

50
1967



Years
2017

Sussex Industrial Archaeology Society

Newsletter

Number 176

October 2017



Linda Wilkinson, third from left, at the ceremony to mark the 'reopening' of the Selsey Tramway bridge across the Portsmouth & Arundel Navigation at Hunston on 4th May 2009.

Linda was heavily involved with the organisation of this event and here she is flanked by (l. to r.) John Mills, West Sussex Senior Archaeologist, John Blackwell, SIAS Chairman, and Laurie Cooksey of the Colonel Stephens Society and author of the two-volume Wild Swan history of the Selsey Tramway.

Please see the obituary for Linda Wilkinson on page 6.

(Alan Green)

Newsletter 176

Contents

October 2017

Editorial	2
Forthcoming SIAS Events	3
Events from Other Societies	4
Obituary: Linda Wilkinson 1944-2017	6
<i>Newsletter</i> no. 79, July 1993 - IA Recorder's Report	8
Recording Update	10
Historic bridge to be restored.....	11
Reports :	
Visit to Sites in the Newhaven and Seaford Area	12
AIA Conference Report.....	16
Bexhill-on-Sea's former RNLI coin collector.....	19
Milestones Anomaly	20
Coade Stone Surprise	21
Mystery Photo and Update	22

Editorial

Welcome to *Newsletter 176*, the last for our 50th celebratory year.

I must convey sad news. As you will have seen from the cover, active SIAS member Linda Wilkinson died in September, there is an obituary starting on page 6.

Linda was very organised in her last days, I am sure she would be pleased if I use her example to remind members that is never too late to decide what is to happen to your prized treasures, books, notes pictures, films, videos etc. when you pass away. A few short notes to your loved ones will make it easier for them to deal with those items, it is such a shame what they have little choice but to have to arrange to bin those things that could so easily find a home with like minded people, be it IA related or other interests.

I do not want to labour on here, but if you want some assistance or just to chat, please contact me in my capacity as General Secretary.

Your Committee are not only charged with the immediate affairs of the Society, but ensuring it is fit for the next 50 years and continues to be relevant to the pursuit of IA research in Sussex as well as the whole of Britain. As part of that, please consider the request on page 3 for slides, photographs, not forgetting film and videos where available.

Forthcoming SIAS Events

Malcolm Dawes

The following SIAS meetings are held

at West Blatchington Mill Barn, Holmes Avenue, Hove BN3 7LF

Saturday 21st October, 7.30pm. *Hearth & Home: Sussex vernacular building materials - A Geoffrey Mead Talk*

Sussex has a wide range of vernacular building materials from bricks and sandstones to flint cobbles and thatch; this range is dependent on the underlying geology and also on transport routes. We look at a range of issues and examples from High Weald to foreshore and from Selsey to Rye.

Saturday 18th November, 2.00pm. *AGM and celebration of the SIAS 50th Anniversary*

Please find the notice of the AGM and nomination slip enclosed.

After the formal business there will be a short retrospect of the Society's activities followed by refreshments.

Saturday 20th January, 7.30pm. *By train to Chichester 1846- 2016*

Chichester was - and still is some say - a one horse town but it was very early on the railway map when the West Coast line of the LB&SCR arrived in 1846. It was soon extended west to Portsmouth, and in 1881 a new line was opened to Midhurst followed in 1897 by the infamous Selsey Tramway, meaning it was now possible to travel by train north, south, east and west of the city. In this talk Alan Green looks at the varying fortunes of these lines from LB&SCR to (new) Southern Railway days, interspersed with the memories of a schoolboy gricer.

Saturday 10th February, 7.30pm. *Film Nite*

Following our successful previous archive evenings, we plan to delve into the archives again. Martin Snow invites suggestions of items for possible inclusion.

Please see the Mills Newsletter for details of Mills Group activities

Wanted! Your slides and photographs

Perusing our old Newsletters there are many reports of Society visits and working parties where I am sure many slides and photographs were taken.

Also much research has been reported but no photographs could be included at the time to illustrate the article.

The Society has an archive of slides gifted by members but a more comprehensive collection would illustrate our research and work to future generations. Slides or photographs should be forwarded to the General Secretary together with a short description.

The General Secretary has the facility to scan slides or photographs at a high resolution and can return them if required.

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 email to malcolm.dawes@btinternet.com

Thursday 19th October, 8.00pm. *The Legacy of Ivan Margary*

In 1929 Margary made a chance discovery of the London to Lewes Roman Road. He went on to trace the route from London to the Ouse valley, going on to trace the routes of Roman roads all over Britain. Wivelsfield Historical Society talk by David Mllum. Visitors £2.50. Wivelsfield Village Hall. 01444 451568.

Saturday 21st October. *Steam train excursion from London Victoria to Bognor Regis and Littlehampton*

Photographic opportunities in Sussex. www.railwaytouring.co.uk.

