

Sussex Industrial Archaeology Society

Newsletter

Number 190

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Newsletter 190

Contents

April 2021

Editorial	2
Forthcoming SIAS Events	3
Henry Bugden's Electric Vehicle	4
Reason Manufacturing in Later Years	5
Feedback: Findon High Street Pump and Well	6
AIA Annual Conference 2021	6
Geoffrey Mead's - "Ambles not Rambles"	7
Report - Industrial Archaeology of South East England	8
Save Our Street Furniture	10
Places to visit if the "road map" goes according to plan	12
Mystery Photo	14

Editorial

Welcome to *Newsletter 190*.

Apologies for the lateness of this issue, with the ongoing lack of activity there has been a shortage of material.

Opposite are the details of a further open 'Zoom' meeting, this is accessed via your computer, please do send your email details to the membership Secretary (if you have not already done so) to receive joining instructions. Your committee would welcome feedback on this method of 'keeping in touch' as we plan for the future. With the 'Road Map' in place various attractions have announced their planned re-opening dates, Malcolm Dawes has compiled a list of the information available as we went to press, please see page 12.

I trust that all members are keeping well and will have had your 'jab(s)' with no serious side effects and are ready to go out and pursue your IA interests.

Visit our website - www.sussexias.co.uk

Front Cover - In 2009 SIAS members joined other local societies to visit one of the few mines in Sussex, the sand mine at Mare Hill, Pulborough, normally closed to protect the bats. Join the July Zoom presentation on Sussex mining by Peter Burgess - see page 3.

Forthcoming SIAS Events

Because of the current restrictions we are not able to hold our winter lectures at West Blatchington Mill.

However following the success of the recent online Meeting we have decided to have another on-line meeting via Zoom.

A Zoom Presentation on Saturday July 31st at 6-45pm (for 7pm start)

Mining in Sussex – From Prehistoric Man to the 21st Century.

Today one would not consider Sussex as a mining district; but with the mining of flint from the South Downs in Neolithic times and iron ore to feed the Wealden blast furnaces in the sixteenth and seventeenth centuries, to the extraction of sand at Pulborough in the nineteenth and with gypsum mining still being undertaken at Brightling today, Sussex does indeed have a long and varied history of mining operations. There were even attempts at coal production. Probably the most well known reminder of the industry is the long aerial ropeway which carried gypsum from Brightling to the works, and original mine at Mountfield.

Our speaker author Peter Burgess of the Wealden Cave and Mine Society will include photographs taken on a special visit to the Mountfield mine just after abandonment. He will also include his investigations of the little known late eighteenth and early nineteenth century limestone mines of the Burwash and Battle area.

Members who have previously provided their e-mail address to the Membership Secretary should receive an electronic invitation and link to join the meeting by Friday 23rd July.

If you do not receive this communication and wish to participate please e-mail the meeting host, Richard Vernon : richard@rvalimited.com

It is hoped that those members who are unable to normally come to West Blatchington will be able to 'join' us.

You do not have to download Zoom onto your computer - just click on the link at the appropriate time and it should link you into the meeting.

When prompted you should click on "Join meeting with audio", and if you have a webcam on your computer you can also click "Join meeting with video".

You will then be able to see and hear other members, until the talk starts when all voices except the speaker's will be muted.

Henry Bugden's Electric Vehicles

Peter Williams

I came across this splendid photograph from 1965 of Royal Mail parcel vans (from the Argus Archive on the Brighton and Hove Stuff website) lined up in Conway Place to the rear of Bugden's works in Conway Street Hove. See back cover.

As a young lad, I was fascinated by electric vehicles and spent many hours with my Boots Beiret camera photographing the many types of milkfloats, bread vans and others in the area and beyond. Consequently, I got to know Henry Bugden very well and in fact he offered me a job at Conway Street which I had to turn down as I was by then a GPO telephone apprentice. He was formerly Works Manager at Sidney Holes Electric Vehicles Ltd, of Withdean Farm, London Road, Brighton (where Bourne Court now stands) and they made the 'Manulectric' range of milk floats including pedestrian-controlled vehicles.

Sidney Hole was a member of the Hole's family that started with a dairy shop and delivery rounds by handcarts from Church Road, Hove, near the library. He was involved in setting up Holes and Belgravia Dairies at The Droveway and then Holes and Davigdor Dairies in Davigdor Road and other depots. These became South Coast Dairies in 1959.

