



Sussex Industrial Archaeology Society Newsletter

Number 144

October 2009



A mystery solved
An electrolytic meter for DC power supplies.
Manufactured in Brighton from 1901
(Jeff Krebs)

Newsletter 144

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Forthcoming SIAS Events

Malcolm Dawes

Saturday 31st October, 7.30pm. *The Building Process in Georgian and Regency Brighton.* Illustrated talk by historian Dr Sue Berry. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 21st November, 2.30pm. AGM followed by illustrated talk by John King on *London's Airports – the Inter-War years*, covering Gatwick, Heston, Gravesend and the airport that never was at Lullingstone. West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 30th January, 7.30pm. *Building railway bridges – an historical review.* Illustrated talk by Chris Fry. West Blatchington Mill Barn, Holmes Avenue, Hove.

(Note: At 2.30pm at the same venue there is a Brighton Circle talk, *Hidden corners of the LB&SCR*, by Laurie Marshall. SIAS members are welcome to attend).

Editorial

This was to be a *bridge free* issue ! But there is news to report: The Suspension Foot Bridge between North Stoke and South Stoke has now been restored and mentions for the footbridge at Littlehampton and Port Sutton Bridge. Thanks to the efforts of two of our members, The Department of Culture, Media and Sport have granted Grade II listed status to the Southease Bridge, as featured in *Newsletter* 143.

As promised there is material on milestones/posts. Early issues of the Society's *Newsletter* reported on various surveys of these, maybe someone could let me have an update on the current position for Sussex for a future issue, some thirty years having passed us all by.

Thanks to the Internet it is possible to research almost any subject from your armchair, there is an example here with the Mystery Solved item, where it took just a few minutes trying various keywords to find an answer. Further information on the other topics covered in this issue can often be found, I try to include relevant links where possible.

I have included a note on a recent tour that included the tunnel at Roedean, one of six visits I was able to make across Sussex organised for the 2009 Heritage Open Days. These are staged every second weekend in September, the London event is the following weekend. There are opportunities to visit many venues not otherwise open or others that are free for the one weekend only. Be sure to make a diary note for next year.

This *Newsletter* doesn't often cover the Weald and Downland Open Air Museum at Singleton, north of Chichester, but there is an event coming up which combines a seasonal retail therapy event with the opportunity to look around the site at a reduced rate.

Award yourself some brownie points, take your good lady (or gent!) and take a good look round at the bargain admission while they prepare for Christmas, don't miss the Downland Gridshell.

Christmas Market 14th & 15th November 2009 Dozens of stalls with arts, crafts, food, unusual gifts and much more. Avoid the parking charges and congestion in town!
Admission only £2.50, including access to all Museum exhibits.

From *Newsletter* 142 on page 13, the mystery photo is Dallington Mill, thanks to Guy Blythman for his email on this.

Please keep the articles and other material (including those colour photographs) coming, this is your *Newsletter*.

On a similiar vein, if you have a IA topic you would like to hear a lecture on, or know of a speaker that might be of interest to members please let a committee member have your thoughts for consideration for the future.

Also any offers of sites to visit, your committee combines a broad experience of IA in Sussex, but is always open to suggestions for new locations or indeed repeat / updated tours.

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

Tuesday 20th October, 7.45pm. *Life with Steeplejack Fred.*

An evening with Sheila Dibnah. The talk will be preceded by a slide show of traction engines by John Bishop. Special Event at Hailsham Pavilion, George Street, Hailsham. Box Office 01323 841414.

Friday 23rd - Sunday 25th October. *Giants of Steam weekend.*

Running of larger locomotives plus a visiting engine.

Free Vintage Bus Service on the Sunday. Bluebell Railway. 01825 720800.
www.bluebell-railway.co.uk.

Sunday 1st November. *London to Brighton veteran car run.*

Sunday 8th November. *Autojumble.*

Note that the Museum will be closed – admission just for autojumble. Amberley Museum. 01798 831370.

Monday 9th November, 7.30pm. *Recent photographs of Southern Railway.*

Southern Electric Group, Sussex Branch talk by Andrew Marshall.

£2 visitors. Deall Room, Southwick Community Centre, Southwick. 01273 504791.

Sunday 15th November. *Vintage bus running day.*

Buses operating to and from Bluebell Railway. 01825 720800.

Wednesday 18th November, 7.45pm. *Photographs from Jack Turley's*

Collection. Sussex Transport Interest Group presentation by Gordon Dinnage.

£2. London Road Station, Brighton. 01273 512839.

Friday 20th November, 7.00pm. *Stationary Engines and our British Heritage.*

Some engines will be on display.

