



Sussex Industrial Archaeology Society Newsletter

October 2008



Newsletter 140

Contents

October 2008

Editorial	3
Forthcoming SIAS Events	3
Events from other Societies	4
Manor Road Garage, East Preston	6
AIA Conference, Wiltshire	8
Glinters	10
Purlins instead of Rafters	11
The Brede Navigation	12
A Hidden Industrial Building	14
The Mare's Hill Moulding Sand Mine at Pulborough	16
King Post Roof Trusses	16
AIA Recording Reward	17
Stop Press - Amberley - Moving Picture Show	18

Front Cover:

Art Deco Garage survivor at Manor Road, East Preston

Back Numbers of Sussex Industrial History

Ron Martin

There is a steady demand for back numbers of SIH and although most are still available some of the earlier ones are now out of stock. If any members have old copies which are no longer required, I would be grateful if you would send them to me. Postage will be refunded, on request.

Editorial

As you will have already seen, this issue sees a new venture in the evolution of the newsletter with colour on the front and back covers.

Please would members look out for potential colour pictures that will convey their subject better by the use of colour, if you feel unable to complete an accompanying article, please send to me in time so I may arrange to have your notes written up.

Images need not have been taken recently, the nature of our study is into the old as well as the recent, but current news of the subject would be welcome, or merely how you came across your subject.

I have again dipped into the James Gray Collection of the Regency Society of Brighton, I recommend that you browse through the website for an insight into the history of Brighton through the images. www.regencysociety-jamesgray.com

NB

Please always send the original file direct from a digital camera, do not edit or change in any way as the information to achieve the best reproduction may be lost, even just loading and saving a jpg file can lose definition. If in doubt contact me first

Forthcoming SIAS Events

Malcolm Dawes

Saturday 1st November 7.30pm. *Norman and Burt, builders of Burgess Hill.* Talk by Fred Avery of Burgess Hill Local History Society. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 22nd November 2.30pm. *AGM followed by illustrated talk by Chris Horlock on the changes that took place in Brighton during the 1960s.* West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 31st January at 7.30pm. *The BR Photographic Archive.* Illustrated talk by John Goss. West Blatchington Mill Barn, Holmes Avenue, Hove.

Note: There is also a Brighton Circle event during the afternoon at the same venue.

Tuesday 10th February at 7.30pm. *Cast Iron Firebacks.*

Annual joint meeting with Chichester Museum Society. Talk by Jeremy Hodgkinson of the Wealden Iron Research Group. Annual joint meeting with Chichester Museum Society held at The Quaker Meeting House, Priory Lane, Chichester.

Saturday 25th April. Advanced notice for *SERIAC* which will be held in the Guildhall, Winchester. Further details and application forms will be included in the next newsletter.

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

Friday 17th - Sunday 19th October. *Giants of Steam weekend.* Running of larger locomotives plus a visiting engine. Bluebell Railway. 01825 720800.

Sunday 19th October. *Industrial trains' day.* Industrial locomotives and rolling stock in action. Amberley Working Museum. 01798 831370.

Thursday 23rd October, 8.00pm. *Pullman Special.* Eastbourne Historic Vehicle Club talk by Dave Jones. Red Lion Public House, Stone Cross nr. Pevensey. 01323 843202.

Saturday 25th October, 2.30pm *An Industrial Archaeology Miscellany.* Brighton and Hove Archaeology Society Local History talk by SIAS Secretary Ron Martin. United Reformed Church Hall, Blatchington Road, Hove. Voluntary contribution. www.brightonarch.org.uk.

Sunday 2nd November. *London to Brighton veteran car run.*

Sunday 9th November, 9.30am to 3.00pm. *Autojumble.* Note that the Museum will be closed – admission just for autojumble. Amberley Museum. 01798 831370.

Monday 10th November, 7.30pm. *The West Highland Railway - progress on the construction and re-opening for Easter 2009.* Southern Electric Group, Sussex Branch talk by Andrew Marshall. £2 visitors. Deall Room, Southwick Community Centre, Southwick. 01273 504791.

Sunday 16th November. *Vintage bus running day.* Buses operating to and from Pool Valley Brighton. Bluebell Railway. 01825 720800.

Friday 21st November, 7.00pm. *A Railway Career around Polegate 1948-1998.* A Polegate and Willingdon Local History Society talk by Patrick Harmer. St John's Church Hall, High Street, Willingdon. £2 visitors. 01323 485971.

