

## MEMBERSHIP CHANGES

### New Members

Mrs. P.M. Day, 35 Sackville Road, Worthing, West Sussex (Worthing 206070)  
A. Norris, 27 Courtlands Close, Goring-by-Sea, Worthing BN12 4BT (Worthing 503062)  
Mr. & Mrs. C. Potten, 25 West Way, Hove, East Sussex (Brighton 419228)  
Royal Commission on Historical Monuments (England), National Monuments Record,  
Archaeological Section, (Southampton Branch), Green Lane, Maybush,  
Southampton SO1 9FP (Southampton 780966)  
A.R. Durden, 1 Southdown Terrace, Steyning, BN4 3YJ  
R.J.A. Plummer, 15 Croft Avenue, Southwick, Brighton, BN4 4AA (Brighton 593418)

### Resigned

W.E. Minchinton, Dept. of Economic History, University of Exeter, Streatham Court,  
Exeter, EX4 4PU  
Mrs. R.H. Cook, 126 Arundel Road, Wick  
C.J. Punnett, 6 Beach Mews, Littlehampton  
J.I.F. Kaspers, 34 Wood Ride, Haywards Heath

### Change of Address

M.F. Tighe, Beech Cottage, Priory Road, Forest Row, RH18 5HP (Forest Row 2003)  
T.J. Horsfield, 24 Woodland Road, Upper Norwood, London SE19 1NT  
R.J. Casey, 46 Chalklands, Bourne End, Bucks.

### Correction of Address

M.W.M. Kemp, "Cothelstone", 29 Langham Road, Hastings TN34 2JE

### Deceased

D.L. Read, Cleveland House, Barnham

### OFFICERS

Chairman	Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll, Uckfield
Vice Chairman	J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273 557674)
General Secretary	R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton, BN2 8FG (Office 0273 28479, Home 0273 33805)
Treasurer & Member- ship Secretary	J.M.H. Bevan, 12 Charmandean Road, Worthing, BN14 9LB (090335421)
Editor	B. Austen, 1 Mercedes Cottages, St. Johns Road, Haywards Heath, RH16 4EH (H.H. 413845)
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East Sussex Secretary	A.J. Haselfoot, Albion House, Coburg Place, Hastings (0424 43626)
West Sussex Secretary	R.M. Palmer, 11 Arlington Close, Goring-by-Sea, Worthing, BN12 4ST (0903 505626)
Central Sussex Secretary	J.S.F. Blackwell, 21 Hythe Road, Brighton, BN1 6JR (0273 557674)
North Sussex Secretary	E.W. Henbery, 10 Mole Close, Langley Green, Crawley (0293 23481)

### COMMITTEE MEMBERS

A.G. Allnutt	B. Austen	D.H. Cox	F.W. Gregory	E.W. Henbery
P.J. Holtham	E.W. O'Shea	R.M. Palmer	G.G. Thomerson	M.F. Tighe

PLEASE NOTE Latest acceptance date for copy for the January Newsletter is

16th DECEMBER



## SUSSEX INDUSTRIAL ARCHAEOLOGY SOCIETY

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NEWSLETTER NO. 48

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### CHIEF CONTENTS

Area Secretaries' Reports  
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Brickmaking in Sussex  
AIA Conference

### FORTHCOMING EVENTS

12th October - Visit to Harveys Brewery  
This visit is now full and no more members can be accepted.  
13th November - A.G.M. Followed by talk  
Railway Architecture Past and Present  
(See Ron Martin's Formal Notice)  
1986 - The programme for 1986 is now being planned.  
Could you lead or arrange a visit? Could you assist me in arranging the  
programme? I would still like someone else to join a small committee to  
arrange the visits. Could you spare a small amount of time?

Don Cox

### Events organised by other Societies:

16th November - all day. SAS/BHAS Local History Seminar. Leather Industry in  
Sussex. - Mr. G. Mead, Urban Studies Centre, Grand Parade, Brighton.  
Information from Mr. D.W. Betchley, 3 Surrenden Crescent, Brighton.  
70p SAS members, £1.00 non-members.

SAS/Southampton University Day Schools

2nd November - at Steyning Grammar School, Steyning  
7th December - at West Sussex Record Office, Chichester  
1st February - at Forrest Community School, Horsham  
1st March - at West Sussex Institute, Bognor Regis

See SAS Newsletter for further information and other allied meetings.

