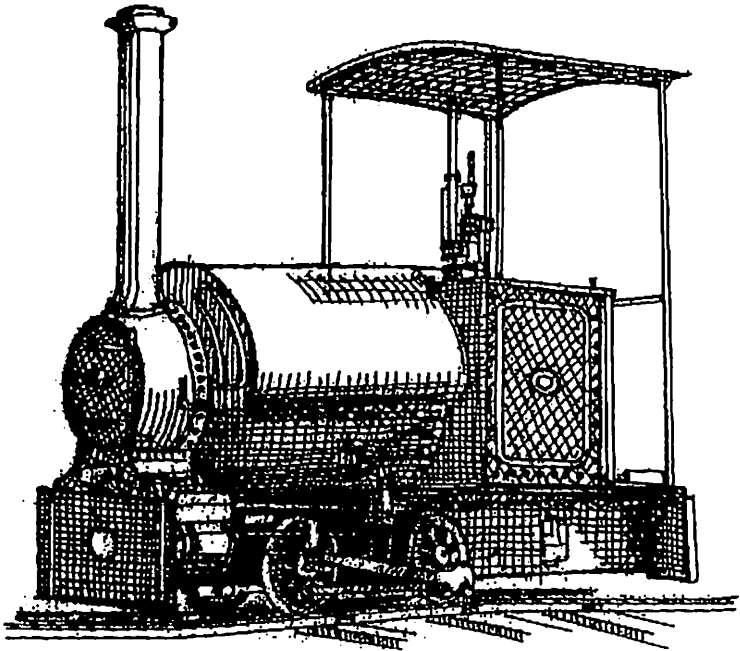




# SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY NEWSLETTER

Newsletter No 122

April 2004



TRAMWAY BAGNALL 0-4-0 ENGINE  
DREDE WATERWORKS © R.G. Martin

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<b>CONTENTS</b>	<b>Page</b>
Future programme	2
Recent work on the Portsmouth and Arundel Canal	3
<b>Sussex Main Lines</b> 8 Horsham to Littlehampton	4
Recording	9
AIA Conference	9
Brighton Locomotive Works	10
Every's Iron Works	10
Stable and Workshops at Powdermill Gunpowder Works	12
Yapton Agricultural Engineering Works	12
Centenary at Brede Heritage Site	15
Post-Medieval Remains at the Ropetackle , Shoreham	16
Silver Jubilee at the Chalk Pits	19

## **FUTURE PROGRAMME**

**Saturday 17<sup>th</sup> April SERIAC at 10.00 am at Churcher's College, Petersfield, Hampshire**

Contact Bob Allen 01323 896724

**Friday 23<sup>rd</sup> April** at 7.00 pm in the Library Theatre, Richmond Road, Worthing, TQ 148 029. C Selbie will talk on *Worthing, as it is and as it was*

Contact John Blackwell 01273 557674.

**Saturday 22<sup>nd</sup> May** at 10 am. Wey and Arun Canal Boat Trip. Meet at the Onslow Arms, Loxwood, TQ 041 311. Please arrive at the landing stage in good time for the 10 o'clock departure.

2.30 pm. Visit to Baynards Railway Station near Rudgwith TQ 077 350. Members will be able to view the external features of this restored station and inspect a number of historic vehicles on display.

There is now a waiting list for these outings. No dogs, please.

Contact Robin Jones 01323 760595.

**Saturday 12<sup>th</sup> June** at 7.00 pm. Another walk in Lewes with Graham Mayhew.

This year meet at Cliffe Bridge, TQ 419 102. Contact Pat Bracher 01273 813902.

**Sunday 11<sup>th</sup> July** at 10.30 am. A 4 mile guided walk along the old Chichester canals. Allow 3 hours. Meet at Barnham Church, SU 955 033.

For further information contact Chris Bryan 01243 773158.

## **RECENT WORK ON THE PORTSMOUTH AND ARUNDEL CANAL** **Chris Bryan**

The investigation of the sites of the cast iron swing bridges along the route of the Portsmouth and Arundel Canal has, since September turned to sites on the Chichester Canal section. An entry for the new *SIAS Field Guide* had been submitted for Casher Bridge within the Chichester Marina as the original 1820 cast iron pivot structure, bridge crossmembers, counter balance weights and sill rails were still at the bridge site. As it was inaccessible on the far bank of the canal, it all disappeared in undergrowth. With co-operation from the Marina Manager and a local house boat owner who loans a dinghy for access across the canal, a substantial amount of the undergrowth was cleared so that woven plastic matting can be put down covered by

stones. This will hopefully keep the site clear for the life of the new *Field Guide* with the iron work clearly visible laid out on the stones.

