



Sussex Industrial Archaeology Society Newsletter

Number 153

January 2012



An elderly petrol pump, along with period signs, at Poynings.
I recall my father, each week, driving some distance (to Shoreham Harbour)
to fill up with Premium Discol - the one with added alcohol.

(Martin Snow)

Newsletter 153

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Editorial

Welcome to *Newsletter 153*. Following a recent discussion regarding surviving petrol pumps, I came across the cover example, beside the road at Poynings, something you would normally drive past without a glance. I was there on my quest for bridges in the Adur valley, another IA subject we regularly pass over or under without a care. The many crossings I have recorded so far are all different, though some are of a similar basic design, often with battered protective railings where perhaps the ever present white van has had its high speed wanderings dramatically terminated. See page 9 for more images. Perhaps you are aware of other old style petrol pumps that survive out of use, photos and a few details please.

A recent evening spent surfing the web found evidence of plans and borings that were being made to prepare for the electrification of the Steyning railway line in 1960, only to be closed a few years later! I continue to be surprised just how much is now readily available to the armchair researcher - more details on page 9.

There are several old IA videos and small collections of photographs that the Committee would like to assemble into a presentation meeting, once enough material is ready. Do you have, or know of, suitable short IA films, videos or images, too short or few to make a complete presentation on their own.

In this issue there are two requests for help with research; please do help if you can. Education and research are part of the aims of the Society. I will always look to include in the *Newsletter* any reports etc. offered. If you need help or advice with what you are doing, or plan to do, contact any member of the Committee.

May I encourage you to join in some or all the planned events in the coming year. As ever if you have any IA news with or without images - please send it to me.

Forthcoming SIAS Events

Malcolm Dawes

The following three events are at :- West Blatchington Mill Barn, Holmes Avenue, Hove.

Saturday 28th January, 7.30pm *The Atlantic Rebuild*

Presentation by David Jones tracing the background behind the scheme to reconstruct the Brighton Atlantic Class H2 steam locomotive *Beachy Head* of 1911, from the discovery of a suitable boiler in 1986 up to the present time. The project provides an insight into the challenges in overcoming the decline of engineering in the UK by using new methods such as water-jet cutting. The presentation will also cover the work currently being carried out and the plans for completion of the project.

(Note: At 2.00pm approx, at the same venue there is a Brighton Circle talk, *Craven Coaches* by Ian White. John Chester Craven was the locomotive carriage and wagon superintendent of the LB&SCR from 1847 to 1870 and produced a variety of coaches. Ian has measured and recorded examples that have turned up in use as bungalows, summer houses and chicken houses and will share his findings in what promises to be an interesting and little known subject. - SIAS members are welcome to attend).

Saturday 11th February, 7.30pm *Industrial Archaeology of Lewes*

Presentation by Bob Cairns using images from his extensive collection of Lewes postcards. The talk will be illustrated with reference to the locations and images on the postcards.

Saturday 10th March, 7.30pm *The development of the British Roadside Letter Box*

Presentation by Paul Snelling covering the development of roadside letter boxes since their inception in 1852 with illustrations of boxes around Sussex. Topics to be covered will be the major developments of the boxes, the various types and their distinguishing features.

Friday 23rd March, 7.30pm. *AGM of Sussex Mills Group*

See Mills Newsletter for details.

Saturday 28th April. *South East Regional Industrial Archaeology Conference (SERIAC)* at St.Bartholomews School, Buckingham Road, Newbury.

Programme and booking form enclosed.

Events from Other Societies

Malcolm Dawes

Detailed below are events organised by other societies, which may be of interest to our members. If you have details for future events please send these to:

Malcolm Dawes, 52 Rugby Road, Brighton, BN1 6EB

or e-mail to malcolm.dawes@btinternet.com

Saturday 21st January, 2.30pm. Brighton, ancient origins and early historical developments. Brighton and Hove Archaeological Society, Local History talk by John Funnell. Non-members £3. United Reformed Church Hall, 102 Blatchington Rd, Hove. www.brightonarch.org.uk

Monday 23rd January, 7.30pm. 1950s reminiscences
Railway correspondence and travel society talk by Tony Sullivan.
Brighton Model Railway Club Room, London Road Station, Shaftesbury Place, Brighton. www.rcts.org.uk

Wednesday 8th February, 7.40pm. Brighton Tram 53 Project
Restoration of the only surviving Brighton Tram. Tramway and Light Railway Society presentation by Guy Hall. £1.50. Deall Room, Southwick Community Centre, Southwick Street, a short walk north of Southwick railway station. 01273 306838

Wednesday 8th February, 7.30pm. Pills, potions and patience – memories of a Hove pharmacist. Chichester Local History Society talk by Peter Hill. Visitors £2. New Park Centre, New Park Road, Chichester. 01243 784915

Thursday 16th February, 2.30pm. Development of Aldrington
from the rural hamlet of the 19th Century to the industrial and residential area that it has become. Hove Civic Society talk by Valerie Mainstone. Courtlands Hotel, The Drive, Hove. £3 non-members. www.hovecivicsociety.org

Tuesday 21st February, 6.30pm. The History of Vosper Thornycroft – Shipbuilders of the South
Newcomen Society lecture by Peter Usher.

