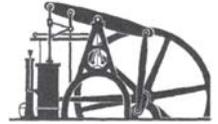


Sussex Industrial Archaeology Society Newsletter



Number 138

April 2008



Newsletter 138

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Front Cover:

The bridge that carried the single line railway track of the Dyke Railway, across the very narrow Hangleton Road of that period. The bridge was built in 1887 and was about 35 yards to the west of Rowan Avenue. The road on both sides of the bridge was widened in the 1930s but this strip remained like this until 1942. Probably owing to heavy Army convoys using this route during the War, the bridge was then removed, the dip filled in and the roadway widened to its present state. Date of picture 1935.

From the James Gray Collection - Reproduced by kind permission of the Regency Society

Digitisation of Sussex Industrial History

The Society is considering how to make Sussex Industrial History available in electronic format whilst retaining the rights of authors. At present Sussex Industrial History makes material available in printed form to the public on a regular basis, with copyright being retained by the authors. Our aim has been that this will add to the knowledge of industrial archaeology and that it will stimulate interest and further research.

Making the articles available in electronic form will reach a wider audience and further promote the Society's work. However, we wish to ensure the rights of authors are protected when we make their material available in this way. We are considering a type of copyright licensing called 'Creative Commons', which is appropriate for organisations like SIAS that seek to share the work of Society members and authors. With this type of licence, the material is available free of charge, whilst retaining some rights for the authors. Specifically, this licence lets others copy, distribute and build upon their work non-commercially, as long as they credit them and license their new creations under the identical terms. This means that others can download and redistribute the authors' work and produce derivative works based on the work. All new work based on the original will carry the same licence, so any derivatives will also be non-commercial in nature.

We are hoping that all past authors of material in Sussex Industrial History will agree to the Society making their work available in this way. If you have contributed any material to Sussex Industrial History, please contact the Editor, Brian Austen, by 1st June 2008 if you have any objections to this proposal or would like further information.

Subscriptions 2008

These are now due.

They remain at £10 plus £5 for a family member
at the same address.

Please send to the Treasurer whose address appears
at the back of the Newsletter.

Prompt payment would be appreciated to
save the cost of sending reminders.

Forthcoming Events

Malcolm Dawes

Saturday 19th April. *SERIAC conference.*

Saturday 26th April. *Tour of Sussex Mills.*

See Mills Group Newsletter for further details.

Saturday 3rd May. *Tour of Iron, Rail and Beer in the North West Frontier* lead by Alan Green. This tour of the north-west corner of the county features a visit to the Fernhurst Iron Furnace site with a conducted tour by Robin Barnes of the Fernhurst Furnace Trust, followed by a visit to Ballard's Brewery in Rogate (admission £5 to include sampling) after which we visit sites of engineering interest on the Chichester to Midhurst railway including Singleton Station, courtesy of the West Dean Estate, and a rare chance to visit the unique goods shed, courtesy of the tenant.

MEET at 10.00 am. at the Fernhurst Furnace site (SU 879283) Take the A286 to Fernhurst and in the middle of the village turn west into Vann Road (the Liphook road) and follow for approx 1½ miles to Lower Lodge farm, turn left and follow the track as far as you can. Signs will have been put up for our benefit. The itinerary for the rest of the day will be handed out on the day.

Please let Alan Green know if you are attending
(Tel 01243 784915 email: agreenzone@aol.com)

Sunday 1st June. *Visit to Sir William McAlpine's Private Railway.*

Further information on page 22.

Wednesday 23rd July. *Tour of Kent Mills.*

See Mills Group Newsletter for further details.

Wednesday 9th July 10.30 am. *Visit to Ashdown Brickworks, Turkey Lane Bexhill by Sea.*

Numbers are limited to 12 on a first come first served basis. Visitors are required to wear boots and if possible Hi-Vis jackets.

In the afternoon the Brede Steam Engine Site will be open although no machines will be working.

Contact Ron Martin 01273 271330

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 17th April 7.30 pm. *Steam Era Waggons.*

Mid Hants Railway, Sussex Group talk by Ian Fyvie.

Southwick Community Centre, Southwick. 01273 703489.

Thursday 17th April 7.00 pm. *Buildings of the Festival of Britain 1951.*

A Hove Civic Society talk by Colin Manton. £2.

Courtlands Hotel, The Drive, Hove. www.hovecivicsociety.org.

Sunday 20th April. *Toy and Collectors' Fair at Horsted Keynes Station.*

Bluebell Railway. 01825 720800.

