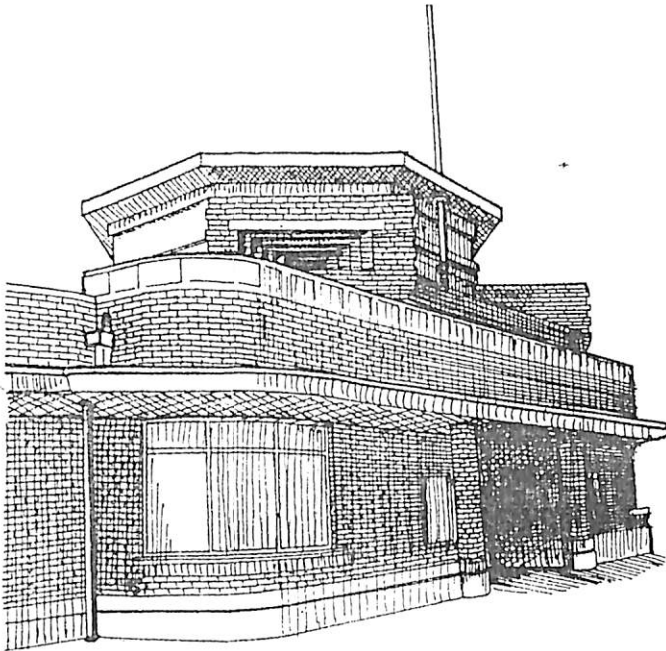


# SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY NEWSLETTER

Newsletter No 124

October 2004



BISHOPSTONE STATION © R.G. Martin  
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## FUTURE PROGRAMME

**Saturday 23<sup>rd</sup> October at 7.30 pm.** A talk by Tony Pratt on the *Wey and Arun Canal* at West Blatchington Mill Barn.

**Saturday 27<sup>th</sup> November at 2.30 pm.** SIAS AGM followed by a speaker from the Amberley Working Museum on *The first 25 years of the museum.*

**2005**

**Saturday 22<sup>nd</sup> January at 7.30 pm.** A talk by Alan Green on *Turnpikes, Turpins and Towpaths: Transport in Georgian Britain.*



**Tunbridge Wells Station 1853**

(from an old SER guidebook)

See page 7

## **From other organisations.....**

### **Brede Steam Engine Society:**

The water heritage site will be open from 10.00 am to 4.00 pm on:

Saturday 6<sup>th</sup> November

Saturday 4<sup>th</sup> December.

**National Association of Mining History Organisations Conference 2005** will be held at Juniper Hall Field Centre, Mickleham, near Dorking from 8<sup>th</sup> to 10<sup>th</sup> July.

Papers are invited on mines, quarries, or tunnels in the South East and beyond.

Organised by the Wealden Cave and Mine Society with the assistance of the Chelsea Speleological Society, Kent Underground Research Group and Subterranea Britannica.

There will be a programme of lectures, and surface and underground trips focusing primarily on medieval and post-medieval underground building stone quarries, chalk mines and underground pits, mineral pigment (hearthstone) mines, silver sand (glasshouse sand) mines, and the Wealden ironstone mines and associated remains.

The Weald and its surroundings has also had Neolithic flint mines, fuller's earth mines, Kentish ragstone and underground mines, and coal mines (in east Kent). One gypsum mine remains operational in the Weald.

Invitations have been extended to colleagues from mainland Europe, especially from Belgium, France and the Netherlands where mining and underground quarrying have been carried on in a similar geological context.

Preliminary conference details will be available from March 2005; please see contact details below to register an interest. Accommodation is limited so early application is advised. Camping accommodation is available nearby.

For current details see the website: <http://namho2005.wcms.org.uk/> and for further enquiries email: [namho2005enquiries@wcms.org.uk](mailto:namho2005enquiries@wcms.org.uk) telephone: 01737 243912 or write to: 13 Beaufort Road, Reigate, RH2 9DQ.