Tuesday 25th November, 7.30pm. *Back from the brink - Rescuing Listed Buildings.* Worthing Society talk by conservation architect Michael Rowan. £2 visitors. Note: early arrival recommended as venue has restricted numbers. Worthing Library Lecture Theatre. 01903 700325.

Wednesday 26th November, 7.30pm. *30 years of Brighton buses.* Volk's Electric Railway Association illustrated talk by John Bishop. £1.50 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised through web site. www.volkselectricrailway.co.uk

Tuesday 2nd December, 7.30pm. *Railway Development around Newhaven.* A Newhaven Historical Society talk by our Chairman John Blackwell. Hillcrest Centre, Hillcrest Road, Newhaven. 01273 515404.

20th – 24th December. *Victorian Christmas Special Trains.* Booking essential. Bluebell Railway. 01825 720800.

Monday 12th January, 7.30pm. *Colonel Stephens - The Man and his Railways.* A Southern Electric Group talk by our Chairman John Blackwell. Deall Room, Southwick Community Centre, Southwick Street, a short walk north of Southwick railway station. 01273 504791.

Wednesday 14th January, 7.00pm. *Uppark – phoenix from the ashes.* Chichester Local History Society talk by Jeffrey Thomas. £2 non-members. New Park Centre, New Park Road, Chichester. 01243 787592.

Thursday 15th January, 8.00pm. *Sawbones, Quacks or Inventive Surgeons.* History of surgery with an array of replica surgical instruments. Wivelsfield Historical Society talk by Lizze and Tony Gilks. Wivelsfield Village Hall. 01444 455243.

Saturday 24th January, 2.30pm. *Brighton's Industrial Heritage.* Brighton and Hove Archaeology Society Local History talk by Geoff Mead. United Reformed Church Hall, Blatchington Road, Hove. Voluntary contribution. www.brightonarch.org.uk.

Wednesday 28th January, 7.30pm. *The Bluebell Railway.* Volk's Electric Railway Association illustrated talk by Ian Wright. £1.50 visitors. West Blatchington Mill Barn, Nevill Road, Hove. Booking advised through web site. www.volkselectricrailway.co.uk

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.

Manor Road Garage, East Preston

John Blackwell

Members living in the Worthing or Littlehampton areas may be familiar with the fine art deco garage in Manor Road East Preston. Although not used for many years the curvilinear frontage has been kept in good decorative order as can be seen from our cover picture. What may not be so well known is that the corrugated iron workshop behind the frontage has been home for over 40 years to six* road steam engines. During the summer they were removed to new homes; their details being as follows :-

1915. Marshall traction engine No. 68872. In derelict condition.

1920. Marshall 'Q' class traction engine, No. 73040, here since 1961. Steamed away.

1924. Marshall 'S' type roller No. 77551. In derelict condition.

1930. 12-ton Marshall roller No. 87540 ex-Wimbledon Borough Council, here since 1963. For restoration.

1936. 6-ton Wallis and Stevens *Advance* roller No. 8104. Steamed away.

In 1842 William Marshall, a former millwright, purchased a defunct engineering works, Back Street Foundry in Gainsborough, Lincolnshire and renamed it the Britannia Iron Works. For over 100 years Marshall, Sons & Company manufactured large numbers of steam traction engines, steam rollers and agricultural machinery of all types. Their first traction engine was produced in 1876 and they merged with John Fowler, of Leeds (makers of steam ploughs, traction engines and steam lorries) in 1949 and concentrated on production of diesel tractors. By the 1970s the site was derelict and is now covered by the recently opened (2007) Marshall's Yard, a shopping complex which reuses the listed buildings.

In 1840, Richard Wallis established a business as corn, salt and coal merchant in Basingstoke, Hampshire and by 1856 had opened the North Hants Iron Works in Station Hill making mainly threshing machines. In 1861 Charles Stevens joined the firm and the manufacture of steam engines was developed with their first traction engine appearing in 1877 and a road roller in 1890. In 1923, the first of the *Advance* series of steam road rollers was introduced and this heralded the increasing specialisation of the firm on road rollers. Petrol and diesel power succeeded steam, with *Advance* continuing as the company's brand name. A new works at Daneshill was opened in 1966 but in 1981 Wallis and Stevens ceased trading.

The owner of the garage, which is listed, hopes to develop the site for housing while keeping the frontage. One hopes the four petrol pumps on the forecourt remain.

**Although six were reported as being moved I could only find details of five.*



‘This Garage it is not so open’.

Two of the imperial petrol pumps. The Shell logo tops have been removed to prevent their ‘disappearance’.



The other two pumps and east showroom. At one time this was the only garage serving an area with extensive private housing estates.

