all our speakers for excellent presentations and particularly to Malcolm Dawes our Conference Manager, Martin Snow our IT expert and the SIAS members who stewarded a superb day.

The Medhurst Family Grave Markers

John Blackwell

On looking through some old papers I came across a sketch drawn by Wilfred Beswick, a former SIAS chairman, which has been redrawn by Ron Martin and is reproduced below. It depicts a cast iron grave marker, known as a deadboard, in St. Anne's churchyard in Western Road, Lewes. One of a set of thirteen such markers commemorating members of the family of the millwright Samuel Medhurst (1799-1887) whose works were a hundred yards to the west on the site that was previously Caffyn's garage but is now covered by newly erected town houses.



They consist of a post at each end of the grave with a 'board' between them giving details of the deceased. Normally they were of wood (which rotted) and to find them in cast iron is unusual; I only know of three more in Sussex, coincidentally also in Lewes at St. John the Baptist in Southover. Medhurst was a well known Lewes millwright to whom the Sussex tailpole fan tackle, which graces Jill and Cross-in-Hand mills, is attributed. My interest is whether they could have been cast at John Every's Phoenix Ironworks in Lewes. Martin Brunnarius in his excellent *Windmills of Sussex* states Every "worked very closely with the Medhursts" but regrettably gives no source for this information. The grave markers bear no identifying marks as to the foundry. It would appear that Every marked his iron work which would be seen by the public e.g. lamp posts, railway station canopy supports, seafront railings etc, but work not on public view either had no mark or bore that of the concern for whom it was made e.g. the crown tree bracket at Cross in Hand mill bears the words S MEDHURST MILLWRIGHT LEWES JUNE 1855.

It seems likely that, due to the working relationship between the two men, they were indeed cast at the Phoenix Ironworks. Whether they were erected following the death of each family member or after Samuel's death in 1887 is not known but as the lettering is of the same pattern the latter is probable. They are of two different sizes, one for adults and a shorter one for children.

For the sake of completeness the details on the markers are (from north to south) as follows :-

	Died	Aged	Born	
Samuel	30/9/1887	88	1799	
Philadelphia	3/5/1884	79	1805	Wife of Samuel
Margaret	2/3/1834	10m	5/1833	Daughter
Samuel	14/6/1828	9m	9/1827	Son
Philadelphia	12/4/1831	4m	12/1830	Daughter
Benjamin	22/2/1838	6m	8/1837	Son
Naomi	26/1/1839	3y 8m	5/1835	Daughter
Reuben	1/5/1840	8m	9/1839	Son
Frank	1/4/1846	18m	10/1844	Son
Ruth	7/12/1863	22	1841	Daughter
Boaz	28/2/1878	36	1842	Son, partner in the millwrighting firm
Mark	6/7/1881	38	1843	Son
Elizabeth	17/5/1835	75	1760	Wife of William Medhurst of Beddingham mother of Samuel Snr.

The above graphically displays the appalling infant mortality rate in the early nineteenth century and that Samuel outlived 10 of his children and his wife. According to Brunnarius (*SIAS Newsletter* No 67) there was another son William, born in 1827 who became a farmer at South Malling and was not associated with the millwrighting business. He died in 1915, so could he have been responsible for the deadboards? Ed: On a visit to West Hoathly churchyard I found a further one, to the same design, for a death in 1842. This is for a Mary Arnold nee Medhurst, so the connection begins to appear. One of the Southover examples is for a Frank Medhurst. Neither of these Medhursts have so far been found to be close relatives to the St Anne's family. The search continues.



For comparison, the design and condition of a wooden example of the same design and is of a similar age (1888). This is in Twineham churchyard. It is unusual for the lettering to still be legible after such a time. (*Martin Snow*)

Book Review - Martin Snow
Hammer and Furnace Ponds
Relics of the Wealden Iron Industry

By Helen Pearce

Subtitled 'An introduction and guide', this 96 page book does indeed include a very useful introduction to the topic of Wealden Iron from the areas where the iron deposits were to be found, the early smelting process and later blast furnaces along with the forges where the carbon was beaten out of the iron. The Weald area provided the wood for charcoal making and water to power the bellows and hammers. The varied products of the many ironmasters are covered, including early iron graveslabs, the later 'leaping boards' featured in this issue were made after the end of smelting in the Weald. Transport of the finished goods is also touched on.