Saturday 4th November, 10am to 4pm. *Opening day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Sunday 5th November. *London to Brighton Veteran Car Run*

Wednesday 8th November, 7.30pm. *The Chichester Festival Theatre Archives*

Chichester Local History Society presentation by Katherine Slay, formerly of WSRO. £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Friday 10th November, 8.00pm. *Hearth and Home*

The various forms of material used in construction in Sussex and their sources. Burgess Hill Local History talk by Dr. Geoffrey Mead. Cyprus Hall, Cyprus Road, Burgess Hill. £3 visitors. www.burgesshillmuseum.co.uk

Monday 13th November, 7.30pm. *The Silent Block Bell part 2*

A further selection of local signal boxes

Southern Electric Group, Sussex Branch presentation by Andrew Marshall.

£2 visitors. Deall Room, Southwick Community Centre, Southwick.

www.southernelectric.org.uk

Wednesday 15th November, 7.45pm *Mis-spent years*

Sussex Transport Interest Group talk by Paul Snelling. £2.50. London Road Station, Brighton. 01273 512839.

Tuesday 21st November, 6.30pm. *Developments in Heavy AA Artillery WWII*

Newcomen Society lecture by Geoff Smith. Portland Building, Room PO1-11 of the University of Portsmouth, Portland Street, Portsmouth. Some on-street parking is available locally but there is a charge for use of the adjacent University car parks. Visitors welcome and admission is free. Information from newcomen.com

To book places and confirm details contact robert.otter@btinternet.com

Saturday 25th November, 2.30pm.

Brighton in 1827 as seen through the eyes of a French Nobleman

Brighton and Hove Archaeology Society, Local History Forum talk by Suzanne Hinton. £3 non members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Tuesday 28th November, 7.30pm. William Penn and West Sussex

Worthing Society talk by Martin Hayes, WSCC Local Studies Librarian.

Visitors £3. Worthing Library Lecture Theatre. worthingsociety@yahoo.co.uk

Saturday 2nd December, 10am to 4pm. Opening day at the Brede Steam Engines

Steam and working industrial engines.

Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Tuesday 12th December.

Steam train excursion from London Victoria to Eastbourne and Hastings

Photographic opportunities in Sussex. www.railwaytouring.co.uk

Thursday 21st December, 7.30pm. John Every's Phoenix Iron Works

Our Chairman John Blackwell reprises his presentation for the Mid Hants Railway Sussex Group at Southwick Community Centre, Southwick. BN42 4FW. £3 for visitors.

Saturday 6th January, 10am to 4pm. Opening day at the Brede Steam Engines

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Sunday 21st January, 11.00am to 3.00pm.

Origins of the South Downs Park (Dr. Geoffrey Mead)

and Lime Plastering, Pargetting, Fresco and Scraffito (Bill Sargeant)

Part of Wealden Studies Group Programme of Winter Lectures.

Further information on cost and arrangements for this study day are detailed at www.wealdenbuildings.org.uk/events/meetings-and-workshops

The lectures take place at Wivelsfield Church Hall.

The exhibition on the achievements of astronaut Tim Peake continues at the Novium Museum, Tower Street, Chichester.

Do please check details of events 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.*

Obituary :Linda Wilkinson 1944-2017

Alan H J Green

Society members will be saddened to learn of the death of Linda Wilkinson, an active member of the Society, on 11th September 2017 at the age of 73

Linda was a prominent member of Adge Robert's SIAS Canal Group, a group committed to excavating and conserving engineering works on the abandoned Ford to Hunston section of the Portsmouth & Arundel Navigation along with maintaining Poyntz Swing Bridge and opening it for Heritage Open Days. A regular attender at the evening lectures she provided transport to West Blatchington for many of the 'Chichester Mob' and assisted with the teas. It was also rare for Linda to miss a SIAS visit and she is pictured below enjoying the *Iron Rails and Beer in the North West Frontier* tour in May 2008.



Seen on the SIAS visit
to Fernhurst Wealden Iron Site
on 3 May 2008.

Linda Wilkinson (second left)
awaits conveyance to the action
on a trailer along with (l-r) Julie
O'Hara, Adge Roberts
and Steve Winnard.

(Author)

Linda was born in Runcton on 21st May 1944 and for all her 73 years lived either in, or within a few miles of, Chichester, the city that she loved. Tragically she was widowed ten years into her marriage and left to bring up two young daughters on her own as the sole breadwinner, and she stayed a widow for the remaining 40 years of her life. She made a modest income from self employment, using her talents for gardening, dressmaking and catering to good advantage, but owing to the inadequacies of the state pension was never to know the luxury of retirement, instead having to work right to the end to make ends meet.

Despite this need to earn a living she gave herself tirelessly to service in the many organisations to which she belonged and in this she was the most selfless person I have ever known. When one asked she gave; when one stopped asking she still gave; and whenever she was approached to take on something new she would invariably agree with no thought as to how that extra duty might affect her leisure or social life. She was a founder member in 1979 of the Portsmouth & Arundel Navigation Society dedicated to reopening what had become known as the Chichester Canal,

from Chichester to the sea, and the section to the River Arun at Ford. This later became the Chichester Canal Society, and Linda was for many years its chairman and toured the country giving talks about the canal and taking a display stand to IWA events. She served loyally until warring factions within the society mounted a pernicious campaign to unseat her in 2014, a campaign that went against her despite all she had achieved since the inception. This was deeply hurtful to her but the Canal Trust (as it now is) has been all the poorer without her guidance.

