

Short Articles

- E.H. Horton The Manufacture of Tinplate at Redbrook, 1930-1961
Dorothy Shrimpton Buildings for Framework Knitters in Ruddington, Nottinghamshire
K. Reedman and M. Sissons Unstone Coke Ovens

Review Article

- Peter Neaverson The Buildings of England Series - the Second Editions

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Editorial

- W.J. Crompton Endangered Sites Report for 1985-6

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- D.B. Hague The Rolt Memorial Lecture 1985
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R.C. Riley Portsmouth Dockyard: An Industrial Archaeological Overview
Michael Stratton The Terracotta Industry: its Distribution,
Manufacturing Process and Products

Short Articles

- E.M. Patterson A Gunpowder Vocabulary

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Amended telephone number

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PLEASE NOTE Latest acceptance date for copy for the July Newsletter is
10th JUNE 1987



CHIEF CONTENTS

- Area Secretaries' Reports
Brighton to Shoreham Railway
Clogs in Sussex
HMS WARRIOR
Rosewood and Coromandel - Brighton's furniture trade

VISITS

- 25th April 10.30 am All day visit to the town of RYE. Meet at the Cattle Market Car Park Rope Walk MR TQ 920206. Alan Dickinson of Rye Local History Society will be leading us around the town to see places of interest particularly of the working life of the town and the people. This will be a joint meeting with Rye Local History Society. Either bring a packed lunch or if you prefer there are plenty of places to eat in the town. Please phone me for further details nearer the time.
- 24th May PLEASE NOTE CHANGE OF DATE 2.00 pm Mystery Tour of Mills. Otherwise as visits card. Meet at layby on the A285 road approx. due east of Halnaker Windmill MR SU 927096 for the ¼ mile walk to the mill. John Blackwell's Coach Tour to the Watercross Line.
- 6th June See enclosure for details.
- 27th June 6.30 pm Members Evening at our Chairman's home, Home Farm, Herons Ghyll, near Uckfield. We hope to show a video by the Weald Iron Research Group. Any other member with a video of interest would be most welcome. Please ring me if you are able to contribute.
- 25th July 10.30 am Rudgwick Brickworks, Lynwick Street, Rudgwick. Meet at entrance. I MUST know numbers beforehand. Those coming should read the article by Molly Beswick in Newsletter No.53 as this gives details of a visit by the British Brick Society.
- 22nd August 2.00 pm Emsworth Perambulation led by Tony and Mary Yoward. Meet at car park 200 yards north of A27 roundabout. MR SU 750060.
- 26th September 10.30 am Bluebell Railway. Visit to workshops and ride on train (at party rate if booked beforehand). Meet at Sheffield Park Station entrance. MR TQ 403237.
- 14th November Annual General Meeting.

I have given notice to the committee that I shall not be Programme Secretary after this year. Whilst I enjoy doing the job, I have done it for 6 years and feel that someone else should put their ideas into practice. Also there are other I.A. activities which I should like to pursue.
Next year's visits should be planned in August/September so we must find a replacement soon. Any volunteers?

DON COX

OTHER EVENTS

- 15th April (Wednesday) 7.00 pm Croydon Airport Society Meeting at Sussex Room, Gatwick Airport. Once again SIAS members are invited to the Croydon Airport Society's annual Gatwick meeting. An interesting talk is expected when Gerry Freeman and Cecil Bebb will talk about the successful airline which they ran at Croydon in the post war years and subsequently at Gatwick where it ultimately became part of British Caledonian. The meeting coincides with the launch month of John King's Gatwick book (which will also be issued as Sussex Industrial

History No.16). All SIAS members and their friends are welcome. The Sussex Room is situated in the main passenger terminal building at Gatwick Airport.

19th April First Open Day at Nutley Windmill 2.30 pm - 5.30 pm
9th May Federation of Sussex Local History Societies AGM followed by a conference on the development of Eastbourne, Tivoli Arts Centre, Seaside Road, Eastbourne, 10.30 am. Full details and tickets from Mrs Joan Wilkins, 20 Fairfield Way, Haywards Heath, West Sussex RH16 1UT (H.H. 412817)

20th-28th June Amberley Chalk Pits Museum. An unusual event this summer is to be an exhibition entitled the History and Development of Printing. Over the past two years a number of machines and various items of equipment associated with the printing industry have been donated to the Museum and the Exhibition is intended to show our appreciation to the donors. It is planned to open on Saturday 20th June and close on Sunday 28th. The Exhibition will illustrate the development of printing and the graphic arts in general and in Sussex in particular. In addition to the activities in the printing workshop there will be exhibits from local newspapers, general printers, trade associations, colleges and schools having an interest in the graphic arts. A talk on aspects of printing history will be given in the audio-visual theatre on Saturday afternoon (the 20th) - this should be of particular interest to SIAS members. There will be a short opening ceremony on the first Saturday morning, followed by demonstrations on the various printing machines which have been brought back to operational standard during the past year.

