

11 Chapters:- Introduction to photography in local history; the historic landscape; recording buildings; people for posterity; copying documents, photographs & paintings; close ups; illustrating books, articles & lectures; the camera as a visual guide; aerial photography; photography in industrial archaeology; basic archaeological photography. With bibliography, comprehensive glossary and two appendices on filters and films.

#### NEWHAVEN & SEAFORD WATER COMPANY PLANS

We have recently received the above plans showing details of some pumping stations and water supplies in that area. As they are too bulky to store in Hove Library the Archivist intends to keep them at home until a suitable storage can be arranged. Any member who might find them of interest should contact Mr Peter Holtham on Brighton 413790.

#### MEMBERSHIP CHANGES

##### New Members

Mr A. Vine 90 Percival Road, Hampden Park, Eastbourne BN22 9JW (0323) 504825  
Mrs J. Pollard 9 Beechwood Close, Preston, Brighton BN1 8EP (0273) 509325  
Mr D.B. Stuttard 14 Regency Close, Chigwell, Essex IG7 5NY  
Mr B.J. Wolford 10 Hartfield Road, Bexhill-on-Sea (04243) 4339

##### Amendments      Amendments

Dr S. Berry (previously Farrant) 14 Hartington Villas, Hove BN3 6HF (0273) 203185  
Mr J.F. Summersell 3 Bankfields, Headcorn, Ashford, Kent TN27 9QY (0622) 891393

#### OFFICERS

President A.J. Haselfoot  
Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll, Uckfield  
Vice Chairman J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273) 557674  
General Secretary R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton BN2 8FG  
[Office (0273) 28479, Home (0273) 33805]  
Treasurer & Membership Secretary J.M.H. Bevan, 12 Charmandean Road, Worthing BN14 9LB  
(0903) 35421  
Editor B. Austen, 1 Mercedes Cottages, St. John's Road, Haywards Heath  
RH16 4EH (0444) 413845  
Programme Secretary D.H. Cox, 3 Middle Road, Partridge Green, Horsham RH13 8JA  
(0403) 711137  
Archivist P.J. Holtham, 12 St. Helen's Crescent, Hove BN3 8EP (0273) 413790  
Publicity G.E.F. Mead, 17 Hollingbury Park Avenue, Brighton BN1 7JG  
(0273) 501590

#### Area Secretaries

Eastern Area  
Western Area R.M. Palmer, 11 Arlington Close, Goring-by-Sea, Worthing BN12 4ST  
(0903) 505626  
Central Area J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273) 557674  
Northern Area E.W. Henbery, 10 Mole Close, Langley Green, Crawley (0293) 23481

#### COMMITTEE MEMBERS

B. Austen, Brig. A.E. Baxter, D.H. Cox, I. Dean, F.W. Gregory, E.W. Henbery,  
P.J. Holtham, G.E.F. Mead, R.M. Palmer, G.G. Thomerson, M.F. Tighe.

Copy for the Newsletter should be sent to:

G.G. Thomerson, 42 Gander Hill, Haywards Heath, West Sussex RH16 1RD (0444) 450722

PLEASE NOTE Latest acceptance date for copy for the July Newsletter

is 10th JUNE 1988



## SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

Registered Charity No. 267159

NEWSLETTER No.58

ISSN 0263 516X

Price 10p to non-members

APRIL 1988

#### CHIEF CONTENTS

Area Secretaries' Reports  
Telephone Kiosks  
Industry in Sussex 1947  
Amberley Chalk Pits Museum  
Medieval Millsteads, Polegate  
The Pumphouse Luxfords Farm, East Grinstead  
Chichester Canal Society  
Metal Headstones in Sussex  
SERIAC 1988

#### DIARY DATES

Wednesday, 20th April, 7 p.m. "The story of two terminals: Croydon 1928 and Gatwick's North terminal 1988". Speakers: Douglas Cluett, Chairman of Croydon Airport Society, and David H. Williams of British Airports Authority. Venue: Sussex Room in the main terminal building at Gatwick Airport, SIAS members welcome..

Saturday, 21st May. I.A. in the Midhurst area. Vic Mitchell will take us around places of interest. Meet in the North Street Car Park at 2.00 p.m. MR SU 888218. Still come if wet as Vic could possibly be persuaded to show some films. Contact J. Blackwell 0273 557674.

Wednesday, 15th June, 2.30 p.m. Visit to Shoreham Cement Works. Visit limited to 15 people so please book a place with Ron Martin on 0273 33805. Meet at main entrance.

Saturday, 18th June. AGM of Federation of Sussex Local History Societies at Washington Village Hall, followed by lecture and tour of Chanctonbury Ring by Tony Jenner.

Friday, 24th June. Members' Evening 7.00 p.m. at Michelham Priory. Frank Gregory will give an illustrated talk on the watermills of Sussex.