A Polegate and Willingdon Local History Society presentation by Alan Cullen.

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

Wednesday 25th November, 7.30pm. *Mystery towers and concrete ships.*

Volk's Electric Railway Association illustrated talk by Trevor Povey.

£1.50 visitors. West Blatchington Mill Barn, Holmes Avenue, Hove.

Booking advised through web site. www.volkselectricrailway.co.uk.

Saturday 5th December. *Steam train excursion from Haywards Heath to Bath.*

Photographic opportunities across Sussex. www.railwaytouring.co.uk.

19th, 20th, 23rd and 24th December. *Victorian Christmas Special Trains.*

Booking essential. Bluebell Railway. 01825 720800.

Wednesday 13th January, 7.00pm. *The year of the Galleys – working life of the English Coast 700 years ago.*

Chichester Local History Society talk by Dr Ian Friel, maritime historian. £2 non-members. New Park Centre, New Park Road, Chichester. 01243 784915. Email AGREENZONE@aol.com

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.

The Wealden Iron Research Group

Jeremy Hodgkinson

The Wealden Iron Research Group (WIRG) was established at the same time as the SIAS. Its aims were to promote investigation and gather information about the Wealden iron industry and, in so doing, to publish and to work with other similar organisations. It has done all those things and continues to do so. It has a regular programme of fieldwork in the winter months, it conducts experiments in primitive ironmaking, and it publishes an annual *Bulletin* of research, and a biannual *Newsletter* with accounts of fieldwork, reviews and other activities. There are two members' meetings a year, the summer one with a site visit.

So what of its present activities? The excavation of an early Romano-British iron smelting site between Mayfield and Heathfield, in conjunction with the Mid-Sussex Field Archaeology Team, is in the post-excavation phase. This site produced the remains of two smelting furnaces, one of which was in a very good state of preservation. The group is focussing on two areas for fieldwalking (or 'woodwalking' more often than not); one of these is in north Hartfield, which has been proving a productive area for new discoveries. As well as fieldwalking, the group carries out brief trial excavations to establish a broad date range for the sites it discovers. We are not always successful, but with new sites being discovered at the rate of about half a dozen a year, WIRG's online database now lists approaching 650 bloomery sites (over 180 of which have been dated) and over 200 post-medieval blast furnaces and forges.

Many questions about the iron industry remain unanswered. Recent excavations in Crawley have suggested that Wealden towns may have been the source of considerable quantities of iron produced in the Middle Ages. Saxon ironworking sites continue to elude fieldwalkers; and water-powered bloomeries from the late-medieval period continue to be tantalisingly difficult to identify. So there's plenty still to do.

For details of membership visit www.wealdeniron.org.uk
or contact wirghonsec@hotmail.com

The Selsey Sound Mirror

John Blackwell

Following the “Golden Spike” ceremony at Hunston, reported in the previous Newsletter, Linda Wilkinson, Chairman of the Chichester Canal Society, kindly gave a whistle stop tour of the route of the Selsey Tram to myself and fellow “spike drivers”. Passing a curious but dilapidated structure in East Beach Road Selsey (SZ 864 935) we were informed that this was a First World War listening post. Further investigation has revealed a fascinating story.

The structure is a concrete concave acoustic mirror some 7½ feet radius, which reflected the sound of an approaching aircraft into a trumpet or sound collector mounted on a steel column and placed at the focal point of the mirror. The trumpet was connected to a stethoscope used by the operator or listener. The listener would move the sound collector across the face of the mirror until he found the point where the sound was loudest. Bearings to the target could then be read from vertical and horizontal scales on the collector. When built it would have been similar to one illustrated that survives at Redcar on the north-east coast. The mirror was under construction in March 1916, by which time German Zeppelins were bombing London and the east coast of England. It was presumably to give early warning of an air attack on the naval dockyard at Portsmouth but again this is by no means certain. It was situated in an isolated area with none of the later housing which now surrounds it and away from the roar of the sea, which would give background noise. Other designs of mirror were tried, the nearest at Denge and across Romney Marsh, Kent to protect the channel ports. Did they work?

Development of sound mirrors continued after the war mainly in Kent. Their range was no greater than 25 miles and with the increase of aircraft speed it was calculated by the 1930s they would give a warning of only about 10 minutes, not much improved on the 5 minutes with no warning system. Of course, even a few minutes extra warning was worth having, but the Air Ministry was right to terminate development of the acoustic mirror network in order to concentrate on the far more promising radar.