Sunday 20th April. *Post Office Vehicle Rally.*

Amberley Working Museum. 01798 831370.

Weekend 26th – 27th April. *Final weekend of service for Brighton locomotives Stepney and Birchgrove before major overhauls.*

Bluebell Railway. 01825 720800.

Sunday 27th April. *East Grinstead Vintage Bus Day.*

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

Sunday 27th April. *Veteran Cycle Day.*

Amberley Working Museum. 01798 831370.

Monday 28th April, 7.45 pm. *Early train lighting and heating.*

Locomotive Club of Great Britain. London Road Station, Brighton. 01273 703489.

Tuesday 29th April, 8.00 pm. *East Sussex Omnibus Society's annual transport film show* hosted by John Bishop.

Underground Theatre, Grove Rd, Eastbourne. 01323 843202.

Weekend 3rd – 4th May. *Magnificent Motors Rally.* Classic cars, motorbikes,

buses, commercial vehicles and traction engines. Seafront, Eastbourne.

www.eastbourne.gov.uk.

Sunday 4th May. *Historic Commercial Vehicles Run, between London and Brighton.*

Monday 5th May. *Bank Holiday Veteran and Vintage Motorcycle Rally.*

Amberley Working Museum. 01798 831370.

Friday 9th May 8.00 pm. *A railway journey from London to Burgess Hill in 1912.* Burgess Hill Local History Society talk by Bob Chimley. £2 visitors. Cyprus Hall, Cyprus Rd, Burgess Hill. 01444 241134.

Weekend 10th– 11th May. *Southern at war weekend, soldiers, military vehicles, displays and concert parties.* Bluebell Railway. 01825 720800.

Saturday 10th May 10.30 am. *Milestone Society Spring meeting at Battle Town Hall, Battle.* Talks and displays with an emphasis on milestones and waymarkers of Sussex. £3 for non-members. Terry Keegan 01299 832358.

Sunday 11th May. *Stationary Engine Working Day.* Amberley Working Museum. 01798 831370.

Thursday 15th May 7.30 pm. *South Eastern Steam.* Mid Hants Railway, Sussex Group talk by Roger Brasier. Southwick Community Centre, Southwick. 01273 703489.

Friday 16th May 7.00 pm. *Tidemills.* A Polegate and Willingdon Local History Society talk by Luke Barber. Visitors £2. St.Johns Church Hall, High Street, Polegate. 01323 485971.

Sunday 18th May. *Military Vehicle Day.* Amberley Museum. 01798 831370.

Tuesday 20th May 6.30 pm. *William Gravatt, I.K. Brunel and bridges in Somerset.* Newcomen Society lecture by David Greenfield. Room 0.27 in the Portland Building of the University of Portsmouth, St. James Street off Queen Street, Portsea. Free parking in adjacent University car parks from 4.30 pm. www.newcomen.com/brmeetings

Wednesday 21st May 7.45 pm. *Paddle steamers in pieces, the work needed to keep these ships in service.* Sussex Transport Interest Group talk by Roddy McKee. £2. London Road Station, Brighton. 01273 512839.

Sunday 25th and Monday 26th May. *Home Front Celebration – displays of wartime Britain.* Amberley Working Museum. 01798 831370.

Tuesday 10th June 7.30 pm. *Return to Stewarts Lane – Part 2.* Kent & East Sussex Railway talk by Ralph Gillam. Westham Village Hall, Pevensy. 01323 845108.

Wednesday 11th June 7.30 pm. *History of Chichester Cathedral.* Chichester Local History Society talk by Colin Clarke. Non-members £2. New Park Centre, New Park Rd, Chichester. 01243 778814.

Friday 13th June. *Exhibition of building heritage.* Burgess Hill Local History Society, Cyprus Hall, Cyprus Rd, Burgess Hill. 01444 241134.

Weekend of 14th- 15th June. *Mid-summer steam show.* Amberley Working Museum. 01798 831370.

Wednesday 18th June 7.45 pm. *The story of diesel multiple units.* Sussex Transport Interest Group talk by Tim Lawrence. £2.

London Road Station, Brighton. 01273 512839.

Thursday 19th June 7.30 pm. *The East Coastway Main Line from Brighton.*

Mid Hants Railway, Sussex Group talk by John Blackwell.

Southwick Community Centre, Southwick. 01273 703489.

Weekend of 5th- 6th July. *Classic fire engines with parades and demonstrations.* Amberley Working Museum. 01798 831370.