You are invited to attend and places have been reserved in the audio-visual theatre for SIAS members. There should be lots to interest all the family, so why not pack a few sandwiches and join in our "Printers' Picnic"!

In addition, volunteers to assist in the erection and manning of stands would be very much appreciated. Offers of help should be made to The Printer, Alan Morris, at the Museum on Bury 370 or at home on Worthing (0903) 503062.

SUSSEX INDUSTRIAL HISTORY

Sussex Industrial History No.16 will be a special number on the early development of Gatwick Airport. This will be the issue for 1986. This, and the next issue, No.17 for 1987 are in an advanced state of production and are expected to be distributed with the July newsletter or sooner. This will however leave the editor with no articles in hand for the next issue for 1988. Members and others who have material which they could write up to provide articles for this issue are requested to contact the editor Dr Brian Austen at 1 Mercedes Cottages, St. John's Road, Haywards Heath, West Sussex RH16 4EH (tel 0444 413845). The editor would welcome manuscripts suitable for publication at any time.

AREA SECRETARIES' REPORTS

CENTRAL AREA

Following deregularisation of bus services it seems likely that the number of garages will be reduced. The Southdown Horsham garage has recently closed and it seems opportune to record those remaining before they are converted for alternative use or demolished. The following list compiled by the Southdown Enthusiast Club in 1982 shows the depots, garages and dormy sheds of the Southdown Company and their dates of operation.

May I request members who live near one to spend an hour photographing preferably, but not essentially, in black and white and then forwarding the results together with a brief description of unusual or interesting features, to me, for inclusion in the Society's photographic archive.

PORTSMOUTH [P]	1920-	EASTBOURNE [E]	1920-
Alton*	1955-1974	Aliriston	1929-1954
Boarhunt	1935 only	Crowborough	1949-1980

Clanfield	1929-1972	Hailsham	1957-
Emsworth	1919-1980	Heathfield	1923, 1927-1971
Fareham	1941-1975	Seaford	1915-
Hambledon	1935-	Uckfield	1920-
Havant	1980-	Upper Dicker	1929-1867
Hayling**	1935		
Leigh Park+	1958-	BOGNOR [B]	1915-1982
Petersfield	1924-	Chichester (C)	1923-
Portchester	1941-1949	Compton	1930-1964
Purbrook	1928-1929	Eastergate	1944-1961
Warsash	1923-1924	Midhurst	1924-
Warsash	1929-1971	Petworth	1921-1971
Wickham	1936-1971	Selsey	1921-1964
		Singleton	1924, c1927-1954
BRIGHTON [A]	1915-	Summersdale	1924 only
Bolney	1918-1965	Walberton	1922 only
Burgess Hill	1922 only	West Dean	1924-c1927
Chelwood Gate	1922-1967	Wittering	1923-1965
Cowfold	1923 only		
Crawley	1959-1971	WORTHING [W]	1915-
East Hoathly	1923-1966	Barns Green	1935-1954
East Grinstead	1933-1972	Dial Post	1928-1966
Hassocks	1952-	Handcross	1920-1965
Haywards Heath	1925-	Horsham (WH)	1919-
Henfield	1923-	Littlehampton (WL)	1921-1971
Moulsecoomb	1957-	Pulborough	1927-1971
Lewes	1929-	Steyning	1919-
Scaynes Hill	1920-1935	Storrington	1915-
Wivelsfield	1931-1950		

* Aldershot & District Traction Co Ltd garage

** Ministry of Aircraft Production establishment 1939-1946

+ City of Portsmouth Passenger Transport Department garage

I have included the Portsmouth area for the sake of completeness. Some of the premises, for example Crawley, will have by now been demolished; if members have any old photographs they also would form a part of the archives.

Although Southdown was the largest operator in Sussex many towns had a local service and again photographs of their premises are required.

J.S.F. BLACKWELL

WESTERN AREA

Coultershaw Maintenance is proceeding. The paddles and starts are being repaired and refixed where loose. The steel beams supporting the suspended floors are being prepared for painting.

Appreciable wear in the beam pivot bearings, mainly in the vertical plane, which has probably been going on nearly 150 years, is being tackled. The main wrought iron pivot pin 3'3" long, 1½" diam. has been straightened and lightly turned between centres. The three cast brass beam bearings are being bored to eliminate oval wear. Sleeves will be bored to fit the pin and turned for a press fit in the bearings.

The electric motor which drives the Duke and Ockenden borehole pump has been dismantled and sent away to have its windings impregnated against the damp winter atmosphere in the building.

There is a backlog of maintenance to the building which we propose to tackle in the summer on open days. The regulars will thus not be available for coping with visitors. We need some one each Open Sunday to take the money and hand out explanatory leaflets. The leaflets have not been used before and have been specially devised. Members will thus not be expected to know all the history etc., or anything about the pump.