Saturday, 16th July, 10.30 p.m. All day visit to Steyning led by J. Sleight. Talk on history of the area. Walk around the town and visit to the water mill. Bring packed lunch or sample the local pubs which do good food. Contact D. Cox 0403 711137. Send SAE for Factsheet.

Saturday, 24th September, 10.30 a.m. Visit to I.A. sites in the Surrey area (mainly in the Guildford vicinity). Details in the next newsletter.

Saturday, 19th November, 2.30 p.m. Annual General Meeting. Held at the Friends Centre, Friars Walk, Lewes.

Please note that Don Cox has assumed the role of co-ordinator of visits and no longer arranges them (bar one). Please contact the person named against each visit for further details, and let him know beforehand if you will be attending.

#### AREA SECRETARIES' REPORTS

##### NORTHERN AREA

##### Ifield Mill

During the winter a French Burr millstone was recovered from the Hazelwick Mill School where the caretaker had kindly stored it. Two stones were discovered last year, buried close to the site of the old mill, and they had been carefully removed to the

adjacent school. One will remain on site as a reminder of its associations with the mill site and the other one will rest at Ifield Mill where it is undergoing re-setting. All the pieces have been cleaned and will be re-cast in plaster of Paris after which a new metal band will be fitted. This stone, together with a large hand grindstone, appear to be the only artefacts remaining of Hazelwick Mill.

Ifield Mill will be open from 2.30-5.0 p.m. on 1st May 1988, (National Mills Open Day).

#### Lowfield Heath Windmill

The volunteers are continuing their efforts on the ironwork etc. and the contractors are due to commence work on the restoration of the main timbers held in storage. During the next few months work is due to start on the foundations and erection of the Round House at the Charlwood Aviary & Zoo site.

The AGM of the Lowfield Heath Windmill Trust will be held on 21st April 88 at 8.0 p.m. at the Charlwood Village Hall when the progress and ongoing activities for 1988/9 will be discussed and illustrated. Members and guests are cordially invited to this meeting.

In addition there will be an opportunity to view the stored sections and component parts of the windmill on 1st May (Sunday) between 10 a.m.-12 noon at Edolphs Wood which is about 1 mile from Charlwood village - see Stanfords Surrey Street Atlas, page 127 - i.e. about 200 yards out of the village, on the Norwood Hill Road, turn left at small junction, signposted Newdigate. The Wood is at the top of the hill, on the right hand side. Work on the timbers has commenced and more money is needed to ensure that the mill can be re-erected this year as planned. If in doubt, please ring Peter James, Crawley 540705

TED HENBERY

#### WESTERN AREA

##### Coultershaw Pump

Only the most urgent maintenance jobs have been carried out during the winter; these were the replacement of a number of rotten struts on the wheel and scraping down all the roof timbers preparatory to woodworm treatment.

Many other jobs need doing, including repairs to the hand-pumps and to the deep well pump, but there simply has not been enough labour; we shall have to resort to the press-gang! Seriously though, any help on open days (first and third Sundays in the month) will be most welcome, either to do the odd jobs or to act as stewards and so relieve the regular gang for maintenance work.

##### I.A. Recording

The Worthing group has virtually finished recording the street furniture.

Attention is now being given to other features, many of which are already on record in Worthing Reference Library, but require cross-referencing on to SIAS record sheets.

MICHAEL PALMER

#### TELEPHONE KIOSKS

The familiar telephone callbox which can be found all over the country from London to the smallest village is soon to disappear, to be replaced by the new British Telecom version with plastic panels in a flimsy looking metal frame, which it is hoped will be subject to less vandalism. In some counties, such as Durham, the replacement is almost complete.

In 1912 when the Post Office took over the telephone system, the call boxes varied greatly in size and shape and were usually made of wood. However a standard design was introduced in 1921, so wherever you were in Britain you could easily recognize a telephone callbox. This was Kiosk No.1 and was a concrete box with a red wooden door, windows on three sides and an ornate iron structure on the roof culminating in a spear-like finial. These are now very rare and two are known in the South; one at Bembridge on the Isle of Wight and the other at Tyneham in Dorset. In Bristol, British Telecom have reassembled

a K1 box outside their Regional headquarters, but this is not at its original site.

Three years later, in 1924, the Post Office were looking for an improved version and a number of leading architects were requested to put forward designs. Sir Giles Gilbert Scott was the winner with his cast-iron callbox, painted red all over with 18 small square windows on two sides and the doorway. This was Kiosk No.2, which was installed, from 1927 onwards, mainly in the London area where a few may still be found. He also designed in 1929 the K3, a concrete version which had red paint only round the windows, but these were easily damaged and did not stand up to the British weather.