Other organisations in which she served included the Girl Guides, Chichester Local History Society and Chidham and Hambrook parish council, again all in very active roles, and her service to the City of Chichester was honoured by a Civic Award in 2007.

It was just before Christmas 2016 that Linda's health began to fail. This came as a shock to most of us who always assumed her to be in robust good health, but, just as she made light of her achievements, she never paraded her ailments but kept them to herself. She was unable to work after Christmas as the compounded medical problems meant that she had difficulty in walking and standing, but she still carried on – sans income – with her voluntary work. Admissions to hospital (including one in April which forced her to miss 'our' SERIAC, about which she was far from pleased) failed to identify the root cause of her problems which had then extended to breathing difficulties. At the end of July 2017 she was admitted to Queen Alexandra Hospital in Portsmouth to have a growth in her neck zapped, and it was then that she was diagnosed with leukaemia and given just two months to live. Naturally this news knocked Linda off her bearings, but not for long; Linda was not the sort given to self-pity and lamenting "why me?" instead she took it stoically in the spirit "why not me? She decided to use her remaining time to the best advantage, and set about putting her affairs in order, being determined to leave no loose ends. She sorted out her things, giving away treasures to those she knew would appreciate them, depositing papers at the Record Office and taking clothes to charity shops, She even paid for her funeral up front! For that first month she noticed no difference in her health and lived life to the full, including going down to Portsmouth to see the Navy's vast new aircraft-less aircraft carrier get shoehorned into the dockyard, not wanting to miss out on a slice of history. Perhaps she harboured a secret hope that 'they' might have got it wrong, but unfortunately 'they' hadn't, and in the first week of September she went into a rapid decline. She elected to die at home under the care of her daughter Helena and visiting Hospice Nurses. The end came at 10.30am on Monday 11th September, six weeks after the fateful diagnosis.

Selfless to the last, Linda Wilkinson gave so much that to say that she leaves behind a hole that will be difficult to fill is something of an understatement. She may be gone but she will never be forgotten; her legacy will see to that.

In this 50th anniversary year of the Society an article from the *Newsletters* of the 60s, 70s, 80s, and 90s will be reprinted in each *Newsletter*.

The following is from *Newsletter* 79 July 1993

In 1990 the Society obtained a grant from the Leverhulme Trust to appoint a paid recorder for a period of two years. Don Cox was selected for that role and undertook a most successful project. He is a long-standing member and was Vice Chairman at the time and an active member of the newly formed Mills Group. Here is his final report.

IA Recorder's Report

Don Cox

This report is made on completion of the Sussex Survey of Industrial Archaeology carried out between 1st June 1991 and 31st May 1993 by D.H. Cox (assisted by Mrs. L. Cox).

It was realised from the start that, as many of the urban areas had already been recorded to some extent, the survey should concentrate on the rural parishes where complete coverage would be otherwise difficult to achieve. The survey has therefore been carried out on a parish by parish basis and in the course of the two years I have visited 225 parishes, completed some 4,000 record sheets, travelled 12,200 miles and taken some 4,300 black and white photographs.

With a complete survey being carried out in three stages, the scope of this project was to complete stage one. This was defined as: the location and brief recording on a standard recording sheet of the site together with a photograph. The purpose of stage one is to provide evidence for selective approach to stage two, which involves research into the historical background of the site and to stage three, a detailed survey with measured drawings and full documentary research. It was found that sites in many of the parishes were related to industries which were of a local nature serving the needs of the immediate area.

In many cases it was difficult to determine their original use due to many changes over the years since the building was originally erected. Furthermore many rural industries did not require buildings which differ much from living accommodation. Many buildings changed trades and to and from domestic use over the years. A good example of this is the smithy or blacksmith's workshop. The requirement for a smithy is for a single room of four walls with a roof, a door and a chimney. With the present shortage of houses these premises are ideal for addition and conversion into a dwelling. However most of the older and larger manufacturing industrial premises were sited in the larger towns where there was a ready supply of labour. The transport industry figured prominently in the survey and many examples were found, both in use and disused and most can easily be found. These include railways, particularly bridges, tunnels and viaducts. We all know of the Balcombe

viaduct but there are at least five other smaller ones in the county with four still in use. The canals and river navigations have also left many remains but are possibly more difficult to find. Road and railway bridges are numerous with some interesting designs to be seen. The telephone is an interesting example of recent IA as many villages had their own exchange in a small detached building, but with the introduction of digital exchange equipment the work is being centralised and the local exchanges dispensed with.

Mills deserve a special mention and it is surprising how many remains there are. Windmill remains vary from the fully restored, through the ones converted into a dwelling to ones where the only evidence is of their foundation in the ground. Water mills nearly always leave their mark with a mill pond or remains of the mill race but many do survive as buildings in various states of use and decay.

Education is mainly evidenced by the local primary schools. These and the school house, usually attached to the school, are still extant in most parishes and are worthy of further study. Retail outlets are an interesting aspect of the survey. Many of the rural shops still remain with attached domestic accommodation but increasingly they are being converted solely to dwellings. Public houses also constitute an important centre of rural life.