Over 180 furnaces and associated forges have been identified, each would have had its own pond and often one or more pen pond to supplement the water supply. Most ponds are now dry, many converted to use the water to power other industry, milling, fulling, paper and so on.

It is the surviving ponds that are the focus of the book, the gazetter of these giving hints on locating the majority that are not dry, then detailing each still containing water, including access where possible or for those that fall on private land and can only be glimpsed from a distance, what to expect. The Ordnance Survey Grid References and 2½" sheet numbers are given as well as likely parking (or lack of) and walking details. Wheelchair access is indicated where this is possible, even if only in part.

A number of the ponds are illustrated in colour or monochrome, but given the scale of many ponds it is difficult to give more than a pretty view of a waterscape and trees, the 'works', sluices, buildings etc having gone under later development of simply decay.

It is difficult to review a topic that one is not expert on, but the author has protected herself by consulting the authorities, Jeremy Hodgkinson among others - duly acknowledged - so you are stuck with me. That said I found it all most informative, very readable and it all made sense.

I can recommend it for both the armchair student, that so many of us are, as well as an aid for those wishing to view on the ground some of the remains of what might be regarded, certainly in Sussex, as the start of the Industrial Revolution.

A5 format paperback, 96 pages, colour and monochrome images. Price £8.99

Published by Pomegranate Press, Lewes, ISBN 978-1-907242-15-1

There is an abridged version of the book at : www.hammerpond.org.uk

Book Review - Martin Snow
The Tokens, Metallic Tickets,
Checks and Passes of West Sussex, 1650-1950



By Ron Kerridge and Rob de Ruiter

The sample token illustrated above was issued by the Worthing Fruit and Flower Company Ltd. in varying metals and with varying denominations on the obverse. This company was the the first to introduce non-chargeable, non-returnable containers for their produce that went nationwide. Previously such tokens were issued as part of the return and charging process.

This is just one of the many gems of research that Ron's text, ably illustrated with Rob's photographs, brings to what I had expected to be a dull topic, which provide a great deal of interest for students in many fields; not least the IA student.

I found myself reading far into the pages on aspects of legal (and not so legal) tender. The uses and missuse of tokens restricted staff to buying from their employers outlets or encouraged (forced) customers to return when their change for beer was in a token only redeemable at the original pub.

As well the the detailed research by Ron into each paranumismatic item, each has a sample illustration in clear images on both sides taken by Rob.

Ron is a locally known (Worthing, Lancing...) historian who has built collections of posters, deeds and many other documents and, as it now appears, tokens! His other published books are the result of long and detailed research and this is no less well researched, teasing out many details of life in bygone West Sussex.

I recommend this study, maybe not as a bedtime read, but certainly worthy of the IA student's bookshelf, for dipping into for something different and for a aspects of trades and people not normally considered.

Paperback, A5 format, 244 pages, quality colour illustrations throughout.

Published by the authors at £12.00 plus p&p.

To order; please contact Ron via me, details under *Newsletter* Editor on page 23

Mystery Photo - What does this show?



Do you know your IA?

What is it?

Another road one, a rare survivor.

How many people remember these?

Thanks to John Piper for suggesting this puzzle and providing the picture.

(10,000 brownie points for the location of this one - there are no clues in this *Newsletter!*)

Update

Newsletter 150 contained a real puzzle, (no brownie points awarded) it was of the well capping equipment on the disused well on the lower ground level in the former pumping station at Bedfordwell, Eastbourne, featured in the same issue. The water table is not far down here and the secure steel and concrete cap is to reduce the risk of contamination, but still permit inspection.

What will happen to this and the well when the building gets a new use?

Do you have a suitable puzzling picture that would get other members guessing? If so please let me have it, there are so many strange objects and structures out there, there must be one near to you.

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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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Cast iron 'leaping board' grave markers in St Annes churchyard, Lewes, see the article on page 18. Note the black mathematical tiles in the background. (*John Blackwell*)



Grade II listed Stream Bridge in deepest Sussex, north of Chiddingly, close to the village of Gun Hill, see the article on page 10. (*Malcolm Dawes*)