# VISIT TO BISHOPSTONE TIDEMILLS

**John Blackwell**

This visit had been arranged to complement our winter lecture on the same subject. Some twenty of us assembled on a perfect summer's day to be greeted by Jill and Bob Allen, our guides. Crossing the Newhaven to Seaford railway line, the platforms of the halt, which formerly served the inhabitants of Tidemills village, are clearly visible although the last train to stop there was in 1942.

Originally the mouth of the River Ouse was at Seaford and, from what is now Newhaven, its course ran in an easterly direction parallel to the shore behind a shingle bank. By 1761 its course had altered to flow into the sea at Newhaven; however its original course, now silted up at Seaford, remained tidal. A wealthy land owner Thomas Pelham, Duke of Newcastle, obtained an Act of Parliament to build a dam across this creek for a tide mill which was built by 1768.

The principle of tide mill operation was to impound the water at high tide and then to release it as the tide fell, driving undershot water wheels that provided power to the stones. The heyday at Bishopstone was between 1803 and 1853 when William Catt headed a somewhat feudal community and the mill had 16 pairs of stones, with 20 acres of storage ponds, and a 16 hour working capability producing 1,500 sacks of flour a week. The repeal of the Corn Laws in 1846 allowed cheaper foreign grain to be imported and the development of the railway system allowed flour to be easily distributed nationwide from the newer steam driven roller mills. The competition was just too great and in 1879 the complex was sold to the Newhaven Harbour Company. The mill and granary were demolished in 1901; the village cottages were finally condemned in the 1930s due to a lack of mains drainage. Deterioration and use for target practice during WW II left only a few walls and foundations.

With the aid of old photographs Bob explained the layout and operation of the site. The outline of the east millpond is still clearly visible as is the main village street and the bridge across the creek. The wharf for the barges delivering grain and the position of the water wheels are more difficult to find and the west millpond has been completely filled in.

Leaving Tidemills village we emerged on to the foreshore and immediately in front of us would have been a sea wall; the construction of breakwaters at Newhaven Harbour have created a huge shingle beach and now make it hard to visualise the sea reaching this point. A railway line that it is believed was used to transport materials for maintenance of the sea wall is still clearly visible. Some half mile to the west was the site of a Naval Seaplane base from 1917 to 1920. Little now remains other than an area of concrete, the site of the hangars and aprons. A pair of rusting rails were the runners for the sliding hangar doors and a metal post was assumed to be an anchor point for planes standing on the apron.

Returning to just east of the village street Jill Allen told the story of the Marine Hospital School. This was the brainchild of Grace Kimmins, the founder of Chailey Heritage Workshops and Hospital, and was for physically disabled boys who had suffered from rickets, polio or accident causing loss of limbs. She believed in the beneficial effect of sea air, sea bathing and sunshine, beds often being wheeled out on to a veranda on the sea side of the wards on sunny days in both winter and summer. As well as the wards there was a schoolroom and nurses' home. Established in the early twenties the original buildings were WW I wooden military huts on concrete bases. WW II brought the activities to a close but the concrete bases remain and again old photographs bring them vividly to life. By the way, the windmill on the roof in many old photographs served no milling purpose; it was used to power a hoist when loading grain and flour into the barges.

Our thanks to Bob and Jill for a fascinating afternoon and for explaining a site I have always found difficult to interpret. Visits conducted by Society members are always of great interest, as they are fully aware of our interests rather than following a local history or tourist agenda. There are nearly 400 of you out there, so if you know the IA of your area and would be willing to host a visit please let us know; there is always support and guidance if needed.

# SUSSEX MAIN LINES – A YEAR 2004 SURVEY

## John Blackwell

### 10. TUNBRIDGE WELLS TO HASTINGS

The penultimate article in this series visits the only major route not operated by the LB&SCR but by their deadly rival the South Eastern Railway (SER). Relationships had been strained from the beginning when the Brighton company were forced by the government of the day to share the SER's tracks between East Croydon and Redhill a problem that was not solved until the construction of the quarry avoiding line at the beginning of the twentieth century. Exacerbating this situation was the desire of the South Eastern for a share of the lucrative south coast resort traffic, particularly Brighton, by supporting or promoting routes to reach these destinations. To counter these proposals the LB&SCR was forced to build unremunerative and expensive routes such as Brighton to Kemp Town.