The village garage formerly had four functions: 1) selling petrol, 2) selling cars, 3) bodywork repairs and painting and 4) workshop maintenance. It is becoming increasingly common for these four functions to be separated and located on different sites with some of the functions disappearing altogether. Agriculture was not within the scope of the survey but many farms are now subletting some of their buildings for a variety of industrial purposes. With regard to manufacturing industry, this is frequently grouped in industrial estates or business parks, some of recent construction, some farm conversions and some of single large factory sites converted to smaller multi use individual units.

Conclusion

From the start it was realised that the time scale was unknown in that nobody knew how many sites were involved and how long it would take to record each site. It soon became apparent that in order to visit every one of the 225 rural parishes (i.e. 2 or 3 per week) there would not be time for an in depth study involving contact with local societies, This was tried in a few cases but doubled the time spent in that parish. It also produced more information but with very little increase in the number of sites, the involvement of local societies would be dealt with in Stage two research. The work has proved to be most enjoyable with one day per week spent out finding sites and the other four days spent at home researching the sites and completing record sheets.

Thanks:

To the Society for giving me the opportunity to visit most of the industrial sites in Sussex, The *more* I see the more I realise that there is still much to be seen and investigated in the future. To my wife, Lynn, for her invaluable assistance, support and general forbearance. Her help certainly enabled me to find many sites which I would have missed on my own. To Ron Martin for general support and guidance, particularly at the start of the project. To Michael Bevan (Treasurer at the time) for his efficient handling of the financial side; never late with any payment To all the people that I have asked for information and/or assistance. This was always given freely when requested. To the Leverhulme Trust for making the whole project possible. Lastly but not least, an apology to all the people who have offered their help with whom I would have like to have discussed their parish or area of knowledge but have not had the time to do. I hope one day to rectify that.

Note. All Don's record sheets have been scanned on to CD Rom.

~~~~~ Recording Update

John Blackwell

What has happened in the last 20 years or so. One could say not a lot as the following list indicates, but this would not be so. Members efforts have concentrated on type rather than location, so we have completed surveys on tollhouses and milestones, breweries, railways, (stations, signal boxes, goods sheds etc.), lidos and swimming pools, water towers, wind and water mills, canals and importantly Ron Martin's surveys and continuing work on Brighton. Much has been published in SIH but not all of the above has been transcribed on to our record sheets; authors please take note!

How Can I Help?

Here is the list of towns and parishes that remain to be completed and it would be appropriate in this anniversary year to start to make inroads into this, particularly by members who live in or near to the locations.

In West Sussex:

Arundel
Billingshurst
Bognor Regis
Burgess Hill
Chichester
Crawley (part)
Horsham
Hurstpierpoint (part)
Littlehampton
Midhurst

North Horsham
Petworth (part)
Pulborough (part)
Shoreham-by-Sea (excluding Southlands Hospital)
Southwater (excluding Christ's Hospital)
Steyning
Sompting
Sullington
Upper Beeding (excluding Shoreham Cement Works)

In East Sussex:

Battle

Bexhill

Brighton and Hove (part)

Crowborough

Eastbourne

Forest Row

Hailsham

Hastings (excluding St. Helen's Hospital)

Heathfield (part)

Hellingly (excluding former Mental Hospital)

Horsted Keynes

Mayfield

Penhurst

Rye

Seaford

Southease

Uckfield

Winchelsea

The Gazetteer that was produced for the AIA conference and distributed to members shows what is required, omitting the completed topics referred to above and excluding, at this stage, shops, pubs, schools, hospitals and modern warehousing, offices and factory units, usage of which is constantly changing.

A downloadable printable copy of the record sheet is available on our website www.sussexias.co.uk or is obtainable from the General Secretary.

ONLY THE MINIMUM AMOUNT OF DATA NEED BE ENTERED i.e. LOCATION AND DESCRIPTION (obviously more if known) and a SEPARATE DIGITAL IMAGE or IMAGES PROVIDED and then forwarded to the Recording Co-ordinator.

This is your chance to help your Society to complete this important work as IA structures are disappearing at an alarming rate particularly in towns. I can assure you that it is most interesting task and you will learn a lot about your local area and its industries and no specialist knowledge is required.

PLEASE DO HELP.

~~~~~  
*The Argus 13th July 2017 - via Peter Tyrrell*

### **Historic bridge to be restored**

Repair work on a historic bridge will begin next week and last for three months.

Stonemasons will begin refurbishment work on Greatham Bridge outside Coldwaltham near Horsham on Monday to ensure it remains safe for use.

Routine inspections have identified significant erosion to the old stonework.

Due to the narrowness of the road, the bridge will be closed to traffic for approximately 12 weeks with a signed diversion route via the A29 and A283.

The £235,000 scheme will ensure access to private properties along the lane will be maintained at all times from the diversion route.