The one at Selsey was “enclosed” and became an estate agent’s office and later a private residence. At some stage a window was cut in the concrete mirror. In 1999 it was Grade II listed. The present owner, Darren Wakeham, plans to strip away the later accretions, restore the mirror to its original form and build a property for himself on the site but to the north and separate from the mirror. At present negotiations continue with local planners and English Heritage. I sincerely hope there will be a successful outcome. Further information as to its history would be appreciated by Darren who is to be thanked for his assistance in compiling this note. His e-mail is thelisteningpost@live.co.uk



The later accretions make it difficult to capture a representative image of this sound mirror. I took this one in May 2008 from the south-west showing the back wall and sloping side. The window has been inserted through where the 'dish' shaped mirror was cast as a part of the structure. See: <http://www.andrewgrantham.co.uk/soundmirrors/locations/selsey/> For the story of the development of acoustic detection see the definitive work *Echoes from the Sky* by Richard Scarth, though Selsey has limited coverage. Ed.



The Redcar mirror showing the mirror, thought to be similar to the original inside of the Selsey one

A Mystery Solved

Martin Snow

The picture on the cover and that below are from Jeff Krebs in Canada, who recently purchased this object, as it appeared to be linked to his interest and training in instrumentation.

Jeff contacted the society via our website to request assistance in identifying it's origin and use.

It was manufactured by the Reason Manufacturing Co. of Brighton.

It was clear to me that the bulb measured a flow of electricity (Direct Current not Alternating as now), so I searched the internet for the main keywords and quickly found a reference on the Guernsey Electricity site*; this positively identified it.

The Wright's Patent Shunted Electrolytic Meter was used in Guernsey. It became available in 1901, being marketed by the Reason Manufacturing Company of Brighton. The quantity of electricity passing through the electrolyte was visible in a narrow reading tube against a graduated scale. The meter had to be reset to zero, by lifting the tube upward about its supporting hinge, after recording 1000 units.

Can any member provide more information on the maker or any other of their products.

* <http://www.electricity.gg/about/companyhistory/coalera.asp>



AIA Lincoln Conference, 2009

Ron Martin

The 2009 Annual Conference of the Association for Industrial Archaeology was held this year in Lincoln University. During the course of the seven days, in addition to the formal conference events, we attended ten lectures and made visits to some twelve sites, so it is impossible to describe all of them. The campus itself was a maze with Brayford Pool, formerly a Roman canal, now a marina, to one side, a railway line bisecting it in one direction and a dual carriageway in the other.

Here are my impressions of Lincolnshire. Someone had described Lincolnshire as a MAMBA county – “mile and miles of b..... all” and that just about sums it up. Most of the county is fenland with the chalk Wolds to the north and some higher oolitic limestone to the west. The fens are completely flat and the Wolds, although some 200 feet higher are also level so that one find oneself driving across dead flat landscapes on straight roads where, lots of these, in the fens are liable to subsidence. This is caused by drainage and the resulting lowering the ground by as much as 12 feet leaving the roads and watercourses at a higher level.

The buildings of Lincolnshire are either brick or stone but not flint, despite the presence of chalk. Most of the roofs are simple and are covered with bright red pantiles, many of which are made in the county. Churches normally have spires and the windmills are often exceedingly tall – seven or eight stories high (Robin Jones has described these in the Mills Group Newsletter). The most memorable visit I made was to the Sleaford Maltings. These are the largest ones outside Burton-on-Trent. They were built in 1899 – 1905 by Bass and comprise eight massive brick structures with a total frontage of almost 1,000 feet. Each block is some 80 x 150 feet and is six storeys high with slated roofs and interconnecting bridges. There is a central boiler house and chimney. The size of the site is positively gob-smacking. – and they intended to build a matching set on the other side of the road!



Sleaford Maltings

Another memorable day was the visit to the RAF airfield of Scampton from where the Dambusters of 617 Squadron flew and to RAF Coningsby where we went into the hangar that houses the Battle of Britain Memorial Flight and saw two Spitfires,

a Hurricane, the Lancaster and a Chipmunk. During WWII there were no less than 49 airfield in Lincolnshire, 29 of them bomber bases.

The waterways of Lincolnshire are important, both for drainage and navigation. We saw a drainage pumping engine at Dogdyke where there is a steam driven-beam engine driving a scoop wheel. At Port Sutton Bridge there is an inland port on the River Nene, taking sea-going vessels, with an eponymous swing bridge of 1894 - 97. On the Humber we saw the Humber Bridge, the longest span suspension bridge in the world when built in 1981.

Lincolnshire is fundamentally a rural county and so has developed quite an industry in agricultural machinery. The firms of Ruston and Proctor, later Ruston Bucyrus, Marshalls, and Clayton and Shuttleworth were responsible for a wide range of farm machinery, diggers, locomotives, traction engines and William Foster, who were also the originators of the WWI tank, all of which were seen by us at the Museum of Lincolnshire Life in Lincoln.