We hope that enough Members will volunteer so that all 12 Open Sundays April to September in 1987 will be covered. Names to West Sussex Secretary please.

Poyntz Bridge Repairs to the wrought iron railings and tensioning members is proceeding. Mid week evening site work will start after Summer Time begins. A request for financial help to complete the work is under consideration by English Heritage.

ALAN ALLNUTT

NORTH SUSSEX

At Ifield Mill work is in hand to mount up the main spur wheel on to the vertical drive shaft. The preliminary alignment of the wallower and pitwheel has been completed and it is hoped that the spur wheel will be turning during the Spring.

The first AGM of the Lowfield Heath Windmill Trust was held in conjunction with the Charlwood Society and the decision announced to proceed forthwith with the re-siting and restoration of the windmill at the Charlwood Aviaries. At least £50,000, of the estimated £75,000 required, has been forthcoming and the Trustees are confident that the project can be achieved on a relatively short timescale. Much of the major work will be undertaken by subcontractors but numerous tasks, such as demolishing the roundhouse, brick cleaning, site clearance and fencing will require volunteers,

Anyone interested in this very rewarding work is requested to contact Peter James (see address below).

TED HENBERY

LOWFIELD HEATH WINDMILL TRUST

Wanted to help in the restoration of Lowfield Heath Postmill, situated near Gatwick airport in West Sussex (formally in Surrey), any photographs of any age - negative or transparencies, or any other useful information whatsoever. Would preferably like to borrow original negatives etc. for copying. Any such items would of course be returned. Contact: Peter J. James at 15 Sandringham Road, Broadfield, Crawley, West Sussex, RH11 9NF (Tel. 0293 28844 Ext.429 - work).

TELEPHONE KIOSKS

At the time of writing 48 telephone kiosks have been 'listed' by the DOE as follows:

Type K1 - one	Type K4 - four
Type K2 - forty-one	Type K6 - one
Type K3 - one	

K4 made by Carron Co. and introduced in 1929 is unusual in that the rear panel (outside) has a built-in letter box and stamp machines. Only 50 of these boxes were made, of which just four remain in use in the street, in Warrington, Frodshall, Tunstall and Whitley Bay. Five others are preserved in museums etc. including one at Sheffield Park on the Bluebell Line recorded in 1974.

ROWENA OLIVER

SOME NOTES ON THE BRIGHTON DISTRICT TRAMWAY CO AND ITS SUCCESSORS

As early as 1864 there had been plans to link Kemp Town with Shoreham by tramway. It was not until 1884 that these proposals were partially realised. The Brighton District Tramway Co. operated 4 miles 51 chains of 3'6" gauge street tramway, originally from Southdown Road, Shoreham. Later it was shortened so that it started at the Burrel Arms. It passed through Southwick and Portslade terminating at Westborne Villas, Ajdrington. The BDT was refused entry into Hove so a Brighton, Hove & Preston United horse bus took the passengers to Brighton. At first the line was operated by two Wilkinson Patent Tramway Locomotives with two double deck bogie cars. In 1885 three small one horse single deck cars were bought. Seven double deck horse cars followed in 1886 (these had six windows on each side of the saloon). The horse stock worked in with the steam stock. In 1887 one of these cars No.10 (later Brighton & Shoreham Tramway No.4) was converted into a battery electric car. This was tested on 20 July. Also a third locomotive was purchased. This was the unique Aveling-Grieg engine. However the BDT went bankrupt in 1888. It was reformed as the Brighton and District Tramway Co. This concern failed in 1889. At this point the two Wilkinson locos went to Wigan. It is possible that the bogie cars went as well. The six remaining double deck horse cars went to Worcester leaving the three single deck cars, the battery car and the Aveling Loco. At the end of 1889 a new concern, the Brighton and Shoreham Tramway Co., was formed.

This concern disposed of the Aveling Loco and in 1890 acquired five double deck horse cars Nos. 5, 6, 7, 8, 9 (with four windows on each side of the saloon).

In 1898 the B & ST was bought by the British Electric Traction Co. In 1900 there were three more double deck cars Nos. 10, 11, 12 (with the windows on each side of the saloon), car No.4 being scrapped at this time. The BET had hoped that they would be able to electrify the line and extend it to Brighton and Worthing. Hove again objected so the line remained horse hauled. In 1905 motor bus competition started. By 1908 this was so serious that cars 10, 11, 12 were cut down to single deck. The three 1886 single deck cars (1, 2, 3) were scrapped. A very erratic service was run to keep the line 'open' though by 1910 normal service had resumed. Since 1904 the B & ST had been fully integrated into the BET, the cars having the BET Magnet and Wheel logo on their sides. In 1911 Hove Corporation ripped up the track in New Church Road so that the line only ran from Shoreham to Portslade. Closure was only a matter of time; the last car ran on 6 June 1913.