The line opened from Tunbridge Wells to Robertsbridge on September 1<sup>st</sup> 1851 and to Bopeep junction on the Brighton to Hastings line on January 1<sup>st</sup> 1852. The 27 miles of line was expensive to build across difficult terrain, with four tunnels and cost £725,000; an enormous sum for those days. The stations were designed by "the architect Wm. Tress of Finsbury Square" <sup>1</sup> and all remain in use. The platforms were staggered in the style adopted by the SER which allowed passengers to cross from one platform to the other behind the train. Soon after opening the tunnels began to show problems. Following a collapse of the brickwork lining in one of them (due to poor quality bricks) inspection of the others showed jerry building by the contractor where only one lining of bricks instead the four specified, was found. To correct the problem three courses were inserted which reduced the bore of the tunnel and when bogie carriages were introduced in the twentieth century these were built to a restricted width. The line was not electrified until 1986 being worked by diesels from 1957. Resignalling allowed the tunnels to have a single track but swept away most of the line's signal boxes. Refurbishment of the listed stations also took place and arguably they are one of the finest sets of station buildings in the country. Regrettably, the opposite platforms were stripped of any historic structures. It does not seem almost 20 years ago on 27<sup>th</sup> April 1986 to mark electrification, that one could ride the line for 50p.

Tunbridge Wells Station, although not in the county is well worth a visit. Originally the (temporary) terminus of a branch from Tonbridge on the SER's main line to Ashford, via Redhill, the station opened in November 1846. The up side building is original. Designed by Tress in the Italianate style, popular at the time, it is a two-storey brick structure with stone facings around the windows and stone quoins. The roof has wide eaves and the chimney stacks are pierced with two semi circular headed openings separated by a column, this was a signature feature of these stations but unfortunately most have now gone. The other recurring feature worth noting is the valencing of the later entrance and platform canopies; the pierced tulip pattern, as here, being most common. The down side was rebuilt in 1911 in an Edwardian baroque style with an imposing clock tower. Leaving the station one passes through the short Grove Hill Tunnel and immediately after, to the west, can still be discerned the former junction to Tunbridge Wells (West) the eastern terminus of the LB&SCR system.

Frant Station is situated at Bells Yew Green, the village of Frant being nearly two miles away; built of ragstone in a Gothic lodge style it has a two storey station house and a single storey office. Note the elaborate tracery in the brackets supporting the platform canopy which was added in 1905. The next station Wadhurst, is again nearly two miles from the village centre, built in the same style as at Tunbridge Wells but with a gabled central bay and round rather than square headed windows. The station building is much smaller than one would visualise from photographs and has never been disfigured by a canopy. Originally a fine drive led up to the station with a coal merchant's yard at a lower level; this area is now the ubiquitous car park but still on two levels. The 1893 signal box closed in 1986 and was subsequently dismantled and re-erected at Northiam on the Kent & East Sussex Railway (K&ESR).

Stonegate is another Italianate style station with originally a central gabled bay and single storey wings, the southern one now has an additional storey. Opened with the line as Witherden, the station was quickly renamed Ticehurst Road from December 1851. In June 1947 it was again named Stonegate and is a mile from the tiny village it is now named after. In contrast Etchingham Station is sited next to the village church and is of ragstone in a Tudor style with Perpendicular doorways, fanciful chimney stacks and a dainty projecting porch with delicate ornamental buttresses. Note the extreme depth of the platform canopy added in 1914. Robertsbridge the next station is similar to Stonegate but



has a substantial extension to the south. The signal box was converted to panel operation and was the only intermediate one to survive electrification in 1986. Strangely the small goods shed (in non railway use) is also the only one to survive. The overgrown bay on the down side was the terminus for the Rother Valley Railway which opened in 1900 to Rolvenden (then named Tenterden). Passenger trains ceased in January 1954 but goods and hop pickers specials survived until 1961. The northern section from Bodiam to Tenterden is now the preserved K&ESR and there are hopes that the southern link to Robertsbridge can be reinstated and to this end the track bed to the north of the station has been cleared.