Of course, all the visits were to industrial sites, but we could not help but notice three very important landmarks: Tattershall Castle, of 1440 one of the earliest brick structure in the country, Boston Stump, the Parish Church of Boston and Lincoln Cathedral, which I tried to see but as there was a service on was banned from getting into most of it. All these are visible for miles around and the last could also be seen from the university campus.

The Conference next year is to be held in Cornwall, so let's see more of you there than the seven who represented Sussex this year.

<http://www.industrial-archaeology.org.uk>



Port Sutton Bridge

Roedean Tunnel

Martin Snow

You will know of the famous Roedean Girls School, situated east of Brighton on the bleak (in winter) Downs overlooking the English Channel and more recently the Marina. Built in 1895/8 for the School, which had begun in 1885 for 10 pupils in nearby Lewes Crescent.

It now provides for some 400 girls aged 11 to 18 accomodating 75% as boarders. The recent restoration of the facade to a pleasant cream from the dingy grey is the result of seven coats of special lime wash applied to protect the structure which was built with solid walls.

I was able to visit the school on one of their special tours organised for the 2009 Heritage Open Days. I particularly choose the Saturday tour as it offered the opportunity to exit via the private tunnel to the beach. The weather was sunny showing the restoration at its best.

The tunnel was built in 1911 to enable access to the beach direct from within the grounds to enable the girls to swim in privacy and use a sailing boat that was housed in an adjacent excavation (long gone). The tunnel is dry throughout, three feet wide with occasional landings. At the bottom there are steps up to a heavy steel door, originally the tunnel would have opened straight onto the beach at the lowest level and probably some distance further out than today. The Undercliff Walk was built in the 1930s as part of the coast protection works, at a higher level this requires the steps up to the present heavily engineered exit, there is also evidence of the cliff having retreated further back since that time. The original cliff base is marked by the curb with pebble infill to the present base of the cliff.



View up the Roedean Tunnel from the bottom. Roedean girls sat on cushions during air raids in WW II, before being relocated to Keswick, the school was then used as H.M.S. Vernon. (Martin Snow)

Water, Water, Everywhere – visit to Littlehampton 1st August

Alan Green

By the end of July, when one wet day had been followed by yet another, the Met Office had withdrawn predictions for the *barbeque summer*, so the outlook for Saturday 1st August, the date for the SIAS full-day visit to sites of IA and architectural interest in Littlehampton, was none too rosy.

In the morning 22 members assembled at Littlehampton Station which was an impressive turnout considering the fact that the Clerk of the Weather had predicted a monsoon of almost Biblical proportions for the day. We were fortunate to secure the services of Dr Ian Friel, one-time curator of Littlehampton Museum and a maritime historian of some note, as our expert guide for the day who had come armed with myriad maps, drawings and photographs to illustrate his tour. It was still dry when we set off and started the tour by admiring the mechanical signal box, with its quaint eaves valance, that is still in use; Littlehampton, along with Bognor, being the last outpost of semaphore signalling on the West Coast. We lamented the recent demise of the fine double-storey goods shed and noted that, as the one at Tunbridge Wells West was demolished some years ago, the only survivor of the breed is now Arundel.

We then transferred via the footbridge to the west side of the River Arun where, next to the golf course, Ian shewed us the old alignment of the Arun which had approached the sea in a series of wide meandering sweeps until a straight cut was put through in the 1730s. This was followed by visits to the sites of the rope-walk and the two historic boat-building yards founded by Stephen Oliver and Thomas Isemonger in the early nineteenth century. Visible remains of this once great industry include the timber pond next to the Arun and Mr Oliver's engine house which once powered his sawmills and slipway. Latterly Oliver's yard was owned by Osbornes who had a contract for building prototype lifeboats for the RLNI. Sadly Osbornes, and Hillyards the other major modern boat builder, have now ceased trading – it had been hoped to include a visit to the latter but their sudden demise earlier in the year precluded this.

Back at the footbridge Ian explained the story of Littlehampton's shipping and its former role as a cross-channel port with services to Honfleur and the Channel Islands. The French services were transferred by the LB&SCR to Newhaven in 1882, but are commemorated in the name of the adjacent (now closed) *Steam Packet* pub. Littlehampton retained a busy railway quay until the early 1970s and timber was still being imported well into the 1980s. The final seaborne trade, that of importing marine-dredged aggregates, has now ceased. The prominent building on the quay that now houses Duke and Ockenden's, was once the Custom House.