Henry left Sidney Holes in 1962 and set himself up in business at 90 Conway Street making 'Bugden Rebuild' milk floats, principally for Job's Dairies in Hanwell Middlesex, Southwick Hill Farm Dairies and other smaller dairies in Sussex. He used ex-bread van Morrison Electricar 'BM' chassis, which were refurbished and fitted with an aluminium 'standee' body to a design which he clearly copied from the 'Manulectric range'. Steering was by a capstan wheel and the driver either stood up or perched on a seat squab. In 1965 he also started making fibreglass-bodied, pedestrian-controlled parcel vans for Royal Mail, who gave him a lot of business. (image on back cover)

When the Goldstone area of Hove was redeveloped in 1967-70 he moved to a factory at Small Dole and for a few years more continued making the Royal Mail carts. He now had the room to commence the manufacture of solid tyres for existing Bugden's as well as for Kirby & West Dairies in Leicester. Tyre production continued into the early 1990s, by which time the demand for solid tyres had virtually disappeared. The business closed around 1994 and the factory unit was demolished after lying empty for many years.

Henry was a lovely, gentle and friendly man, always willing to talk about his vehicles and to let me into his works. I subsequently owned a 1963 Bugden for nearly 15 years, see photo (back cover). It is now with my friend near Canterbury. *Former Royal Mail Manager and SIAS member Paul Snelling recalls one being used in East Grinstead town centre. Presumably there were others in the county? Ed.*

Reason Manufacturing in Later Years

David Jeater

In the summer of 1965, as a vacation job whilst studying at university I worked for a few weeks in the Allen West sales department at the suggestion of (or perhaps by arrangement with!) my father who was the Works Engineer. There were about 15 people, almost all men, in the sales office, and Reason Manufacturing were I recall represented by almost the only female there, a long-serving and bespectacled lady whose desk was in one corner of the office. I did odd minor things for the Reason business, too. As far as I can recall, the products she sold, mostly mercury switches of several types, were made throughout the factory, rather than in one specific part of it. Reason seemed to be the only business operated by Allen West on this basis. Allen West started to struggle in the late sixties and early seventies and Reason's were sold off via a sort of management buyout, to a couple of its senior managers, one named Johnny Rhatigan and another (whose name escapes me) who had been Allen West's company secretary. Presumably this was done to raise a capital sum and to release floor space for another purpose - its products were distinctively different from the Allen West main sales lines and so could be neatly packaged up. These two acquired (perhaps leased) a small industrial property in some back land accessed via a narrow lane at the top end of Upper Hollingdean Road, north side, which ran behind the rear gardens of the Ditchling Road houses and moved the business, now trading as Reason Mercury Switches, there in about 1971. They employed my mother, who then lived nearby, from about 1973 to 1978 as their part-time clerical, typist and general dogsbody. The company employed about four or five other people, including a glass blower. My brother Pat who occasionally visited there recalls the mercury being kept in a fume-cupboard arrangement. He thinks at this time they were mostly making switches for the replacement market rather than producing anything strikingly new. They were, though, still there for a while after 1978 because Pat remembers taking mother's car to a car repairer named Brice who had a rusty shed also off the same back lane. Presumably the Reason kind of technology was bypassed and they eventually closed.

A mercury switch is an electrical switch that opens and closes a circuit when a small amount of the liquid metal mercury contained in a glass envelope connects with metal electrodes to close the circuit. There were several different basic designs including float switches, actuated by a change in liquid levels; tilt switches, actuated by a change in the switch position; pressure switches, actuated by a change in pressure; and temperature switches and flame sensors, actuated by a change in temperature but they all share the common design strength of non-eroding switch contacts. Today they are obsolete due to the toxicity of mercury. Ed.

Feedback: Findon High Street Pump and Well

Fred Avery

Having published “*The Avery Family of Mid Sussex*” on Amazon recently, may I add some further information to this interesting article in the April newsletter as to how the house noted on the 1839 Tithe Map became known as ‘Avery House’. Thomas Avery of “Avery’s House” Findon, was baptised on 28th October 1723 at St. Peter’s Church Twineham and was the third child of Nathaniel Avery (1695 - 1752) who married Elizabeth Oliver (1685 - 1770). He owned Bridger’s Farm in Hurstpierpoint, and appears not to have been married. He was buried on 1st December 1788 at Holy Trinity Church Hurstpierpoint. He had an older sister Elizabeth (1721 - 1748) who had a twin brother Nathaniel (1721 - 1788) who married Elizabeth Haynes (1739 - 1768) of Hurstpierpoint. This Nathaniel and Elizabeth had a daughter Elizabeth (1764 - 1791) who married William Stanford (1764 - 1841) Lord of the Manor of Preston & Hove.