Room 0.30 in the Portland Building of the University of Portsmouth, St James Street off Queen Street, Portsea. Free parking in adjacent University car parks from 4.30 pm. Visitors welcome and admission is free.
www.newcomen.com/brmeetings

Saturday 25th February, 2.30pm. Resorting to the Coast – a light hearted view of seaside holidays and resorts
Brighton and Hove Archaeological Society, Local History talk by Geoff Mead. United Reformed Church Hall, 102 Blatchington Rd, Hove. www.brightonarch.org.uk

Tuesday 28th February, 7.30pm. *The origins and 500 year history of Christ's Hospital School.* Worthing Society talk by the retired deputy head, Bill Avenall. Visitors £3. Worthing Library Lecture Theatre.

www.worthingsociety.org.uk

Monday 12th March, 7.30 pm. *Sixty years loving Southern Electrics*

Southern Electric Group, Sussex Branch talk by Nicholas Owen.

Visitors £3. Deall Room, Southwick Community Centre, Southwick. 01273 504791

Tuesday 13th March, 8.00pm. *Passenger Station Train Sheds.*

Southern Counties Historic Vehicle Preservation Trust talk by Bruce Oliver.

Committee Room 2, County Hall, Chichester. 01243 773158

Wednesday 14th March, 7.30pm. *West Sussex settlements lost to the sea*

Chichester Local History Society talk by John Mills, senior Archaeologist, WSCC.

Visitors £2. New Park Centre, New Park Road, Chichester. 01243 784915

Wednesday 14th March, 7.00pm. *The Duke of York's Cinema and lost cinemas*

Regency Society presentation by Frank Gray, director of Screen Archives South East.

£5 non-members. City College, Pelham St, Brighton.

www.regencysociety.co.uk

Thursday 15th March, 8.00pm. *Life on early fairgrounds*

Models of fairgrounds will be on display.

Wivelsfield Historical Society talk by Ted Burst. Wivelsfield Village Hall. 01444 451568

Wednesday 21st March, 7.45pm. *Terry Cole's Railway Colour Slides of the 1960s*

Sussex Transport Interest Group talk by Terry Cole. £2.

London Road Station, Brighton. 01273 512839

Tuesday 27th March, 7.45pm. *The Devil's Dyke, Pleasure Grounds to Bombing*

Ground. Eastbourne History Society talk by Martin Snow.

Visitors £1. St Saviour's and St. Peter's Church Hall, South St, Eastbourne.

www.eastbournehistory.org.uk

Wednesday 28th March, 7.30pm. *30 years of UK steam 1982 to 2011*

Railway Correspondence and Travel Society, Chichester branch, talk by Hugh Ballantyne.

Committee Room 2, County Hall, West Street, Chichester. 02392 811360

Wednesday 28th March, 7.30pm. *The windmills of Sussex*

Volk's Electric Railway Association illustrated talk by Peter Hill. £2 visitors.

West Blatchington Mill Barn, Holmes Avenue, Hove. Booking advised.

www.volkselectricrailway.co.uk

Saturday 31st March, 2.30pm. *The Devil's Dyke, Pleasure Grounds to Bombing*

Ground. Brighton and Hove Archaeological Society, Local History talk by Martin Snow.

United Reformed Church Hall, 102 Blatchington Rd, Hove.

www.brightonarch.org.uk

Sunday 8th April. *Vintage Car Show.* Amberley Museum. 01798 831370

Wednesday 11th April, 7.40pm. *Transport Cine Film Show.*

Tramway and Light Railway Society presentation by Mike Skeggs.

£1.50. Deall Room, Southwick Community Centre, Southwick Street, a short walk north of Southwick railway station. 01273 306838

Sunday 15th April. *Post Office Vehicles Rally and Veteran Cycles Day.*

Industrial trains running. Amberley Museum. 01798 831370

Monday 16th April, 7.30pm. *The Brighton Belle, the History behind the History.*

Digital presentation by Simon Jeffs, editor Live Rail.

Southern Electric Group, Sussex Branch event. Visitors £3.

Deall Room, Southwick Community Centre, Southwick. 01273 504791

Wednesday 18th April, 7.30pm. *Victorian and Edwardian Training Ships.*

Sussex Military History talk by Trevor Cox .

Visitors welcome. The Royal Oak, Station Street, Lewes.

www.sussexmilitary.org.uk

Saturday 28th April. *Toy and Rail Collectors Fair.*

Bluebell Railway. 01825 720800

Do please always check details before travelling.

The details of these meetings and events organised by other groups are only included as a guide and as a service to members: inclusion here is not intended to be seen as an endorsement.