Between 1930 and 1935 an unusual version was installed which incorporated a letterbox and stamp machine on the back panel of the phone box, and was manufactured by the Carron Iron Company in Scotland, who were well known for the manufacture of cannon for the Navy and the Carronade in the 18th and 19th century. However only 50 of these were made as they were not popular with the public because of the noise from the stamp machine when calls were being made and the fact that the stamps became damp and stuck together. They were known as K4s and only four now remain in use but a few still exist in Museums; one is at David Shepherd's East Somerset Railway.

Kiosk No.5 was only an experimental one which did not enter regular public use, none remains and not even a picture of one exists.

In the Silver Jubilee year of King George V a new design was produced by Sir Giles Gilbert Scott which became even more famous than his designs for Liverpool Cathedral. This was Kiosk No.6 and was to be found all over Britain from city centre to remote country sites where phone boxes had never existed before. They were very similar to the K2 but the number of glazing bars was reduced so that the centre glass window was quite wide and much easier to look through. These were the first to be installed with a coin box with the button "B" which enabled you to get your money back if your number was unobtainable. About 50,000 of these "jubilee kiosks" were installed in Britain, but British Telecom is to retain only 1,000 of them which are in good condition and on attractive sites. Originally they were to retain only 500, but the public demand for the retention of these familiar British landmarks, has made them change their mind. The ones which have been removed are selling for several hundred pounds each and there is a two year waiting list for them. The Americans are keen purchasers and it is known that many are being converted into shower cabinets!

Kiosk No.7 was also an experimental one designed by architect Neville Conder but only a dozen were made and these were installed in London in 1962. In an attempt to get away from the heavy cast-iron, some of these boxes were made of aluminium, but again the British weather proved too much for them and they were easily vandalized.

In 1968, in an attempt to beat the vandals, the K8 kiosk was introduced, and by 1983 about 11,000 had been installed. This is the familiar type of red box still made of cast-iron but with large toughened glass windows, examples of which can be seen in most towns.

Continuing the theme of frustrating the vandals, the design of payphones, as they are now called, continues to change and the callbox is now often replaced by a booth. Another example of booths replacing phoneboxes can be seen beside most roads, where the familiar AA and RAC boxes have now almost disappeared.

It is hoped that this will make travelling around even more interesting, because even the ordinary telephone box has ancestors and a history.

Any information about early phoneboxes would be very welcome.

##### A quick check for the Kiosk model.

- |     |   |
|-----|---|
| K1. | Concrete with 8 windows in the door.        |
| K2. | Cast-iron with 18 windows.                  |
| K3. | Concrete with 18 windows.                   |
| K4. | Cast-iron with letterbox and stamp machine. |
| K5. | ?   |
| K6. | Cast-iron with 24 windows.                  |
| K7. | Cast-iron or Aluminium with 2 windows.      |

K8. Cast-iron with one window.

(I would like to acknowledge gratefully the assistance of British Telecom in compiling this article.)

TONY YOWARD

#### INDUSTRY IN SUSSEX - 1947

Browsing through a Brighton antiquarian bookshop recently I came upon a slim volume bearing the above title, published by the Sussex Engineers and Manufacturers Association Ltd. At 5/- it must have been a costly purchase in austerity hit Sussex; at £2 forty years later it was a collector's item. I collected it. Being a lover of period adverts I was delighted to find 32 pages of ads in a book of 83 pages including covers; these adverts were for firms, locations and products now part of the industrial history of the county (oh for a sniff of Ronuk polish!) The text of the booklet is a collection of short articles on the county, replete with messages from mayors, M.Ps. and Lords Lieutenant of the county; needless to say the adverts make more interesting reading!

Taking this booklet as an historical document it is possible to trace the changes that have taken place in the last 40 years; just using industrial location as an example it can be seen how redevelopment schemes have removed firms from town centre sites to bleak estates, miles from the old industrial locations. Edward Street, Brighton used to run through an industrial zone dating from about 1810, this is represented here by three firms - H.P. Jacobs electro-platers and manufacturers of general non-ferrous goods, Henry Street: Brighton Cabinets, Mighell Street: London Name Plate Manufacturing, Marine View. These sites are now respectively - Brighton County Court, American Express and blocks of council houses; industry giving way to multinational finance houses, government administration and local authority redevelopment.

The firms in this document fall roughly into three camps, those that represent the historical industry of Sussex, those that disappeared with technological change and those that have survived the past four decades. The first part is seen in a couple of ads for the Lady Bee yacht builders, Southwick and "Charles Morris marine craft, Rock Channel Shipyard, Rye". The second makes sadder reading, for who now has any knowledge of "County Washing Wringers, Crowborough" or in an age of solar-power calculators "L.J. & N. Potter, slide rule makers, Old London Road, Brighton". Names we still associate with industry are more plentiful; Longford Engineering Co (LEC) was selling refrigeration equipment to such geographic memories as Persia and Palestine, and more impressively to Iceland!