At the end of December a small excavation was carried out at the site of Crosbie Bridge at Donnington, where the canal had recently been dredged. The canal is culverted at this point, blocking the canal to navigation since the swing bridge was removed in 1924, but the road was realigned. The intention was to investigate if the swing bridge pivot stone was still in position. Not only was it found but the lower cast iron circular channel for the pivot bearing balls was still in situ and within was the forged flat ring that has also been found at four other swing bridge sites. The purpose of the flat ring is somewhat mysterious and can only imply that the makers of the bridges got the housing castings for the pivot bearings wrong for the size of ball and had to resort to packing rings. This problem was first highlighted during the restoration of Poyntz Swing Bridge where a profiled machined ring had to be inserted for the pivot bearing to work.

The guided public walk from Barnham to Ford on 11<sup>th</sup> July will include three sites excavated over the last year. A train from Ford to Barnham can be used for return to the start.

## **SUSSEX MAIN LINES – A YEAR 2003 SURVEY John Blackwell**

### **8 HORSHAM TO LITTLEHAMPTON**

A branch line from Three Bridges to Horsham was opened on 14<sup>th</sup> February 1848, the line being extended to Petworth on 10<sup>th</sup> October 1859 with stations at Billingshurst and Pulborough. A junction at Pulborough was formed and a line to Ford on the Coastway West line was opened on 3<sup>rd</sup> August 1863.

On leaving Three Bridges the first station is Crawley which opened in 1968 under a multi storey office block with the booking office on the ground floor leading down to platforms of precast concrete sections. The 1848 station although much extended was to the west on Brighton Road at TQ 267365 and this closed on 27<sup>th</sup> July 1968. No trace remains of the station buildings, footbridge or goods shed but the fine tall signal

box, which ceased operational use in 1986, is Grade II listed and looked after by *The Crawley Signal Box Preservation Society*. The box is a typical Saxby and Farmer design with hipped roof, sliding windows and top-lights, on a tall brick base. It was erected in 1877, replacing an earlier one, and for many years controlled the level crossing gates at a notorious bottle-neck on the London to Brighton road, prior to the construction of the Crawley bypass in the fifties.

Ifield station at TQ 250367 was opened as Lyons Crossing Halt on 1<sup>st</sup> June 1907 and became Ifield Halt five weeks later; the word "Halt" being dropped in 1930. The crossing road has been stopped up and a footbridge erected across the tracks with the new road to the west bridging the line. The station is now a modern minor stopping place with concrete platforms and "bus" shelters.

When I last visited Faygate Station at TQ 217344 some fifteen years ago, it was an interesting survival with an 1847 station house, built for £1,050, and a signal box on the platform. This has all recently been swept away leaving a pair of railway cottages, of only slightly later date with guttering across the dormer window in the roof. One has been modernised, the other is original but unoccupied and will no doubt soon receive the builder's attention. This is still such an isolated site one questions the survival of the station itself unless building on the surrounding fields is sanctioned.

A halt at TQ 202333 was opened on the same day as Ifield; it was called Roffey Road Halt and closed in 1937. Nothing remains. Littlehaven at TQ 186325 also opened at the same time and was known as Rusper Road Crossing Halt for a few weeks before becoming Littlehaven Crossing Halt and finally, by the end of 1907, Littlehaven Halt. The word "Halt" was only dropped in 1969 and, like Ifield, it has been rebuilt.

Horsham has had three station buildings all on the present site: the original built in 1847, a handsome replacement when the line was extended in 1859 and the present one on electrification in 1938 which is a particularly poor example of *art deco* with an ugly concrete foot bridge and lift towers dominating the platforms. From North Street Bridge, (which replaced the original level crossing in the mid 1870s) to the rear of the 1938 signal box one can see the site of the engine shed. This was constructed in 1896 as a semi circular roundhouse and later extended to two thirds of a circle. At its peak it had 18 bays radiating from the central

turntable. Closure came in 1964. The only item to note in the once extensive goods yard is that Bill King, formerly of King and Barnes' Horsham brewery has set up his own micro-brewery producing a very palatable beverage.