Advance notice of IA conference

10th- 16th August. Advance notice of the **Association for Industrial Archaeology Conference** which is to be held this year in Chelmsford, Essex.
www.industrial-archaeology.org

Coultershaw Spring Clean 2012

The Spring Working Party is to get the beam pump and pump house ready for the new season.

We recommission the pump, and the other hand pumps, clear the Mill Pond bank of winter debris (firewood to take home) and black paint at least one side of the pump house.

Mulled wine is served after work!

The working party is on Sunday 11th March from 10.00am.

Come and blow the cobwebs of winter away.

Gill Martin

Members will be saddened to hear of the death of our General Secretary's wife Gill, at the beginning of December.

Gill, a longstanding SIAS member, often accompanied Ron on Society lectures and visits and always had a friendly word for all. She was a former math's teacher, a keen gardener, enthusiastic WI member and supporter of the Brede Steam Engine Society, where she could often be found serving refreshments.

Our thoughts are with Ron and his family at this time.

Monuments and Memorials

Martin Snow

Members may not be aware of the *Railway and Canal Historical Society* (it's all in the name!) who cover just about all aspects of transport history.

On their website is a database of transport related memorials and monuments, this may be accessed via the 'History' tab on the home page at www.rchs.org.uk

I tested it out by searching for 'Sussex', it came up with 10 entries, including the one for the Lancing Carriage Works, now relocated as well as the Rastrick one in Brighton featured in *Newsletter 148*. I will leave you to access and review the other entries.

If you have other sites to add or any images please contact the compiler direct at: paulreynolds44@googlemail.com

IA Special Interest Groups

There are a number of other special interest groups and societies that cover particular aspect(s) of IA to some degree, I can list a few that I am aware of - in no particular order and without any recommendation (or condemnation!).

In some cases it does seem to me that there may be too many groups with apparently similar aims / interests, but the human animal seems to like it that way.

Wealden Iron Research Group - www.wealdeniron.org.uk

Subterranea Britannica - www.subbrit.org.uk

Letter Box Study Group - www.lbsg.org

Southern Electric Group - www.southernelectric.org.uk

Brighton Circle - www.lbscr.demon.co.uk

Newcomen Society - newcomen.com

Trevithick Society - www.trevithicksociety.com

Georgian Group - www.georgiangroup.org.uk

Research Request - Help Please

Boxall & Collins Ltd. operated motor garages and car sales dealerships in Crawley until the late 1960s or early 1970s. Its principal place of business was Victoria Garage, London Road, Crawley but it also had premises at Northgate, Manor Royal and Ifield Green. Almost no reference to the company is to be found on the internet. Online searches of the WSRO and National Archives websites are similarly unrewarding.

Not living in the UK, personal searches at either place are not, at present, feasible. I wish to know more about the company and its business for personal, family reasons. Thus if anyone has relevant knowledge, information or material or can suggest to me how and where best to pursue my quest, I shall be extremely grateful.

I can be contacted by e-mail at msandek.davis@free.fr or by telephone on 00 33 5 49 72 04 69.

With my thanks in anticipation.

Mike Davis

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An advert from the cover of the Sussex County Magazine, run during 1930s.

The building remains beside the Ouse bridge in central Lewes, though now in retail use.

Records of Boreholes

Martin Snow

A recent trawl of the internet for some geological information led me to the following site; www.bgs.ac.uk/data/boreholescans/home.html

This points to a clickable location map with a coloured circle for each borehole for which records are held. Variations in colour indicate depth or that the particular record is not available online for some reason, but may be applied for (at a cost!).

What interest is that to me, an industrial archaeologist? I hear you say. Well! apart from the locations giving away various plans for the land, e.g. closely spaced along the routes of by-passes and actual road improvements, the immediate subsurface strata, water seeking / monitoring, etc. It is interesting to review that the attached documents in, some instances, give an indication of the purpose of the drilling. In the case of the ones along the route of the former Steyning railway line, the drawings clearly show that there were plans in preparation for electrification of the line from Shoreham to Christ's Hospital, closed only a few years later!

Apart from a dark winter evening idle pastime, I suggest that this resource is another for the IA researcher to peruse in his (her) constant search for that little tit-bit of information to complete the picture.

I looked at the records for the Nutbourne and Smock Alley Pumping Stations, the Nutbourne one being featured in the 'restoration'? (read - 'apparent destruction of all IA features'!) on BBC In 2011, interestingly it is now for sale, so soon after being hailed as a long term home for the vandals.



Cleveland
Discol
promotion
material



Restoration of Isfield Lock

Since 2005 the Sussex Ouse Restoration Trust (SORT) - www.sxouse.org.uk - have been involved in a programme of restoration at Isfield Lock. The lock was one of 19 built when the River Ouse was made navigable between 1795 and 1812 allowing barge access deep into the Sussex countryside from Newhaven and Lewes as far as Upper Ryelands Bridge, near Balcombe and just short of the Balcombe Railway Viaduct. However, with the Ouse Navigation falling into complete disrepair by the middle of the nineteenth century, no boat has passed through the lock for about 150 years.