Formerly the front elevation was symmetrical, with a wooden parquet floored showroom on both sides of the forecourt. The western wing was cut back to give access when a small estate of bungalows was built on nursery land behind the garage.

AIA Conference Wiltshire

Ron Martin

The annual conference of the Association for Industrial Archaeology was held this year at the Lackham College, just outside Chippenham. This is an agricultural college located in the grounds of Lackham Manor, an early 19th century house, much added to with a collection of recent reconstructed stone college buildings. It is adjacent to the village of Lacock owned by the National Trust and used extensively for period dramas and recently the BBC production of *Lark Rise to Candleford*. Lacock Abbey was once owned by William Fox Talbot who was the inventor of the modern photographic process.

During the conference we were treated to many excellent lectures of a variety of subject and had visits to many interesting locations. Wiltshire has certain similarities to Sussex. Both were predominantly rural counties each with areas of chalk Downs, with clay between them and outcrops of Upper Greensand and oolitic limestone. Of these only the oolitic limestone is unfamiliar in Sussex. The other interesting phenomenon which occurs in both counties is that of sarsen stones, which are isolated sandstone boulders within the post-Cretaceous strata. In Sussex, the Goldstone in Hove, and in Wiltshire the Avebury Stone Circle were used for ritual purposes, but in Wiltshire, they were also split and cut and used as a building stone. Both the Greensand and the oolites were used in Wiltshire the latter producing a very smooth ashlar stone being derived from quarries such as Box and these were visited by some delegates during the week. These quarries were extensively used during the war for the storage of munitions. In the clay areas, bricks and tiles were made, the latter usually in the form of single lap tiles, pantiles or Roman, of patterns originally derived from the Bridgewater area. Many of the older roofs are covered with stone slates laid in diminishing courses.

One of the other similarities between Sussex and Wiltshire is the presence of a major canal system. In Sussex we have the Wey and Arun Canal and in Wiltshire the Kennet and Avon. As with all canals there is the ever present problem of providing sufficient water to the upper level of the canal. On the Kennet and Avon this is done at two places, both of which we visited. At the east end at Crofton the motive power is two Cornish beam engines, which we saw in steam. The 42" Boulton and Watt engine is the oldest one still in use in its original setting anywhere in the world. At the west end, at Claverton, the water is lifted from the river into the canal by means of the water driven set of pumps. Adjacent to this we also viewed the Dundas Aqueduct (see photo on back cover) where the canal passes over the river. During the week we also saw several other canal features, notably at Honeytree Wharf and at Devizes on the Kennet and Avon and the Pewsham Locks and the Dauntsey lock, on the restored section of the Wilts. and Berks. Canal.

Perhaps the most exciting visit I had was to the Invicta Car Company's works in Chippenham. The company originated in the 1920s and produced highly successful sports cars to rival Rolls Royce and Bentley. The firm was set up again in WWII and now

produce 12 cars a year of the Invicta S1 which is a highly sophisticated GT car with a space frame chassis with a one-piece carbon fibre body. The model with the 5-litre engine does 0-60 mph in 3.8 seconds with a top speed in excess of 200 mph and a snip at £150,000. The firm is also building a copy of the 1931 Invicta, using an original engine. By contrast, later that day we visited Ratcliffe's foundry in Malmesbury, which was set up in 1869 and is still used by a blacksmith with much of the machinery, tools and rubbish still intact.

One of the inventions associated with Wiltshire is the Moulton bicycle. Dr. Alex Moulton was associated with Sir Alec Issigonis in the design of the suspension system for the Mini car. He later in 1962 invented his eponymous bicycle. We were privileged to be addressed by Dr. Moulton in his house about his family and the origins of his bicycle.

Wiltshire had much sheep farming and this resulted in a thriving woollen industry based in Trowbridge. Here, we saw many examples of former mills and the Handle House where the external walls were perforated and which was used to store and dry fullers' teazles used to raise the nap on the cloth. We also went into the excellent Trowbridge Museum which contains a lot of original machinery. Can anyone explain why Sussex which also bred sheep did not have a woollen industry?

Railway enthusiasts were catered for with a ride on a restored section of the Swindon and Cricklade Railway at Tadpole Lane, Blundsdon. As in Sussex, there are horse racing stables and we visited the one at Beckhampton where there is an impressive range of stables attached to Beckhampton House. Many famous names were associated with this stable including Sir Gordon Richards.