Nothing remains of the once sizeable Mountfield Halt at TQ 745197 which was in use from 1923 to 1969 and had a superb crossing keeper's house on the opposite side of the road. Battle Station is, without doubt, the architectural gem of the line built of stone in a Gothic style it has ecclesiastical Decorated windows to the booking hall. Little altered, apart from the chimney stacks, but with platform side features hidden by a later huge canopy, it is worth seeking out. Well hidden, as it had been built at the eastern end of the town and approached by a tree lined drive, its design was influenced by the ruins of Battle Abbey; which was rebuilt four years after the arrival of the railway as a residence. Look out for the baronial hall booking office with an open beamed roof, magnificent chimney piece and twin pointed arches leading on to the platform. Looking up one can discover a belfry, ornate ridge tiles, and a trefoil window in a gable end. Much industry nearby including gunpowder mills, a tannery and a timber yard, now largely gone.

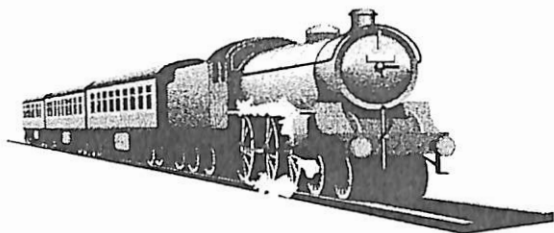
In 1902 a branch to a new station on the west side of Bexhill, was built by the South East & Chatham Railway (in 1899 the SER had merged with its even more impecunious neighbour the London Chatham & Dover Railway) which at last gained a piece of the south coast traffic. The branch was never financially viable and closed in 1964.<sup>2</sup> To form a junction to the branch a station was erected at Crowhurst, just over a mile from Battle. Its facilities were far in excess of those required for the small rural community it served with four tracks separating the extensive platforms, those in the centre being for expresses. Even today, with no platform buildings, it is still an awe inspiring sight reminiscent of the West Coast Main Line from London to Scotland. Both up and down platforms had a bay for the branch train; passengers from Bexhill were dropped on the up side, the train reversed across the main lines and picked up

passengers from the down side. In November 1985 all the buildings were swept away leaving a former lamp room to serve as the booking office. Fortunately the splendid footbridge survived the carnage. In 1887 a new station was opened at West St. Leonards to serve the developing area. This is an interesting station building constructed of timber with a slate roof, cheap to construct in the 1880s but now of a type fast disappearing. This one, in fine condition and with a rare covered contemporary footbridge is a hidden gem. Just beyond the station a similarly dated South Eastern signal box controls the junction with the former LB&SCR line from Brighton; now Coastway East. The Brighton company had running powers over SER metals to Hastings<sup>3</sup>.

1 These words or very similar are invariably quoted in all published texts. There appears to be little known about Tress.

2 Sussex Branch Lines 4. *SIAS Newsletter* no.109, January 2001

3 Sussex Main Lines 6 *SIAS Newsletter* no.119, July 2002



## AIA CONFERENCE AT HATFIELD 13<sup>th</sup> - 19<sup>th</sup> AUGUST

### Ron Martin

The annual conference of the Association for Industrial Archaeology was held this year on the De Havilland campus of the University of Hertfordshire where formerly the airfield of the De Havilland Aircraft Company was located and where such famous aircraft as the DH4, DH 9, the Moth series, the Mosquito and the Comet airliner were conceived. As a teenager, I remember spotting aircraft here including the prototype Mosquito, during the 1940s. We spent the week alternating between rural Hertfordshire and urban London.