He was the only Avery to leave Mid Sussex for West Sussex, probably because of the prospect of being nearer to the famous Sheep Fair held in Findon since the thirteenth century.

AIA Annual Conference 2021 to be virtual – update

Hope University, Liverpool have cancelled all events until at least the end of August, which of course includes the annual conference.

In place of the physical event the AIA Conference will be a series of virtual events delivered via Zoom.

The current outline programme is:

In August the Merseyside Industrial Heritage Society will present two half-day sessions of talks covering topics including:

The Industrial Heritage of Merseyside

Wirral’s Industrial Heritage

Recent Excavations at Princes Dock

The Construction of Albert Dock

On September 18, a one-day seminar on the theme ‘The impact of Covid-19 on the industrial heritage sector’ with major speakers from the sector, and contributions from our Affiliated Societies and the Young Members Board

On September 25, our AGM at 2.30pm followed at 3.30pm by the Rolt Memorial Lecture delivered by Cassie Newland of Bath Spa University

Full details and links for registration will be published in due course and will be available on the Conference page.

industrial-archaeology.org

Geoffrey Mead's - "Ambles not Rambles" Walks programme May 2021- July 2022

All donations are to local environmental groups

01273 501590 078 2628 4526 g.mead@sussex.ac.uk

**** Brighton Festival Fringe urban walks in May & June Contact me for details ****

- June 6th 10am Brighton & Hove borderland. Norfolk Sq. bus stop.
TQ 301 044
- July 4th 6pm Warminghurst: USA in Sussex. On US Independence Day
we stroll through the gentle rural landscape around Warminghurst.
Warminghurst church. TQ 118 169
- Aug 1st 6pm Patcham: Village and suburb. Patcham Co-op. Old London Rd.
TQ303 088
- Sept 5th 10am Shoreham: Riverside and sea beach. Ropetackle Centre.
TQ 214 052
- Oct 3rd **7pm** Brighton by lamplight. Brighton Museum entrance.
TQ 312 043
- Nov 7th 10am Dial Post: Knepp estate rewilded. Dial Post village hall.
TQ 154 195
- Dec 12th 10am Campus Boundary walk: Woods and Downs. University of
Sussex Sports Centre carpark next to A27. TQ 344 087

2022

- Jan 8th 10am Firle: Gentry in a landscape. Village carpark NOT Ram pub
carpark. TQ469 073
- Feb 6th 10am Dallington Forest: Wealden woods and ghylls. Dallington St
Giles church. TQ 658 191
- March 6th 10am Wilmington: Downland scarpfoot. Wilmington Priory carpark
TQ 542 042
- April 17th 10am Binsted: Woodland and Coastal Plain. Binsted church. Please
park carefully in narrow lane. TQ117 169
- May 1st 10am Brighton: West Hill: a hidden neighbourhood. Meet St.
Nicholas church door. TQ 308 045
- June 12th 10am Pevensey levels: A landscape passed by. Pevensey carpark,
St. Nicholas church. Pay & Display. TQ 648 049
- July 4th **[MONDAY]** 6pm Warminghurst: American history in Sussex.
On US Independence Day we stroll through the gentle rural
landscape around Warminghurst. Warminghurst church. TQ 118 169

Zoom Meeting Report by John Blackwell

The Industrial Archaeology of South East England

Dr Geoffrey Mead

It was a pleasure to welcome geographer and Editor of SIH Dr Geoffrey Mead as our first on-line speaker.

Geoffrey's presentation was split into sections each giving a different approach to the study of IA. Beginning with the more common historical timeline, illustrated by flint mining, iron ore, smelting followed by the introduction of the blast furnace in Tudor times and the ensuing casting and cannon production industry. Moving forward the eighteenth century saw the rise of tourism with the spa town of Tunbridge Wells and the seaside resorts of Brighton and Margate and the associated industries to service the visitor; shops and libraries, brewing, coach-making etc. The twentieth century saw the rise of electrical power supply, car ownership and later cheap flights. Today one has the software and digital industries often using older buildings.