The final day's visit was to Swindon. This was the site of the railway works which Brunel built for the Great Western Railway in 1843 and some of the original buildings are still extant. We visited the excellent Steam Museum housed in part of the original Locomotive, Carriage and Wagon Works and the National Monuments Records Centre in the Brunel's main office with his drawing office on the top floor. We also walked around the railway village where several hundred houses were built to house some of the 14,000 workers employed at the works. The village included education, medical and recreational facilities.

Wiltshire has many surprising industries. In Chippenham there is the premises of Nestlé's which still produces Shredded Wheat on the site of the old cloth mill. Another former factory is that of the Westinghouse Brake and Signal Company where railway equipment was produced. The company was formerly part of Saxby and Farmer, which started its existence in Haywards Heath and are well known for signal boxes and signalling equipment. The conference altogether was a great success with a good variety of different industries to be seen in what is a basically rural county. The 2009 conference is being held in the University of Lincoln between 4th and 10th September and it is hoped to see many more of you there than the few of us from Sussex there normally is.

Glinters

Ron Martin

In Newsletter No. 135 (July, 2007) I asked if anyone knew the name for the fenders that were used extensively in the 19th century to protect the external angles of walls from being damaged by cart wheels. I got no response for members but have continued to ask anybody who might know. At the AIA Conference last month I met Malcolm Tucker of GLIAS who came up with the word “**Glinter**”. My copy of the *Shorter OED* gives one of the definitions of “Glint” as “to move quickly, especially obliquely; to glance aside”, which does suggest the function of this feature. A lengthy trawl through the Internet also revealed two sites of interest. One, relating to the dairy industry describes “Glinter Rails as being supported away from the actual [loading] dock to prevent cans being shuffled off the dock”. The second reference is in the *Cornwall Industrial Settlement Initiative for St Day* and this specifically refers to “glinter posts/bollards” and this positively confirms that, at least in Cornwall this is the correct nomenclature for this feature. Nevertheless, it does seem odd that, as they were so common in Victorian times, that their name now seem almost unknown. They are rarely used today, as present day vehicles have bodywork projecting from the wheels, so that any impact would do more damage to the vehicle than to the wall.



Old commercial buildings in Little East Street, Brighton which adjoined the Marine Hotel in Market Street. Note the worn glinters each side of the double doors, the stone work shows much wear and tear, no doubt there would be even more damage were it not for the protection offered by the glinters.

Date of photograph – August 1930. Removed with other buildings in 1934.

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

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



A Glimmer in High Street, Lewes at the entrance to Fullers Passage.

Purlins instead of Rafters

Ron Martin

The normal method of constructing a simple timber roof, before the days of trussed rafters, was to have rafters which ran down the slope of the roof at about 14" (355 mm) centres which supported the boarding or battens to carry the roof covering. Where the span of the rafters was too great purlins were provided which ran horizontally to support the mid-span of the rafters. These purlins were supported either by struts onto an intermediate support such as internal walls or on trusses.

I have come across some examples of roofs where rafters have been dispensed with and the purlins, spaced at about 18" (450 mm) centres, are supported on trusses at about 10 ft. (3 m) centres, the roof covering being carried on boarding. The sites where I have found these are on the Coastguard Cottages at Birling Gap, (described in *Newsletter 118*) and on Battle Hospital, built in 1838 as the Battle Union Workhouse. Recently I noticed a similar construction on the tollhouse at Hazard Green at TQ 678 122. As this is only a few miles from Battle, is it possible that there is some connection between the two examples?

A strange variation on the theme is to be found at "Riverside" in Lewes, beside the bridge over the River Ouse in Cliffe High Street. Here the rafters/purlin are laid diagonally, which raises the interesting question as to what does one call them ?