The pre-conference seminar included such diverse subjects as the reuse of airport building (by John King), the RAF Museum at Hendon, the Royal Arsenal at Woolwich, Underground chalk mines (by Paul Sowan), water from Wendover Springs and two speakers from Belgium and Holland.

The conference proper commenced with an introduction to IA in Hertfordshire by Tim Smith and a resume of industries in the Lea Valley,, the birthplace of many technological firsts. Space is too limited to describe every lecture and visit so here are some of the highlights, as far as I was concerned:

The Gunpowder Mills at Waltham Abbey are always worth a visit with many of the buildings extant in a large area and a fine exhibition on the manufacture of gunpowder. The RAF Museum at Hendon has now been reorganised. The original Graham White factory has been restored and now houses the collection of WW I aircraft. One of the aircraft on display is a Bristol Fighter, the fuselage of which I remember seeing when I visited Hendon as an ATC cadet during the war!

A walk round Luton, which was once the centre of the straw hat industry with dozens of factories both small and large many located behind rows of houses, was an eye opener. Bletchley Park where the wartime code breaking of the Germans' *Enigma* machine was carried out by a team of brilliant intellectuals backed up by thousands of service personnel. The *Bombe* machine and *Colossus* machine have both now been rebuilt and will be working shortly. These are both completely new as, on Churchill's order, all the artefacts had to be destroyed after the war to avoid compromising intelligence.

Abbey Mills was the pumping station built by Sir Joseph Bazalgette in 1865-8 to lift sewage into the Northern Outfall Sewer. Although the pumps have all been replaced by electric ones the building itself is an

extraordinary confection of brick, stone and iron, surmounted by an octagonal turret. The nearby Three Mills was associated with the distillery and the House Mill has been restored with the adjacent newly rebuilt mill house. Much work has still to be done to this fine example of a tide mill which contains four undershot water wheels and Fairbairn-type silent millstone machinery. The nearby Clock Mill, although visually more appealing, contains two Poncelet water wheels but no machinery, having been converted into offices.

The final visit of the conference was to the garden cities of Letchworth, Stevenage and Welwyn. Letchworth was the first, conceived in 1903 by Ebenezer Howard as a means of freeing society from the drudgery of slum living. This was intended to be a controlled social and architectural entity with town being an independent and self-sufficient unit. The design of many of the buildings reflects the *Arts and Crafts* movement of William Morris with rough cast walls and tiled roofs with prominent gables. The most striking building in the town is the former Spirella Factory where, until the 1930s, corsets were manufactured. This building has been restored and is currently being used as offices. At Welwyn we also saw the Shredded Wheat factory.

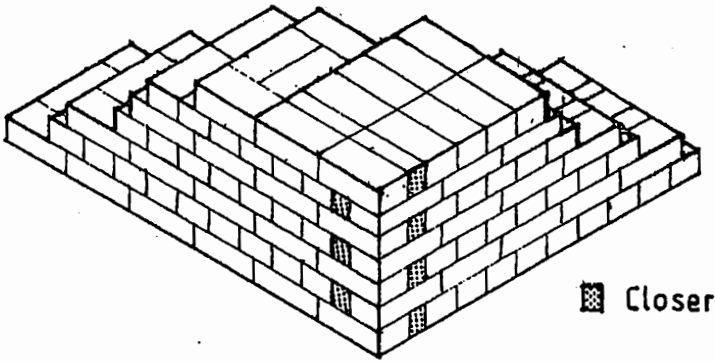
Other visits were to mills, canals, paper works, pumping stations and malt houses and to the Royal Ordnance Factory at Enfield.

All in all the conference was a great success and it is a pity that more Sussex members do not join the mere half a dozen that came this year. The 2005 conference is to take place in Derbyshire in September. Further details will be included in a future Newsletter when these become available.