The geographic approach featured sea fishing from south coast ports and harbours and boat building at Shoreham and Rye. Flint, lime and cement production from the North and South Downs, in Kent and Sussex, sand from the Hythe beds, sandstone quarries and hammer ponds in the High Weald, brick tile and pottery from the Wealden clay and glass making from the upper and lower greensands in West Sussex and Surrey.

The next section looked at industries that have disappeared in living memory. Examples included 'bouldermen' collecting flint bluestones from the county's beaches which following transportation to the Midlands were ground and used in the pottery industry for flint glazed ware, boat building at Shoreham from the Middle Ages to 1980's, the manufacture of heavy duty electrical control gear at Allen West in Brighton, all now gone. The closure of railway lines particularly those serving rural areas in the 1950s and 60s. Laundries were everywhere in the 1950s now replaced by the ubiquitous washing machine.

The economic approach focussed on transportation. Early trackways needed bridges to cross the rivers which formed an early means to transport goods. The rise and rise of horse transport, wagons for goods, coaches and buses for travellers then the need to respond and encompass change when animal power and tracks were replaced by steam power and railways, oil and motor vehicles, roads and later motorways. In the not too distant future it will be renewable energy and electric vehicles. A fascinating digression into what might have been, illustrated by a 1928 proposed road map of the Brighton area showed an Undercliff **Road** (this had gone by 1932 replaced by the present Undercliff Walk) and a line of new

road stretching to Newhaven, part of which became the Brighton bypass some 50 years later.

Finally the academic (my word) three stage approach to industry, primary (raw materials), secondary (manufacture), tertiary (service industries). The three components were then broken down and illustrated. Raw materials namely animal, vegetable and mineral; poultry and fish, trees, and clay were used as examples. The manufacturing process for these produced Buxted chicken and Shippams fish paste, treenware and Sussex trugs, bricks and tiles. The associated service industries being road and rail transport, buildings, and advertising. In conclusion, Geoffrey lamented the loss of so much manufacturing capability, with the south east now primarily a service economy. Local government, the NHS and the universities are now being the largest employers in Brighton.

This was a well crafted talk, easy to follow, informative on large subject over a short period of time and illustrated with some superb images beautifully presented on screen. Many thanks Geoffrey for a splendid evening.

Our first on-line presentation was much appreciated and it was pleasing to have a sizeable audience particularly those who are not easily able to attend our usual venue at West Blatchington Mill. We have therefore decided to continue with a mixed programme of meetings and Zoom presentations (hopefully with the ability to pose questions at the end of the presentation).

Details of the next on-line presentation are on page 3 Ed

Subscriptions are now due

Unless you are paying by Banker's Standing Order

Your Subscription became due on the 1st of April

The rates remain unchanged at £15 for full membership plus £5 for a Family membership, Junior and Full Time Student Membership

Cheques payable to S.I.A.S. should be sent to me:-

Peter Holtham 12, St Helens Crescent, Hove, Sussex BN3 8EP

Early payment would be appreciated.

Should you wish to pay by Bank Transfer our bank details are:-

Sort Code: 40-47-25 Account: 61345680

For the reference please quote your post code.

Save Our Street Furniture!