Duke and Ockenden's (or DANDO as they are known) were once famed for their pumping equipment but now specialise in geological drilling.

Ian then gave the history of the various crossings of the Arun at this point which date back to the 15th century. The painfully-slow chain ferry of 1825 was replaced by the famous swing bridge in 1908 which remained the main crossing point into the town until 1973 when a new fixed bridge was built upstream for the by-pass. The swing bridge then became pedestrian-only until replaced by the current retractable footbridge in 1980. However remains of the piers of the swing bridge plus two ornate cast iron lamp standards are still to be seen.



Avant le déluge – members inspecting the draw-pit of the retractable footbridge across the Arun. The footbridge was built in 1980 on the site of the former Littlehampton Swing Bridge and its plate-girder superstructure, which is curved in elevation, rolls back on a short broad-gauge railway to permit the passage of shipping.. The track is formed of 113A flat bottom rail held down by Pandrol clips – all to main line standards! The bridge control tower is seen to the left.

(photo Norman Langridge)

After viewing industrial buildings in River Road (which also once boasted 10 pubs) and the site of another shipyard in Duke Street, the expected rain began to fall so we adjourned for lunch, some using the new visitor centre which also hosts an interesting display of photographs of Littlehampton's maritime past. By the time we regrouped the Clerk of the Weather's predictions had come to fruition but,

undeterred, the party (all bar one) elected to persevere with the wet conditions and we proceeded along Pier Road viewing the buildings that, from 1847 to 1880, formed Littlehampton's first gas works and, miraculously, have survived. How many of the customers of the Dutch Bike Company realise that its trusty steeds are in the former retort house? We then forged on past the boating lake, which had once been an oyster pond, to the Arun estuary where the state of the tide allowed us to see the remains of the piles that formed the 18th century West Pier. After admiring the 1948 lighthouse, an elegant example of reinforced concrete design, we headed back inland, passing *en route* the Coastguard Station outside which the nobby train was still optimistically touting for business despite the understandable absence of holiday makers. A typically-British summer scene!

We then explored Littlehampton's development as a seaside resort in the nineteenth and early twentieth centuries in Beach Town to the east. The finest architectural ensemble here is South Terrace which faces the sea. Its east end was begun in late Georgian times to provide boarding houses and, whilst not a unified terrace like those being built along the coast in Brighthelmstone, it nonetheless comprises some impressive houses. Round the back of the terrace a flint-built house was seen to have been most expensively built with its quoins, reveals and window-heads all formed in finely-knapped flint. Boarding houses were still being built in Edwardian times and we passed some particularly large ones in Norfolk Road on our way to St Mary's Churchyard where we saw the grave of John Butt, father of the founder of the famous timber business of John Eede Butt and Sons which opened in Pier Road in 1828. The gravestone recorded that John Butt had "died suddenly" - did he perish in his son's sawmill one wonders? Ian also shewed us some interesting Georgian gravestones in a neo-classical style that depicted ships and sextants and pointed out that similar pictorial gravestones are to be found at Climping, Walberton, Burpham and at Warblington over the border in Hampshire . By now some began to drift away as the rain (which had not let up all afternoon) and expiring parking permits took their toll, but the majority of the party made it to Duke Street where a singularly-unimpressive single-storey building proved to have been built as Littlehampton's first electricity generating station in 1922, for which Ian produced a copy of the architect's colour-washed drawing - fortunately Ian had had the foresight to encapsulate all his illustrations so none got ruined. Although most fortunate to survive this building now suffers the ignominy of serving as a plastic window emporium. Finally the party returned to the railway station to see the engine shed alongside platform 4. This two-road structure is indeed a rare survivor as engine sheds generally perished whilst goods sheds survived - but the reverse is true in Littlehampton, the reason being that on electrification the building was converted to provide a parcels office and staff accommodation.

Thus ended a truly memorable day of which the foregoing can only give a taste of what Ian had shewed us. We went home soaked to the skin but considerably enlightened.

When I was growing up in Chichester in the 1950s we were spoilt for choice for nearby beaches. For some strange reason most of the family, ignoring the wise counsel of George V, preferred Bognor, but I always considered Littlehampton to be far superior. For a start on Saturdays we could get there and back by steam train on a through service that came from Southampton, but once there you had the interest of shipping on the river, shunting on the railway quay and crossing over to the West Beach by the tiny ferry. My views (prejudices?) were only reinforced by this visit - Littlehampton still has a surprising amount to offer.

Postscript. Staying with the subject of SIAS events, Peter Holtham's report of the Selsey Tramway event on 4th May (Part of Selsey Tramway reborn, *Newsletter* 143) implied that I was the sole organiser thereof.. In fact the organisation had been a joint effort between Linda Wilkinson and myself so she must take her share of the credit.