With the permission of Sutton Hall owners, on whose land the lock sits, restoration by a small group of SORT volunteers began with the clearance of trees and scrub from the surrounding area and from the lock chamber walls. Such growth had obviously contributed towards the deterioration and damage to the lock chamber and coping-stones.

With the site clear that was followed by the removal of 150 years worth of silt, (up to 9 feet deep) and assorted rubbish from within the chamber, a task that occupied the best part of two years. It was during this clearance that the bottom halves of the lower lock gates were discovered within the silt, having been almost perfectly preserved in the damp conditions. Very little evidence of the upper halves of the gates was found.

In 2007, with the lock chamber now empty, rebuilding began. Hundreds of original bricks were reclaimed from the silt and damaged walls before being cleaned and reused during the restoration, firstly of the east chamber wall and then the east upper and lower wing walls.



30th August 2006. As the lock looked prior to any work on the chamber walls. Some clearance had begun on the surrounding scrub and trees. The chamber is waterlogged.



September 2010 showing the east wall of the chamber with scaffolding removed and most of brickwork and coping stones repaired or replaced

In 2010 work on the west wall began. In far worse condition than the east wall, work was also hampered by the discovery of a fault line through the wall. It was therefore decided to tackle the west wall restoration in four 5 metre sections with each section requiring almost complete demolition, extensive reinforced concrete support and back-filling as well as complete rebuilding. Once again original bricks and lime mortar were used during the rebuild.

With the 2011 restoration season now at an end, two of the west wall sections have been completed. A deep hole in the lock chamber invert below the lower gate now requires investigation and repair. The hole, possibly the result of a much earlier repair attempt, has to be put right before any further progress can be made with the chamber walls in 2012.

It is estimated that the complete restoration of the lock chamber will take a minimum of a further three years. And many further obstacles also confront SORT. Lock gates will need to be built and positioned, a World War Two reinforced concrete defensive barrier positioned across the upper gate recess will need to be removed and various authorities and organisations will require much persuading to agree to allow water, once again to flow down the cut and through the lock. Only then will Isfield lock be in a position to function fully and with purpose once again.

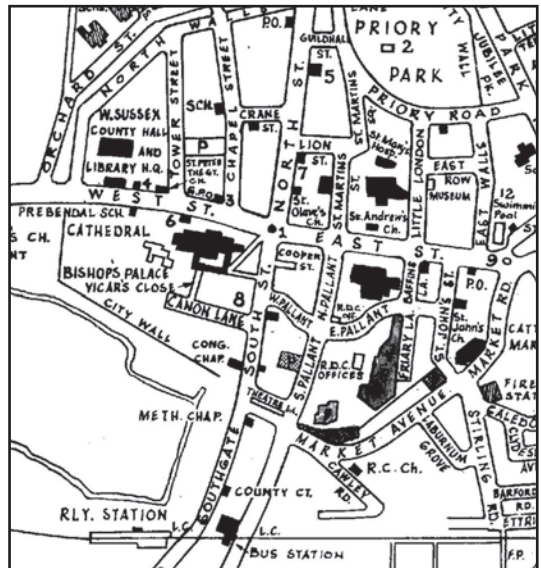
Normally working parties are at the lock on Thursdays and Saturdays and anyone wishing to help with the work should contact Ted Lintott on 01444 414413 or tedl@talktalk.net. He organises the working parties and should always be contacted to confirm attendance.

All Change at the Cathedral! Southdown in Chichester - before the bus station

Alan H. J. Green

In 1956 Southdown Motor Services opened a brand new bus station in Chichester; a much-needed facility which had been on the proverbial cards for years¹. Situated at Southgate, adjacent to the railway station, it offered previously undreamt of facilities for travellers, such as a waiting room, toilets a cafeteria and shops, all reflecting that post-war 'golden era' of public transport just before ownership of the horseless carriage became rife. Opposite, in Basin Road, was a new bus garage, an impressive structure with a clear-spanning pre-stressed concrete roof that was an early example of thin-shell construction. At last all the Southdown facilities had been brought together on one site, to the great benefit of staff and travellers alike.

An extract from a 1961 town plan of Chichester. The new bus station is next to the railway station. The blob at the intersection of the four main streets is the Market Cross. Although this map suggests that North and South Streets were on the same alignment, they in fact were not, North Street being offset to the east by a street's width. This created a navigational challenge to large vehicles such as buses. (Author's collection)



Prior to the opening of the bus station the company's operations had been split between two sites. The garage (which seems to have escaped photographers' attentions^{*}) was at Northgate, housed in the old Olympic Electric Theatre and a more modern building behind, whilst the centre of operations was in West Street next to the cathedral. Here there were bus stands on both sides of the street and this was the termination point for those services whose journeys ended in the city. It was also the staging post for coach services, including the famous *South Coast Express* which Southdown operated jointly with East Kent and Royal Blue. Chichester was, of course, served by Southdown's flagship service 31 from Brighton to Southsea, on which the company's newest double-deckers always appeared first.