Sussex Heritage Trust to address an Area of Increasing Concern YOUR HELP NEEDED

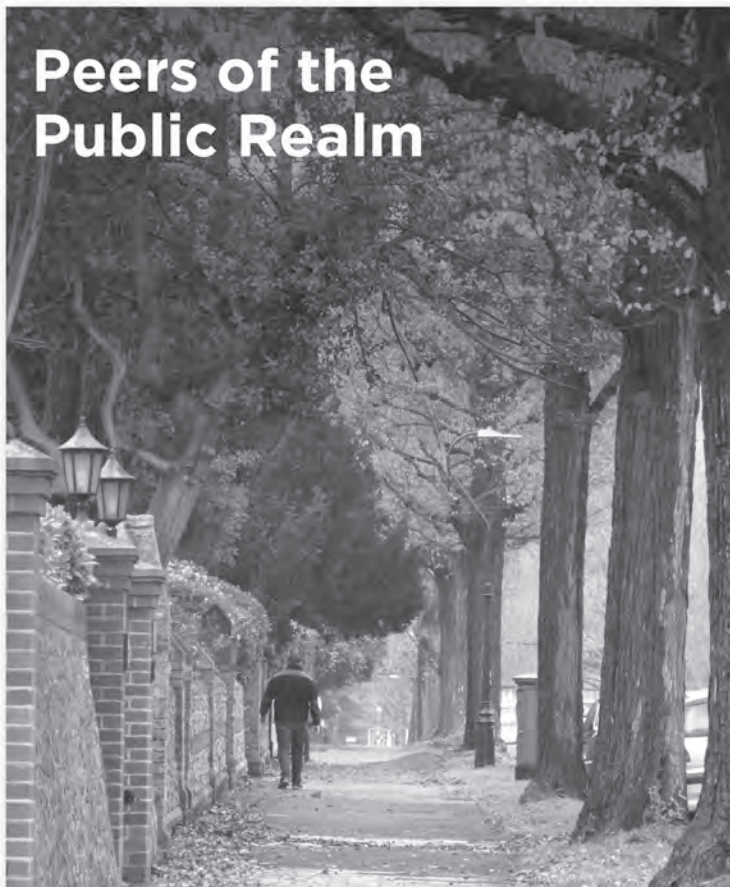
Alan Green



Sussex
Heritage
Trust

The Sussex Heritage Trust is a registered charity established in 1977 to preserve, improve and encourage the appreciation of the architectural and natural landscape of Sussex

Peers of the Public Realm



Peers of the Public Realm is the title of a campaign being run by the Sussex Heritage Trust to raise awareness of the historic street furniture which so enhances the public realm but is in danger of being lost. This will result in an illustrated booklet which will be issued, *inter alia*, to planning officers and parish councils.

The pilot booklet (see above) has been issued and can be viewed on the SHT website www.sussexheritagetrust.org.uk/public-realm/ but you will see that it only covers Eastbourne plus a few isolated items elsewhere in the east of the county. SHT want to increase the coverage to the whole county and are beginning to contact local societies to enlist help as local knowledge is key in an exercise such as this. I got involved via their contacting Chichester Local History Society and have volunteered to cover Chichester, but I have also advised them of the pan-Sussex help that SIAS could offer.

The work involves identifying appropriate items, photographing them and writing just a few lines giving a brief description, location and importance of each. It's the very thing SIAS exists for and chances are you have probably already recorded such things in your area. If not this is an excellent lockdown activity – you can combine it with your permitted daily exercise!

Typical items of historic street furniture include, but are not limited to, lamp posts, stink pipes, milepost, direction signs, bollards, pumps, boot scrapers, boundary stones, locally-cast coalhole covers, gully gratings manhole covers and railings, rarer patterns of pillar boxes and phone boxes, street nameplates, drinking fountains, brick paving, indigenous stone paving...you get the idea!

If you would like to take part in this worthy venture please contact me in the first place (agreenzone@aol.com, or 01243 784915 or The Grumpium, 10 Stockbridge Road, Chichester PO19 8DP) asap and let me know which area you can cover. If you are a member of your local history/heritage society please let me know that as well. I will then advise SHT of the help we can offer and they can then avoid any overlap of effort with local societies. Once we get the go-ahead from SHT I ask that you submit your work electronically direct to SHT with a copy it to me.

As an example of what is required here are a couple I prepared earlier:

Gully grating, Basin Road, Chichester, Early 20C. Made by local iron founder Halsted and Sons who closed in 1932. Examples of their products are becoming rare.

Purbeck Stone paving, St Martins Square, Chichester. The whole city was paved with hand-riven Purbeck Stone beginning in the 1790s, but only isolated patches such as this now survive.

I look forward to hearing from you.

Places to visit if the “road map” goes according to plan

Malcolm Dawes

At the time of writing it looks hopeful that we may be able to resume visits to attractions during the summer. We have put together a list of IA related Museums, Steam Railways and other organisations that have published details of their intentions to re-open in the early summer. Visit details may well change over the next few weeks so web sites will need to be consulted before any visit. Pre-booking will apply for most visits.

But with the vaccinations going apace and perhaps warmer weather on its way, the details of these openings will hopefully bring some welcome news to the newsletter.

Amberley Museum (www.amberleymuseum.co.uk)

Re-opening on Wednesday 19th May and then open Wednesdays - Sundays

The aim is to have the railway and bus running on open days.

All exhibitions open and refreshments available.

Future Events

Sunday 23rd May. Spring Industrial Trains. Narrow gauge trains in action.

Weekend of 10th – 11th July. Railway Gala. Steam, diesel, petrol and electric locomotives on display. Rides on trains all weekend.

Sunday 18th July. Classic Car Show. Classic motor vehicles and accessories from the 50s,60s,70s and 80s.

Sunday 1st August. Retro wheels.