Preston Manor Pump House

Ron Martin

The Pump House at Preston Manor is a sad little building hemmed in between the garden of the Manor on the West, the Churchyard on the South and the Preston Croquet Ground on the North. The building is of flint rubble, somewhat ruinous and unroofed. There were originally arched openings along the north and west sides but these have all been filled in with brickwork. It was built in the 18th century to house the well supplying water to the Manor but the walls were raised in the early 19th century and finished with a castellated parapet. At this time a donkey gin powering a twin cylinder pump was installed. Most of the machinery is still extant although access is difficult as a concrete slab has been cast over the well head. It is hoped that some money can be raised to restore this interesting example of a pumping system.

Sussex Industrial History and Early Newsletters

Please remember that the Society's website has electronic copies of *Sussex Industrial History* in PDF format.

Early *Newsletters* also appear there and more will be added in due course, I find it interesting to reflect on both how much has changed and how little has changed and is just the same after nearly forty years. Let me know your thoughts.

Society tour of Crawley on 20th June

Malcolm Dawes

On a fine June morning SIAS members met at Ifield Mill for a visit to IA buildings in Crawley. The day was scheduled to be in two halves, the morning at the 19th century Mill and the afternoon touring the 20th century Manor Royal Industrial Estate. Ted Henbery, site coordinator for water mill was to be our guide for the day. He has been involved with the restoration of the mill over the last 30 years and he also spent most of his working life with various engineering companies in Manor Royal.



The restored water wheel at Ifield

The existing Ifield Mill dates back to 1817 and worked for over 100 years, finally closing in the 1920s. By the 1970s it had become a derelict building in danger of collapse. A group of locals formed themselves into a restoration group in 1974 and started work on repairing the substantial timber building, managing to reopen the Mill for visitors by the early 1980s. There has been an active group ever since and they have recently completed the £50,000 restoration of the water wheel now with cast iron bucket supports cast by a foundry in Cornwall. During our visit the wheel was up to speed, powered by the water from the huge mill pond.

Before restoration the mill had been stripped of all the internal machinery so it is a great achievement that the mill is now full of authentic machinery, some built from scratch and other items rescued from other mills. The mill is a very large timber building on three floors and alongside all the machinery there is a wealth of documents illustrating the history of the site. The mill volunteers were on hand for

our visit and they were able to explain the workings and to talk about the history and restoration of the mill; all much appreciated by the group.

During the lunch break Ted had set up a display of maps, documents and many photos dating back to the creation of Crawley New Town and in particular the Manor Royal Industrial Estate. We were then treated to a description of life in manufacturing during the 1960s. Ted had moved to Crawley in the late 1950s to work for the engineering companies setting up on the Estate. Life on the Estate started each morning with the rush hour made up of hundreds of bikes heading towards the factories from the newly created housing estates. It was a time of full employment when it was easy to move from one company to another for better jobs and to gain welcome increases in pay. The companies were involved with a wide variety of manufacturing and engineering. Just a few examples from Ted's reminiscences – lighthouses, rapid steam generators for ships, bathroom taps, aircraft landing systems, switchgear, air conditioning, stainless steel castings, transformers and pharmaceuticals – a world of manufacturing now sadly gone.

Many of the factory buildings were designed with concrete barrel roofs, a construction method that had been popular during the 1950s and 60s but today very few of these buildings have survived. However some are still in place at Manor Royal and in one small area of the Estate in Crompton Way all the buildings remain unaltered. These particular factories were designed by the New Towns Commission and were divided into small units to attract more companies to come to Crawley. We were able to look at photos of the construction of the very thin (3 inch) concrete roofs with the workers in caps and jackets pushing wheelbarrows on flimsy planks. Health and safety had a different priority 50 years ago.

In the afternoon we had a trip around the estate comparing the old photos of the factory buildings with their replacements. Many of the original buildings have been replaced by steel sheds and most of the manufacturing and engineering companies have gone. The site of one of the largest factories AVP (manufacturer of large stainless steel brewery vats) is now a media centre. However some original buildings have survived although the environment and their use have radically changed. Photos of the original factories on the Gatwick Road showed empty roads and smart newly opened engineering companies. These particular buildings now house take-away food outlets with cars doubled parked on the previously manicured grass verges.

We had a fascinating afternoon taking in the social and economic changes that have occurred with our manufacturing industries. And to emphasise the speed of change the largest factory on the Estate (the old MEL factory on London Road) has now been completely demolished just a few weeks after our visit.