Tuesday 8th July 7.30 pm. *Photographs of Jack Turley – Railway Enthusiast.*

Kent & East Sussex Railway talk by Gordon Dinnage.

Westham Village Hall, Pevensey. 01323 845108.

Wednesday 9th July. *Evening walk looking at the Building Stones of Chichester* led by David Bone. Chichester Local History Society. 01243 778814.

Weekend of 12th– 13th July. *Railway Gala – steam, diesel and electric locomotives.* Amberley Working Museum. 01798 831370.

Monday 14th July 7.30 pm. *The Secrets of Brighton Station.*

Southern Electric Group, Sussex Branch talk by Jackie Marsh-Hobbs. £2.

Deall Room, Southwick Community Centre, Southwick. 01273 504791.

Wednesday 16th July. *Evening walk looking at the Building Stones of Chichester* led by David Bone. Chichester Local History Society. 01243 778814.

Friday 18th July 7.00 pm. *Place names of the Polegate area.*

A Polegate and Willingdon Local History Society talk by Karl Wittwer. Visitors £2.

St.Johns Church Hall, High Street, Polegate. 01323 485971.

Weekend 19th– 20th July. *Toy and Collectors' Fair.*

Horsted Keynes Station, Bluebell Railway. 01825 720800.

Sunday 20th July. *Classic Motorcycle show.*

Amberley Working Museum. 01798 831370.

Sunday 20th July. *Eastbourne Bus Rally*

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

Sunday 27th July. *Worthing seafront bus rally.* www.worthingbusrally.co.uk

Sunday 27th July. *Classic cars from the 50s, 60s and 70s.*

Amberley Working Museum. 01798 831370.

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.

Events on the Portsmouth and Arundel Canal 2008

organized by the Sussex Industrial Archaeology Society

Saturday 28th June *Poyntz Swing Bridge*

Come and join the bridge swingers at the Poyntz Swing Bridge located south of the canal basin in Chichester, and north of the A27 road bridge. This cast iron bridge built in 1820 is the sole survivor of the original 21 on this canal and possibly the only single span cast iron swing bridge of its age in the UK. You can take this rare opportunity to walk across this historic bridge (and possibly disrupt canal traffic) between 1.00 pm. and 4.00 pm. when members will be on hand. At 2.30 pm. there will be a walk around the canal basin led by Alan Green who will explain about its past industrial history and the railway sites of yesteryear.

Entrance is FREE, but donations towards our 2008 conservation programme would be very welcome.

Saturday 5th July - 10.00 am. *Canal Walk*

Come and explore the Barnham to Hunston section of the original Portsmouth and Arundel Canal. This guided 6-mile walk/talk illustrates our heritage and the valuable work of the conservationists who are protecting the original structures (or remains of) for our future. Park at Barnham Court Farm, grid ref. SU 956034 about ¾ mile south of Barnham rail station, follow the signs from the parish church. Stout walking shoes / boots are advised. Bring a picnic lunch for a halfway stop. Arrive Hunston approx. 4.00 pm. where a FREE coach will return us to Barnham Court farm.

A FREE event but donations toward our conservation programme for 2008 would be welcome.

Saturday 13th September - 10.00 am. *Canal Walk*

Come and explore the Barnham to Ford section of the original Portsmouth and Arundel Canal. This guided walk / talk will illustrate the history and show the remains of structures (and complete structures) that are to be seen along the way and see the valuable work being carried out by a small band of volunteer archaeologists and conservationists who are protecting our heritage for the future. Park at Barnham Court Farm ¾ mile south of Barnham rail station and follow signs from parish church to the farm at grid ref SU 956034. Bring a picnic for a lunch stop at Yapton. W.C. available. Stout walking shoes/boots are advised. Arrive Ford approx. 1.30 pm. Trains from Ford Station, 10 mins walk away will return you to Barnham.

A FREE event but donations toward our 2008 programme of conservation would be welcome.

Sunday 14th September *Poyntz Swing Bridge*

Details as June 28th

The site will be opened and manned by members from 10am till 4pm who will have on display a collection of photographs and artifacts describing the removal of this bridge from Hunston and its reconstruction here, by a team of volunteers (taking 15 years), culminating in the bridge you see today. Also on display will be a description of other works carried out by The Sussex Industrial Archaeological Society.