A short diversion to the North takes one to Warnham Station on the line to Dorking, which opened in 1867. The station house and office is typical of the period with polychrome bricks in the window arches. The station is a mile and a half from the village it serves. This is surely the furthest in a county where so many stations were of this ilk. Also notable are surviving level crossing gates, (I know of only one other example within the county; at Plumpton) now fixed in the open position i.e. permanently closed to road users, but as the box survives, presumably capable of being operated. A wooden platform shelter of a type fast disappearing remains on the up platform. This is worthwhile inspecting as an example of Victorian joinery.

Returning now to the South of Horsham and to Christ's Hospital Station at TQ 147292, this is a shadow of its former glory and together with Hassocks was one of the last acts of vandalism perpetrated by British Rail in the early seventies. It was built between 1899 and 1902, not only to serve the Bluecoat School but in anticipation of housing development which never materialised. This was fought tooth and nail by the school which having re-located from the grime of the City of London had no intention of ending up in suburbia. The station was a fine brick double-fronted villa with interesting chequer-work in the gables behind which were wide platforms protected by magnificent cast iron and glass canopies. The platforms formed a Y-shape with lines to Guildford-Brighton via Steyning as well as Littlehampton. A feature was wooden screen walls panelled and strengthened with diagonal cross braces. When built, there were seven platform faces; now all that remains are two with part of the platform buildings originally serving platforms two and three having been adapted to serve the perceived minimalist needs of today's travellers. The extent of the subway can still be discovered but all trace of the Guildford platforms has been obliterated within the last three years. The large goods shed remains in use as industrial premises as does the terrace of eight railway cottages; surely some of the best accommodation provided for staff. Sadly, the fine contemporary signal box was recently destroyed by fire; another loss.

Billingshurst Station was opened with the extension to Petworth in 1859 and according to a contemporary account was "rustically situated in a ploughed field". Later the railway company built the road to join Stane Street, now the A29, which runs through the village centre half a mile away. This is one of my favourite stations with much that is original remaining and well worth a visit. The two-storey station house dates from the opening; the single storey offices being later. The brick goods shed, now used as a tyre centre, is also original and integral with the house; the interior is worth a look; note the stone inner walls. The signal box is one of the earliest designs of Saxby & Farmer that survives; it dates from around 1868 and is of the type which stood on stilts. Here the open base has been weather-boarded at a later date. A typical LB&SCR iron footbridge completes the ensemble. The crossing gates were replaced by lifting barriers in 1978 and the down platform canopy has gone but the up side survives and is supported by early, possibly from 1859, simple stanchions. The staff have produced a potted history in the booking office which includes details of the long-cased clock, originally on the up platform, and according to the history, possibly dating from 1859. Restored in 1999 and keeping good time I was allowed to wind up the weight.

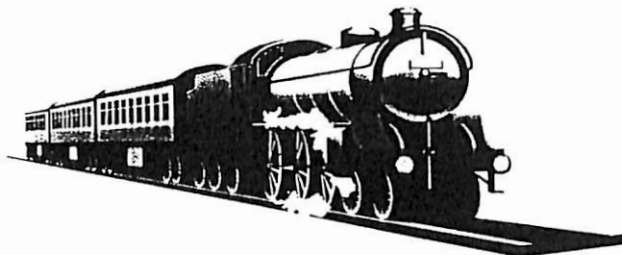
Pulborough station house would appear to date from 1859, although its design was not repeated on the LB&SCR system. Brick built with a central two-storey house, it has lower wings of one and two storeys with an attached goods shed to the North. There is an interesting early wooden post box on the platform side of the building. The island platform (which was built to terminate the Petworth branch trains with the opening of the connecting line to Coastway West) was rebuilt in about 1900 with buildings of that date covered by a canopy with the curving valances typical of the period.

The link line to the Brighton – Portsmouth, now the Coastway West line, opened on 3<sup>rd</sup> August 1863, the only noteworthy engineering feature being the Timberley Viaduct at TQ 023137 crossing the Arun to the north of Amberley village. The low viaduct is 161 metres long and retains its original appearance although the twelve cast iron approach spans on cast iron trestles have been strengthened internally. The central span is of wrought iron bowstring girders 4 metres high, with a wrought iron girder span each side. The walk across the Amberley Levels should only be made after a long dry period.

Amberley Station is much reduced with the station house and goods shed gone, it does however provide access to the Amberley Working Museum, formerly the limeworks of Pepper & Sons. A siding ran into what is now the main museum site with another to nine limekilns which were immediately to the South of the station. The goods yard is now the car park. Curiously, the single storey office building was destroyed by fire a few years ago, rebuilt to the original design but seems to have no passenger use. The footbridge of 1891 and the up platform shelter, of the same design as at Warnham, survive.