### Report on Visits

June - Members Evening

Marlipins Museum in Shoreham High Street saw about 38 members and friends assemble  
for a very pleasant evening of short talks, coffee and general nattering. We had  
brief history of Marlipins and a slide show of the recent changes at the Brighton  
Railway Station and New England Bridge areas. This was followed by some coffee  
and a chance to look around the museum. This has some very good exhibits including  
an excellent series of maps showing the development of Shoreham town and the  
harbour. - Well worth a separate visit.

20th July - Tour of Storrington Mills led by Mrs. J. Ham

Although the visit was marred by a heavy shower of rain the rest of the time was  
sunny and enabled the 35 people to see the remains of three water-mills and one  
windmill. The most interesting were the two water-mills that are now used as  
dwellings but sadly no machinery remains. Thank you Mrs. Ham for a very  
interesting afternoon.

Don Cox

MILLERS DAY - NUTLEY WINDMILL, 6th October 1985

An opportunity for mill enthusiasts to enjoy a day in Sussex. Weather permitting, flour will be ground and visitors will be able to see the mill working. 10am - 4pm - Tickets £2.00 to include Miller's Lunch.

Further enquiries to the secretary, Mrs. A. Long, The Mustard Pot, Fairwarp, Uckfield, East Sussex, TN22 3BT, tel: Nutley 2632, or to Brian Pike, Stream Cottage, Coggins Mill, Mayfield, East Sussex TN20 6UP, tel: Mayfield 873367.

Editor's Note: This notice was received too late for publication in the June Newsletter, but members may have the opportunity to attend a similar function at a later date.

#### NORTH SUSSEX AREA SECRETARY'S REPORT

##### Ifield Mill

A very successful Open Day was held during the "summer", organised by the Crawley Museum Society. Regular opening during 1986 will be one of the objectives and further displays are being arranged.

The main vertical drive shaft is now being positioned to carry out trial alignment with the pitwheel and it is hoped to have this erected during the winter. The main spur wheel will then be mounted and we shall be some way towards setting up a main drive system for one pair of millstones.

##### Lowfield Heath Windmill

Quotations for the various stages of restoration are due shortly from our main contractor and a meeting has been arranged between the interested groups to discuss a future course of action. The S.I.A.S. is well represented. Progress Reports will be in the Newsletter if the project proceeds, because of course much depends upon the co-operation of owners.

##### Other news

The site of the original Crawley Sewage Works, at County Oak, near Crawley, has been extensively redeveloped recently and there are no apparent remains to be seen except for the Superintendent House (sewage cottage!) in the wall of which is a plaque recording the erection. The fate of the house is not yet known but should it be demolished we shall attempt to salvage the plaque for the Crawley Museum Society.

E.W. HENBERY

#### WEST SUSSEX AREA SECRETARY'S REPORT

##### Coulter's Pump

Some 30 members of the Royal Archaeological Institute visited Coulter's on 24 July, in the course of their Summer Meeting at Chichester.

##### Poyntz Bridge (Chichester Canal)

The replacement steel girders have been obtained and painted, and are ready to place in position.

English Heritage are assessing our application for a grant towards the cost of restoring the bridge.

R.M. PALMER

#### BRANCH LINE TO TENTERDEN

A further album in the popular Branch Line Series was published on 24 August by Middleton Press (£6.95). The line between Headcorn and Robertsbridge was unusual in that it remained independent until nationalised in 1948. Some of the uncommon features illustrated include various early railcars, a pedal-powered velocopede, numerous ageing engines with equally decrepid coaches.

Happy memories of the past are aroused - the Hop Pickers Specials, Excursion trains for Hop Pickers Friends and of less busy times, when the locomotive was often heavier than its train. The full story of the line is portrayed, from Edwardian times up to the tourist steam trains of today.

The unique flavour of the railway was due largely to the fact that most of the rolling stock was second-hand and soon became historic. This aspect of the railway is fully illustrated and described in the captions.

The 120 photographs, with many tickets, labels and timetables from the past, combine together to make an important contribution to local history. It is available in hard covers from local booksellers and newsagents or post free from the publishers Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ.

#### INDUSTRIAL ARCHAEOLOGY BY DEGREES

I have recently completed a three year Degree course in Industrial Archaeology at The City of Liverpool College of Higher Education under the aegis of Lancaster University. I thought perhaps that members of this Society would be interested in an outline of the courses.