The future is glimpsed in adverts for firms in the year-old Crawley New Town "Bell Precision Engineering, telephone Crawley 757"; and in a photo of an excavation machine of S.M. Tidy digging the foundations for the new industrial estate at Hollingbury then being built on the northern edge of Brighton. This was to be the home of another contributor in a few years time, Talbot Tools, then located in Roedale Road, Brighton; now Toomey's Refrigeration.

Linking with an article I wrote for SIAS Newsletter 56, I noticed that there were three firms from King Street which was adjacent to the street I reported on, Portland S. this was located next to Brighton's principal retail area, yet contained in 1947 a leather manufacturers, a shoe factory and "Offord Stamped Metal Parts". In 1987 it is a multi-storey car park.

This move away from genuine industrial production is the ghost that haunts this booklet; although factories and industrial plants would rise in the post-war boom years of the Macmillan era, they all too rapidly disappeared in the cold light of the economic world we have today. The infant industrial estates at Hollingbury are now either echoing factories or retail superstores. The old areas bordering our inner cities that housed a multitude of firms, have been cleared of productive premises and their workforces, producing a bleak aspect of car parks and shopping precincts. Little here for industrial archaeologists of the future to enthuse over.

Perhaps it is fortunate that our manufacturers did not heed the words of the M.P. for East Grinstead, Col. Clarke, "There is room for a greatly increased output of ...

fencing, hurdles, hoops for barrels, charcoal and other similar products". Does anyone have any spare trees this month?

G.E.F. MEAD

#### AMBERLEY CHALK PITS MUSEUM

During winter the emphasis changes from attempting to cope with the hoards of visitors to work of a more practical nature. Staff and volunteers take on team and individual tasks to improve and complete displays and buildings and to display exhibits. The programme this winter included:

Kiln One & Grinding Mill: Completion of the roof, mill reframing and stabilisation of the kiln wall.

Pepper buildings: The re-erection of the "Pig Sty" demolished in 1978, to be used as a lunch area for school parties!

Village Garage & Cycle Repair Shop: MSC team working on the erection of the building, with MSC and volunteers working on the conservation of the exhibits for display.

Railway: Erection of fencing to screen the compound of unrestored items. Restoration of several items continuing, 2 x Groulle Glen Coaches, 1 ammunition wagon, 2 x Hudson Hunslet diesel locomotives, plus new tube plate needed for "Polar Bear". The area around the Exhibition Building is being paved to complete the "Guinness" scene.

Much work is being done generally around the Museum to improve paths, fences and the 'site services'. In the background the difficult task of fund raising and promotion continue, with the need to spread the word and build our visitor numbers being of paramount importance. 1987 saw a 10% increase to 63,500 visitors.

IAN DEAN

#### MEDIEVAL MILLSTEADS, POLEGATE, EAST SUSSEX

Polegate Windmill milling museum has received the unique donation of a portion of the post of what is almost certainly a medieval postmill. The gift, spotted on a building site in School Lane, Polegate, has been given to the mill by the developer, Mr A.J. Hassell, who very kindly transported the 10 cwt. balk of timber to the mill platt. The post, which measures 2 feet square by 6 feet, was in very good condition due to the fact that it had been submerged in wet clay and was in a waterlogged state. Carpet soaked in water was wrapped around the timber so that it should not be allowed to dry out and the whole was covered in polythene sheeting awaiting removal to the museum room.

A prefabricated plastic lined wooden tank was made from the wood of discarded pallets in the museum to house the timber in water. It will then be soaked for several months in a polyethylene glycol solution in the form of a 50/50 mixture of PEG 300 and PEG 1500 which will conserve the outer portion of deteriorated wood, the heart of it being considered to be in a stable state. Finally, the solution will be applied hot by brush and conclude the conservation process.

The timber which is the lower portion of the post, still has intact four horns and the four mortices for the quarterbars. After conservation, the post will go on view in the museum, probably during the 1989 season.

Archaeological examination of the site revealed evidence of a second postmill trestle, so we have here a long standing mill site in Polegate, although more correctly Hailsham, for the site would have been in Hailsham parish in the medieval period.

The mill funds are stretched due to the current mill restoration programme and if members would like to subscribe towards the conservation of this post, the Hon. Treasurer of the Polegate Windmill Management Committee, Mrs G. Huggett, 23 Rotunda Road, Eastbourne, East Sussex, would be happy to hear from you.

LAWRENCE STEVENS

#### POLEGATE WINDMILL RESTORATION

Polegate Windmill miraculously escaped damage during the hurricane of October 1987, largely because only a few days previously the cap had been replaced, subsequent to its repair, but because the wind was too strong, no sweeps could be replaced. Although

attempts were made to refix a pair of sweeps the strong winds made the task impossible and during the attempt, minor damage to one of the sweeps occurred.