Our thanks to Ted for all his hard work in organising such a successful day.

Missing Bowbell Milestones

John Blackwell

In 1971 Brian Austen and the late John Upton undertook a survey of East Sussex milestones see *SIH* No 5. This summer Peter Holtham and I did a quick survey by car of the Bow Bells series and those from Duddleswell to Hartfield. Their position by the roadside makes them vulnerable to accident and road works. Of a total of 40 originally found 12 appear to be missing. They could of course have fallen into the hedgerows or indeed be under restoration (the Conservators of Ashdown Forest have a good record of looking after those on the Forest) or we could have missed them. If you live nearby, pass them on your travels or know of their whereabouts could you let me know (e-mail and address inside back cover). For those that remain missing we can then approach the relevant bodies for a replacement.

Missing Bow Bells

10 missing

Milepost	Location	Location NGR TQ	Road
32	Ashurst Wood	419 364	A22
45	Framfield	489 184	A22
45	Little Horsted	468 182	A26
46	Halland	495 175	A22
46	Isfield	462 168	A26
48	East Hoathley	522 164	A22
48	Barcombe	442 141	A26
50	Whitesmith	527 140	A22
50	Lewes	425 116	A26
53	Lower Dicker	564 113	A22

Ashdown Forest

2 missing

36	Hartfield	471 324	B2026
38	is missing		B2026

but 37 has been incorrectly placed where 38 should be.

Milestone No. 54

David Jones

A few months ago the Bow Bell Milestone No. 54 at Horsebridge disappeared, and the first suspicion was that it had been stolen. However, as the resulting hole had been carefully covered over and levelled, thoughts turned to the fact that it could have been removed officially by the Local Authority.

This was indeed the case because soon a new pedestrian footbridge started to be constructed across the adjacent Cuckmere River that serves the nearby Horsebridge Watermill (see article in accompanying Sussex Mills Group Newsletter) and the milestone would have easily been damaged during construction. Once the footbridge had been installed, the refurbished Milestone 54, one of those with the Pelham Buckle, was replanted and now looks as good as new. Some of the other Milestones in this series leading down to Eastbourne have, over the past years, been removed or stolen, so there are now gaps in the sequence. It is therefore gratifying to note that this one has been carefully replaced back in its original position.



The two 35 Mile Posts on the A22

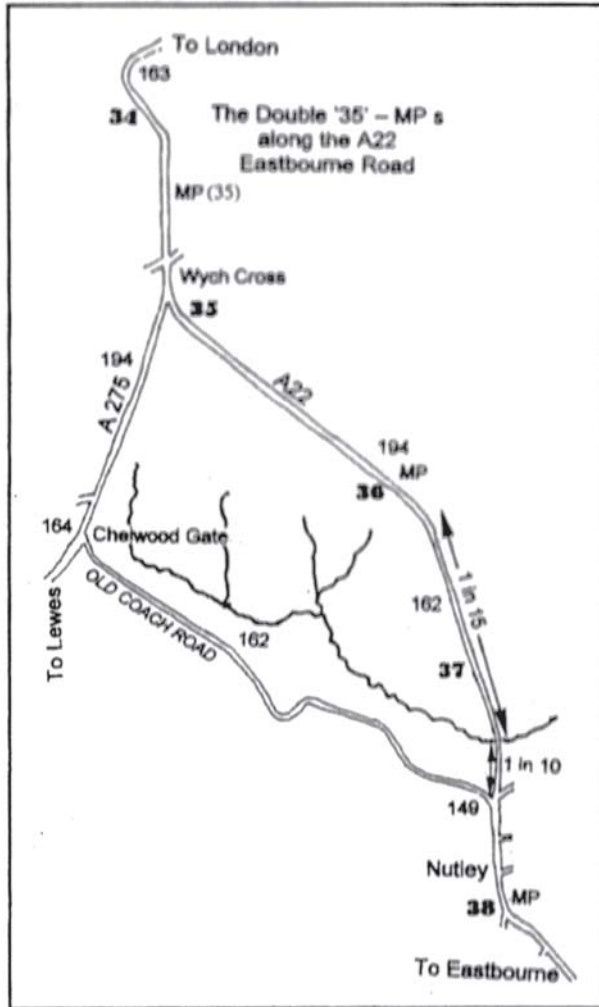
Lionel Joseph

There have been suggestions as to how this situation arose; Janet Dowding mentioned at a meeting of Sussex members that she had been told that it was through overlapping measurements by different turnpike trusts.