The first year was largely a preparatory year for the next two including surveying techniques and developing photographs. Survey work was done at Herculeum Dock in Liverpool, now the Garden Festival site and its car park. Lecture topics included a series on the history of the industrial revolution as well as practicals on gathering information from maps and documents.

The second term concentrated mainly on the technology and history of transport including turnpikes, canals and railways with visits to local canal features (at which some survey work was done) and to the Railway Museum at York.

The third term concentrated on the harnessing of power - animal, water and wind. Finally, steam power was considered. During this term, a field weekend in Snowdonia was included with visits to Llynnon windmill and Howell watermill in Llandeusan, Anglesey, as well as to the North Wales Slate Mining Museum. Some work was also done on the interpretation of photographs.

At the end of the year, a field week to the West Midlands was organised and work was done for the Black Country Museum. I was involved in the survey and drawing up of a keymaker's workshop at New Invention. This was to be re-erected on the Museum's site at Dudley.

Over the year, four essays were done and a practical file was compiled at the end of the year. The file enabled the student to display his or her talents at scale drawing, taking field notes, developing photographs, obtaining information from maps and documents as well as a range of interests gained from the course and personal enthusiasms.

The second year began with a course on building materials and building practices including a survey of a timber-framed building on Merseyside, a look at the remains of Lydiat Hall and some nineteenth century workers' housing in St. Helens as well as seeing some housing and industrial buildings in Greater Manchester. This visit took in Granada TV's studios off Water Street, Manchester and the "Coronation Street" set. Survey work was also undertaken at Fairries Tate & Lyle Sugar warehouse in Liverpool before it was demolished.

The second and third terms looked at various industries including coal (plus a visit to Salford Mining Museum), iron, textiles (with a visit to East Lancashire and Styal), the woollen industry and the chemical industry in south west Lancashire. The copper industry in the North West was discussed and a visit to the Greenfield Valley in North Wales was made. The glass industry in St. Helens was covered as well as the growth of the industrial town in general. The development of public services came under consideration and finally, the archaeology of agriculture and developments in farm buildings and layout were looked at.

A visit to the Ironbridge Gorge Museum was also arranged for this year. Fieldwork for the Black Country Museum was undertaken several times during the year. The year closed with a week-long visit to South Wales which concentrated on the techniques needed in writing and researching dissertations. Unfortunately, due to illness, I could not attend this week.

Coursework for the second year was three essays and a study which followed similar lines to the practical file but concentrated on one topic.

The third year course entailed the conservation of industrial sites and artefacts. The course included several lectures from guest speakers. Conservation techniques for the preservation of ferrous and non-ferrous metals, timber and paper were discussed as well as stone, brick and concrete. There was also a course on recreational management and industrial archaeology which concentrated on the organisation of facilities on sites of historical interest as well as interpretation techniques. This included information boards and leaflets. Audio-visual techniques for giving information were also discussed.

The coursework for the third year involved three essays, a report on an aspect of interpretation or conservation as well as a dissertation.

Throughout the three years, fieldwork trips were arranged mostly to the West Midlands to work for the Black Country Museum. Some work was also done on a glass cone in St. Helens and a copper rolling mill in the same town.

Third years were also involved in the first year's survey work to lend their experience and to help to get the work finished.

With the College located so near to Liverpool, much of the fieldwork and some of the third year lectures were concentrated upon the North West of the country as were some of the second year topics. This was no bad thing when one considers the industrial heritage of the area.

The Department is a small one headed by Mr. John Crompton (whom some readers may have met) and credit must go to him for communicating his obvious enthusiasm for the subject to his students and for enabling the subject to be pursued for a full three year Degree course. Unfortunately, the Degree is not to Honours standard.

CHRIS M.J. WILSON

#### BRICKMAKING IN SUSSEX

The following extract from the Sussex Daily News of 8 February 1912 was discovered by our member Miss E.B. Glaisyer in a scrap book in Worthing Library.

##### " A WARNHAM INDUSTRY

" A leading Sussex industry is that of brick-making, for on large and small scales, it is to be met with wherever one cares to travel. At Warnham, modern methods can be seen at work to the fullest extent. There the Sussex Brick and Estates Company, Ltd., who have also another big works at Southwater, shew the latest thing in brick-making, for speed of output, combined of course, with quality. The latest venture of this progressive Company is in the direction of a more rapid and economical method of excavating the clay, and yesterday afternoon, a party was taken over the place, and shewn exactly how this is done. First, the party was entertained to dinner at the Station Hotel, Horsham. Mr. Harry Waddy, the Chairman of the Company, presided, and was supported by Mr. Stewart Whitehouse, the Managing Director, with other Directors and a representative company of interested persons. Subsequently, Mr. C.J. Scott gave the toast of "Success to the Sussex Brick and Estates Company, and continued prosperity", saying he could confidently anticipate its realization. The Company had gone through many vicissitudes and many trials, but the courage of the Directors had brought them safely through, and now they were in a very strong position.