For a ducal seat, Arundel is a modest brick station of two storeys with a recessed centre; a style of which many were erected in the 1860s and 70s. Allegedly an opulent waiting room was provided for the Duke. Of this I can discover no trace. The only possibility is an upper room with a bay window in the extension to the north above a carriage entrance. The up platform canopy is supported by very decorative iron columns; cast by John Every of Lewes, in a unique design. A builder's merchant now uses the original goods shed. Of this two-storey design with distinctive semi-circular windows only one other survives, at nearby Littlehampton. From the platform by the goods shed one can see the signal box built when the line was electrified in 1938. The raised central section is surmounted by a flat roof with single storey wings the whole being in an *art deco* or Odeon style. The modern windows are a poor substitute for the original Crittall steel casements.

A straight run of a mile and a half brings one to the junction with the Coastway West line and then to Littlehampton as described in No. 3 of these articles.





## **RECORDING**

**Ron Martin**

Now that the weather is, hopefully, improving may I make a plea for more volunteers to complete the recording of IA site in Sussex. Don Cox did sterling work ten or so years ago, covering all the rural parishes in the two counties, but there are still serious gaps in some of the major towns. A list of these towns is shown below. The recording of sites involves visiting the site, noting any relevant features of the structure, taking a black and white photograph and filling in a simple A4 sheet with all the details. This is a very worth while exercise in your own locality, particularly if the history of each building is also investigated. If any individual person or organisation is interested would they please get in touch with me and I will initiate them into the requirements. A sample recording sheet is enclosed.

### West Sussex

Bognor Regis, Burgess Hill, Chichester, Crawley, East Grinstead, Horsham, Hurstpierpoint, Lancing, Littlehampton (part), Midhurst, Worthing (part)

### East Sussex

Battle, Bexhill-on-Sea, Crowborough, Eastbourne, Forest Row, Hastings, Hailsham, Heathfield and Waldron, Horsted Keynes, Newhaven, Rye, Seaford, Uckfield

## **AIA CONFERENCE**

**Ron Martin**

I would like to remind all members that the AIA Annual Conference this year is being held in Hatfield, Hertfordshire, over the weekend of 13<sup>th</sup> to 15<sup>th</sup> August with the additional programme until Thursday 19<sup>th</sup> August. I will have the full details shortly and if any members would like an application form and booking details would they please get in touch with me.

I always stress that these conferences are extremely worth while for all members with interests in IA and it would be nice if a larger number of Sussex members could come this year than has been normal in the past. It is, after all, almost on our door step !

## **BRIGHTON LOCOMOTIVE WORKS**

**John Blackwell**

Gerry Collins started our Winter lectures off in grand style with a scholarly and wonderfully illustrated talk on Brighton Locomotive Works. Opening in 1848 and situated at the focal point of the LB&SCR's lines that were then open; namely, to London, Hastings and Portsmouth. The first locomotive was constructed in 1852 under the supervision of the first Locomotive Superintendent John Chester Craven; apparently he was so disliked, the drivers used to spit in his garden- where is the evidence other than hearsay?. Gerry produced a drawing of this loco and then, remarkably, a photograph taken over thirty years later with the engine, although rebuilt at least once, still operational. With the coming of William Stroudley the rolling stock was standardised and arguably some of the most attractive designs of the Brighton Company were produced. His successors Billington, father and son, and Marsh maintained the standard, set and expanded the works which at their peak employed nearly 3,000 men. With grouping into the Southern Railway in 1923, the works declined only to be refitted for war production. The last loco was turned out in 1957 and the works closed in 1958. For a short time Isetta bubble cars were assembled; the components arrived by rail and the completed cars left the same way. Demolition took place in 1969 and Gerry, who was born close by and whose father served his 'time' there, recorded the last rites and salvaged a few artefacts, which he bought along. The site has remained derelict, other than the obligatory money-spinning car park, but is now about to be redeveloped and the last few remaining vestiges of a once proud works will go. All the above facets were brought to life with an outstanding collection of historic photographs and slides.

## **EVERY'S LEWES IRON WORKS    WHAT IS OUT THERE?**

**John Blackwell**

I have recently produced a potted history of these works for an exhibition at Ditchling Museum that sadly will be over by the time you read this. However considering this was a large works whose products can still be seen all over Sussex particularly on Brighton seafront, the printed sources are scant. The following is taken from an article in Sussex County Magazine, a free newspaper of 1986, and an interview with a former M.D. by Geoff Mead in the October 1991 Newsletter, where certain facts are at variance with the other sources.