I am at present researching the history of the line. If any members have any mementos, photographs or know of same, particularly of the steam trams and the pre-1980 horse stock I would be most interested in hearing from them.

In the last Newsletter (53) there were some notes on the former Brighton Corporation Tramways (BCT): it is worth noting that a shelter also survives at the 'Pepper Pot' in Queen's Park Road. Another important relic is Car No.55 of 1937: this was not only the last BCT tram but the last open top tramcar to be built in this country. It is at present being restored.

N. KELLY

Editor's Note: A further Brighton tram shelter was transported last year as a unit from Dyke Road (just north of the Grammar School) to the Chalk Pits Museum where it is now displayed. When this shelter was lifted, old tickets of the Brighton Corporation Tramways were found underneath.

CLOGS IN SUSSEX

Para.2(a) of S.I.A.S. constitution states the object of the Society as:- "to record the physical remains of economic and industrial activity" ... in the county. However some elements of our industrial past leave no physical remains and few records, and one of these 'missing links' is the manufacture of protective footwear for use in industries where heat, cold, wet and weight made normal leather footwear unsafe, uncomfortable or unsuitable. This role was filled by clogs and pattens and whilst plentiful records and remains exist for the leather based trade, the very much smaller clog industry has been largely ignored outside of the clog heartland of Lancashire.(1)

Clogs are defined by the O.E.D. as "a shoe with a thick wooden sole protected by a rim of metal" and pattens as "a kind of overshoe or sandal to raise ordinary shoes out of mud or wet". A variety of materials were used in the construction, the most common being alder which is light, durable in the wet, and, as not in demand for other industrial uses, was very cheap, 3d (1½p) per sq.ft. in 1927, compared to sycamore at 1/- (5p). The latter was a hard durable wood, close-grained and, unusually in wood trades, was worked green. The high proportion of silica in sycamore made cutting the seasoned wood costly in the way it blunted tools. Sycamore from the hedgerow was generally preferred to forest trees. Willow and poplar were also used, both light woods, the former being springy was used for the famous northern dancing clog. The widespread use of machine made clogs saw a greater use of beech, a heavy, hard wood with little spring.(2)

The trade was composed of two distinct divisions, material based and market based. The former took place in the woodland areas where itinerant gangs of seasonal workers, cloggers, cut and shaped the wood into 'billets', stacking them in tall beehive shaped mounds to season. The 'top and lop' was sold off as pea-sticks and firewood to supplement the seasonal income. The actual manufacture of the clog took place in villages and towns near the market for the product, where the billets were individually shaped and fitted with leather uppers and metal toe strips and sole-irons.(3)

In the 1840s Lancashire accounted for 50% of all clogmakers and there were large numbers in all the northern counties and in Wales, but Sussex too had its contingent. The 16 listed in the 1851 census surely does not include the large numbers of seasonally

employed woodland labourers, or those clogmakers who were recorded under boot and shoe makers. There were two separate areas in Sussex where clogs were made and hence worn; the coastal towns and the Wealden rural-industrial area. The former were, Hastings (1) Brighton (4) Chichester (1) where the tanners of Chichester, the fishpackers of Hastings, and the metalworkers, brewery-workers and construction labourers of Brighton would all have found clogs an essential element of their work. Inland Sussex had makers at Petworth (2) Horsham (1) Ifield (1) Horsted Keynes (1) Framfield (1) and Burwash (3). Here again the 'wet' trades of brewing and tanning at Petworth and Horsham would both have required clogs. The more rural makers may have been producing for 'export' to the urban areas, a possibility also for the only rural southern clogmaker at Walberton (1) near the extensive Slindon and Rewell woods, but the quarries, sawmills, tanneries and haulage concerns of the Weald would all have needed the protection clogs gave to workers.(4)

Where clogs would have been caked with clay or heavy mud, pattens could have been employed, to protect the actual shoe or boot. Thomas Geering writing in 1884 noted a more delicate use, when at his mother's wedding day "... the bride walking to church across the Tye (at Alfriston) in her best pattens ..." indicating that she had a pair for more mundane occasions.(5)

There was a steady decline in clog-wearing, and thus making, throughout Britain from the 1860s, as leather footwear became cheaper and more easily distributed and the clog, always considered a low class of footwear, became confined to the Lancashire heartland, finally succumbing with the run down in mines, mills and furnaces in the 1930s. Apart from a respite in WWII when clogs were 'pointless', the craft continued to shrink until in the 1980s there are possibly only 40 craftsmen left, making perhaps each four pairs per week. An encouraging sign is that this is now a trade dominated by young tradesmen. Perhaps in this era of high price footwear it is worth noting the comments written in 1917 in the Plumpton Parish Magazine:- "Boots are very dear and leather is almost unobtainable. Why not buy clogs, the wooden soled boots which last longer and have indeed been approved of by those who have tried them?"(6)