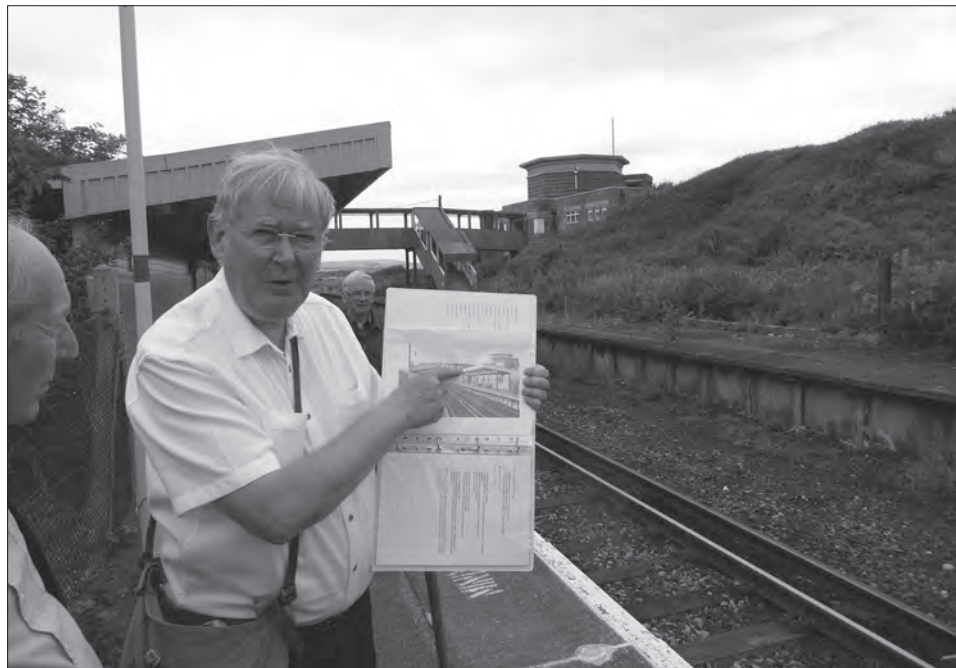
The bridge is an ancient monument originally commissioned by Sir Henry Tregoz, reconstructed in the 1790s and underwent restoration in 2003.

## Visit to Sites in the Newhaven and Seaford Area

**Robin Jones**

On Saturday 1<sup>st</sup> July, 16 members met at Bishopstone Station near Seaford where Alan Green gave an introduction to this unusual station. Using photographs he had in a folder Alan explained that the station was designed by James Robb Scott and was opened on the 26<sup>th</sup> September 1938. The Art Deco design is said to be inspired by that of Arnos Grove station on the London Underground. The main building of the station is symmetrical, with an octagonal central booking hall and two extended wings. One wing formerly contained a ticket office and parcels office and the other a waiting room and toilets. In 1940, a pair of pillboxes was built on the roof of the main station, flanking its octagonal tower. They and blend well within the original structure.

After hearing this introduction from Alan and the taking of a group photograph and also viewing an original LBSCR bench, we went inside the building and observed how the booking hall was now just an empty shell. This then led to the footbridge which gave access down to the platform and also to the caravan park to the south. When built, the station had two side platforms in a cutting, but the line was singled in 1975 and all trains now use the former up platform.



Alan explains the finer points of Bishopstone Station from the platform (*Robin Jones*)

After this visit we then travelled to Paradise Park near Newhaven for refreshments in the garden centre, before visiting Newhaven Museum. Run by the Newhaven Historical Society the Museum covers the town's fascinating history and how it grew up from an old fishing village into a thriving port. When we arrived, the volunteers had on display drawings of the Piddinghoe Kiln which SIAS was instrumental in saving, recording and preserving.

There were many exhibits associated with the maritime past of Newhaven including the Newhaven – Dieppe ferry service and how it developed over the years, run by a variety of different shipping companies. Many ship models were on display including paddle steamers and turbine steamers used on the service. There were also paddle steamers used on coastal excursions. Parker Pen, which used to be a major employer in Newhaven, was also represented with a display of their pens in a large cabinet. An interesting montage was observed at the end of the museum where models of a number of buildings were put together as a collection which included the Tivoli cinema and Town Hall at Eastbourne and also Newhaven Harbour. A Lamson cash carrier was erected above our heads where cash was transferred from different departments in large shops, but unfortunately it was not in working order. There was also a cinema showing early films of local events and the recent Seaford 150 Steam Engine Special marking the 150<sup>th</sup> anniversary of the opening of Seaford railway station. An exhibition about Newhaven Lifeboat gave the background to the work the RNLi had carried out over the years at Newhaven saving lives at sea. Displays about both World Wars and how Newhaven played its part in these conflicts were covered in photographs and artefacts. There was also information about the Dieppe Raid in August 1942. The Tide Mills at Bishopstone were covered with photographs of the buildings when the mills were in use.

Members could look through a series of A3 encapsulated photographs and drawings of Newhaven and the surrounding area covering a wide range of subjects from local events to the early swing bridge. In fact there were one or two items on display from the original swing bridge. It was also possible to use the computer to look up some archive material on many subjects associated with Newhaven. This museum has much to offer the enquiring mind and one could spend hours researching many subjects.