For more information or to confirm attendance:

Phone Adge Roberts 01903 773575

or Linda Wilkinson 01243 576701

AIA Conference 2008

Ron Martin

The Annual Conference of the Association for Industrial Archaeology is being held over the weekend of 23rd and 24th August with a pre-conference seminar on Friday, 22nd and post conference visits between Monday 25th and Thursday 28th. The venue is at Lackham College just outside Chippenham in Wiltshire. The pre-conference seminar is on the subject of military aspects of Wiltshire IA. Visits throughout the week are to various sites, including the Claverton and Crofton Pumping Stations on the Kennet and Avon Canal, the Science Museum Collection at Wroughton, Swindon Railway Museum as well as canals, railways, woollen mills, breweries and limestone quarries. Application forms and full details are available from me.

This year, in Wiltshire, the distance from Sussex is not that great, so I hope to see many of you there, to what I always find is a most enjoyable and stimulating event.

Post AGM Lecture Report

David Jones

Although the SIAS Newsletter stated that this presentation was to be '*Films of CVA Factory*' presented by Peter Groves, he acknowledged prior to the start that the three short 1965 promotional films to be shown described the Numerically Controlled (NC) Machine Tools of Kearney & Trecker of Milwaukee, Wisconsin, USA, founded in 1898. The three films, '*Where in the World*', '*Months to Minutes*' and '*The Part's the thing*' highlighted the main features and advantages of these machines, the first prototypes of which had been developed in the 1940s in the USA followed by the first basic NC Machine Tools installed in the early 1950s mainly in the automobile and aircraft industries. The first NC Machine Tool in the UK was installed in the Lineside factory of CVA in Littlehampton in 1957 as part of the 1.5 million dollar investment by Kearney & Trecker, whose machines were to be made there under licence for the European market.

Peter gave an outline of the relationship between Kearney & Trecker and CVA of Portland Road, Portslade and other locations within Brighton and Hove, which would eventually be acquired by the above mentioned American Company in 1966 by which time the Hollingbury site had become their HQ. Later the company would evolve into Kearney & Trecker Marwin (KTM) in 1973, then Flexible Manufacturing Technology (FMT), before eventually closing down in 1994. The films outlined NC Machine Tools and their advantages over the use of several separate stations carrying out individual metal cutting processes of turning, drilling, boring, milling, reaming and tapping. Most standard machine tools such as pedestal drills, centre lathes and milling machines have from one to three axes, whereas the Milwaukee-Matic NC machines could cover several axes and operations in one location. Instructions to these machine tools were by paper tapes with holes to represent either 0 or 1 in the binary system so as to change and control the various tools within the machine, and to set the feeds and speeds. One of the films concentrated on the advantage of having all machining operations from a blank piece of metal to the finished part carried out at one location, instead of having several separate machine tools in a large area, thereby saving space and eliminate the need to transport and store the half finished parts in the meantime. What was not mentioned was the vast cost of these Machine Tools which put them out of reach of most small to medium sized companies.

Peter Groves has been a contributor to *Sussex Industrial History* covering various aspects of CVA, with additional information having been contributed earlier by the late Hugh Fermer, another ex-CVA employee who also wrote a general book on Machine Tools covering the period from 1540 to 1986 for Amberley Museum. An instructive afternoon, perhaps to be supplemented in the future with films or slides of the CVA range itself which would bring back memories to those of us who were brought up on their splendid automatic lathes such as the popular CVA No 8.

Railways of the Devil's Dyke
Talk by Trevor Povey 26th January 2008

Peter Holtham

Back in 1949, when my parents moved to Poplar Avenue in Hove I was excited at the prospect of a railway running at the bottom of our garden. The excitement was short lived, however, as I soon found that I had missed the last train on the Dyke Railway by eleven years. My interest in the railway has lasted, so I looked forward to the talk by Trevor and together with 44 other members was not disappointed. With a superb digital projector presentation we were told of the planning of the railway – to convey passengers to the Devil's Dyke, a beauty spot 700 feet above the sea with views across the Downs and abounding with entertainments. It opened in 1887.

We were shown how the railway left the Brighton to Portsmouth line at what is now Aldrington in Hove and for most of the three and a half miles climbed at 1 in 40 gradient. The line passed under the Old Shoreham Road which crossed it on a steel girder bridge at 45°, and continued northward at the bottom of the gardens of the present houses in Rowan Avenue. A station, Rowan Halt, with a passenger footbridge, was provided in 1934 reached down a surviving twitten. Hangleton Road was crossed by another steel girder bridge, the road dipping down under the track level. West Way was crossed by a 40-foot single brick arch and the track continued northwards at the bottom of gardens of Poplar Avenue, first on an embankment that changed to a shallow cutting. This enabled Northease Drive to be crossed under a small brick bridge. Now in the open country the track followed the side of Round Hill before passing through a deep cutting just south of the Brighton & Hove Golf Clubhouse. A private 'request' halt was provided for the golfers in 1891. The final stretch was more difficult to construct, a cutting having to be blasted through hard chalk. The terminus was reached some 200 feet below the Dyke Hotel. Closure came on 31st December 1938. We were shown shots of the surviving remains, that unfortunately with the passage of time, are now few.