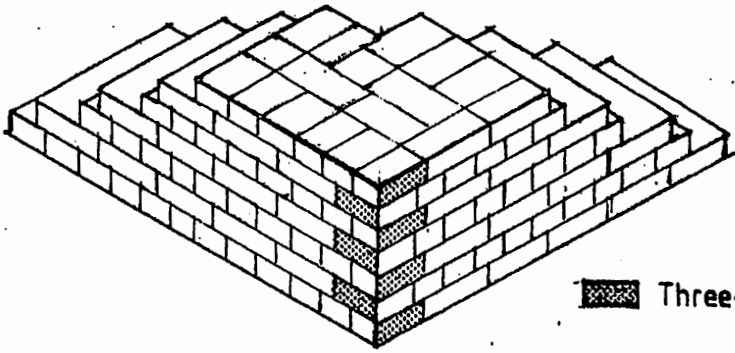
## **WHY NO CLOSERS ?**

**Ron Martin**

I have recently completed a survey of No. 2 Group HQ of the Royal Observer Corps in Denne Road, Horsham, which is shortly to be demolished. This was built in 1962 with an extension in the 1970s when it became a United Kingdom Weapons Monitoring Organisation Sector Control. Both the original building and the extension were built with brick walls 2'3" thick in English bond, that is with alternate courses of headers and stretchers. In order to achieve a breaking bond it is normal, at the corner of a wall, for the first header to be followed by a closer and this procedure has been followed in the extension. However the original 1962 building does not and uses a three-quarter brick at the corner of the stretcher course.



**NORMAL ENGLISH BOND**



**ENGLISH BOND AS SEEN ON  
HORSHAM 2 GROUP ROC HQ  
(see page 12)**

In trying to draw this sketch I had great difficulty working out the bond in the core of the wall to avoid straight joints. RGM

I have never come across this feature anywhere else, not can I find any reference to this in any text book I have consulted. Is this a feature of structures possibly intended to withstand a certain amount of bomb damage, or is this a quirk of an individual bricklayer ? Answers on a post card please.

## **BISHOPSTONE STATION**

**Ron Martin**

Since the mention, in Newsletter No. 123, of Bishopstone Station, a site investigation has been made. The original station which was opened in 1938, comprises a central octagonal atrium rising up through two storeys with a single storey wing at the east and west sides, housing toilets on the east side and, originally, the booking office on the west side, now used as a shop. Underneath the west wing is a basement boiler room. The main entrance is into the atrium from the north side with another opening opposite it onto a steel bridge spanning the tracks, with flights of steel stairs down to the platforms. The walls are red/brown bricks in stretcher bond, those of the atrium being rusticated. A concrete canopy extends across the main entrance. All the roofs are flat, asphalt covered, with parapets and that of the atrium has pavement lights inserted.

On the flat roofs abutting the north east and north west facets of the atrium are two pillboxes, each with two embrasures facing southeast, northeast, southwest and northwest, with stepped reveals. The wall of the pillboxes, 540 mm thick, are of brick, faced with similar, but not identical, bricks to the station and rusticated to match. The roofs of the pillboxes are supported on brick piers built against the external walls of the atrium. The two pillboxes are connected by a crawling passage with a sloping concrete roof. There is an opening from the east pillbox onto the flat roof and another opening which has been cut through the external wall of the northwest facet of the atrium and has been subsequently bricked up. There would presumably have been a cat ladder for access internally through this opening.

There has been some speculation in the past as whether the pillboxes were contemporary with the building of the station. An inspection of the site confirms that this was not so and they were presumably constructed in summer of 1940 at the time of the impending German invasion when the stop lines of pillboxes were built.

## **CANAL WALK, BARNHAM TO FORD, JULY 11<sup>TH</sup>**

**Chris Bryan**

There was plenty of preparation for this walk as all the sites being worked at for archaeology, recording and conservation were tidied up with weed removal, grass cutting and bricks put in tidy piles. Two interpretation boards were set up (funded by SIAS) at the site of Ford Lock and a swing bridge near Barnham.