^{*} As a very small boy, who had not yet started school, I insisted on being taken by my mother to the Northgate garage, in order to admire the vehicles therein, on the way back from shopping. Unfortunately it seems that the only photographs of it are those inside my head. Prints off these have proved impossible to obtain.



A post card view along West Street, looking west from the Market Cross, in the late 1940s. A Beadle bodied Leyland TD5 has arrived from the Witterings on service 53 whilst an aging coach with a roof rack (probably a 1933 TS4) is commencing its three-point turn into Tower Street. The TD5 will next perform this reversing move before returning to the Witterings. Note the cars parked at right angles to the kerb, restricting the width of the street and adding to the congestion during what then passed for Chichester's rush hour.

(Author's collection)

The company's Chichester offices were at 10 West Street, next to the Post Office, which building served as a booking and parcels office as well as providing accommodation for bus crews between turns. Of facilities for waiting passengers there were none.

An advertisement placed by Southdown in the 1949 Chichester City Guide encouraging visitors to the fair city to take advantage of the company's services.

(Author's collection)

SOUTHDOWN

MOTOR SERVICES LIMITED

While in Chichester why not take advantage of our—

EXCURSIONS — *To Local Beauty Spots and Places of Interest*

BUS SERVICES — *To all Parts of Sussex and East Hampshire*

EXPRESS SERVICES — *To London and points on the South Coast*

OFFICIAL TIME TABLE AND ROUTE MAP · PRICE 6D.

SOUTHDOWN MOTOR SERVICES LTD
West Street, Chichester Phone 3251

West Street, although being handy for the city centre, was far from ideal from an operational point of view, presenting as it did two logistical challenges. The first was the famous Market Cross, built in 1501 at the intersection of the four main streets. Whilst East and West Streets lined up perfectly, South and North Streets did not, North Street being offset to the east by a street's width, and the narrow passage from West Street along the north side of the Cross could be tricky for large vehicles. Whilst buses travelling from east to west and south to west could easily negotiate the Cross in accordance with the accepted practice for roundabouts,

moves in other directions could not, and had to be made on the wrong side in contravention of the Highway Code. To this end there was always a policeman on point duty at the Cross to stop traffic in order to allow these 'wrong side' moves to take place.

The other problem was with terminating services which, naturally, had had to turn round before commencing the return journey. This was accomplished by performing a three-point turn in the entrance to Tower Street, a narrow street leading to the north next to the church of St Peter the Great. At busy times of the day this was the cause of much inconvenience since traffic in West Street was brought to a standstill whilst the manoeuvre took place. An inspector, armed with a whistle, was often on duty to signal to the crew when it was safe to reverse.



No 435 (GUF 135) a Guy Arab II with Northern Counties utility bodywork, reverses out of Tower Street into West Street to complete a three-point turn on 7th July 1956, just before the opening of the new bus station removed this traffic-stopping manoeuvre from the West Street scene. The church of St Peter the Great is seen in the background. (John Iden)

West Street was not actually on the route of service 60 from Bognor to Midhurst, but none the less it was required to call there and so had to perform the ritual three point turn with a full complement of passengers for which up to four minutes were allowed in the timetable². It then resumed its northward journey via North Street but I cannot for the life of me recall (and neither can several other Cicestrians to whom I have spoken) whether in order to do so it first had to pass round the Cross on the wrong side or managed to squeeze round the north side and make the sharp left into North Street. Perhaps some reader can help with this vital piece of information.



No 117 (BUF 217) a 1935 TD4 rebodied by Saunders in 1946 is seen here in West Street on standby for relief duties on 7th July 1956. All-Leyland PD2 No 335, (JCD 35), has pulled in behind it on the eastbound service 31 to Brighton. It will be another 2½ hours before the 31 reaches its destination. When the new bus station opened, the Southdown office, which is seen in the background, closed. It was annexed by Morants, Chichester's only department store (Now House of Frazer). (John Iden)



No 192 (EUF 192) a Beadle bodied Leyland TD5 of 1938, now relegated to secondary duties, lays over in West Street in 1956. Its 'Private' destination board denotes that it is on standby to provide relief for an overcrowded incoming service – for which a spare crew would be waiting in the office. Ahead of it, No 724 (KUF 724) an All-Leyland PD2/12 departs on the eastbound 31 to Southsea, where it would arrive 1¼ hrs later. (John Iden)

Envoi

The opening of the new bus station in 1956 brought an immediate end to the three-point turns and a closure of the bus office in West Street, the latter being annexed by Morant's department store to house their shoe department. At the same time all bus services ceased in East Street, those from and to the east of the city being diverted via Market Avenue to the bus station³. The garage at Northgate was abandoned and began to fall derelict until the Festival Theatre took over part as a scenery store; the remainder was eventually demolished.