Restoration work carried out during the summer involved the removal of the cap, the renewal of the fanstage by the millwrights, Messrs Thompson and Son, and the replacement of the metal track and wooden curb by volunteers. This last involved the replacing of the rotten wooden curb with a two part laminated curb of Iroko and a new 8 section iron curb, cast by Rye Iron Foundry.

It is hoped to refix one pair of sweeps soon and these will be followed by a new pair being constructed by Thompsons. Volunteers hope to have the mill turning again during the year.

The committee thank all those members who supported the sponsored cycle ride, which raised £1,247.45, for the restoration fund.

LAWRENCE STEVENS

#### THE PUMPHOUSE, LUXFORDS FARM, EAST GRINSTEAD

The following article is reprinted with the kind permission of the author, Miss R.M. Willatts and the East Grinstead Society from the East Grinstead Bulletin who hold the copyright.

Luxfords Farm is one of several secluded in wooded pasture in East Grinstead parish. It is just over a mile from the High Street and lies below the high sandstone ridge which carries the Lewes Road. It faces out over the Weald to beyond Weir Wood Reservoir. The 16th/17th century farmhouse is set two fields back from Luxfords Lane. In front of it and below it is a man-made embanked pond. Alongside the pond is a dell formed by a spring whose water seeps into it. Here (N.G.R. TQ 408367), appropriately, partly hidden by oak trees, is the pretty octagonal pumphouse, built in the mid-19th century to protect the horse-driven pump which raised water for the farm above. It is a rare survival in southern England of a wheelhouse built for a horse-powered engine.

Although the Romans had used animals for turning wheels, in Britain it was not until the 16th century that animal rotary power appeared. There were several types: large drums for rope winding; wheels rolled round a trough for crushing (both worked by horses); the vertical treadwheel worked by dogs or donkeys; and, most, frequent, the geared cog wheel. This consisted of a large raised horizontal wheel with cogs attached to gearings to drive machinery. The wheel, on a vertical shaft, was turned at approximately three revolutions per minute by horses walking a circular path around it at 2-2½ m.p.h. They were harnessed to a beam extended from the wheel or its shaft. The horse circle had a diameter of 18 feet but might be up to 23 feet. Wheels were designed for up to six horses and drove machinery for threshing, chopping straw, slicing turnips, working a circular saw and raising water. Generally such machinery was in a barn and was connected to the wheel outside by drive belts and shafts. The wheel, or horse-gin, was protected by a square, circular or polygonal building or cloister known as a gin-gang. These horse-engine sheds were a characteristic of north east England and Scotland but, except for the south west, were rarely found elsewhere. In southern England wheels were outside and placed on the ground, the horse stepping over the drive mechanisms.\*

The period for constructing horse-gin wheelhouses was barely half a century. The horse-powered threshing machine was first produced in 1789 by Andrew Meikles of Dunbar but it was not until the early 19th century that it became popular with farmers (though distrusted by labourers), for such a machine could thresh up to ten times faster and with less wastage than a man with a flail. By the 1850s steam power was being applied to farm machinery so, except for small and remote farms, the horse-gin gradually became redundant. Those that survived were often converted to diesel. Horse-gins for raising water lasted longer, into this century. They were more convenient than steam, being only needed for an hour or two daily. To raise steam for such a short time was uneconomic. As the work of pumping water was less onerous than threshing, only one horse was required. In an hour it could raise 1000 gallons, first from the ground and then to storage tanks in the farm house and buildings.

The Luxfords pumphouse stands on its own, well away from the farm buildings to

\* e.g. as at East Grinstead Pottery. ED.

which it pumped water. It is some 25 feet across (an average size) and has a tall eight-sided roof surmounted by a wooden louvred lantern (sides 18½" x 24" high). The roof is much steeper than general with such horse-gin houses. It is tiled with semi-glazed machine-made purple/red tiles. The ridge tiles are specially shaped for the necessary 135° of the octagonal ridges. The low walls of brown-pink bricks are 7'2" high internally and each side is some 9'6" wide and whitewashed. Apart from the central lantern the house is lit by three small windows and the wide doorway. Outside, between the pumphouse and the pond, is a low covered cistern (brick with concrete rendering). Pumphouse and cistern are together enclosed by a contemporary post and rail iron fence.

No working examples of horse wheels remain outside museums and their distinctive round houses are fast disappearing. Their original purpose long since superseded, most are now used for storage or are derelict. The Luxfords pumphouse, though long disused, a grade 2 listed building since February 1979, is now being restored by its owners who have already restored the central lantern. The structure is sound and complete but nothing remains of the horse-driven wheel and gearing; it was replaced by diesel pumps which are now derelict. It may be seen from Luxfords Lane, a public footpath.