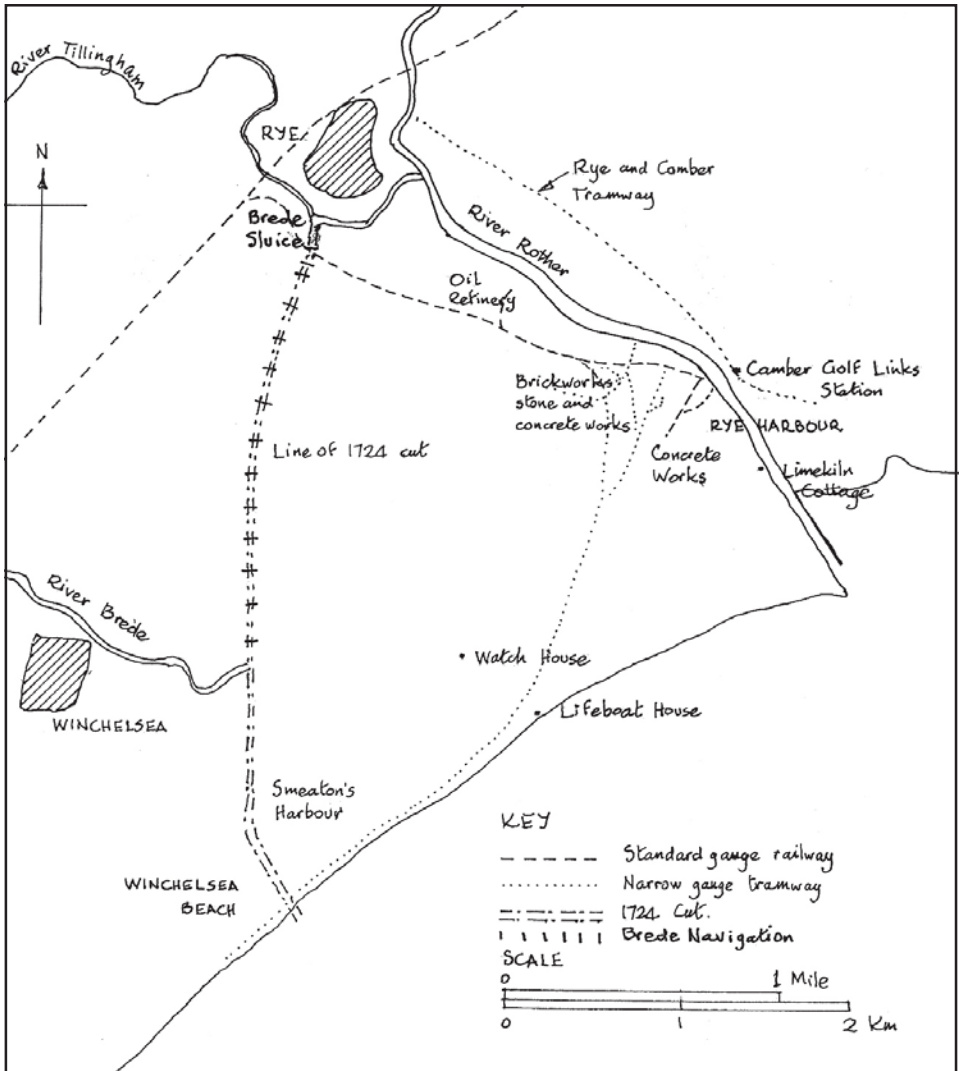
The Brede Navigation

Ron Martin

In the article I wrote in Newsletter No. 139, I described the work that was carried out between 1723 and 1786 in the failed attempt to improve the access from Rye town to the sea. Although this work was a failure there was a beneficial indirect result in relation to the Brede Navigation

The River Brede was navigable from early times as far as Sedlescombe, carrying various cargoes such as lead for Battle Abbey, iron ore, gunpowder and guns. Prior to the 18th. century the Strand Wharf in Rye was the transhipment point as the outlet of the River into Rye Bay would have been some distance south-west of the town. However, when Smeatone's Harbour was constructed this intercepted the course of the River, which was then diverted into the channel of the new cut as the Brede Navigation to reach Rye at what is now called Brede Sluice. This is located where the road to Rye Harbour turns off the Winchelsea Road and this is referred to as a "sluice" it is in fact a lock which was erected in 1788. When the Royal Military Canal was constructed in 1804 -06, this part of the Brede Navigation was incorporated in the design. The Rye Harbour Act of 1833 required the Commissioners of the Sewers for the Levels of Brede and Pett to maintain the Brede Sluice and the river navigable for barges up to Brede Bridge. This enabled the materials for the construction of the Waterworks in 1903 to be brought up to the wharf which was located on the north bank of the river immediately west of the bridge. Another wharf on the south side of the river, east of the bridge, served the brickyard, where there was a substantial two-storey warehouse and an alehouse. One of the barges, the *Primrose* used for this trade can be seen at the back of the Shipwreck Heritage Centre in Rock-a-Nore Road, in Hastings. These barges had a single square sail, similar to a Humber keel but without a topsail. The *Primrose* was locally built and was carvel boarded with diagonal boards. Difficulties were experienced during winter floods when lack of headroom beneath the bridges at Winchelsea halted barge traffic. Navigation effectively ceased in 1933 when land drainage needs were given priority over barge traffic, although the Brede wharf was used until 1935 to bring fuel up to the water works, when the road between Brede village and the waterworks was opened.