We then retraced our route back to Seaford to Martello Tower No. 74, the home of Seaford Museum since 1979. The tower was built as part of a coastal line of defence against a feared Napoleonic invasion when the French had a force of 130,000 men and 22,000 ships poised across the Channel in Boulogne. However Napoleon was defeated at Trafalgar in 1805 and seven years later he was forced to retreat from Russia and in 1815 he was finally defeated at the Battle of Waterloo. So the tower was never used for its original purpose. We arrived and went

downstairs and were given the freedom of looking at the wide range of exhibits on display. As this building is very old most of the exhibits are located on the lower floor so access was down steps although there are plans to install a lift. In the first room there was a display of radios and televisions and it was interesting to see very early TV sets with magnifying glasses attached to the front to give a larger image as these sets only had small screens. In the next room were typewriters and vacuum cleaners including an example of the first Dyson vacuum cleaner. This museum also had a Lamson cash carrier which was actually working and some of our members operated it. This was near a collection of reconstructed shops, including a pharmacy, haberdashery, sweet shop and a hardware store all selling items most of us knew from our childhood days. There was also a Victorian and a wartime kitchen. Seaford had a number of cinemas and the Ritz was reconstructed and showing early films with a vintage projector on display, the films included a Mickey Mouse cartoon. A working model of Seaford railway station, as it was in 1922, was also in the Museum with a steam train able to leave and return from the station. Nearby was an original bathing machine used when modest Victorians swam off Seaford beach. After looking round the exhibits some members climbed the steps up on to the roof of the Martello Tower to take in the view and look at the cannon. (The museum is now closed, until further notice, for the installation of the disabled access and lift. Ed.)



Martello Tower No. 74, Home to Seaford Museum (*Robin Jones*)

The final part of the visit was to view Southease Swing Bridge by returning to Newhaven and taking the Rodmell and Lewes road, then at Southease turning right at the church to view the bridge by which the South Downs Way crosses the River Ouse. The bridge, a Grade II listed structure, was designed by Henry Wallis of Westminster and constructed by Shaw & Co. It was opened in 1880. With the aid of drawings in a folder, Alan explained that the bridge had a short fixed section on the west side with the remaining part providing the swing bridge over the River Ouse. He also showed a photograph of the crown wheel which the bridge rotated on and we saw the square spigot used to turn the bridge in the centre of the roadway. Alan did point out that SIAS was instrumental in saving the bridge from destruction in 2009, by getting it listed, and it was restored from 2010 onwards.



At the bridge turning point  
(Robin Jones)

Viewing the Southease Swing Bridge completed the day's visit of industrial archaeology sites and as with all of Alan's organised visits it was a well researched journey through the various buildings and museums that we saw. Any member who has not been on one of his visits has missed out on a really enjoyable day and I recommend attending any future visits organised by Alan as one can learn so much about the area.



Details of the bridge gearing (Robin Jones)

## AIA Conference Report

**Richard Vernon**

The 2017 Annual Association of Industrial Archaeology (AIA) Conference was held in August at Moulton College, just to the north of Northampton. It was organised by David Ingham and Nick Crank of CBA South Midlands and Peter Perkins of Northants Industrial Archaeology Group, with the support of Marilyn Palmer, Hon. President of the AIA. Some 114 delegates had pre-registered.

The Seminar held on Friday 25<sup>th</sup> August was on the theme of *The contribution of developer funded projects to industrial archaeology*.

This is an important area which in some cases can produce substantial funds for archaeological research prior to an actual development taking place. Examples of case studies covering both major state infrastructure projects (the M74 Completion Project in Glasgow) and private developer projects (Kings Cross, London; Enderby Warf, Greenwich; Upper Bank, Swansea and water infrastructure projects of Severn Trent area) were presented. The topic was summarised by two general presentations by Norman Redhead, Manchester's Heritage Management Director (Archaeology) on *Industrial Archaeology and the National Planning Framework: the Greater Manchester Experience* and Prof. Mike Nevell, Head of Archaeology, University of Salford on '*The Research Impact of Developer-funded industrial Archaeology*'. Subsequently, Mike took up his new position as Chairman of the AIA at the end of the Conference.

The Conference opening lecture by Brian Giggins provided an excellent overview of industrial heritage in the South East Midlands region under the title of *From smelting to tugs – 200 years of industrial development in Northamptonshire and Milton Keynes*.

This was followed on Sunday morning by a number of presentations on specific local topics, including: *The boot and shoe industry of Northamptonshire; The lift in the 19<sup>th</sup> century; Onion barns and other light agricultural buildings in Bedfordshire and the Bedfordshire brick industry*.

An important function of the AIA is the recognition of outstanding scholarship and academic research in industrial archaeology and supporting the preservation of historic artefacts. Sunday afternoon was given over to the presentation of the Annual Awards and Restoration Grants.

Six annual awards were granted as follows:

- Peter Neaverson Award for Outstanding Scholarship in Industrial Archaeology  
Marilyn Palmer and Ian West for *Technology in the Country House, 2016*
- Archaeological Report Award  
Rebecca Haslam and Guy Thompson, for *An Immense and Exceedingly*

*Commodious Goods Station: The Archaeology and History of the Great Northern Railway's Goods Yard at King's Cross, 1849 to Present Day.*

- Commercial Publication Award  
Dr Michael Nevell, for *The Birth of Industrial Glasgow: The Archaeology of the M74*
- Postgraduate Dissertation Award  
Siobhan Osgood (M Phil Art History, Trinity College Dublin) for *Railway Architecture: The Great Northern Railway (Ireland) at Dundalk*  
Kristin Potterton (Conservation Studies, University of York) for *Managing the Industrial Ruin in a National Park: A critical assessment of the Process.*
- Voluntary Societies Publications Award  
Philip Tolley of the Norfolk Industrial Archaeology Society, for *Norfolk 1890*
- Dorothea Award for Conservation  
United Kingdom Historic Building Preservation Trust for the restoration of the steam engine at Middleport Pottery.