East Grinstead is fortunate not only in having such a pretty example of the house intact but also that its owners, Mr and Mrs Lloyd-Eley, are willing to restore it to good structural condition. Acknowledgements are also due to them for allowing the author access.

#### METAL HEADSTONES IN SUSSEX

It was not until the 18th century that headstones as we know them began to be used, and then only to record the gentry or rich merchants.

The stones were usually inscribed with the name of the person, his age and date of death and often included "wife" or "child of". By the mid 1700s the headstones became more elaborate, sometimes with a skull and cross-bones above the inscription. This later gave way to cherubs and symbols of time passing such as hourglasses and scythes; musical instruments and trade tools were also represented.

By the start of the 19th century it was common for the middle classes to mark their graves, and in the Victorian era the headstones became most elaborate, in keeping with the style of the times. The not so rich who could not afford the cost of such carving, erected much smaller stones bearing just initials and the year, enough for the grave to be identified and often to prevent its use for the second time.

During the latter half of the 19th century a number of small foundries, who had been producing agricultural implements and their spare parts and which were often associated with an ironmonger's business, looked for other outlets for their skills and they began to produce firebacks, draincovers and other items which were saleable. From there, it was but a step to cast-iron headstones.

These range from a simple cross, to quite elaborate ones, with the name of the deceased, their date of death and age cast into it. Cheaper stock items were available, either completely plain, or with "R.I.P" or "I.H.S" or some other message cast into them; the name and details could then be painted on as required. This enabled them to be produced quite cheaply and these are often found many miles from their foundry of origin.

We have found metal headstones, which were made in Somerset, at Ballachulish on the west coast of Scotland, over 500 miles away.

Dates on the metal headstones range from the 1850s to as late as the 1940s in East Anglia and the West Country, where small foundries kept working much later than those in other parts.

It would seem that the main reasons for the use of metal headstones were:

1. The cost was low. Perhaps a tenth of an engraved masonry one. This is why they are often in memory of the very young or very old, or women who have died at child-bearing age, at a time when money would be in short supply.
2. Details could be added quickly and at very little expense, enabling them to be available shortly after burial.

3. It was normal in Victorian times to mark the grave in some way. It also prevented overburials.
4. The foundries were looking for new types of work in order to expand, and to replace trade lost due to the depression in agriculture in the 1870s.
5. The railways were able to transport them to any part of Britain, quickly and cheaply.
6. Catalogues were printed and widely distributed by post.
7. It was fashionable to have cast-iron gravestones in some areas, for a limited time.

Almost 200 cast-iron gravestones have been recorded in Sussex so far, and the maker of 146 of them is known.

The most popular are those made by Filmer and Mason at Guildford and these account for over 40% of those found to date in the County. The next most popular are the Etna ones from Glasgow then Siste Viator from Manchester and Johnsons of Leicester.

Filmer and Mason were ironmongers in Guildford and their foundry was where the Yvonne Arnaud Theatre now stands. Eight models by this manufacturer have been seen in Surrey, Hampshire, Hertfordshire, Somerset and Sussex. In Cocking churchyard there are more than twenty, and three examples are on view in the Amberley Chalkpits Museum, where one has been used to mark the grave of the museum cat. They also produced agricultural and domestic products, mileposts and castings for the Portsmouth railway.

The products of the ETNA foundry of Glasgow can be found all over the country, and to date we have found 18 different models made by this firm. This was a large foundry in Glasgow producing items ranging from stoves and water pipes to sugar coolers and other plantation castings, bullion safes and lampposts. Their designs were also made by other foundries in various parts of the country, presumably under licence.

The 'Siste Viator' memorials were manufactured by J.M. Bennett & Sons of Manchester who were ironfounders, and registered their designs at the London Patent Office in the 1880s, which gave them five years protection.

W.F. Johnson's of Leicester were also ironmongers who sold cast-iron gravestones and their products can be seen in many churchyards in the South. Their products often have "W.F. Johnson. Lester" cast into the front at ground level, so it is always worth having a little dig!

A note from Kate Cosway of S.I.A.S. led us to a marvellous find. We were told there were cast-iron memorials in Wisborough Green Churchyard and after recording the visible ones, as usual we looked around the edges and rubbish dump. Just over the fence buried beneath several stone memorials we dug up, with the Vicar's permission, thirteen cast-iron gravestones in excellent condition, among them five different Etna models and four Filmer and Mason. These are against the fence and it is hoped that they could be installed somewhere safe as they are still very much at risk.