(Ref. P.A.L.Vine, *Kent and East Sussex Waterways.*(1989) 57-61)



Ron Martin

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

A Hidden Industrial Building

An extract from the e-mail forum of My Brighton and Hove, as written.

Sent: 15 September 2008 18:55

To: mybrightonandhove@yahoogroups.com

Evening all !

Can anyone shed some light on 33 Temple Road ? (*Street!*) 33 Temple Rd is accessed by a passage between 32 and 34 - seems to be original - leading to a small courtyard which has a small one storey building and a bigger one 2 storey surrounding. Almost certainly industrial at one point.....but the passage is narrow: you might get a pony down there but no carriage ! The bigger property has had hoists removed - possibly for lifting ? I thought maybe a printer's or wood turning workshop.

Any help much appreciated - I have a friend who has just moved into the larger building - she asked me if I knew anything about the history of 33 Temple Rd - naturally I replied that I did not myself but know several who might !

Val Brown

Reply

Hi Val & Listers,

Whilst I cannot claim to have a definitive answer for your query, I believe I can give a fairly likely account of the history of the building.

When Temple Street was laid out in the mid-1820s it was originally called Bedford Square Road and this extended from Bedford Square to what was to become Montpelier Place.

By the 1870s the road had been largely developed but the buildings on the eastern side of Temple Street only extended half way up the road, the northern half remained an empty plot. The street numbering ran from 1-22 on the western side and commenced again at 32-50 on the eastern side, allowing for the vacant plot. At this time the houses you refer to did not exist. By 1875 the infilling of this piece of land had taken place, however it would not help to refer to the numbering system as it is today because the street was renumbered in 1896.

St. Stephen's Church in Montpelier Place had an interest in Temple Street, being the rear of the associated School situated in Borough Street. Probably because of their proximity and their existing interest in Temple Street they erected a Mission Hall there around 1881, being described as 29B, Temple Street. Prior to this the adjacent property, previously number 27, was a laundry and the area at the back was probably for drying clothes. I believe that this Mission Hall was subsequently built upon the courtyard you mention, accessed by the passageway in question (then between 29 & 30). However,

by the turn of the century the hall was no longer thought to be of use and it probably reverted again for laundry use. In 1899 a Mrs. Fellingham operated a Laundry from 32/33 Temple Street. Of particular note is that new building plans were submitted for 32, Temple Street on 15th March 1900.

By 1903 the premises of 32/33 were listed to C. Poundsbery & Co., manufacturers of Billiard Tables. This certainly seems to fit with your description of a need for hoists, the slate tables being of considerable weight. The firm lasted barely a decade there though, being succeeded by an Electrical Engineer, George Bhone.

Hoping you find this information to be of use,

Regards

Andy



The only public sign of the hidden building

More:

..... Concerning 33 Temple St in fact my enquiries are on behalf of a friend who lives there so I shall happily tell her of your interest. I am sure she will be very pleased to have a copy of anything you may care to put together.

The premises were clearly built as house and workshop combined rather than converted from residential: when the property appears it seems always to appear as either 27/28 or 32/33. In some directories it does not appear at all - one wonders who the freeholder was ?

In 1911 a Geo Bhone a gas and electrical fitter is living at 32/33 Temple St.

Earlier in 1853 and a little before, there is a reference to a Chapel of Zion - and a burial ground !

All Best Wishes

Val

The Mare's Hill Moulding Sand Mine at Pulborough

Paul W. Sowan

In 1931 one F.G. Bryant advertised his 'Celebrated *Pulborough* sand for bricks, tiles etc., red, multi, rustic effects etc.' This advertisement, in the third edition of Searle's *Modern Brickmaking*, offered 'sands for all purposes' and directed readers' attention to Searle's Chapter XII, on facing bricks, where suppliers of sand for sand-faced bricks are listed as Bryant at Pulborough, and three others (Patterson & Son Ltd. of Farnham (Surrey), Webb Bros Ltd. of Cheltenham (Essex) and T.H. Webster of Stock (Essex). The majority of the advertisements in this volume are for brick-making machinery and kilns, offered predominantly by firms in northern industrial cities. The only other advertisements for brickmaking ingredients offered barium carbonate (from Newcastle-on-Tyne); flints, Cornish stone, felspar, whiting, colours, glazes, frits, oxides, and chemicals (from two firms at Stoke-on-Trent); and colours, glazes including 'oxides of cobalt, chrome, uranium, titanium' etc. (also from Stoke-on-Trent). So presumably there are radioactive bricks at large!