#### " PLENTY OF WORK FOR MEN DISPLACED

" Mr. Harry Waddy responded in happy terms, and incidentally remarked that while the new machine would displace about 12 men, it was a great gratification to all members of the Board to know, that the services of the men would not be dispensed with, but that they would be found plenty of work in other branches of the Company. By special train the company were then taken to Warnham, where Mr. Waddy pulled the starting lever of the steam digger, and all were able to have a good view of its work and possibilities. The plant consists of a steam navvy, automatic hopper, and a clay conveyor, and can dig and discharge into wagons about 1½ tons of hard clay in half a minute, the speed and facility of working being a revelation. A driver and a fireman upon the machine, and two or three men around it, are all that are necessary for the output of 400 tons of clay, required by the Company to make their output of 100,000 bricks per day. The enormous demand for their common pressed bricks has rendered imperative the expenditure of £1,250, which has been incurred on the installation of this plant. After an inspection of the works, the company were taken by train to Southwater, to view the works there, and subsequently back to Horsham, where tea was served."

This report is interesting for a number of reasons. At the outset it makes clear how numerous and widespread were the brickyards in Sussex in the period before the outbreak of the First World War. Nearly all of these works were forced to close during the war and only a small proportion re-opened subsequently. The writer then expatiates on the new technology which was designed to boost the output of the more progressive companies, of which the Sussex Brick and Estates Company was one of the largest. (1) The whole article breathes the self-confidence typical of this period. The chartering of a special train to take the party from Horsham to Warnham and then to Southwater and the general level of hospitality offered must surely have achieved the desired effect.

An account of brickmaking at Warnham, covering the period from 1888 to the present day, has recently been given to the Brick Study Group. (2) This can be consulted by any member who is interested.

(1) see note in SIAS Newsletter No.40 for details of this company.

(2) Warnham Historical Society. Contribution No.9. Brickmaking near Warnham by M.S. Whitehouse.

M.B.

#### CHALK PITS MUSSEUM - AMBERLEY

We are happy to report that in spite of summer being a non-event this year, we have had an extremely successful season with increased numbers of visitors over last year.

An interesting recent acquisition from the World War I period is a sweeping machine made by Smith's of Baynards Castle. It used to be drawn by a steam-roller to sweep roads before tarmac was applied.

Currently we are rescuing two further items. One is a horizontal rack saw bench from Ivory's Farm at Cowfold. This will be sited in the timber yard during the autumn. The other item is a clay grinding pan from Pedland Brickworks at Warnham. It has two heavy cast iron rollers in a revolving pan of 9 feet diameter, and was used for grinding and crushing clay prior to the manufacture of bricks. Its actual date is unknown but is believed to be from the period 1890-1920.

Our plans for volunteers working through the winter include a new entrance area, improvement of roads, and the general improvement of interpretation and captioning.

#### AIA CONFERENCE IN GLASGOW, 10th-15th September

Several members of the Society made the long journey to Glasgow for this year's AIA Conference which was preceded by the customary visits to various places of industrial archaeology interest.

Our first visit was to the frigate UNICORN in Dundee. This ship is the oldest British built warship still afloat (i.e. not in dry dock like HMS VICTORY). It was built in the early 1820s as one of a number ordered at the time. As by that time the threat of Napoleon had disappeared, these ships were put into reserve. It is interesting to note that they had never been rigged. Records indicate that 20 riggers could have rigged the ship in just under 10 days if required for action. The UNICORN Preservation Society intend to rig the ship but expect it will take them rather longer! Also of interest is the fact that although she is essentially a wooden vessel, iron bracings were used to strengthen the timbers.

We then went on to the Fishermen's Museum at Anstruther in Fife which houses an excellent collection of "tools" of the fisherman's skill through the ages, returning to Glasgow in the sunshine with magnificent views of the Firth of Forth, especially the new road bridge which we crossed, and the late 19th century rail bridge.