The Rector of Elsted and Treyford, F.A. Vincent, who wrote a glowing testimonial to Hadens at Warminster about 1860, said:

"Sir,  
In sending your cheque for memorial No.17, recently put up here to commemorate the services of an old and esteemed parishioner, allow me to add that it has been very much admired by all her friends and neighbours. I have already been asked its price, etc., by many ladies and gentlemen, and I have no doubt that it will cause many more to be erected in this vicinity, as your memorials are an immense improvement upon the old cumbrous and unsightly headstones of the past generation. They are not only artistic, elegant, and everlasting; but withal economical, ecclesiastical, and very easily kept in their places without additional expense. I can only hope their introduction will speedily lead to the disappearance of the hideous excrescences of which the Clergy have had so long but too just cause to complain. Will you be kind enough to send me a few more sheets of diagrams, prices, etc."

The only problem is that the memorial he refers to at Elsted has gone, but two large cast-iron crosses remain, one to his widow Ann Ester who died aged 88 years, and the other to his second daughter Mary Ann who was 54. These memorials are four and a half feet tall and weigh 350 pounds each, were made by Haldens of Warminster and would have

cost £4.10.0d plus two pence for each letter cast into them.

Hadens were ironmongers in Warminster and their memorials can be found all over the South and as far north as Lincoln. Ron Martin found one by this manufacturer at Wigmore in Shropshire. The firm was taken over by Cordens in 1893 and the ironmonger's shop still exists under that name, but no grave memorials are now offered for sale.

The Medhurst family graves, twelve in number, are marked by cast-iron "deadboards" at St. Anne's Church in Lewes. It is most unusual to find "deadboards" in iron as they normally are made of wood, and are often called "bedboards" because of their shape with a post at each end and a flat board between with the details of the person. It would be interesting to know at which foundry these were cast.

Quite deliberately we have not mentioned the grave slabs of the Wealden Iron industry, as these are mainly the pre-Industrial Revolution period.

To date we have found over 20 foundries which produced metal headstones, and almost 200 different models and have photographed and drawn most of these.

Although we have recorded over 1,500 cast-iron headstones in more than a thousand burial grounds in the last four years, we have really only touched the tip of the iceberg, and as there are thousands of graveyards or cemeteries in this country, we are going to be very busy for many years in order to record the foundries, memorials, their distribution and the social history associated with them.

It would be greatly appreciated if anyone finding a metal headstone could let us know, and perhaps record the place and map reference, the name age and date of the deceased, and any other details such as the maker.

In Sussex cast-iron gravestones have been found at:

Angmering	Ardingly	Bpton	Billingshurst
Burwash	Cocking	Cowfold	Didling
East Lavant	Edburton	Elsted	Fernhurst
Fittleworth	Graffham	Hartfield	Heyshott
Haywards Heath	Itchingfield	Kirdford	Lewes
Littlehampton	Loxwood	Lymminster	Milland
Petworth	Rudgwick	Stedham	Steyning
Storrington	Treyford	West Chiltington	Westmeston
Westham	West Thorney	Wisborough Green	Withyham

TONY & MARY YOWARD

#### SERIAC 1988

This year's South Eastern Industrial Archaeology Conference was hosted by Surrey Industrial History Group at the University of Surrey, Guildford on 13th March. The theme was "Extractive Industries".

Following Chairman Ken Gravett's opening remarks, Peter Brandon set the scene with an illustrated talk on "The Geology and Mineral Resources of South East England". Jeremy Hodgkinson then gave a lively talk on "Wealden Iron" and surprised a number of his listeners by saying that the Wealden iron workings could be traced back to the Romans. The last lecture before lunch was by Richard Williams on "Lime Kilns".

In the afternoon Rod Le Gear entertained us with a fascinating talk on "Chalk and Sand Mines". Little do the residents of Bromley and Chislehurst know what lies below their comfortable homes! Some have already found out when gaping holes appear where the path to their front door should be, as he illustrated with slides. Elizabeth Eames, whose career was spent in the British Museum, then spoke with authority on "Tiles and Tile making, particularly Medieval Decorated Tiles". She also provided slides of this art.

After tea Paul Sowan took us underground with his slides to stone quarries both in South East England and in France. For Paul a quarry is a site where large sections of stone are cut from the rock and extracted, not just any hole in the ground.

This was a very interesting and informative day, attended by a number of SIAS members. Our thanks go to Surrey Industrial History Group and to the speakers.

GORDON THOMERSON

## CHICHESTER CANAL SOCIETY

On February 12 the Chichester Canal Society held a ceremony at the canal basin to launch the issue of imitation shares as a way of raising funds towards completion of their restoration of the Birdham to Chichester length of the canal. It was attended by the Mayor of Chichester and Chairmen of Parish Councils en route.

After an introductory speech by the Society Chairman, John Cooper, an enlarged facsimile share was launched in the basin. Alan Allnutt represented SIAS.

The imitation shares are £5 with the purchaser's name added in suitable script. Apply to the Treasurer, Mrs L.M. Wilkinson, 7 Redmoor Estate, Main Road, Birdham, Chichester, PO20 7HS. (See reduced reproduction below.)

Funds are needed to carry on the dredging project;  
to preserve and maintain the Canal and its surroundings;  
to provide amenities for the public.