Buses continued to serve West Street but now it was only westbound services that did so. Northbound services (54, 58 and 60) now went directly from South Street to North Street, but in so doing added a new 'wrong side' move around the Cross. When the city centre was pedestrianised in 1975 all traffic was removed from North and East Streets, meaning that all west and northbound bus services after leaving the bus station had – and still have - to travel via South and West Streets and onwards via the ring road. On the return journey all services have to pass the Cross on the wrong side, so part of the spirit of the past still lives on!



The bus station today. The asymmetrical disposition of the wording BUS STATION on the upper storey is owing to the word 'Southdown' having been expunged by Stagecoach. Unfortunately none of the facilities provided in 1956 for the benefit of travellers are now available, the spaces they occupied having been sublet to other businesses - Sic Transit (Author)

Acknowledgements

I express my grateful thanks to John Iden for allowing me to reproduce some of his impressive collection of Southdown photographs and to John Templeton who shared his memories of pre-bus-station Chichester.

References

¹ Unattributed author(s) The Southdown Story 1915-1965, *Southdown Motor Services Ltd, Brighton 1965*

² Southdown Official Timetable September 1955 to June 1956

³ Southdown Official Timetable May to September 1961

The timely arrival of the following article serves as an appetiser to Paul Snelling's talk on Letter Boxes on Saturday 10th March. See Forthcoming SIAS Events. Ed.

Eastbourne's Anonymous Post Boxes

Peter Longstaff Tyrell

In life it can be common commodities, that have an intriguing past to relate and this is the case concerning post boxes. Looking down when posting a letter will indicate an embossed allegiance to our monarchy that goes back to Victorian times when the Post Office became established. However an in-depth study of pillar box specifications and quirks can be mindful enough to satisfy the most ardent addict. The first (octagonal) post box had been installed at St. Hellier in Jersey in 1852 as a trial at the instigation of Sir Rowland Hill, then Secretary to the Post Office. This experiment was overseen by Anthony Trollope who worked for the GPO at the time. In 1853 the first mainland unit followed at Carlisle - some dozen years since the inaugural adhesive stamp and uniform penny post. The first round pattern post box appeared in 1879, with a variety of exceptions and materials utilised ever since. Royal Mail estimates there are in excess of 100,000 post boxes in the United Kingdom.

There remains an odd sequence of post boxes without any royal cypher. It is believed that Andrew Handyside Co. of Derby, the manufacturer, somehow overlooked to adding the Royal crest and cypher between 1883 and 1887. These enigmatic artefacts are known as 'Anonymous' as they are completely plain on the front side. No explanation for the Royal omission has been forthcoming – it is simply not there.

In Eastbourne four such Anonymous post boxes remain :-

1. Grange Road (opposite Jevington Gardens)
2. King Edward's Parade (opposite the Wish Tower)
3. Selwyn Road (junction Watts Lane)
4. The Avenue (junction St. Anne's Road)

One photographed in Royal Parade in 1993 may have been replaced by the nearby Penhale Road wall mounted post box and another outside the former post office in Stanley Road has been replaced with a pedestal type post box. There are two variants of pillar boxes, known to Royal Mail as Types A and B both being 5' 4" (163cm) in height. Type A being the larger capacity with a 1' 7¼" (49cm) diameter and B being 1' 3¼" (39cm) diameter. All of Eastbourne's Anonymous boxes are Type B, but have the high and low posting aperture variants. Grange Road and King Edward's Parade have the high aperture just below the cap, whilst the others have the lower aperture between two horizontal bands above the door (the reason for the change being letters tended to get stuck between the high aperture and the cap).

Andrew Handyside was born in Glasgow in 1805 and he became employed at his uncle, Charles Baird's, engineering company at St. Petersburg, Russia. In 1848 Andrew Handyside acquired the Britannia Foundry in Derby, nestling beside the River Derwent and a steep embankment. This firm had established an enviable reputation for assured quality, since it opened as Weatherhead and Glover in about 1820. Their standards were based on their employees' workmanship skills and the fine local sand. The iron castings of the company became renowned globally for their robustness and quality. Contracts for post boxes were just a minor aspect of their order books. They produced castings for bridges, railway station roofs, piers, and ornamental ironwork, such as street lamps and fountains all of which found a market across the blossoming globe from industrial Victorian England.

Their first post boxes were manufactured in 1853 and in 1879 they secured their first volume contract to supply the nation. Their order book for post boxes ran into the early 20th century. Over the years other manufacturers and materials have been used to produce post boxes, but the most familiar of all bear the name of Handyside.

In 1886 the London property now known as Olympia was erected by the firm. It was said to be the largest hall in the nation covered by a span of iron and glass and it opened as the National Agricultural Hall. Handyside's supplied the Manchester Ship Canal with structures, including the Barton Aqueduct and the Barton Road Swing Bridge that are said to have been assembled first in Handyside's work yard before going for installation.