At the Dyke an Aerial Cableway 1200 feet long was constructed to carry passengers across the ravine in 1894 but only lasted about five years. Some of the brickwork remains in the ravine. Another attraction was the Steep Grade Railway constructed in 1897 to convey passenger down the north scarp to Poynings. This too, had a short life closing in about 1908. The foundations of the winding house for the oil engine remain as does the outline impression of the track bed.

Thanks to Trevor for a very informative and entertaining talk.



This aerial photograph from the James Gray Collection shows a number of features that will be of interest to members.

This shows the Dyke Railway from Aldrington to where it went under the Old Shoreham Road in cutting at the bottom left. It also shows, across the bottom half of the picture the factory of Harrington's coach works. In the middle left beside what is now Aldrington

Area of Hove



station (formerly Halt and before that Dyke Junction) is the Hove Corporation Dust Destructor. Today the cutting is filled in, and the works gone, replaced by the vast shed of PC World and industrial units. A garage occupies the triangle opposite Holmes Avenue. The white roofed building bottom left is still identifiable today, recently a Mac computer showroom. (see page 15 for details of the James Gray Collection)

Reproduced by kind permission of the Regency Society

Remains of the Dyke Railway in Aldrington



The Dyke railway, having left Dyke Junction (Aldrington Halt from 17th June 1932), passed under Old Shoreham Road on its winding way to the Dyke. After the closure of the line on 31st December 1938, the railway cutting was filled in and all visible traces of the bridge disappeared. The short lived first stop on the branch, Rowan Halt opened 12th January 1934, was a short way from this point, on what is now the site of Hove Fire Station. In the mid-1970s Old Shoreham Road was being widened and during the excavations these steel girders were uncovered. These carried the roadway over the railway, which ran in the cutting at this point and below the site of the much later large commercial building in the background, which remains little changed today.

This is now at the location of the road entrance to PC World and industrial units.

From the James Gray Collection - Reproduced by kind permission of the Regency Society

The James Gray Collection

James Gray, 1904-1998, was a local collector with a passion for the streets of Brighton and Hove and as time went on, further afield.

Working all his life in insurance, his initial collection of stamps gave way to local topographical photographs with the chance acquisition in the 1950s of a few images of Western Road. From then on, he built up a massive collection: many of the entries are copies, exchanged with other collectors, others are views that he purchased, or more recently, that he commissioned.

Although there is today a strong general interest in old photographs, both for their factual content and also for their artistic value, when James Gray started his collection there was little: we must be grateful that he had the foresight and the single minded dedication to assemble this unique record of our City.

Upon his death, the **Regency Society** purchased the collection, and is now beginning to digitise it and make it available online.

Currently 17 of the 39 Volumes have been scanned and made available online at :
www.regencysociety-jamesgray.com

Sponsorship

There are 39 volumes in the collection, some 8000 annotated photographs, subdivided into areas of Brighton and Hove, and to date only a proportion is online. The Society receives no external funding or grants for this work and welcomes sponsorship both from individuals and corporate bodies who share an interest in the fabric and history of our city. Acknowledgement of assistance is always attributed. As well as singular benefactors, a group of individuals has sponsored a volume as a memorial to a departed friend; an original and kind gesture that confers a certain immortality while adding to the educational resources of the city.

Others may wish to explore this idea.

*The collection encompasses:
Architecture, Townscape & the Seafront*

Shops & Markets

People & Fashion

Pastimes & Sport

Schools & Colleges

Life for rich & poor

Churches & Chapels

Continuity & Change

Beaches, Parks & Open Spaces

Palaces, Villas, Houses & Cottages

Terraces, Crescents, Streets & Squares

Carriages, Carts, Cars, Boats, Trains, Planes

Coultershaw Heritage Site

Robin Wilson

Coultershaw is an important example of 18th century industrialisation in a rural area. Situated 1½ miles south of Petworth where the A285 to Chichester crosses the Western Rother, Coultershaw has been the site of several corn mills (c1239-1973); it is on the routes of the Rother Navigation (1794-1888), the Petworth to Chichester Turnpike (1800-1877) and the Pulborough to Petworth Railway (1859-1966). In 1782 a waterwheel-driven beam pump was installed alongside the mill to provide a supplementary water supply to Petworth

The beam pump was restored by members of the SIAS in 1980 and is a Scheduled Ancient Monument. It is open to the public during the summer months. The Coultershaw Trust was established jointly by the SIAS and The Petworth Society in 2002 to maintain and operate the beam pump and to promote further restoration of the Coultershaw site. Lord Egremont is the Patron of the Trust.