What has been achieved so far?

1983	the original Poyntz Bridge has been replaced with a new structure;
1984	angling potential improved;
1985/6	the towpath cleared and strengthened;
1985	two new purposebuilt pontoons installed at the Canal Basin;
1985	six rowing skiffs purchased for hire;
1985	three new seats installed for use by the public;
1986/7	thousands of daffodils planted around the Canal Basin;
1987	dredging plant worth £32,000 purchased and operating;
1987	canoeing activities initiated;
1988	the old Poyntz Bridge, sited at South Bank, is under restoration by the Sussex Industrial Archaeology Society.



This is to Certify that \_\_\_\_\_

proprietor of \_\_\_\_\_ in the  
PORTSMOUTH and ARUNDEL NAVIGATION numbered as above  
and Registered in the Register Book of the Company  
(Subject to the Rules, Orders and Regulations of the said  
Company) and that \_\_\_\_\_  
and Assigns are entitled to the profits and Advantages  
thereof

Dated this \_\_\_\_\_ day of \_\_\_\_\_

*[Signature]*  
PORTSMOUTH  
Clerk to the Company.

The signature on this certificate is a copy of the original. It is not a legal document.  
The original is a copy of the original and is not a legal document.  
The original is a copy of the original and is not a legal document.  
The original is a copy of the original and is not a legal document.



## BOOK REVIEWS

The Victoria History of the Counties of England: Sussex, Volume VI, part 3, 310mm, cloth, 222 pages including index, 10 pages of maps, 17 plates, £36, Oxford University Press.

Edited by SIAS member, T.P. Hudson, this volume describes the north-east part of Bramber rape, including Crawley New Town and eleven rural parishes. The area stretches from the chalk downland in Upper Beeding and Edburton over the sandstones and clays of the Weald to the Surrey border at Rusper and Ifield. Ifield is the ancient parish in which lies the western part of Crawley New Town. An account of the new town since its foundation in 1947 is included. The rural parishes tend to be large, with scattered settlement, as in Lower Beeding and Nuthurst. The only substantial villages are Henfield and Cowfold. In the 19th century the north part, much of which was formerly woodland, heath, and parkland, came to be dominated by mansions with extensive gardens. Rural industries have included ironworking, saltmaking, and cement manufacture, and market gardening and fruit and flower growing have also been carried on.

Lillian Candlin, Memories of Old Sussex, 96 pp, £3.50, Countryside Books, Newbury, 1987.

Books with titles such as this generally send me running past the 'Local interest' section in bookshops and members may think there would be little of interest to them in such a volume. How wrong, for the author is a past-president of the Brighton and Hove Archaeological Society and has contributed to the history of the county in her enthusiastic and professional manner.

Of particular interest to SIAS is chapter 15 "Brighton's first motor trials": as this event took place in 1905 Miss Candlin must be one of the few people who were actually at there! She combines her family knowledge with a genuine link to an historic event; her father was a St. James's Street greengrocer, who having seen the motors emerging from the nearby stables, had had remarked to him, "This is going to spoil your carrot trade".

A little known change to Brighton's architectural heritage was brought about by the motor car: to enlarge the Old Ship Hotel stables into garages a carved beam was removed from the entrance. This was believed to have been from the boat which took Charles II to France, the captain later owning the Old Ship inn. History taught in the closely observed style of Lillian Candlin comes to life and reads all the better for it.

GEOFF MEAD

Stewart Ulliyot, Brighton Rocks, Booths Museum of Natural History, 1986, pp 40, £1.85.

This booklet, produced as part of a MSC Community Programme project, looks at the built environment of Brighton in a previously overlooked fashion, the building stones and facing surfaces of the banks and shops of central Brighton. It combines a geology guide with an architectural summary combining both elements in a couple of Town Trails based on North Street and Churchill Square.

It is obviously aimed at that vast captive audience - those caught in one of Brighton's traffic snarl-ups! At driver's eye level the Alliance and Leicester Building Society in North Street is adorned with Rustenburg Gabbro from the Transvaal. Shoppers entering British Home Stores are now aware that they are passing Emerald Pearl Larvikite from Norway and NatWest cashpoint customers face a slab of Andes Black Granite (if not a black account!).

This is a delightful book to take out on a Sunday stroll past silent banks and empty shops. The illustrations are particularly fine being well reproduced engravings and photos from the early part of the century. Members who are not geologists will find the writing style and glossary easy to follow.

GEOFF MEAD

Recording the Past: A Photographer's Handbook, by Eric Houlder LRPS. Published by 'Local History' in association with KAF Brewin Books. A4 size, laminated cover, 56 pages. Price £4.95 plus 50p postage, obtainable from 'Local History', 3 Devonshire Promenade, Nottingham, NG7 2DS.