Andrew Handyside died in 1887 and the firm he created went into decline, eclipsed by modern manufacturing methods and closing in the early 1900s. His foundry was shut and stripped of its assets – the site being absorbed in a housing estate with just the name Handyside Street extant in acknowledgement. Although for countless hundreds of people across the world the name of his foundry retains pride of place on his products.

Sources:

1. Tony Bryant Esq. for the idea
2. Personal fieldwork and photos.
3. Andrew Handyside and Company – Wikipedia, the free encyclopaedia.
4. BBC – AHistory of the World.
5. Pillar box.- Wikipedia, the free encyclopaedia.
6. The Letter Box Study Group - www.lbsg.org
7. The British Postal Museum and Archive.

See the back cover for an image of one of these boxes.

How it happens (or almost doesn't!)

Martin Snow

I am confident that you are all pleased to scoop your eagerly awaited *Newsletter* up off the doormat each quarter. How does it get there? - A miracle mix of modern technology and volunteer effort!

We have moved on from the typewriter cut stencils that were duplicated on a Roneo or Gestetner machine (there were other makes), most of which are now in tips, a few survive in museums (or garages and sheds). No doubt someone will write and tell me they still rely on one!

We are now in an age of electronics, material is now delivered by email in the ubiquitous Microsoft Word format for text and the images are mostly in digital form (I can still accept paper/film versions!). The *Newsletter* is laid out on a PC, then sent to the printers by email and printed by them using 'laser' type hi-volume printers (grown up 'hi-tech' photocopiers to you and me) - no more inky hands!

Then on to the 'hidden' bit - our membership secretary keeps a database of addresses (only used for Society mailings and admin.) that are sorted and printed onto labels. Both of the *Newsletters* - *SIAS* and *Mills* - and the *SIH* annually, are inserted into envelopes, the stamps attached, then bagged and off to the Post Office. Hand deliveries having been separated for some 120 of these and volunteer members drop these into your letterbox, saving the Society postage.

It all sounds simple but some 500 *Newsletters* need to be processed promptly to arrive with you in time for you to rush to the various events that are detailed.

Until recently all the collating, bagging, etc. was done by our General Secretary, Ron Martin. I am sure you will join me in thanking Ron Martin for his sterling efforts in the past in getting your *Newsletter* to you. Thanks too for Julie O'Hara and Steve Winnard who have kindly volunteered to continue this important task.

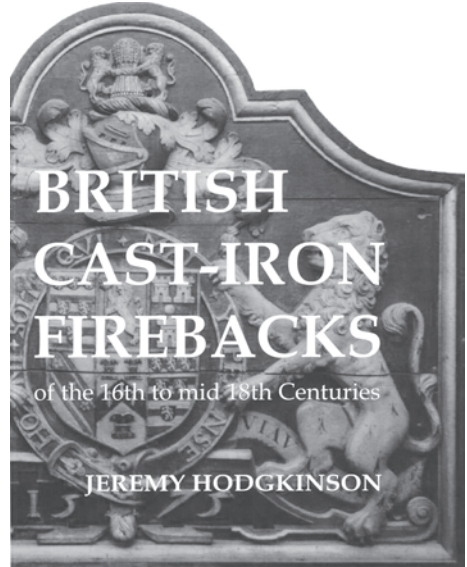
So where is the IA in all this, well the typewriter has largely been consigned to the museum (or attic), the dirty ink printing technology has - for lower volume runs - been superceded. I have my own museum (junk room!) of computers, printers etc. Very quickly the film camera has been largely overtaken by the digital versions, so there must be a massive camera graveyard somewhere, along with all the 'wet' processing equipment that supported the 'snapping' industry.

Of course this all relies on my getting 'news' material and images, so please remember to keep me updated, don't assume 'Oh! so and so will tell him!'.

Also, do consider offering to help your Committee, there are many ways, delivery of newsletters, suggest and/or organise a meeting or visit, spot IA at risk, so much more. Contact one of us today - contact details are inside the back cover.

Book Review – Martin Snow
British Cast-Iron Firebacks of the 16th to mid 18th Centuries
By Jeremy Hodgkinson

No apologies for featuring a review of a book on a product in that most useful material; Cast Iron. My own introduction to these was as teenager through my father who was responsible for replicas being cast at Blaber Foundry in Brighton. The evolution of houses in the Sussex Weald was via the form of a 'Hall' open to the rafters with an open fire whose smoke originally found its way out through the thatch; later a hole in the gable wall. Developments by the early 16th century introduced the chimney; this rearrangement needed a protection for the brickwork, or other vulnerable material, and to reflect the intense heat into the room. Enter the cast iron fireback which was simple to cast in a sand bed mould. Initially completely plain the introduction of design in the form of items pressed into the sand would have been a natural progression.



Jeremy, in this book, has sought to provide a detailed record of the evolution and production of this important item that is now chiefly used as a decoration, though the occasional public house still has one behind a welcome roaring fire.