References

- | | | |
|----------------------------------|--|--------------|
| 1. S.I.A.S. constitution | | Sept. 1985 |
| 2. J. Atkinson | <u>Clogs and Clogmaking</u> | 1984 |
| H.L. Edlin | <u>Woodland crafts in Britain</u> | 1949 (1974) |
| 3. J.G. Jenkins | <u>Traditional country craftsmen</u> | 1965 |
| 4. E. Vigeon | <u>Costume Magazine II</u> | 1977 |
| | Sussex census returns enumerators sheets | 1851 |
| 5. T. Geering | <u>Our Sussex parish</u> | 1884 (1925) |
| 6. Vigeon | op.cit | |
| Atkinson | op.cit | |
| B.B.C. Radio Four | Down your way: Todmorden | 11 Nov. 1984 |
| <u>Plumpton Parish Magazine:</u> | Parish notes | March 1917 |

G.E.F. MEAD

AMBERLEY CHALK PITS MUSEUM

At the Museum the frenzied pre-opening rush is on. At the end of October we always count the months to opening. As Christmas goes past this becomes weeks and then gradually it becomes days and then a matter of hours before the Museum reopens to the public on April 1st.

Somehow there never seem enough days and hours left to complete all the tasks, never enough people. The weather is always wrong and we always underestimate everything, and yet, somehow, on the morning of April 1st everything that needed to be done has been done. This year we seem to have not so many tasks but each of them is larger.

We are struggling to complete the Southdown Bus Depot and its associated exhibition. The Manpower Services team augmented by various teams of volunteers have been carrying on the carpentry work and the exhibition work and preparing exhibition panels for display.

The number 1 Kiln and grinding mill area is now rapidly nearing completion but, at this stage of the winter's season there still remains much to do. With all the frenzied activity out on site, administrative work often has to take a back seat and for approximately

a month the basic minimum paper work - keep the Museum ticking over and various projects in their different pots all boiling is undertaken. Staff and volunteers at all levels are directed to work only on projects which are essential to the reopening.

I personally have been involved in a number of brick-laying operations, having discovered firstly that I am able to cope with laying one brick upon another and secondly, like Winston Churchill, that it is most enjoyable. Mike Wall, our Museum Manager, has been keeping several projects on the move: the improvement of the Cobbler's Shop, the Ironmonger's Shop and the Roadmaking exhibition, in conjunction with the staff of the MSC graphics department.

Howard Stenning, our Education Officer, has been working solidly on the new Southdown Exhibition and preparing the graphics panels for that.

John Lane probably leads the most varied life of our staff, in that his role changes according to the numbers of volunteers available and the projects on which they are engaged. His particular project for completion at present is the Kiln 1 and Grinding Mill area, along with the installation of the 1852 Rack Saw Bench in the Timber Yard. In between times such minor projects as ensuring that the Audio-Visual Room roof does not collapse are taken in hand.

While all of this is going on new exhibits continue to be offered, some are accepted and some have to be collected. One, such as the 1870s hand operated rail mounted crane from Shoreham Port, had to be collected prior to opening. Others are delayed until after the magic date of April 1st.

Members visiting the Museum this year will be assured of seeing new exhibitions, improved caption content and a number of new and exciting exhibits.

IAN DEAN, DIRECTOR

ILLUSTRATED TALKS - A series of Public Meetings in Sussex

During April 1987 the Museum Director, Ian Dean, will be giving a series of illustrated talks about the museum, showing how the project was founded, how it has developed and plans for future growth.

The talks have been organised to create a greater awareness of the work being undertaken at Amberley and to encourage new members to join the supporters group - The Amberley Chalk Pits Museum Association.

There is no admission charge to these meetings - they are all quite FREE.

CHICHESTER:	The Assembly Rooms:	Wed. 8th April at 8 p.m.
ARUNDEL:	The Town Hall:	Friday 10th April at 7.30 p.m.
HORSHAM:	The Town Hall:	Wed. 15th April at 7.30 p.m.

There will be members of the Association present, together with Trustees, to discuss the Museum with you, and there will be a sales and membership stand too.

Do come and find out about the Museum, you will be amazed at what has been done, and excited by our plans for the future.

If you have any queries about the meetings then please do not hesitate to contact the Museum office on Bury 370.

H.M.S. WARRIOR

In April 1987 one of the largest and certainly most expensive restoration projects of the decade comes to fulfilment when H.M.S. WARRIOR will be towed from Hartlepool to her new £1.3 million jetty at Portsmouth harbour.