John Every started in business at the bottom of North Street, Lewes in 1832, where he set up a "furnace cooled with a fan driven by a horse walking round a large wheel". In 1835 a disastrous fire burnt the premises to a cinder but like a Phoenix arising from the ashes, he set up again in Railway Lane near Cliffe Bridge. His business prospered and when the railway wanted to extend their goods yard he had no difficulty in raising the finance, principally from the nonconformist religious community to which he belonged, to move to a riverside site and build his well known Phoenix Iron Works in North Place, which opened in 1861. The company produced railings and lamp posts to line Sussex streets, oven doors and soot boxes for homes and parts for piers in Brighton, Eastbourne, Bognor and Hastings. In 1887, aged 91, John Every died being succeeded by his son, another John. He managed the company for only thirteen years before dying in 1900. It was his son John Every III who expanded the company and exported products across the British Empire. After his death in 1943 his son Morris changed the company name to John Every Lewes Ltd and many rain water drainage grilles and manhole covers bearing this name can be found in and around Ditchling. Difficulties beset the company after they had built a mechanised foundry that became a 'white elephant' and a bank was called in to put a rescue package together. A fire damaged part of the top floor and in 1951 the bank sold the iron works to a Mr. Burchell who renamed the concern East Sussex Engineering. By the end of the fifties casting had finished as the company decided to concentrate on heavy engineering and in 1969 much of the site was taken over for the construction of the Phoenix Causeway. In 1976, Aurora holdings owned the factory and sold it piecemeal in 1978. GKS bought the non-ferrous side and in 1986 this closed with five redundancies.

ESRO holds a few catalogues and brochures but nothing of any substance, there must surely have been more written about this prominent employer and his works. Please let me know of any sources, as surely the history needs to be recorded.

## **STABLE AND WORKSHOPS AT POWDERMILL GUNPOWDER WORKS**

**Ron Martin**

A recent visit has been made to the Powdermill Gunpowder Works in Battle to record three remaining buildings on the site. These consist of a stable with associated coach house and a office/store arranged round three sides of a courtyard. These buildings probably date from the 18th century. The stable has a brick floor laid to falls and a queen post roof truss. Oddly, although the upper floor was probably floored as there are joists extant, there is no evidence of access to the upper storey, either through the floor or by way of a lucam. The coach house which was contemporary with the stable originally had timber studded walls but the wall adjoining the courtyard has been rebuilt in brick to match the stable. One wonders if this was done for aesthetics.

## **THE YAPTON AGRICULTURAL ENGINEERING WORKS FOUNDED BY JOHN SPARKS**

**Dennis Vardy**

*This article has been abstracted from a piece by the late Dennis Vardy and appears here with the kind permission of his family.*

John Sparks was born at Holkham, Norfolk, in 1825. He came to Yapton and founded his business in 1856.

These days we, should call the nature of his business "plant-hire." Even now farmers do not wish to keep the more expensive machinery all the year round; it is cheaper to hire a specialised engine with its crew.

The John Sparks firm was a success and a large collection of steam-driven machinery was built up. The depot was at what came to be called Sparks Corner (i.e. The T-junction formed by the Bilsham and Burndell Roads.) The main engine shed for repairs and servicing was a large brick-built structure designed so that it could be turned into a row of cottages should the time come. After the demise of the firm in 1931, it became the Village Hall and is now a supermarket. At the eastern end you can still see the outline of the large doorway through which the engines chugged; at the other end an upstairs floor was constructed and here were the offices of the firm. In the course of time other buildings arose nearby, various workshops and stores: a foundry, a carpenter's shop, a blacksmith's forge, a paint store and a sail-maker's shop, presumably for making the canvas awnings. Rows of cottages for

the workforce were Victoria Villas, Holkham Cottages, Medway Cottages. By 1861 John Sparks already employed 12 men and 4 boys (apprentices); by 1871, 30 men and 7 boys worked there.

So the firm grew. There were several steamrollers, with names like *Renown*, and *Monarch*, which worked on contract for councils in Sussex and neighbouring counties. They were away for weeks at a time and when they set off they towed a sleeping cabin for the crew of three and a large water barrel on wheels.