Sunday 8th August. Communications Day with Post Office and other commercial vehicles.

Weekend 14th – 15th August. Steampunk. Steam powered machinery and weird anachronistic inventions.

Sunday 22nd August. Motorcycle Show. Vintage motorcycles around the museum on display during day.

Bank Holiday Weekend 29th to 30th August. Ales and Crafts. Weekend for connoisseurs of quality ales.

Weald and Downland Museum (www.wealddown.co.uk)

Re-opening to general public from Monday 12th April. every day.

Most buildings will have access and refreshments will be available.

Future Events

Weekend 29th – 30th May. Wood crafts and trades. During this weekend you can find out about the way wood is worked into the different forms, with demonstrations from a range of craftspeople and displays.

Weekend 3rd - 4th July. The role of horses in agriculture. Demonstrations with horses

and other farming machinery to show how farming developed over time.

Weekend 7th – 8th August. Heritage Crafts at Risk. An opportunity to see many crafts firsthand, with displays and demonstrations of the tools and skills needed for different crafts.

Bluebell Railway (www.bluebell-railway.com)

Re-opening Thursday 20th May. All trains require pre-booking. Access to stations restricted to pre-booked customers.

Kent and East Sussex Railway

(www.facebook.com/KentandEastSussexRailway)

Aim to re-open on Saturday 22nd May.

Spa Valley Railway (www.spavalleyrailway.co.uk)

Aim to re-open on Saturday 22nd May.

For the more adventurous the Isle of Wight Steam Railway (iwsteamrailway.co.uk) will be running trains from Monday 12th April.

Tinkers Park, Hadlow Down (www.tinkerspark.com)

Future Events. (Final decision on running events to be taken one month before each date).

Weekend of 5th - 6th June. Steam Traction Engine Rally

Weekend of 7th- 8th August. Model Railway weekend.

Saturday 25th September. Open Day with demonstrations.

Hollycombe Steam Fair and Railway (www.hollycombe.co.uk)

Aim to re-open at the beginning of July.

Coultershaw Heritage Site (www.coultershaw.co.uk)

Aim to re-open on Saturday 22nd May.

Miniature Steam Railways

Eastbourne Miniature Steam Railway (emsr.co.uk)

Re-opening 12th April.

Hove Park Railway (www.facebook.com/hoveparkrailway)

Aim to re-open 10th July.

South Downs Light Railway (www.south-downs-railway.com)

Re-opening 18th April.

Brighton Toy and Model Museum (www.brightontoymuseum)

Re-opening on Tuesday 18th May.

Sunday 25th July. Worthing Bus Rally (worthingbusrally.co.uk)

The Observatory Science Centre, Herstmonceux (www.the-observatory.org).

Re-opening 17th May.

Record Offices

East Sussex Record Office at The Keep (www.thekeep.org).

Re-opening on Tuesday 13th April.

West Sussex Record Office (www.westsussex.gov.uk).

Re-opening on Tuesday 13th April.

Museums

Novium, Chichester (www.thenovium.org)

Aim to re-open on Tuesday 18th May.

Pallant Gallery, Chichester (www.pallant.org.uk)

Aim to re-open on Tuesday 18th May.

Towner Art Gallery, Eastbourne (www.townereastbourne.org.uk)

Opening on 18th May.

Arts Festivals – good for activities such as guided town walks.

Brighton Festival (www.brightonfestival.org). 1st – 23rd May.

Brighton Festival Fringe (www.brightonfringe.org). 28th May – 27th June.

Festival of Chichester (www.chichester.co.uk/festival-chichester-2021). 12th June – 11th July.

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**Mystery Photo**  
**Do you know your IA?**



Thanks to Malcolm Dawes  
for this image.

If you recognise it, do  
you remember making the  
grooves in the brickwork  
arch, or perhaps someone  
can suggest what they are,  
were for?

## Sussex Industrial Archaeology Society

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Website : [www.sussexias.co.uk](http://www.sussexias.co.uk)

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Opinions expressed are those of the respective authors and do not necessarily reflect the views of the Society unless specifically stated

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*

## Henry Bugden's Electric Vehicles

### Page 4

1965 Henry Bugden  
of Conway St, Hove  
make electric vehicles  
for Royal Mail

Courtesy [brightonandhovestuff.co.uk](http://brightonandhovestuff.co.uk)



Budgens float  
Peter Williams

## Reason Manufacturing in Later Years Page 5