On the walk, the sites of four cast iron swing bridges were visited; three of which have been excavated and recorded, one which had only been found this year. The Act of Parliament for the building of the canal states that the slope of a roadway over a bridge must be no steeper than one in thirteen. As parts of the canal are above the adjacent land on an embankment, the solution was to use swing bridges even though they were a more expensive option. Of the seventeen fixed brick arch bridges only one survives complete and is a feature in the middle of a housing estate at Yapton, developed in 1989. The brickwork in the arch of this bridge is somewhat sub-standard and shows the contractors had little experience of building a skew bridge in 1821.

The canal was filled in for the building of Ford airfield during WW I and there is no visible sign of the canal until near Ford Church where a canal cottage survives and the lower part of the lock chamber.

At the conclusion of the walk there was a request for a walk from Barnham westwards along the line of the canal. It's being worked on! On the walk was Ian Allison of Worthing Archaeological Society who kindly offered to carry out a geophysical survey at some of the sites.

Since the walk in July three surveys have been carried out using soil resistivity equipment. This measures the soil resistance in one metre squares, then a computer print out gives a picture of where brickwork is still intact below ground as well as giving an indication of how much ironwork is buried.

## GET INVOLVED

Bob Allen

An opportunity has arisen whereby members of the SIAS can participate in some valuable work at Amberley Working Museum. The SIAS was involved in the setting up of the Museum some 25 years ago but has had little actual involvement since. The Brick Drying Shed and the display of Sussex bricks are in need of some tidying. The making of bricks has been an important Sussex Industry and the success of the book by Molly Beswick, *Brickmaking in Sussex*, has demonstrated the continuing interest in this subject.

The brick making display at Amberley was one of the early exhibits and is now showing signs of age, particularly now that there are so many new areas such as *Connected Earth*, and the *Railway Exhibition Hall*. A working party from the SIAS, together with the Museum Curator, has looked at the brick display and is putting together a plan to tidy and rationalise the area. This is particularly important since the late Harry Frost's collection of bricks has now been donated to the museum. There is also an opportunity to carry out some investigation into some remains buried under the undergrowth around the display which might relate to the original use of the site as a lime works.

Our intention is that in the new year, during the season when the museum is closed to the public, a working party from the SIAS should meet at 10.00 am on Mondays to carry out this work. This may be of particular interest to members living in the Worthing/Littlehampton/and Arundel areas since you are so close to the museum, but members from other areas are most welcome. The advantage of this project is that you need only give a couple of hours on one of the Mondays although a longer commitment would always be welcome. No previous experience or skill is necessary since any training or advice will be readily available.

This is your opportunity to meet other members of the Society, to see the museum, and perhaps to be involved in some real industrial archaeology. If you are interested please contact Ron Martin or Bob Allen (contact details on the back page).



# A SUSSEX BRICK CORPORATE HOSPITALITY EVENT

David Jones

A large corporate event was held jointly at the Bluebell Railway and at Chailey Brickworks on Wednesday 28<sup>th</sup> April 2004 when Ibstock Brick Limited launched its 'Ancestry' range of traditional bricks.

Ibstock is one of the largest brick companies in the UK, along with Hanson and Lafarge, and has a number of locations across the country. In addition to modern plants at places like Cannock, Aldridge, Beare Green and the headquarters at Ibstock, Leicestershire, there are a number of smaller brickworks such as next to the Bluebell Railway at West Hoathly, towards Lewes at South Chailey and at Bexhill-on-Sea. These use earlier methods of manufacture such as the clamp system which produces a traditional colour and shape, ideal when blending in repairs or extensions to older properties, or where a more traditional look is required on new buildings. A number of these brickworks were Redland sites until a few years ago when that company was split between Ibstock and Lafarge, the latter French concern being mainly interested in roofing products and cement production.