The ploughing engines set off in pairs, with names like *Lion* and *Lioness* or *Prince* and *Princess*. One would be towing a sleeping cabin for eight men and they too travelled astonishing distances. They carried 600 yards of steel cable. The engines would be placed at opposite ends of the field. A set of plough shares was drawn from one end to the other making 5 or 6 furrows. The engines then moved along a few yards, the shares were reversed and drawn back again.

There were threshing machines for hire, steam wagons and steam traction engines of many kinds.

In 1880, tragedy struck. John Sparks died aged only 55 years. Sarah was left a widow with what was virtually a teenaged family and a thriving business to cope with.

She was a remarkable lady. Under her direction the firm grew and grew and for the rest of her life she was the "Proprietress" of the business.

During 1903 and 1904 a grandstand was built at Goodwood Racecourse and roads were constructed there. John Sparks had a contract for digging, and hauling stone for the roads. Also four steamrollers were hired. The bills of £635 and £93.12s. respectively were paid to Mrs. John Sparks, proprietress - a lot of money in those days. She was then aged 79.

At sometime, it was discovered that Yapton was sitting on a layer of clay suitable for making bricks. The Sparks' family took advantage of this and an impetus was given to the acquisition of houses and land. They came to own Church Farm and the big houses in Church Road. The fields all around Sparks Corner were bought - except for a piece of glebe land

known as *The Vicar's Field* where the Belmont estate is now. Hobbs Farm to the south of the village was also acquired.

Eventually 800,000 bricks were produced each year. A light railway was used in the brick fields, with trolleys pushed by hand. This railway even extended into the kitchen garden at Church Farm. The bricks were dried and then fired in clamps in the area now occupied by Warmere Court and Downview Road. Later, quicker and more efficient kilns were used as well - they were in the Canal Road area.

Sarah Sparks died in 1914 in her ninetieth year after being a widow for 34 years. She was laid to rest with her husband in the NE. corner of Yapton Churchyard. The grave was marked by ornamental iron posts and a chain. At the time of writing they are in store; one of the few artifacts remaining which can be attributed definitely to the Sparks foundry and blacksmith's shop.

Mrs Sparks must have known of the personality clash between her heirs, Eliza and George. For whatever reason, the John Sparks Trust was set up to run the business, with George and Eliza playing executive roles. Absolutely everything belonged to the Trust, even the houses they lived in.

During the course of the next ten years, the quarrels between Eliza and George became increasingly bitter. They each wanted to be in sole charge, to be responsible for at least part of the business and trade separately, using the name of "*John Sparks*"; but that, as much as anything belonged to the Trust

So they did what was in their eyes the next best thing. They divided assets between them unofficially. Employees were regarded as working for one or the other, not both and the ownership of the houses the workers lived in were similarly regarded. People can remember that George Sparks kept some of the steam engines in the meadow next to Sunnyside where he lived.

Trade must have suffered to a certain extent, although farmers still wanted the benefit of hiring the machinery and local Councils were glad of the steam rollers.

Eventually brother and sister went to law and ran up enormous bills. At last, in 1924, the case of Sparks v. Sparks reached the High Court,

Chancery Division. In a judgement worthy of Solomon, Mr Justice Romer directed that all the assets of the John Sparks Trust be sold by auction, all bills paid and anything left divided among the family.

On Monday, 6<sup>th</sup> October, 1924, all the machinery at Sparks Corner was shown to prospective buyers and the villagers to be in working order to . It is a pity that no one thought of making a film. Just imagine 13 steam rollers, including *Conqueror* and *Defiance*, all puffing along. Then there were five pairs of ploughing engines, *Hero* and *Heroine* for example, with a full head of steam. Add to that a mass of threshing machines, steam wagons, tractors and other equipment. There too was the "company car" a 10 h.p. Humber 4-seater tourer; also a 1920 Ford van.

On Tuesday the ploughing equipment and steam wagons were sold. On Wednesday it was the turn of the steam rollers and all the allied equipment. Then on Thursday and Friday the auctioneer moved around the various workshops and stores. What a field-day the D.I.Y. man must have had ladders: tools. lengths of wood, pots of paint, everything had to go right down to the last bag of nails.

But for the really soft hearted there was one item of special interest. That was "Lot. No.110:- Six old men for straw carriers". (*sic*)

## **CENTENARY AT BREDE**

**Bob Allen**

The triple-expansion 460hp steam pumping engine was built by the Tangye Brothers in Birmingham in 1904. To celebrate the centenary of this engine a gala weekend has been organised at Brede Waterworks on 17<sup>th</sup> & 18<sup>th</sup> July.

