



# SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY NEWSLETTER

Newsletter No 121

January 2004



The Causeway at Powdermills Reservoir

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## **FUTURE PROGRAMME**

**WINTER LECTURES** at West Blatchington Mill Barn will take place on Saturdays at 7.30 pm.

Contact Peter Hill, 01273 776017

**17<sup>th</sup> January** Gerry Collins on '*Brighton Locomotive Works*'

**20<sup>th</sup> March.** Patricia Berry on '*The Lost Village of Tidemills*'. This talk will include new material on the Seaplane Base.

**Tuesday 10<sup>th</sup> February** at 7.30pm in the Committee Room at East Pallant House, Chichester. Joint meeting with Chichester Museum Society. '*Steaming Through Sussex*'. Bill Gage takes a nostalgic look at the time when engines had character and a railway journey was an adventure. Entrance fee 50p.

Contact Chris Bryan, 01243 773158.

**Sunday 14<sup>th</sup> March** from 11.00 am. Working party at Coultershaw Pump. Wear old clothes and bring a picnic lunch.

Contact Robin Wilson, 01798 865774

**Saturday 17<sup>th</sup> April** SERIAC at Petersfield, Hampshire. Application form and programme outline is enclosed with this *Newsletter*

Contact Bob Allen, 01323 896724.

**Friday 23<sup>rd</sup> April** at 7.00 pm at the Library Theatre, Richmond Road, Worthing, TQ 148 029. C Selbie will talk on '*Worthing, as it is and as it was*'.

Contact John Blackwell, 01273 557674.

**Saturday 22<sup>nd</sup> May** at 10.00 am. A Wey and Arun Canal Narrowboat trip. Meet at the Onslow Arms, Loxwood TQ 041 311. A 2-hour canal cruise in the narrow boat *Zachariah Keppel*. This replaces the 30<sup>th</sup> August 2003 cruise, which was fully booked, but had to be cancelled due to insufficient water in the canal. So far there have been no cancellations, but a waiting list is open for other members if cancellations occur.

Contact Robin Jones, 01323 760595

**Saturday 22<sup>nd</sup> May** at 2.30 pm Visit to Baynards Railway Station near Rudgwick TQ 077351. Members will be able to view the external features of this restored station and inspect a selection of historic vehicles on display. Numbers are limited to 30, and regretfully no dogs are allowed. Please note that members booked on the canal trip are NOT guaranteed places on the Baynards Station visit,

as other members are booking places. It is therefore essential for members on the morning cruise to let me know as soon as possible if they wish to visit Baynards Railway Station in the afternoon.

Contact Robin Jones, 01323 760595

## **BAYNARDS STATION**

**Robin Jones**

The 20 mile Guildford to Horsham railway line was opened by the LBSCR in 1865 with stations at Bramley & Womersley, Cranleigh and Baynards. Baynards Station, which was named after Baynards Park nearby, was built in an attractive setting. The Sussex - Surrey boundary is at a short tunnel, 250 feet above sea level, just south of the station. Most of the stations on the line had goods yards, including Baynards, as there was a daily freight train from Guildford used to transport agricultural produce, bricks, timber and coal. All the goods yards were closed by 1963. At one time the garden at Baynards Station was planted with 1000 dahlias, which included 240 different varieties. Locomotives using the line included Class M7s from the LSWR and Class E4s from the LBSCR. In February 1957, the station was used as the location for some of the sequences for the very first film of '*The Railway Children*', which was the BBC film, not the EMI cinema film that was filmed on the Keighley & Worth Valley Railway.

There will be a number of historic vehicles on display at the station to view during the visit on May 22<sup>nd</sup>. These include a London Transport 1949 Leyland RTW bus with a 56-seat body, reg. no. KLB 915. which originally worked the 85 service from Putney Bridge Garage. It was withdrawn from service in 1965, but after use as a training vehicle, it was purchased in 1971 by Fraser Clayton, who owns the station and the vehicles, and restored to its original livery. Another interesting vehicle is the 1939 Harrington bodied Leyland Cheetah LZ5 coach of Blue Motors, reg. no. EYA 923. Originally it operated out of Minehead and Porlock Weir on excursions to Exmoor and the Brendon Hills. It was fully restored to an immaculate condition in 2000, taking seven years to complete the work. One of the features of the Harrington body is the distinctive dorsal fin at the rear. During restoration, great care and research was carried out to bring the coach back to its original condition. A detailed account of the restoration was published in the August 2000 issue of *Bus & Coach Preservation*.