The event required the erection of two marquees in the top car park at Sheffield Park where food and drink was served by the Bluebell's own Catering Department to the many delegates, and where displays about Ibstock products were located. Outside on the 'tramway' *Stepney* was in steam and in charge of the bogie bolster wagon displaying different styles of bricks produced for this market. Delegates were able to board the footplate of the 'Terrier', but not many took up the offer probably due to their best suits not really being appropriate. Trains were running exclusively for the attendees, being hauled by 73082 *Camelot* adorned with various Ibstock 'Ancestry' stickers on the running plate. It was interesting to see a photo of a *Black Five* on the West Highland Line on the front of the programme to illustrate this feature!

In the Pullman Dock, seminars entitled *Supervising Brickwork* took place at frequent intervals in the LNWR semi-Royal saloon, called the *Pullman Royal Saloon* in the programme, probably the first time this vehicle has been used as a classroom! Many delegates attended this presentation which went towards their CPD (Continuing Professional Development) programme. There was also a shuttle bus service for tours of the brickworks at Chailey using one of the preserved Southdown 'Queen Mary' open top buses. One could also participate in a 4 x 4 quarry drive there.

It was noticed that many of the delegates arrived in parties by coach so obviously Ibstock had promoted this event extensively to launch their 'Ancestry' range of bricks, and hopefully the use of the Bluebell Railway as the venue added to the success of the day.

## **WEY AND ARUN CANAL TRIP**

**David Jones**

Thirty members and friends enjoyed a narrow boat cruise on a cold but sunny Saturday morning, May 22<sup>nd</sup>, for a two and a half hour round trip southwards from Loxwood to just short of the new Drungewick Aqueduct and Bridge. This visit was postponed from its original date of August 30<sup>th</sup> 2003 due to the low water level in the canal following the dry summer. Although not the first part of the canal to be restored, this one and a half mile navigable section has a convenient starting point at the Onslow Arms, plus two backpumped locks which takes the narrow boat *Zachariah Keppel* down through pleasant scenery to the new aqueduct and bridge. A starting time of 10.00 am saw us proceeding at the normal canal speed of 4 mph southwards through wooded countryside to Brewhurst, the first lock on this stretch. Soon afterwards the second lock, Baldwin's Knob was reached being a somewhat deeper construction followed by quite a long pound to a mooring close to Drungewick Aqueduct, about an hour from the start. Here most of the party disembarked in order to inspect the splendid new £350,000 modern concrete aqueduct, already being used on the longer cruises. Mention was made at the beginning of this article that this was not the first section to be restored. Initially work commenced in March 1971 from the Newbridge end as this is where the landowners were more sympathetic to restoration. I well remember joining a working party helping to excavate a bridge which was completely buried at about this time, when I was more involved in canal restoration than now. However, now that Drungewick is complete, this original stretch including Rowner Lock with its towering electricity pylon can once again be connected to the part that we had just traversed to provide a six mile cruise down to Newbridge. In

the afternoon, as an alternative to the visit to Baynards Station which has had to be postponed, Ron Martin arranged a visit to Orfold Aqueduct and Lordings Lock, which was described in *Newsletter 123*. The Wey and Arun Canal Trust members are to be congratulated on their restoration so far, and we look forward to the whole of *London's Lost Route to the Sea* being fully open in the not too distant future. Thanks must also be expressed to Robin Jones for organising the canal boat trip, including having to cope with the cancellation last year, and to Ron Martin for setting up the afternoon visit to Orfold when the planned visit to Baynards Railway Station had to be postponed to 9<sup>th</sup> October.

## **SMELTING DEMONSTRATIONS**

**Dot Meades**

On a recent SIAS trip members expressed an interest in some experimental iron smelting which is currently being carried out by the Wealden Iron Research Group.

If any members of SIAS would like to attend a smelt, please let us know. The person to contact is

Brian Herbert, 1 Stirling Way, East Grinstead, W Sussex,

or [brianherbert@btinternet.com](mailto:brianherbert@btinternet.com) <<mailto:brianherbert@btinternet.com>>

# The Sussex Industrial Archaeology Society

registered Charity No. 287159

## Officers

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

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