Starting at 10.00 am each day all the engines, large and small will be working. In addition a number of stationary engines and vintage motor cars have been invited to the site. Admission is free and refreshments will be available.

Also on view will be the model of the Bagnall locomotive which once brought coal across the fields to the site before there was a road. A drawing of this is on the front cover.

**POST-MEDIEVAL REMAINS AT THE ROPETACKLE SITE,  
SHOREHAM-BY-SEA, Simon Stevens**

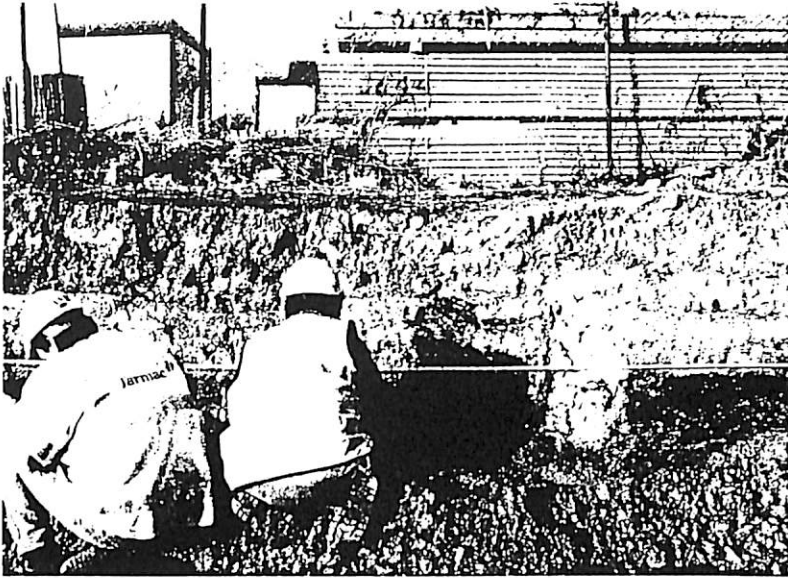
A team from Archaeology South-East (a division of the Field Archaeology Unit, University College London) spent the first five months of 2003 excavating extensive archaeological remains at the Ropetackle site in Shoreham-by-Sea, prior to redevelopment. In addition to a range of prehistoric, Romano-British and medieval material, significant post-medieval remains were also excavated and recorded.

An archaeological evaluation of the site in October 2000 had uncovered 18<sup>th</sup> and 19<sup>th</sup> century material (including a large assemblage of clay pipes), and examination of cartographic sources suggested that extensive post-medieval deposits would be encountered in any large-scale excavation. Although some of the more recent activities at the site had left traces that caused problems (for instance, extensive chemical contamination from a 19<sup>th</sup> century gas works), the excavation of a number of post-medieval features produced significant assemblages dating from the 17<sup>th</sup> to the 19<sup>th</sup> century, with some 20<sup>th</sup> century material.

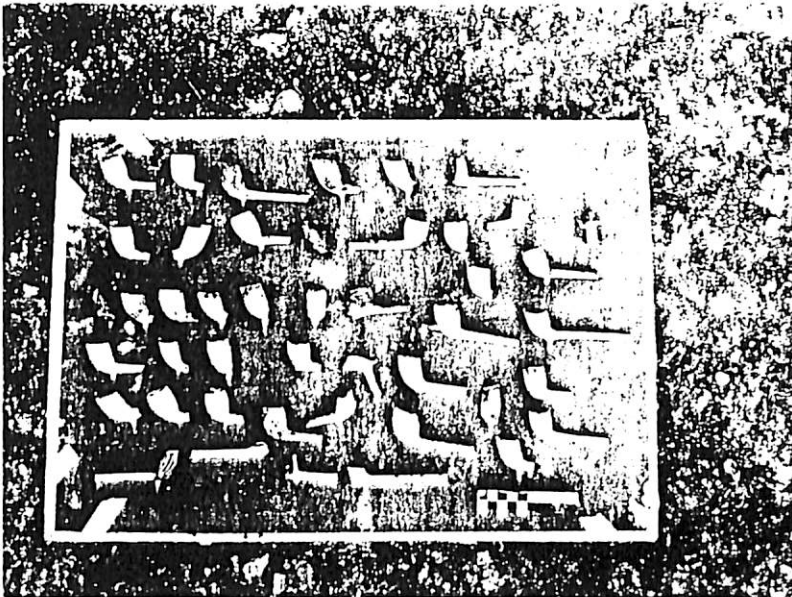
Unusually, the majority of the post-medieval material at the site was recovered from secure, deliberately excavated archaeological contexts, rather than from deposits overlying the 'traditional' archaeological levels. Features such as wells or the below-ground remains of brick- and stone-built privies were particularly productive. Some material was also recovered from surviving elements of the long-demolished King's Head Public House.