## **INFORMATION REQUIRED ON SANDSTONE QUARRIES IN SUSSEX**

**Vivienne Blandford**

I am a part time student at Sussex and am hoping to do a final year project on something related to sandstone quarries, in particular the stone from the Hastings Beds which includes Ardingly Sandstone, looking at that which was quarried and that which was not. I am aware that it is said that it is no longer economical to quarry the stone but there must be an interesting history to these working quarries. Do you know where I can find information on Philpot's, Hook and Paddockhurst and has any work been done on these? I hope someone will be able to help me. My e-mail address is :blandford@blandford.co.uk otherwise reply by post to the editor of this *Newsletter*.

### **WORKHOUSES IN SUSSEX**

**Ron Martin**

On a recent holiday on Nottinghamshire I visited the National Trust Workhouse in Southwell. This was built in 1828 and has been fully restored by the Trust, making this a very well worthwhile visit. At the end of the tour there was an opportunity to access a data base of all workhouses in Britain. Information on the Sussex ones, with which I have some knowledge, was not up-to-date.

Hastings Union Workhouse - the original administrative office blocks and the main wards blocks are currently extant and are being converted into apartments. The rest of the buildings on the site, which subsequently became St. Helens Hospital, have been demolished.

Battle Union Workhouse - all later buildings have been demolished leaving the original very handsome building intact and converted into apartments.

Steyning Union Workhouse - currently Southlands Hospital, Shoreham. Various plans have been considered but as yet nothing has been done and the workhouse buildings are mainly derelict.

Uckfield Union Workhouse - an article I wrote about the Casual Wards at this workhouse was published in *Sussex Industrial History No. 26*. All evidence of this building have now been removed and the area is a housing estate.

## **POWDERMILLS RESERVOIR**

**Patrick Roper & Bob Allen**

The water in Powdermill reservoir in Brede/Sedlescombe has fallen so low that a structure has reappeared. This was first thought to be the old cinder bank dam from the furnace and some of the buildings that vanished under the water in 1932/3. Smelting stopped in 1766, though the site continued as a powdermill until 1825.

I am reliably informed that what has become visible is a causeway linking Brede High Farm and Jacobs Farm. Breaches were cut in the causeway to allow fishing dinghies to access all parts and to allow water from the Powdermill Stream to flow into the larger part of the lake when the water is low.

The area is now readily accessible from the B2089 Rye-Cripps Corner road as Southern Water have just installed waymarked routes from the car park at TQ804206. The blue route goes right down to the water's edge (or rather bare mud's edge).

If you want to see the cinder bank etc., go fairly soon as the current wet weather may quickly cover it with water again.

## **COULTERSHAW BEAM PUMP**

**Robin Wilson**

Coultershaw has had a satisfactory year with over 1000 visitors to the pump.

The Coultershaw Trust became a Registered Charity on 20<sup>th</sup> February 2003. Lord Egremont has accepted the Trustees invitation to be patron of the Trust. The Trust now has a 20-year lease of the Coultershaw Mill site from Lord Egremont. The area is the east bank of the river (between the riverbank and the unmade road) from the main road in the north to (but excluding) the builder's yard in the south.

The Environmental Agency, the Chichester District Council, the Rother Valley Project and the Leconfield Estate have indicated that they will jointly support an application by the Coultershaw Trust for a project planning grant from the Heritage Lottery Fund.

The grant will be towards the cost (90%) of working up plans for the restoration of other buildings at Coultershaw including the sluices, the engine house, the stables and the adjoining warehouse and the warehouse in the builders yard. If the project plan is accepted, application will be made for a capital grant towards the cost of the work

On advice, the sluices have been kept closed all summer with three boards in the wheel pit. The fish pass has run free. There has been no difficulty in maintaining a satisfactory water level to run the pump. The sluices will not be opened unless the level of the mill pond downstream is well above the sill of the sluices. In this way it is hoped to prevent further scour under the sluice structure.

The brown tourist signs have been erected at last – some two years after they were first requested! They incorporate an 'open/closed' flap. The cost was met by a grant from the West Sussex County Council and a generous contribution from the SIAS. The Ordnance Survey has agreed to put the pump on the next edition of the appropriate maps.

Volunteers from the Rother Valley Project spent a very hot day clearing the riverbank below the pump house. Winter maintenance has commenced: several paddles and boards have been replaced and the second half of the wheel is being repainted. All members of the SIAS are welcome at the annual Working Party from 11 am on Sunday 14<sup>th</sup> March .

Michael Bevan and Harold Browne were both stalwarts of the restoration of the Coultershaw Beam Pump and, until recently, were regular stewards. They are sadly missed. We are in touch with two or three potential new recruits but more stewards are needed to man the desk and show visitors round on the first or third Sundays in the month April to September, whole or half days; contact Robin Wilson 01798 865 774.