As well as detailing the history the book features a gazetteer of many examples, each with a photograph and full details.

Jeremy has clearly spent a lot of time and travel in researching for this book; most of the illustrations are by him, accompanied by full details for each one.

This book is a must for anyone with, even just a passing, interest in the subject, it includes a full discussion of copying firebacks over time and their detection encouraging owners and researchers alike to compare measurements etc, conceding that some of the ones illustrated made in fact be a copy of an unidentified original that may or may not still exist, as the harsh environment in use results in corrosion and cracking.

278pp, 8¼" x 10⁵/₈" 342 b/w illustrations, 2010, ISBN978-0-9566726-0-5 Price £24.99 + P&P
Published by Hodgersbooks, www.hodgers.com/books and available by post -
3 Saxon Road, Worth, Crawley, RH10 7SA

Endangered Sites - Ron Martin

In response to a request made at the recent AGM it is proposed that a list of endangered sites is included in each *Newsletter*. Herewith is the first list, covering the last six months. Please forward updates on any further endangered sites.

Demolition of the bridge at Yapton over the former Portsmouth and Arundel Canal

Demolition of all the buildings of the Royal Sussex County Hospital, Brighton on the north side of Eastern Road (Including the 'Barry' Block)

Demolition of the former Co-operative Store, 94 – 103 London Road, Brighton

Substantial conversion of former J. Lyons & Co. Café (later Job Centre), 13 – 15 Old Steine, Brighton

Demolition of the former Astoria Cinema in Gloucester Place Brighton

Demolition of the former Grenada Cinema in Portland Road, Hove

Demolition of the former Lec factory in Bognor Regis

Demolition of the former Ice Rink in Queen Square, Brighton

Demolition of the art block, mower store and part of pool building at Ovingdean Hall College, Ovingdean, Brighton.

Demolition of the footbridge over the River Adur at Shoreham-by-Sea

Demolition of locomotive shed and store and office which abut the Marine Workshop at Newhaven Harbour Railway Quay

Demolition of industrial building at 184 South Coast Road, Peacehaven

Demolition of sales building at Lewes Garden Centre, Newhaven Road

Time for More Research

In the January 2010 *Newsletter* there was a notice by Martin Gregory and Stephen Hallam with some history of the Reason Manufacturing Company. It caught my eye in the course of my efforts to turn up biographical information about H[enry] Stafford Hatfield, self-described electrochemist and author of (among other things) a book titled *Automation: Or the Future of the Mechanical Man* published in 1928 as part of the *Today and Tomorrow* series of Kegan Paul. Some material on the internet suggests he may have had a connection with Reason Manufacturing, but the bottom line is that I am coming up pretty dry when it comes to finding out anything of his life story that goes beyond his patents and publications. So far as I can tell, for example, he is not in the Oxford DNB—or even Wikipedia, for that matter. Yet the mind at work in *Automation* seems pretty intriguing, and it might be helpful to me for writing I am doing about some of the books in the Kegan Paul series to know more about the man.

May I impose on you, then, to forward my inquiry to Messieurs Gregory and Hallam, or indeed anyone in your society who might be in a position to point me in the right direction for background on Mr. Hatfield?

Thank you for your time and assistance. Charles Rubin, rubin@duq.edu

Associate Professor of Political Science, Duquesne University, Pittsburgh, PA USA

Mystery Photo - What about these?



Do you know your IA?

This line of posts clearly show their origin as bullhead rails from the LB&SCR along with their makers name.

Where are they,
which line were they on,
what period are they,
when and how
did they get to be here?

Can you answer any or
all of these questions.

Do you know of any other
remaining old rail company
rails in any use?

*(Martin Snow
October 2011)*

Update

The bollards in *Newsletter 152* stand in the alley (twitten) between Regency Square and Russell Square, Brighton. There are other listed bollards in Brighton along with various other cast iron items of the street scene. We all walk past these examples of our industrial past, and not so past, all the time, mostly without a glance at them. I wonder how long it will be before the modern cast iron 'bell' shaped ones placed to deflect HGVs from cutting corners will be listed? Maybe never! with all the financial cuts imposed on English Heritage. There is an example of a 'bell' type on the corner of Church Street and Windsor Street, Brighton.

Please keep an eye out for examples of these items and, if possible, let me have a picture, either for this feature or to provide inspiration for a future article.

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Subscribing to the Sussex Industrial Archaeology Society gives automatic membership to the Sussex Mills Group.

The Sussex Mills Group also produces a Newsletter that is sent to members with this Newsletter.

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Working in white bell bottoms! it must be 1977 at Coultershaw. Chris Bryan forwarded this *Blast from the Past*. Is that you, or someone you know? (Terry Allen Collection)



‘Anonymous’ Post Box in The Avenue, at the junction with St Anne’s Road, Eastbourne.
See article inside
and talk on 10th March.