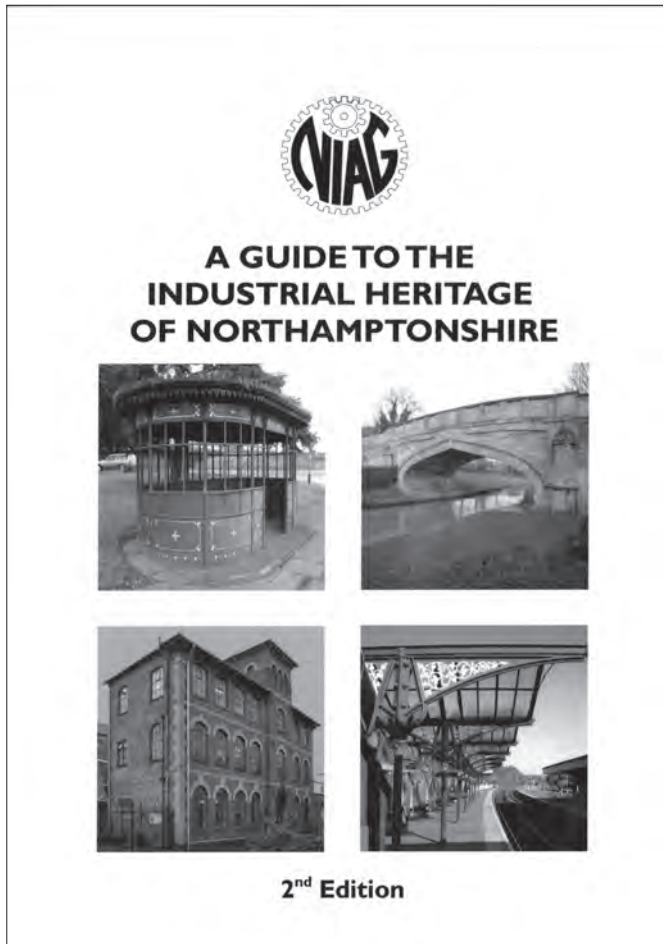
This year the AIA offered a total of £122,000 in Restoration Grants to the following eight organisations:

- Beeleigh Mill Restoration Group
- Britannia Sailing Trust.
- Ferryhill Railway Turntable Trust
- Greensand Railway Museum Trust
- Helston Railway Preservation Society
- Lakeland Arts
- Museum of East Anglian Life
- Underfall Yard Machine Shop

On Sunday morning the AGM was held, which was followed by a report by Bill Barksfield on the Heritage of Industry visit to Holland earlier this year and a preview by Mark Watson on the 2018 Conference which will be held in Caithness and based in Wick. The main conference finished with the Rolt Memorial Lecture, which this year was presented by Nigel Crowe, National Heritage Manager, of the Canal & River Trust on *Conserving the Waterways Heritage*.

The Seminar and Conference were followed by three and a half days of visits to a very wide range of local sites, these being guided by Marilyn Palmer, David Ingham and Peter Perkins. These included inter alia local industries such as the Boot and Shoe Quarter in Northampton, transport examples such as the Stoke Bruerne Canal Museum and representatives of both standard and narrow-gauge railways such as the Leighton Buzzard Railway, aviation including the Shuttleworth Collection and the Carpetbaggers Secret Warfare Museum at Harrington Airfield and visits to Bletchley Park and the National Museum of Computing.

Overall the annual AIA Conference was a very worthwhile event. As well as the high quality of the presentations and the visits to most interesting local industrial archeology sites, the conference offered the opportunity to interact with presenters and delegates with similar interests and learn from their experiences. Particularly striking was the fact that a number of the presenters in particular were young professional archeologists with huge enthusiasm for their subjects! Altogether, a most educational and enjoyable few days.



The AIA guide for 2017

## **Bexhill-on-Sea's former RNLI coin collector**

**Paul Wright**

Time has until recently shrouded the original purpose of a metre-high cast iron pedestal on the East Parade sea-front promenade at Bexhill-on-Sea. Over the years the pedestal had received little care except application of coats of dark green paint as part of Rother District Council's routine maintenance of its seafront structures. But during 2017 a small group of local residents as well as Bexhill Museum and Rother District Council representatives decided to both research the history of this uncared-for pedestal and, if appropriate, restore it to its former glory.