Before I stood down last June from being the volunteer who answered archive queries sent in to the Cyclists' Touring Club, I made an extensive search for milestone items to see if there was any prior mention of this anomaly before it came up in 1979. I felt sure that someone would have made a comment, knowing the number of indignant letters received in respect of moving milestones on to by-passes where they were said to be grossly inaccurate! Alternatively, I wondered whether Charles Harper may have mentioned it in his *'Touring Notes and Queries'*. No trace of anything was found, but when it was raised in 1979 a Mr Nelson Burfoot, a former Highways Surveyor with East Sussex and a CTC life member, put forward the following as a possible answer: 'That the additional post probably came from the old coach road between Wych Cross and Nutley and was misplaced on the A22 after the end of the war in 1945.'

I followed up this line of thought when I discovered that the original survey by the OS in 1813, of which David & Charles published the 1870 printing as a facsimile, showed the mileage figures along what is now the A22. I overlaid this map with a transparency of a reduced-scale Landranger map. The map I have created here shows the present A22 with MPs marked, and the miles in heavy type from the 1870 map. It will be noticed that there is a discrepancy of about $\frac{1}{4}$ mile between present MP 35 and the heavy type 35 of the 1870 map. Mileposts still survive on both sites. From the contour hatches of the earlier map it became quite obvious why the old coach route deviated from the present day road, for it runs along the top of a ridge in a very gentle descent all the way from Wych Cross to Nutley. For this reason, it was also a recommended alternative route for cyclists in early road books in order to avoid the descent and steep climb up to Nutley.

Chelwood Gate suggests that the A275 Lewes road had a turnpike and possibly a toll house, so milestones would be present. Since the 'Bow Bells' design of milepost is not confined to the A22 but is also found on the A26 Uckfield/Lewes road then it would not be unreasonable to expect the same design of post on the A275. Does this 'spare' 35 milepost belong at GR TQ418316 on the A275, as measurement on part of the old coach road route, being one mile south of the heavy type '34'? I leave you to ponder the thought.



[On the 1" OS map of 1960, MS is marked where the A275 and A22 meet at Wych Cross. It does not appear in the Sussex Industrial Archaeology Society's survey of 1972. This survey also suggests that the reason for the extra 35 mile post was due to a realignment of the road to avoid Tilburstow Hill, Godstone which lengthened the route (see B.Austin & J. Upton: 'East Sussex Milestones - A Survey', *Sussex Industrial History*, Winter 1972/73, pp.2-13).]

*This thought provoking item appeared in Newsletter No 12 of the Milestone Society.
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Book Review:
The Railway That Never Was
John Blackwell

This 20 page booklet by our member, Alex Vincent tells the story and looks at what can still be seen on the ground of the abortive Ouse Valley line. Sanctioned in 1864 the purpose of the line was to counter rival company's plans for incursions into LB&SCR territory. It was to commence from a junction with the main line south of the Ouse Valley Viaduct at Balcombe and run through Lindfield to Uckfield. An extension was authorised the following year to St Leonards via Hailsham. Work started in 1866 with construction of embankments and bridge abutments but a banking crisis (some things never change) in the same year saw the collapse of the railway banking house of Overend & Gurney causing railway shares to plummet. This loss of confidence together with financial mismanagement led to the near bankruptcy of the LB&SCR and caused work to stop in 1867, never to restart. As the line traversed a scarcely populated area both then and today the majority of the works on the northern section remain as they were when abandoned; work was never started on the extension.

The booklet gives a short history, sketch map of the line, and what can be seen today. Black and white photographs illustrate all of the remains. Alex should be congratulated on producing a booklet that covers one of the few gaps in the railway history of Sussex and as such is highly recommended at an extremely reasonable price. Your reviewer was delighted to discover that the only completed bridge on the alignment, at Beechen Wood TQ455205, does indeed still survive. I had been informed "on good authority" that this had been demolished together with a section of embankment when the Uckfield bypass was constructed.

'The Railway That Never Was' The story of the abortive Ouse Valley line by Alex Vincent ISBN 978-1-989753-02-6 available from bookshops or direct from the author at : Flat 4, 15 Shelley Road Worthing BN11 4BS price £2.00 (please enclose an A5 sae).

See - <http://www.horstedkeynes.com/ousevalley.html> for an illustrated view of this piece of history.

There is www.dumpman.co.uk offering a one hour *home-made!* video - I have not seen this - reportedly shot *hand-held!* Also it may not respect private land as we strive to. Ed.

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A22 Mileposts

Milepost No. 38 is in Nutley village near the Post Office.

No. 39 is along the A22 Nutley Road at the junction with Cackle Street.



No. 41 is in Maresfield village at the junction of Batts Bridge Road and Straight Half Mile by the pub.

All Pictures by Paul Snelling