F.G. Bryant Ltd placed an almost identical advertisement in the 4th edition of Searle's manual in 1956, adding that they could supply 'sands for all moulding purposes.' Although three other firms advertised barium carbonate and various ceramic colours, there were no rival advertisements for sand.

References

BRITISH CLAYWORKER, 1931, The directory of clayworkers. London: The British Clayworker: ?? [Advertisement of F.G. Bryant, of Pulborough]

SEARLE, Alfred Broadhead, 1931, *Modern Brickmaking*. 3rd edn. Ernest Benn Ltd: fp + xvi + 544 + xvii (adverts) pp [Advert page ii]

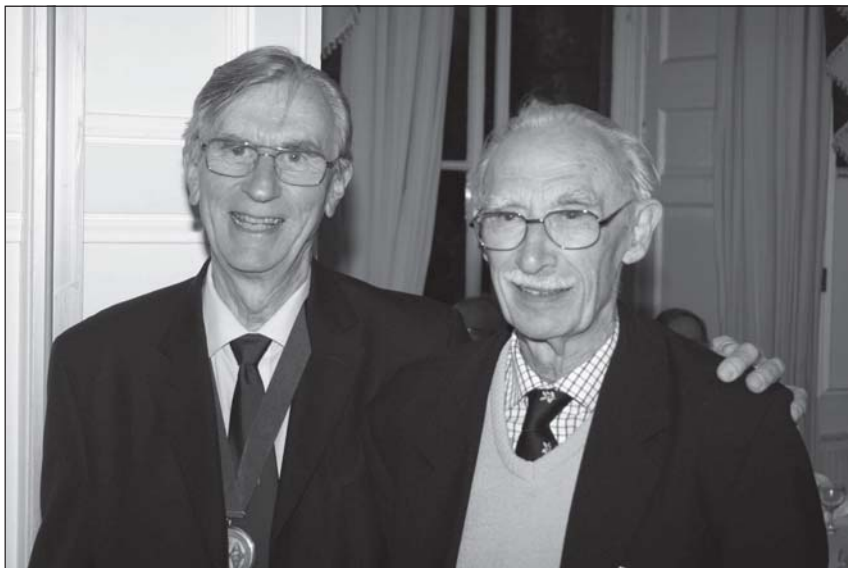
SEARLE, Alfred Broadhead. 1956, *Modern Brickmaking*. 4th edn. Ernest Benn Ltd: xxiv + 734 + xxiii (adverts) pp [Advert page xx]

King Post Roof Trusses

Ron Martin

In traditional timber roof construction, trusses are often used to support purlins. These come in a variety of different forms, but by the 18th and 19th century the favoured design was that of the King Post Truss. In this the central member, the king post, sits on the tie beam. It is a substantial piece of timber usually ex 6" x 12", thinning at the centre and thickening out at the top to receive the ridge and at the bottom to take the thrust from the struts. It looks like a solid supporting members holding up the roof. However, a structural analysis reveals that the king post is in fact a tension member and this is confirmed by the fact that there is normally a wrought iron strap or bolt tying the king post to the tie beam and to the principal rafters. In fact, the king post could well be replace by an iron rod. It is my belief that the use of king post trusses, so beloved of Victorian builders, was used because they "looked right" and not for any structural reason.

A photograph of a typical King Post Roof Truss appeared on the back cover of newsletter 137.



Colin Buchanan, President of AIA, having just presented the award to Ron Martin.

AIA Recording Award

Each year the Association for Industrial Archaeology gives a number of awards.

This year a Fieldwork and Recording Initiative Award was given to Ron Martin General Secretary of SIAS, for his Report on the Duncton Water Mill.

The award was presented after the annual dinner and was received with surprisingly warm applause.

It is hoped that an article on this subject will be published in a future issue of *Sussex Industrial History* but copies of the full report are available by application to the General Secretary at £5.00 (bound) or £3.00 (unbound) per copy plus £1.00 postage.

Stop Press

Saturday 15th November & Sunday 16th November 2008.

Amberley Working Museum's Moving Picture Show

11.00am. till 5.30pm.

Normal admission charge £6, reduced price for SIAS members £5, children also £5.

There will be two cinema screens showing classic films of the area:

Amberley Granada

Visitors will have a unique opportunity to view a selection of rare material made in or about Sussex and the South East of England dating from the very beginning of cinematography in the 1890s through to the nostalgic decades of the 1950s and 1960s.

Flickering images from the early days will showcase the comedies and actuality films of the Brighton and Hove pioneers, George Albert Smith and James Williamson, and the West Sussex work of the Walton-on-Thames film-maker, Cecil Hepworth.