Ambitious proposals for the development of Coultershaw as a Heritage Site have been published following the completion of a Conservation Management Plan by a team led by Richard Andrews Conservation Architect of Carden & Godfrey Architects London. The proposals include the refurbishment of the beam pump visitor centre, the repair of the sluices, new access to the Rother Navigation and the restoration of the engine house and four warehouses. The estimated capital cost of the work is £822,500.

The Plan includes an analysis of the historical significance of the site, a survey of the condition of the existing buildings and sets out policies for future conservation and management. A separate survey was made of the Industrial Archaeology of the site was made by Ron Martin of SIAS. The Coultershaw Trust received a grant of £31,500 from the Heritage Lottery Fund towards the cost of the planning work.

A substantial part of the cost arises from the repairs to the sluices. Over the years scouring has undermined the apron and walls and there is a serious risk of partial or complete collapse of the structure. The consultants recommend the installation of temporary cofferdams upstream and downstream to enable the water level at the sluices to be pumped out below the level of the scour. The underpinning of the apron and the sluice walls will then be carried out 'in the dry'.

Access to the site will be improved including special routes for the disabled. A new footbridge over the river above the sluices will provide access to the engine house and the Rother Navigation. In the summer it will be possible to enter the lock on the Navigation by walking under the road bridge. There will be additional car parking at the north end of the site.

One of the warehouses will be converted into an education room with toilet facilities. The steep staircase in the existing visitor centre will be replaced and the exhibition interpreting the site improved. The engine house will be restored with windows as originals. It is hoped to reinstate a 1937 engine on its original mounting. A new viewing platform over the millpond is proposed.

The Trustees are now consulting all stakeholders prior to seeking further funding and approvals for the work to be done. The HLF have indicated informally that applications for Capital Grants are very competitive and advised that priority consideration should be given to the provision of education facilities. The Trust will also seek to maximise the work that can be done by volunteers, members of SIAS are invited to contribute by becoming Friends of Coultersshaw.

The Beam Pump

In spite of the weather the number of visitors to the beam pump (915) was almost the same as last year (919). Takings (£1414) were down 4% - sales up 27%, donations down 31%. There had been only one Special Opening - for a party from the Curtis Museum Alton. The Trust had supported the Heritage weekend by opening with free admission on Sunday 9th September. This had proved very successful with 89 visitors – a record – and donations averaging 70p per adult made it worthwhile. Coultersshaw featured in the Heritage advertising by Chichester District Council.

We had a magical evening for our party on 18th July. About 70 guests enjoyed a sunny evening with a glass of wine and small eats provided by the Group. Our guests included Maggie Turner and Carol Palmer whose photograph working on the wheel is part of our record of the restoration. Chris Bryan presented each of them with a framed copy of the photograph – they had not met for 30 years!

The pump had run reasonably well throughout the year. Unusually there were two Open Days when the wheel lost its head due to summer floodwater backing up the tailrace. A busy programme of winter maintenance includes replacing nine starts, five boards and one paddle, remedial work on the electrics, refitting a bronze bearing on one of the connecting rods, and much bush cutting and clearing on whole site. The financial out-turn for the year was a satisfactory operating surplus of £818. Savings had been made in the cost of insurances and maintenance. The accumulated funds, after receiving the balance of the HLF grant and paying the Consultants final account, were £7,611 of which £2,748 was Restricted Funds.

The Annual Meeting of the Coultersshaw Group was held in the Leconfield Hall Petworth on 30 November. Peter Spooner and Harvey Stenning told us tales from

their experiences of working in the last corn mill. We also learnt that the diesel engine and the turbines ran in tandem together – the diesel acting as a governor on the turbine.

Lord Egremont has recently kindly sponsored a pre-feasibility study of a proposal to install a 10kV turbine to generate electricity in the old wheel pit at Coultershaw. This would generate 85,000 units per annum, which could be sold to the National Grid; in addition the Government provides a retrospective incentive to give a total income of about £10K per annum. The study has been completed and we await the report.