## ANNUAL GENERAL MEETING 2003

Ron Martin

The 36<sup>th</sup> AGM of the Society was held on Saturday, 22nd November, 2003 at West Blatchington Mill Barn. The Chairman, John Blackwell gave an account of the activities of the Society throughout the preceding year. The Winter lectures had on the whole been well supported and a further series has been planned for the next year. There had been successful visits to Newhaven in May and to Lewes in June but the visit to Tonbridge in September was poorly supported. The canal trip on the Wey and Arundel Canal had to be cancelled due to water shortage. Disappointments have been that the work on the Field Guide is not yet finished but it is hoped that editing will be completed next year, there has been little progress on recording IA sites in the urban areas and on the database of the IA records.

The Treasurer and Membership Secretary, Peter Holtham presented the annual accounts and commented that the apparent large balance was accounted for by the fact that there had been no charge for SIH included in the current accounts. The membership now stands at 384, a decrease of two from the previous year, although 28 former corporate members have been transferred to the free distribution list.

The Editor, Brian Austen reported in writing that SIH Issue 33 had been published in October but more articles were needed for the next issue, to enable it to be published earlier in the year. Thus would promote sales of the current issue.

The Mills Group Chairman, Peter Hill reported on the activities of the Mills Group which had had a most successful year. The sweeps at Rottingdean Mill. had now been replaced and Oldland Mill has been re-clad. Considerable concern was expressed about the future of Cross-in-Hand Mill, where repairs are being stymied. Argos Hill Mill has difficulties which are as yet unresolved. The Planning Applications for two 'new' windmills at Ferring and Blackboys have been refused. There had been two successful tours to several mills in Sussex and to south London.

Chris Bryan reported that on the Portsmouth and Arundel Canal where clearance work had been carried on the sites of Hollinsworth and Stewart Bridges and at Ford Lock. Several items of cast ironwork have

been recovered, which are being preserved. Clearance at the Poyntz Bridge site had also been carried out.

Robin Wilson reported on the activities of the Coultershaw Group which is reported on elsewhere in this *Newsletter*.

Ted Henbery reported that at Ifield Mill, the leat needs dredging and the wheel rebuilding at considerable expense but visitor numbers were up.

Ron Martin reported that he had surveyed Rottingdean Mill, air raid shelters in Stanford Road School and the down-draught kilns at Pitsham Brickworks. Efforts to gain access to the former Shippams Works and Moore and Tillyer's premises in Chichester have, as yet, proved unsuccessful.

Tony Baxter reported that at the Swanbourne Pump House there had been a successful season with considerable interest from visitors, in spite of the draining of Swanbourne Lake.

The election of the Officers and Committee took place and these are listed on the back page on this *Newsletter*.

After the AGM, John Day gave a very interesting talk on the various extraordinary inventions that had been devised over the years to power large artillery pieces and ordnance propelled with systems other than with explosives. Various propellants included steam of which there were several attempts dating from 1814 to the 1860s, none of which achieved any degree of success until the Holman projector designed to fire mortars from ships in WW11. There were also various examples described of pneumatic guns from the 15<sup>th</sup> century up to the latter part of the 19<sup>th</sup> century. The dynamite gun of 1888 was explosive powered and assisted by compressed air and capable of firing a 15" bore shell 2000 yards. One of these guns was used to arm the second Holland submarine. The design of multi-barrelled weapons was also touched upon with many examples of guns with as many as 36 barrels and finishing with the

frighteningly rapid firing Gatling guns used on some modern jet aeroplanes with a rate of fire of 7,200 rounds per minute. Military subjects do not normally feature in IA but the technology of these weapons is very much in our interest.

## **SERIAC BURSARY**

**Ron Martin**

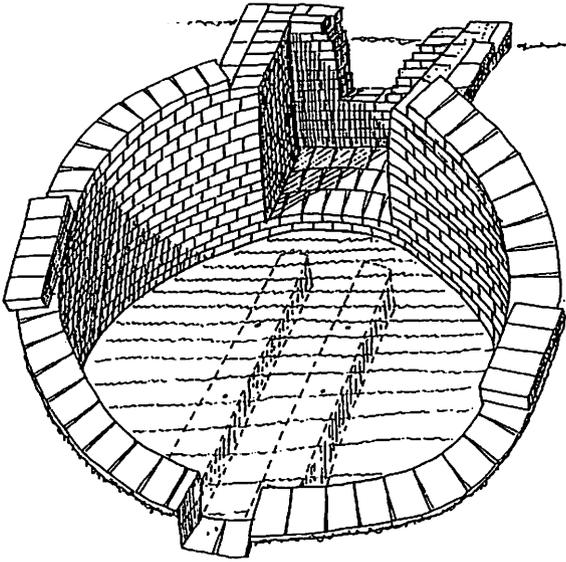
Members are reminded that a bursary of £250 is being offered by the organisers of SERIAC for work in recording, publishing or restoration of IA sites within our area. Application is to be made to me by the date of the next SERIAC Conference, on 17<sup>th</sup>. April, 2004. Application Forms for this event are enclosed.