Built by the Thames Iron-works and Shipbuilding Company at Blackwall she was laid down in May 1859 and launched at the end of 1860. WARRIOR was not the first iron ship, or the first screw propelled ship, nor even the first armoured ship, but she was the first in the world to incorporate all these features and stands on the dividing line between wooden ships of the line and the modern warships. Fitted out at the nearby Victoria Docks with two cylinder Penn truck engines, masts, spars and sails "WARRIOR" was commissioned on 1st August 1861. Except when manoeuvring in line of battle or entering harbour she would have been sail powered, as her steaming range was limited to 1000 miles because her bunkers could only hold 350 tons of coal. Her propeller could be

hoisted up inside and her two funnels lowered to upper deck level when under sail.

She had a 22 inch belt of iron and timber armouring and originally mounted a main deck broadside of 68 pounder smooth bore muzzle loaders; at that time the heaviest gun in the fleet. WARRIOR's later armament included the new rifled bore breech loader of 110 pounds. Throughout her first commission her gunnery officer was Jackie Fisher later to be First Sea Lord, during World War I, and a staunch supporter of the "Dreadnought" class of battleship.

There was no war during WARRIOR's active service, and she was removed from the active list in 1883 and retained in reserve as a hulk at Portsmouth.

In 1904, still in good condition, she was renamed VERNON III to form part of the floating torpedo school in Portsmouth harbour. In 1929 she was towed to Llanion Fuel Depot at Pembroke Dock, Milford Haven to become a floating jetty, on which to berth oil tankers and ships requiring fuel. Renamed Hulk C77 she remained in this employ until 1979 when the Royal Navy handed her over to the Maritime Trust for restoration.

This restoration, to as near her original 1860s conditions as possible, has been undertaken by the 140 strong Hartlepool work force sponsored by the Government, through the M.S.C., and has been extremely costly. In addition to grants and donations over £3 million has been contributed by the Manifold Trust. Correct woods have been employed by the joiners except for the masts and spars where rolled steel has been used. Shipwrights have worked with steel instead of iron; and except for the fibreglas gun barrels no plastics have been used.

The decision to reconstruct boiler and propulsion machinery was made only in May 1985 since then 10 boiler fronts (originally fired by 66 stokers and trimmers) together with a full size working replica of the massive Penn twin cylinder engines have been fabricated.

WARRIOR is a remarkable lone survivor from the Victorian Navy indeed if one could have selected a particular ship for preservation WARRIOR would have been the one and shortly she will be open to the public on our very doorstep.

JOHN BLACKWELL

ROSEWOOD AND COROMANDEL ... a note on Brighton's furniture trade

The following advertisement appeared in The Brighton Gazette of 1825: -

"Eligible business premises of Mr J. Garbutt, cabinet maker, Princes Place (dwelling house and cabinet makers shop) and lease for 16 years at low rent of £18 p.a. of all those cabinet makers workshop, sheds, saw-pit, yards etc. situate and being at the north corner of Spring Gardens.

Also the entire stock of cabinet articles, household furniture, stock-in-trade of J. Garbutt.

In yard and workshops in Spring gardens will be found several planks and boards of rosewood, coromandel, mahogany, beech, fir African Mahogany planks, wainscot boards, 4" and 2½" planks of Spanish mahogany. Large quantity of rosewood, ebony, mahogany and coromandel veneer, beech scantling*, a few elm boards, 9 cabinet makers workbenches, capital turning lathe and tools complete, 2 iron cramps, 2 pair steps, trucks etc."

* scantling - timber less than 5" in breadth and thickness.

This advert nicely illustrates the relationship between the retail and manufacturing aspects of Brighton's timber trade. Princes Place - was located at the eastern end of North St. (not at - but near - its present site) and would have been the shopfront on Brighton's main thoroughfare and shopping street, but its high rates and rents, and the crowded location would have made it unsuitable and expensive for the manufacture of furniture; this being undertaken in the industrial area north of the Old Town in the North Laine. In the 1820s this area had all the features associated with a 19th century urban fringe - a mixture of small houses, paddocks, market gardens, foundry, stables, builders stores and wood yards. These 'greenfield' sites were cheaper to rent and develop, were accessible for delivery of raw materials and yet near enough to the retail zone of the Old Town to minimise delivery and storage costs.(2)

Garbutt's yard was in Spring Gardens, north of Church St. in the High Laine, a long of North Laine. In spite of its pleasant name this street contained a soap works, tallow works,

foundry and the saw mill, and was thus typical of the area.(3)

At the present day, the arrangement of Garbutt's business can still be seen, with large retailers such as Hanningtons, Waring & Gillow in North St. and manufacturers, restorers and sawmill out in the North Laine at sites such as Orange Row, Regent St. and Trafalgar Lane.

References

1. Brighton Gazette, 17 November 1825 p2
2. Brighton Church Rate Book, August 1824
Sickelmore's Brighton Annual Directory, 1822 p17-18
3. S.I.A.S. Newsletter No.52 p5-6. G. Mead 'The Eagle has flown - a Brighton foundry'

I am grateful to Dr S. Farrant for advice with this article.