The Spring Working Party was held on Sunday 16 March; in spite of it being a cold wet day, 16 members fortified by hot mulled wine turned up to paint the pumphouse and get the pump ready for the season.

Members of the SIAS are once again invited to join the Coultershaw Group for a glass of wine on the occasion of the Evening Opening on Wednesday 16 July 2008 (from 6pm).

Recent Publication: Surrey's Ancient Stone Mines

Peter Burgess

This book is the result of some thirty years of study and exploration of ancient underground stone quarries and hearthstone mines in the Reigate area. The old workings have nearly 2000 years of proven history, and research continues to reveal new aspects of the trade and its place in our local history as each year passes. The book provides a chronological look at the industry, and a site by site description of the quarries and mines.

The book contains the following chapters:

SECTION 1 - Stone Quarries : Origins § The Medieval Centuries § Firestone § Working the Stone § The Reigate Quarries § The Gatton Quarries § The Merstham Quarries § The Chaldon Quarries § The Godstone Quarries § The Croydon, Merstham and Godstone Iron Railway

SECTION 2 - Hearthstone Mines : What is Hearthstone? § Brockham Hearthstone Mine § Surrey Hearthstone Mine, Betchworth § Cawley's Mine, Betchworth § Colley Hill Hearthstone Mine § Merstham and Bletchingley Mines § Godstone Hearthstone Mines § Appendix § Glossary

Along These Lines - Update

In the last newsletter dates for this series on Meridian TV were given. Unfortunately the start of transmission was delayed to April.

Here is the revised running order for the series:

Program 1 : Castleman's Corkscrew (13/4/08)

Program 2 : The Longmoor Military Railway (20/4/08)

Program 3 : The Somerset & Dorset Joint Railway (27/4/08)

Program 4 : The Hawkhurst Branch (4/5/08)

Program 5 : The Meon Valley Railway (11/5/08)

Program 6 : The East Kent Railway (18/5/08)

Program 7 : The Sprat & Winkle Line (25/5/08)

Program 8 : The Isle of Wight (15/6/08)

Note

TV companies have a habit of changing these published schedules, so check nearer the due dates.

Future productions

Looking forward, the BBC has commissioned a series on the same subject which might appear as early as this October. The contract to make the series has been given to Skyworks, which is currently in the research phase, shortlisting routes and visiting sites. This will be a series of six programmes covering the whole of the UK and, to date, it looks as if most of the episodes will focus on lost lines which pass through dramatic scenery, such as Scotland, Wales and the west country. One programme will be made in the east/south/south-east. At the moment, the team is evaluating the delights of Norfolk, although I have suggested that the Downs Link (i.e. the old railway from Guildford to Shoreham via Christ's Hospital) might be worth considering as an alternative. I think that the series should definitely include a major route from this area, since not all old railways possess the scenic drama of Glen Ogle or the Mawddach Estuary! I think it is largely a matter of timing - Norfolk or Sussex can look sumptuous in June and even July, when the crops are approaching their height.

Ron Martin

Please note that Ron Martin has a new e-mail address for Society business.
sias@ronmartin.org.uk

Recording IA Sites

Ron Martin

One of the objects of the Society is "to record the physical remains of the of economic and industrial activity, especially since 1750 in the counties of East and West Sussex". With this in mind, the Society contracted with Don Cox in the early 1990s to record all the sites in the rural parishes of Sussex. He carried out this work most assiduously and this forms a valuable record which is available on CD. However, in general the urban areas have been neglected.

I have recently been requested by ESCC to compile a list of industrial sites in certain areas where mineral extraction might take place in the future. With Don's record sheet, I have been able to deal with the rural areas reasonably easily, but found that certain of the urban areas, covered by the designated areas have not been covered and I have had to expend a lot of effort to get these done.

I feel that it is time for the Society to make an effort to complete the recording as sites, particularly in the towns, are being demolished at an alarming rate.