Significant assemblages of late 17<sup>th</sup> and 18<sup>th</sup> century pottery, glass and clay pipes were present at the site. The pottery included local earthenwares, slipwares, German stonewares (Colonge/Frechen and Westerdale), London stoneware, tin-glazed earthenware, white salt-glazed stoneware, creamware and pearlware. A large assemblage of wine bottles and glasses of this date were also recovered. A number of the clay pipes were marked with maker's initials, and a number of examples bore coats of arms. The remains of a timber structure of probable 18<sup>th</sup> century date were also recorded. Initial examination suggested that the structure was a saw pit, although further study (and a dendrochronological date) are needed before any firm conclusions can be drawn.





Excavations at the Ropetackle, Shoreham



Some of the pipes uncovered.

However, the largest post-medieval assemblage was datable to the 19<sup>th</sup> century. Huge groups of pottery (mostly recovered from brick-built privies) included local earthenwares, stoneware, creamware, pearlware, transfer-printed ware, lusterware, late slipware, industrial slipware and yellow-ware (often with mocha decoration). Large groups of glassware were also present, along with significant quantities of clay pipes, including three fine examples of figurehead designs, and large numbers of decorated and stamped pipes. It is hoped that some of this material can be linked to known trades listed in various documentary sources.

Twentieth century remains included part of a WWII air raid shelter and fragments of a gas mask. Unfortunately the reinforced concrete structure had partially collapsed and was considered too dangerous to investigate, and the gas mask was in poor condition. More unusual remains included the impressions of the teeth of the machine bucket used to demolish part of the King's Head.

Other post-medieval finds included bricks, tiles, slate, clay marbles, buckles, buttons and a small number of low denomination pre-decimal coins. The study of these artefacts, as well as that of the pottery, glass and clay pipes is ongoing and full results, incorporating all of the material from the site and a documentary study, will be published in due course.

#### Acknowledgements

Thanks are due to the South East England Development Agency who funded the work, and who continue to support the post-excavation programme. The pottery, glass and clay pipe identifications and dating are the work of Luke Barber of Archaeology South-East. Lara Band undertook the survey of available documents.

Simon Stevens  
Senior Field Officer  
Archaeology South-East

## SILVER JUBILEE AT THE CHALK PITS

Bob Allen

The Amberley Working Museum first opened its doors to the public on May 26<sup>th</sup> 1979, just 25 years ago. The original museum trust was founded in 1974 as the Southern Industrial History Centre. It changed its name on 16<sup>th</sup> October 1991 to Amberley Chalk Pits Museum.

The original subscribers to the trust were John Warren, Michael Crowther, Roger Belsey, John Haselfoot, John Taylor, Norman Leigh West, Brian Johnson, Peter Longley, David Franklin, Gerry Nutbeem and Chris Zeuner. Of these Brian Johnson is still on the Board of Trustees. The trust changed its name to the Amberley Museum Trust in 1994 by which time Gordon Thomerson had joined the trustees.

The Chalk Pits of the title had been worked by Pepper & Son, a lime producing company which ceased operations before the trust was set up. Rather than have the beautiful rural location spoiled by the development of an industrial estate, the owners, the West Sussex County Council, encouraged its use as an industrial museum, particularly as among the many lime kilns there was the De Witt Kiln, a scheduled Ancient Monument and a surviving example of an attempt at further mechanising and increasing the yield of lime produced from the pit.

The position of the pits close to the main line railway meant that there were sidings and standard gauge track where moving of bulk materials was required. This meant there was a great opportunity for the museum to acquire a collection of narrow gauge rolling stock. Transport has always been a feature at the museum and the Silver Jubilee will be celebrated with the opening of a new Railway Exhibition Hall by the Museum President, HRH Prince Michael of Kent on 26<sup>th</sup> May.

Although originally an open air exhibition, there are several collections under cover, such as the SEEBOARD museum and the BT *Connected Earth* collection which together with the new 100-seater restaurant makes this a site for all weathers.

# The Sussex Industrial Archaeology Society

registered Charity No. 267159

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