## **PROBABLE WELL AT THE OLD WHARF, NEWBRIDGE, WISBOROUGH GREEN**

**Ron Martin**

A structure has recently been located close to the former Newbridge Wharf warehouse at TQ 0684 2576. It is about two metres from the side of the canal bank and when the wharf wall was extant, was probably even closer. It has been referred to as a well throughout this article. The drawing of this structure has been prepared from dimensions supplied by Peter Reed.

The well is 1.75 m (5'9") diameter with a one brick thick vertical brick side in header bond., the top being at ground level, and the depth at least 2.6 m (8'6"). The bricks are red and the lower few courses above water level are blackened. At 1.40 m (4'7") below ground level there are two timber beams spaced 0.58 m (1'11") apart, the ends built in to the brick side. Four 1 3/4" diameter holes are drilled vertically through the timber beams. A dovetail shaped recess at the east side of the well is tapered from 0.60 to 0.89 m (2'0 to 2'11") wide and 0.69 m (2'3") deep the brick paved bottom being at 1.07 m (3'6") below the top of the well.



PROBABLE WELL · NEWBRIDGE WHARF · WISBOROUGH GREEN

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Opposite the recess there is a 9" x 9" notch in the top of the brick side and at this point there was an iron frame with two  $\frac{1}{2}$ " x 2" sides with connecting bars, of unknown use. The well is partially filled with water to a depth of about 1.30 m (4'3") below the top.

Newbridge Wharf was the northern termination of the Arun Navigation which opened in 1790<sup>1</sup> and which subsequently became the Wey and Arun Canal. Also on the site and some 75 m southwest of the structure is a battery of four limekilns which were excavated several years ago by a team of archaeologists from the University of Sheffield and which have since been back-filled. The canal warehouse was used for storing of goods for transhipment, the toll charges at Pallingham Lock detailing wood, chalk, soil, dung, road mending stone, corn, coal, bark, grocery and lime<sup>2</sup>.

The structure has all the appearance of a well and the fact that it now contains water seems to confirm this. The absence of any mention on the OS maps seems odd as other wells in the vicinity are recorded. The two timber beams could have been the supports for a pumping apparatus and the fact that this is below ground level is quite normal. The unexplained features are the dovetail shaped recess at the east side and the two short lengths of straight brickwork at the north and south sides.

The most likely scenario is that this structure is a well, which was possibly covered with a brick dome. When the limekilns and the wharf and warehouse was operational there would have been a sizeable work force on the site and a water supply on site would be necessary for them and for visiting bargees. The fact that there is no record of a well on the OS maps does not mean that it did not exist. OS maps are not infallible. Can any member throw any light on this structure and explain the dovetail shaped recess ?

### References

1. P.A.L.Vine, *London's Lost Route to the Sea*, (1965), 36
2. Op cit.

As reported in the October Newsletter Michael died on 14<sup>th</sup> September, aged 85.

He was an active member of SIAS for over 30 years, having joined the Sussex Industrial Archaeology Study Group, as it then was, in 1969.

He volunteered for the Territorial Army in 1938 and in 1942 was shipped out to Singapore just in time to be taken prisoner by the Japanese, when he was slightly wounded; because of this he was in hospital when his fellows were drafted to work on the Burma-Siam railway – a lucky escape.

On repatriation he returned to the insurance business and moved to Sussex in 1960. An inspector, he travelled extensively round the county and, as a member of the Society of Sussex Downsmen, he was always on the lookout for items and sites of IA or architectural interest, which were duly photographed and recorded.

His wife Patricia remembers how, in the mid 1970s, with some trepidation they gained access to the Coultershaw Beam Pump by climbing through a window – such enthusiasm! This was around the time when the possibility of restoring the pump was being considered. He took an active part during all the 5 or 6 years of bringing the pump back to life, and thereafter acted as steward on open days and cheerfully undertook maintenance jobs, however menial, during the winters.

On retirement he bought a Bedford camper van, and many of us will remember the warmth of his hospitality and liquid refreshment on the various outings, expeditions, work parties and conferences in which he participated.