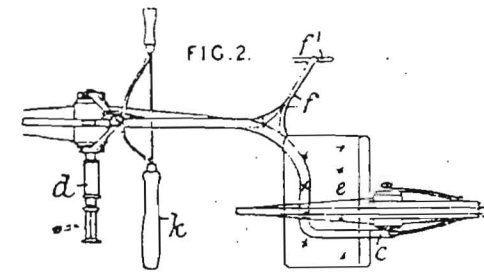
G.E.F. MEAD

EVOLUTION OF THE BICYCLE

Patents 361 (8.2.1870) & 864 (31.3.1871) were awarded to "Samuel Webb Thomas of the Rectory, Southeast near Lewes in the Co. of Sussex, Clerk in Holy Orders M.A."

361. is suitable for "ladies or nervous persons"

361. Thomas, S.W. Feb. 8.



Two-track bicycles, adapted for use by ladies; brakes; guards, dress. -

The backbone c, Fig. 2, is bent outwards towards the left side, and is then continued downwards to end in the rear-wheel fork, or in a single beam to which the rear axle is fixed, the rear wheel being mounted loosely. The seat e is adjustable longitudinally and is mounted on two parallel springs, one of which is longer than the other and is attached behind to "horn pieces" fixed below to the axle of the rear wheel. The front ends of the springs are attached to the bend of the backbone, the seat being thus mounted over the fore end of the hind wheel. The front wheel is made larger than the rear wheel and it is driven by a crank axle d, both cranks of which are fitted to the left side of the wheel. A strut f carrying a small safety wheel or roller f½ is fixed to the right-hand side, and also to the left side, if required, of the backbone. The brake consists of "a small lever centred upon a stud fixed on the side of the fork of the driving wheel standard, or under the top of the fork upon a pin passing through both shoulders of the same" and operated by turning the handle-bar. The handle-bar k is made longer on the left side, and a spring is fitted to the end of the bar on the right side. A quadrant, or other, shaped wicker frame attached to the front wheel fork by forked rods protects the dress from the front wheel. A shield in the form of a hollow, curved, semicylindrical wing expanding towards the bottom, and fixed at the top to the bend of the backbone, protects the dress from the hind wheel. A leg rest may be fitted on the left side of the backbone.

864. Thomas, S.W. March 31. [Provisional protection only]

Cranks; pedals. - To render the throw of bicycle cranks adjustable by the reverse pressure of the foot upon the pedals, the pedal pin is fitted in a plate which is capable of turning on another pin, and which has a rounded end with flat sides bearing against a spring. The spring, which may be fitted upon the face of the crank arm, holds the plate in position for either the long or short throw. A stop piece on the plate may abut against the side of the crank arm. The pedal pin may be bent and fitted with two foot

plates to form a double crank, in which case the spring may be dispensed with.

T.E. EVANS'

THE SNEWIN COLLECTION OF SUSSEX INDUSTRIES CUTTINGS

There is lodged in Worthing Library, local studies room, a collection of cuttings from the Sussex Daily News, compiled by a former Worthing tradesman, the late Edward Snewin. This collection dates from the turn of the century and contains some other related material. The reference is S.680 Sus and the material is not on open display.

To assist members not able to reach Worthing I have listed the dates of publication of the various editions of S.D.N., copies of which are held at E.S.R.O. Lewes and other locations.

- | | | |
|------------|-----|--|
| 8.10.1902 | 1 | Reason Manufacturing Co., Lewes Road, Brighton - electrical accessories |
| 15.10.1902 | 2 | Sussex Portland Cement Co., Newhaven and Upper Beeding |
| 22.10.1902 | 3 | Tamplin and Sons Brewery, Albion Hill, Brighton |
| 29.10.1902 | 4 | Burgess Hill brick and pottery works, W. Meeds and Son
R. and N. Norman, Keymer Brick and Tile works |
| 5.11.1902 | 5 | Green Brothers, Hailsham rope works |
| 12.11.1902 | 6 | Eversheds Dolphin Soap works, Kingston-by-Sea |
| 19.11.1902 | 7 | Regent Foundry, Brighton |
| 26.11.1902 | 8 | Worthing fruit growing houses |
| 3.12.1902 | 9 | John Stenning and son, Woodworking, East Grinstead |
| 10.12.1902 | 10 | lping paper mills |
| 17.12.1902 | 11 | Lintott and sons, Shillinglee stick factory |
| 24.12.1902 | 12 | Heathfield chicken industry |
| 31.12.1902 | 13 | Fisheries. Hastings Brighton, Selsey, Bognor, Eastbourne, Newhaven,
Worthing |
| 7.1.1903 | 14 | Ship and boat building. Southwick, Shoreham, Littlehampton, Bosham,
Rye, Hastings, Brighton, Hove, Newhaven, Worthing |
| 14.1.1903 | 15a | Sub-Wealden Gypsum Co., Netherfield |
| | 15b | Tanning - John Kingsbury Groombridge, Battle Tannery |
| 21.1.1903 | 16 | Glynde Creameries |
| 28.1.1903 | 17 | Brittania Steam Flour Mills, Portslade-by-Sea |
| 4.2.1903 | 18 | Guild of Handicraft, South Harting |
| 11.2.1903 | 19 | Chatterton and Co. Fine art embroidery, Hastings |
| 18.2.1903 | 20 | Albion Russell and son, boot manufacturers, Lewes |
| 25.2.1903 | 21 | R. Fry and Co. mineral water manufacturer, Brighton |
| 4.3.1903 | 22 | Mayfield School of Art, wood carving |
| 11.3.1903 | 23a | Royal Sussex Trug Basket Manufactory, Thomas Smith Hurstmonceux |
| | 23b | Newbery Bros. jam factory, Battle |
| 18.3.1903 | 24a | Bellevue pottery works, Rye |
| | 24b | Breach and sons, parchment and charmois manufacturers, Steyning |
| | 24c | Kingston-by-Sea chemical works |
| 25.3.1903 | 25 | J. Evershed and son, candle factory, Brighton |