Enquiries at Bexhill Museum discovered that on 3<sup>rd</sup> August 1935 the *Bexhill Observer* published a short report informing its readers of the appearance of "a small iron pedestal" close to the Beach Inspector's Office at the Colonnade. This followed several years of endeavor by the local branch of the Royal National Lifeboat Institution (RNLI) to persuade the Borough Council to sanction its positioning. Painted in "unobtrusive colours" it was hoped the box would help to collect vital funds for the RNLI although Bexhill, even to this day, has never had its own lifeboat or associated lifeboat station. At present no photograph showing the collecting box on this site has been found. Major alterations to the Colonnade following the Second World War saw the collecting box move to its current position on East Parade close to the war memorial (TQ 745 072). It is not known when the collecting box was decommissioned by the RNLI although a photograph taken in 1963 and held by Bexhill Museum probably shows it still in use.

The collecting box is constructed of cast iron, with a square base and approximately 1m in height. The side facing north has a door with keyhole for emptying the contents. The side facing south has at its base an oval foundry-maker's plaque inscribed *Preston and Bishop, Victory Foundry*, which was in Birmingham. The box has angled corners and above is a moulded octagonal cap with a central dome on an octagonal plinth. There is a redundant coin-slot for donations in the top of the dome.

During the 1930s a number of cast-iron pedestal collecting boxes were placed around the country, usually at costal locations, to help with RNLI fund-raising activities. At present only eight examples of these collecting boxes are known to have survived including Bexhill-on-Sea's as the only one in Sussex. Other examples may be found in Aldeburgh, Suffolk; Bamburgh, Northumberland; Barry Dock, south Wales; Clovelly, Devon; Cromer, Norfolk; Porthgwarra, Penzance, Cornwall and Weston-super-Mare, Somerset. The one at Porthgwarra in Cornwall is Grade II listed.

At Bexhill-on-Sea this former RNLI collecting box was restored during 2017 thanks to sponsorship by a local decorators' supplier and private individuals. A small seafront gathering on 10<sup>th</sup> July 2017 saw the RNLI flag whipped off to unveil the restored pedestal and the contribution made by representatives of both Bexhill Museum and Rother District Council were duly acknowledged.

*See rear cover for illustrations of before and after.*

## Milestones Anomaly

### A query from John Nicholls of the Milestone Society

I was inserting images into our newsletter article and noticed an anomaly. This raised a new concern over the London 31 miles swirl plate recovered from eBay in 2010. The style of the numerals does not conform to the style used on others in the series. Initially, I wasn't too bothered, but looking back at *Sussex Industrial History* (SIH)(5, Winter 1972/73), I am now.

There is a photo of London 31 (Fig. 7 on page 7) and it shows that back in the early 1970s the London 31 certainly had the original style numerals.

So the mysteries to be solved are...

When did the original London 31 (as photographed early 1970s) disappear?

When was a replacement with the incorrect style of numerals made and by whom?

When was this replacement subsequently stolen, before reappearing for sale on eBay in 2010?

I'll ignore the last question as to where the 2010 recovery went after going into secure storage with ESCC Highways!

Does SIAS (or a member) hold an archive of photos of milestones/mileposts, especially those of the London swirl 31 to 40 mileposts?

(Responses via me please - Editor)



Left is the London 31 recovered in 2010. Right as recorded in the early 1970s  
(from *SIH* No.5 Winter 1972/3).

## Coade Stone Surprise

**Martin Snow**

Some members are aware of my varied interests, that in many cases overlap or compliment each other. Apart from IA, one of these is photographing church buildings, their contents and associated structures and environments.



Recently while visiting St. Margaret Church in Ifield, I spotted the product of another interest that I have illustrated in these pages before, namely Coade Stone monuments. This stone is in fact artificial 'stone' that is actually a ceramic with very hard wearing properties. I guess that the eye becomes tuned to spotting these items while walking around the church capturing the outside elevations.

This table tomb to George Hutchinson is listed at Grade II, and dates from 1801. The Urn is based on a regular item from the Coade catalogue, with detail variations. The plaques at each end of the tomb show the woman of Samaria and angels raising an urn to heaven. As is usual for Coade Stone the embellishments remain in very good condition.

It was said for a long time that the 'secret' recipe of manufacture was unknown, but it is in fact known and it is possible to buy modern items and get replacement or repaired pieces.

There is an excellent study *Mrs Coade's Stone* by Alison Kelly, 1990. As well as the results of her studies this volume contains an extensive gazetteer for the UK and overseas.



## Mystery Photo

Do you know your IA?



Where will you find these plates?

What does 'HCS' signify?

What was their purpose.

There has to be a 'when' would they have been placed there and when and why might they have become redundant

Who would have been responsible for their erection?

There was another associated sign that appears to have 'gone' missing, does anyone have an image of this that they could share?

---

## Update

The mystery image in *Newsletter 175* was of a former control box for the electricity supply to the tramways in Brighton, it may have later seen service for the trolley buses that replaced the trams in 1939 (progress?).

At some point of time the box was moved to Preston Park (now the Chalet Cafe) to house the controls for the lighting in the park.

*Please keep you eyes open for unusual features on your travels, or it may be something you pass every day, but the rest of us are unfamiliar with.*

*I am always looking for examples of our IA heritage. If possible, let me have a picture, either for this feature or to provide inspiration for a future article(s).*

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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*



Bexhill-on-Sea RNLI coin collector prior to restoration and after *(Paul Wright)*



SIAS party outside Bishopstone Station. See report on page 12.  
The WWII pill boxes are visible on the roof *(Robin Jones)*