In the mid-1980s he was one of the team excavating and recording the remains of the Bignor Park beam pump.

Michael was elected to the Committee of SIAS in 1974 and was Treasurer and Membership Secretary from 1978 to 1999; this was his main contribution to the work of the Society.

He was also a member of the Sussex Archaeological Society, the Worthing Archaeological Society, the West Sussex Archive Society and the Worthing Society. He did a lot of research and photography for Dr Tim Hudson who was editing the Victoria County History of Sussex.

Michael will be sadly missed for all that he did for the Society and for his cheerful approach to the wide range of activities in which he became involved.

East Sussex Parliamentary Deposited Plans 1799-1970 edited by Roger Davey, published by Sussex Record Society Volume 87, 279 pages, price £20.

This book is essential reading for all Sussex industrial historians. The deposited plans encompass all the railway schemes, the later turnpike roads, gas, water, electricity, tramways and some town improvements. Rivers, canals, harbours and piers also feature. Roger Davey, who was the County Archivist of East Sussex, has arranged the 586 plans in chronological order with their description when deposited together with a note that amplifies the details (or lack of), the names of parishes the plans affect and major topographical features eg windmills. If the plans are accompanied by a book of reference, giving names of landowners and occupiers, (and most are) this is also noted. Many plans were proposals and never executed, for those that were the relevant act is given.

The editor of *Sussex Industrial History* is always seeking new articles, this book provides a mine of information to start researching some. Be aware there can be disappointments, for example railway schemes unless affecting urban areas, have no constructional details of bridges tunnels etc nor the sites of stations; they are generally a line on a map.

The book contains a useful introduction and an excellent index by Ann Hudson. A thoroughly recommended publication and even if you are not contemplating any research, it is still a good browse. I urge you all to take advantage of the offer accompanying this *Newsletter* and then visit the East Sussex Record Office and inspect the plans and who knows what this may lead to!

### Notes

1 *It is advisable to contact the Record Office before visiting, to ensure there is space available and that the plan you require is not stored off-site.*

2 *The deposited plans for West Sussex are contained in Volume 66 of the Record Society's publication "A catalogue of Sussex Maps Pt II".*

The 36-acre site of Amberley Working Museum opened its doors to the public in 1979. Simple arithmetic will reveal that this is its Silver Jubilee year. The original museum trust was founded in 1974 as the Southern Industrial History Centre but changed its name to Amberley Chalk Pits Museum in 1991. To celebrate the jubilee, festivities will be held throughout the 2004 season. A *'Top Ten Treasures Trail'* will run all season giving visitors a chance to vote for their favourite exhibits. Results will be displayed and updated every month. Jubilee banners will be designed, made and displayed to commemorate the 25 years and images from the museum throughout this period will be on show. The President of the Museum, Prince Michael, will open the new Railway Exhibition Hall in April and in May the Duke of Richmond will officially open the new restaurant building.

Among the other events planned for early in the season are :

**Saturday 20<sup>th</sup> / Sunday 21<sup>st</sup> March** Science Week family workshops with hands-on activities exploring the world of science.

**Sunday 4<sup>th</sup> April** Vintage car show, an early season gathering for veteran vintage cars from 1900s to the 1950s

**Sunday 25<sup>th</sup> April** Veteran Cycle Day with over 250 early machines from boneshakers and penny farthings to Victorian tricycles.

**Saturday 29<sup>th</sup> / Sunday 30<sup>th</sup> May** 1950s weekend with a fantastic collection of items from the 1950s including cars and motorcycles plus a range of period-themed events and festivities for the family.

Admission to events is at the normal entry price for the museum

Adults: £7.50 Over 60s & students : £6.50 Family ticket: £20

Or become a member of the Friends giving free entry throughout the year for just £20 or £13 for seniors. Membership can be taken out at the gate or by contacting Lynn Whitcomb in the office 01978 831370

# The Sussex Industrial Archaeology Society

registered Charity No. 267159

## Officers

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## COMMITTEE MEMBERS

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Visit our web site : [www.sussexias.co.uk](http://www.sussexias.co.uk)

LATEST DATE FOR COPY FOR THE March NEWSLETTER IS 4<sup>th</sup> February. *Note that this is earlier than the usual date. Late contributions cannot be published. Copy for the Newsletter should be sent to:*

R.E. Allen, 7 Heathfield Road, Seaford, East Sussex, BN25 1TH, 01323 896724  
*e-mail [footprints@tesco.net](mailto:footprints@tesco.net)*

(Copy for the Mills Group section should be sent to the editor of the Mills Group Newsletter, R.F. Jones, whose address is above.)