Below are listed the more industrial of Snewin's large and interesting collection of cuttings.

- | | |
|-------------|---|
| 5.9.1903 | In a hop garden |
| 24.3.1904 | Old Sussex glass |
| 17.7.1905 | Sussex wood hoops |
| 24.7.1905 | (a) Sussex woodmen (b) old Sussex timber |
| 25.2.1905 | Sussex Farmhouse quaint industries - flax, bacon and sausages, bedding, straw
plaiting |
| 26.3.1907 | Brighton's gas supply |
| 25.7.1914) | R. Fry and Co. Brighton mineral waters |
| 9.6.1910) | |
| 8.2.1912 | A Warnham industry, bricks |
| 30.9.1911 | Lancing carriage works |
| (4.6.1913)? | Brighton Loco-works |

GEOFFREY MEAD

The following two items appeared in a recent Newsletter of the Federation of Sussex Local History Societies and are reproduced here with their kind permission:-

SUSSEX MAPS AND HISTORY

Valerie G. Scott and Hugh Barty-King have produced a handsome new book on the county of Sussex in the series "County Maps and Histories".

The book contains Sussex county maps mostly in colour dating from an early Saxton copy of 1579 and a Speed map of 1610 right through to a fascinating satellite image taken at an altitude of 920 kilometres above the earth.

The volume is printed on high quality art paper and will delight map collectors everywhere. The illustrations plus a highly readable text results in a book that should be on every local historians bookshelf.

"County Maps and Histories - Sussex" is published by Quiller Press Ltd. at £6.95.

CORRESPONDENCE

The following letter appeared in the quarterly journal of the Sussex Family History Group. Its content has equal relevance to members of local history societies and for that reason it is reproduced in full.

"Brian Austin, 11 Alma Street, Weston-Super-Mare, Avon, BS23 1RB, writes:-

"I expect that most people have never looked very hard at a house deed or other property document, as the sight of the first page of legal jargon usually sends one flying for something more interesting. Unfortunately people are often unaware that the back part of such a document often contains a "Schedule" which is the history of the actual descent of the property with dates and names, and often containing complicated family notes to explain why someone was the legal heir. Recently checking a bundle of parchment deeds for a house in Bristol I found that the Schedule contained detailed family information reaching back to c.1560, my 'record' so far. Besides this, the bundles of such documents often include wills, notes, and more unusual pieces such as notes from the 'Courts Baron'.

"I want to make it quite clear that these documents are being destroyed by the thousand every year since the advent of computerisation in the Land Registry. Once an ownership is established on that machine all and any previous deeds become irrelevant and can be destroyed. It would have been simple for the powers that be to instruct the holders of such deeds to pass them to Museums and Record Offices for transcription but no, space is the essential.

"Within the next 20 years we are liable to see most of these parchment deeds vanish in smoke and shredder. Can you help? The information is irretrievable and although it often refers to places far from the actual district, that information is of great value to someone, somewhere. Your own deeds are not safe at this time, although you may think they are, and appeals to the Law Society and other people have only met with an impatient fob-off.

"Do you know of any deeds, small bundles or vast collections and can you help to save the information by transcribing names, places and dates. Last year down here several thousand went in one day after a take-over of one solicitor by another, the situation is desperate!

"I appeal urgently to Family History Societies to help save what you can. Many of your members are losing vital information daily."

[Mr Austin is a Local Historian and family historian in the Weston-Super-Mare area and consultant for the Local Museum and Library. Any enquiries accompanied by SAE will be answered on either subject.]

I.A. REVIEW (contd.)

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| J.H. Andrew | The Smethwick Engine |
| Pamela Moore | The Industrial Archaeology of Regions of the British Isles
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| Gordon Tucker | Millstone Making the the Peak District of Derbyshire |