The Moving Picture Show will also include rare footage of the Home Front during the Second World War including training films made in the region for the Home Guard, ARP and Women's Land Army. Amateur films will show haunting images taken in the aftermath of air raids and exuberant scenes of the celebration of VE-Day.

Amberley Odeon

Cine film of buses, trolleybuses, steam trains and other transport films. Saturday afternoon is trams films special festure & it will be followed by a consultation meeting at 4.00pm. about establishing a tramway in the south of England, possibly at Amberley Working Museum.

More details from Amberley Working Museum 01798 831370

www.amberleymuseum.co.uk

© 2008 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October.

Contributions for the next Newsletter should be sent to the Editor by the 1st December 2008.

Opinions expressed are those of the respective authors and do not necessarily reflect the views of the Society unless specifically stated.

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.

Sussex Industrial Archaeology Society

President : Air Marshal Sir Frederick Sowrey,
Home Farm, Heron's Ghyll, Uckfield.

Chairman : J. S. F. Blackwell, E-mail johnblackwell@ntlworld.com
21 Hythe Road, Brighton. BN1 6JR (01273 557674)

Vice-Chairman : Brig. A. E. Baxter,
9 Madeira Avenue, Worthing. BN11 2AT (01903 201002)

General Secretary : R. G. Martin, E-mail sias@ronmartin.org.uk
42 Falmer Avenue, Saltdean, Brighton. BN2 8FG (01273 271330)

Treasurer, Membership Secretary and Archivist : P. J. Holtham,
12 St. Helens Crescent, Hove. BN3 8EP (01273 413790)

Chief Editor : Dr. B. Austen, 1 Mercedes Cottages,
St. Johns Road, Haywards Heath. RH16 4EH (01444 413845)

Newsletter Editor : M. B. Snow, E-mail news@sussexias.co.uk
32 Orchard Avenue, Worthing. BN14 7PY (01903 208975)

Programme Co-ordinator : M. H. Dawes, E-mail malcolm.dawes@btinternet.com
52 Rugby Road, Brighton, BN1 6EB

Committee : C. Bryan Mrs. Diana Durden A. H. J. Green
C. C. Hawkins P. J. Hill Dr. Claire Seymour
R. Taylor R. L. Wilson

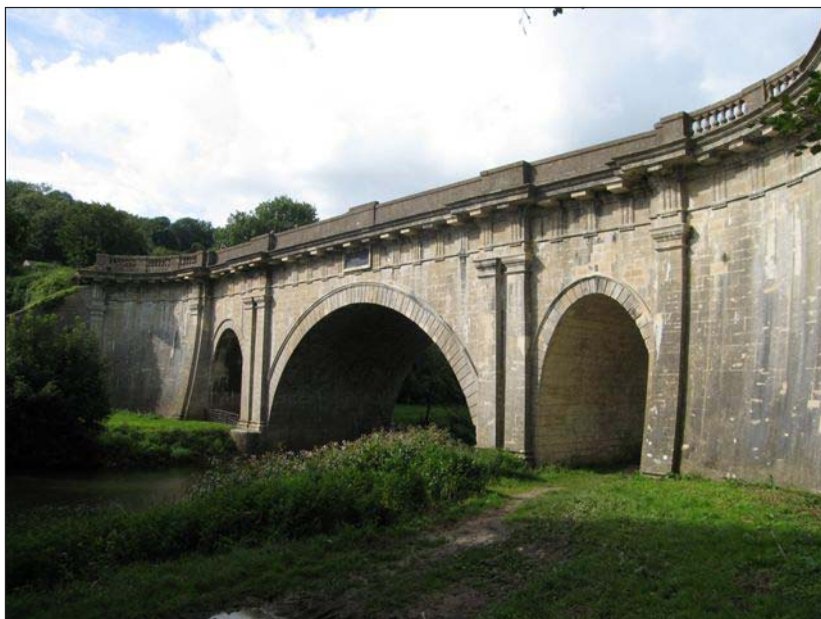
Area Secretaries : Eastern Area : R. F. Jones – 3 Nutley Mill Road,
Stone Cross, Pevensey. BN24 5PD (01323 760595)

Western Area : Brig. A. E. Baxter – Address above

Central Area : J. S. F. Blackwell – Address above

Northern Area : E. W. Henbery, 10 Mole Close,
Langley Green, Crawley. RH11 7PN (01293 406132)

Website www.sussexias.co.uk



Dundas Aqueduct which carries The Kennet and Avon Canal over the River Avon.



Invictor S1 car in course of manufacture.