The parishes which have not been adequately recorded are the following:

In West Sussex:

Arundel
Billingshurst
Bognor Regis
Burgess Hill
Chichester
Crawley (part)
Horsham
Hurstpierpoint (part)
Lancing (excluding Shoreham Airport)
Littlehampton
Midhurst
North Horsham
Petworth (part)
Pulborough (part)
Shoreham-by-Sea (excluding Southlands Hospital)
Southwater (excluding Christ's Hospital)
Steyning (promised)
Sompting
Sullington
Upper Beeding (excluding Shoreham Cement Works)

In East Sussex:

Battle
Bexhill
Brighton and Hove (part)
Crowborough
Eastbourne
Forest Row
Hailsham
Hastings (excluding St. Helen's Hospital)
Heathfield (part)
Hellingly (excluding former Mental Hospital)
Horsted Keynes
Mayfield
Penhurst
Rye
Seaford
Southeast
Uckfield (promised but not received)
Winchelsea

If any members are interested in taking part in this fascinating exercise which gives one an opportunity to look into the IA in detail of ones own town please get in touch with me and I will let you know what is involved. I would stress that profound knowledge of IA or of buildings is not essential.

Stollage - a rest
Martin Snow - Editor

Ron Martin opened up a can of words asking about 'stollage' as a support for a barrel or tank in *Newsletter 135*, July 2007. I have received a number of contributions that I summarise here.

The *Oxford English Dictionary Volume X*, (page 960) records 'stillage' (in the sense of supports in cellars for barrels) and variants 'stilladge' and 'stillige', as derived from Dutch with the addition of a French suffix, citing the first recorded use in 1596 where it is used in the sense '*ij stillages for bier*' and later in 1688 where we find 'A stilladge in sellars, on which barrells are sett.' In more modern times 'stillage' has been used 'in various industries, a stool or stand for keeping something from the ground.' The same volume also notes (page 788) 'stallage', although this is not cross-referenced from or to 'stillage', as 'a stand or support for a cask,' recorded as 'stalage' c. 1500. At page 1004 we find 'stoll'(e), a variant spelling of stool, but no mention of 'stollage'.

Nor is 'stollage' in the *OED Supplement* (Volume IV, Sc — Z) although there is on page 525 further comment on 'stillage', with a new meaning for a 'pallet, frame, or similar structure used for storage of goods.' The source for this is Kenneth Hudson in 1963 who noted that amongst 'old fittings and furnishings which might well remain *in situ* in old factories' which might include 'wooden stillages'. As to a Sussex connection, a *Sussex glossary* by W.D. Parish (1875) is cited as containing entries for 'stalder' and 'stalage' having the sense 'the stool on which casks are placed in a cellar.' The derivation is thought to be *staelen*'; the Anglo Saxon for 'to place'.

Possibly the *OED* has caught up with and recorded the Sussex variant 'stollage' since its last Supplement was published (the up-to-the-minute version may be available on-line of course), but if not this looks like a good chance to have Ron Martin and the Society's *Newsletter* cited in the great English word hoard!

Thanks are due to Bob Fry, Paul Sowan and Jeff Vinter.

Digitise

This word occurs in two articles, it is a modern word used to indicate the conversion into, or representation in digital form of images, documents, objects or a signal. There has been some discussion over the spelling, the OED shows a 'z' but I have always used an 's' and a search across the internet gave no definitive answer, each appearing to be used with similar frequency.

**Visit to Sir William McAlpine's Private Railway and Museum
Fawley Hill near Henley on Thames. Sunday, June 1st**

This visit is now fully booked, however a standby list is open.
Please let Peter Holtham know if you are interested, or more
importantly if you will not be coming, as soon as possible.

Travel arrangements

For those travelling by road there is a contribution to the "coal fund"
(for running the steam locomotive) of £5 per person.

Please forward your cheque payable to 'Sussex Industrial Archaeology Society'
to our Treasurer Peter Holtham together with an SAE.

Your 'invitation card' and a location map will be sent prior to the visit. The card will
be collected on arrival. Cheques are to be received no later than Monday 5th May.

For those travelling by coach (unfortunately not vintage)

Start from the Compass bus and coach yard at Faraday Close, Durrington.
(near to Tesco) at 8.45 am. You may park in their yard.

Pick up at Broadwater Green at 9.00 am. (bus stop at the south-east corner),
and Brighton (Withdean Stadium car park) at 9.45 am.

The cost will be £20 per person including "coal fund" contribution.

Please forward your cheque payable to 'Sussex Industrial Archaeology Society'
to our Treasurer Peter Holtham to be received no later than Monday 5th May

stating your pick up point if not Withdean.

'Invitation cards' will be dealt with en-route.

The coach will leave to return at approximately 5.00 pm.

General notes

The Museum and railway open at 12.15 pm.

Tea, coffee and soft drinks are on sale but no food is available.

There is however a picnic area.

Contact: Peter Holtham, 12 St Helens Crescent, Hove BN3 8EP.

Tel 01273 413790

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Coultershaw Heritage Site - Then and Now