The following day we were taken to see the furnace at Bonawe on Loch Etive probably the most complete example of a charcoal-fuelled iron-furnace anywhere in Britain. With its charcoal sheds and iron-ore shed still standing, at a higher level than the charging house, it clearly demonstrates that it required far more charcoal (as these sheds had far more storage capacity) than iron-ore. The furnace dates from 1752. On the way back we stopped off at the Auchindrain farm folk-life museum. This is a collection of partially restored original buildings on the last communal-tenancy farm site worked in Scotland right into the 1950s. Communal tenancy was an arrangement entered into by several families to lease land for holding and working to achieve self-sufficiency. In later years, bartering and then money for making purchases of essentials crept into the system.

Thursday saw us departing to the South for a visit to the Wanlockhead lead mines and Biggar Gasworks. There are three main attractions at Wanlockhead: the Loch Nell Mine, the Leadmining Museum, and the Mining Trail. We were taken in parties of 15 at a time by an easy level walk about 200 yards into the 18th century mine where we were shown a number of geological and technical features with a reconstructed mining scene at the far end. The Museum houses a fascinating collection which illustrates the technical and social history of the industry. The Mining Trail was simple to follow from the leaflet provided, and took us to the various remains of the industry including the water-actuated beam engine.

Biggar Gasworks is a splendidly preserved example of a Victorian installation for a small town, which looks as though it could be made to work again at short notice should the supply of North Sea gas suddenly fail. At Biggar we also visited the Gladstone Court Museum where reconstructions of a number of small shops exhibit authentic goods and appliances.

On Friday we had a rapid tour of the Lady Victoria Colliery at Newtongrange. This village was a total mining village having been erected by the original owners who employed their own minister and policeman. The colliery is in the early stages of renovation by the Scottish Mining Museum who have made a very impressive start to a mammoth task. The Steam Winding Engine for the 1650 ft. deep pit is in perfect order and has been steamed recently. The Scottish Mining Museum are also responsible for the Prestongrange Colliery site on the banks of the Firth of Forth where there is a well set out exhibition of mining machines and tools. One of the key features of this site is the giant beam engine by Harvey's of Hayle in Cornwall (1874). This is housed in the original engine house which is open to visitors, and the beam is still in place.

On our return we enjoyed a tour round Lorimer and Clark's Caledonian Brewery on the West side of Edinburgh, where we were promised a sample of their product, but unfortunately our tour leader decided that time did not permit us to partake in their hospitality. He would prefer to remain nameless as he is now in the record correctly as the man who couldn't organise a booze-up in a brewery!

In the evenings we were entertained to slides relating to Scottish Industrial Archaeology, Scottish Film Archives which showed some very interesting films of Scottish industries and street scenes in the early part of the century, and a visit to Glasgow's Transport Museum which is so comprehensive on all forms of transport that we found the two hours allowed totally inadequate.

There was a choice of visits on Saturday afternoon as usual. They were to: New Lanark, The Scottish Mining Museum, or the Scottish Railway Preservation Society's half mile track together with the Bo'ness Heritage Area.

The Presidential Address was given by Mr. W. Thompson to the Conference dinner on the theme that there is little point in preserving relics of the past unless they are well documented for posterity. Some of his slides showed well-restored sites with no indication whatsoever as to what they were or what function they performed.

The Rolt Memorial Lecture was given this year by Douglas Hague who seemed less at ease in collar and tie (both askew!) and suit, than he did on the Welsh mountain tops last year (refer to Ron Martin's report of last year's conference). His subject was "The Artist as Witness", assisted by some slides which demonstrated his wide knowledge in this field. Again he seemed less at home reading from script than when adlibbing which had us rolling in the aisles!

Next year's conference is to be held at Loughborough, about one third the distance to travel so we hope to see a greater representation from Sussex. It is a rewarding experience.

GORDON THOMERSON

#### 19TH CENTURY SLUICE-GATE AT BOGNOR REGIS

The item in the June Newsletter under this heading has borne fruit. Tom Evans has been to the site and prepared sketches of the sluice-gate on the forms provided by Ron Martin for recording. These will be held by Ron with other recording reports submitted to him. Unfortunately it is not possible to reproduce the sketches in the Newsletter.

#### PILLAR BOXES

On recently looking through my files I came across extracts from an interesting book The Letter Box by Jean Young Farrugia, published by the Centaur Press in 1970.

Following the introduction of the "Penny Post" in 1840 there was later found to be a need for roadside collection boxes and these were first introduced in 1852/3 in the Channel Islands following a study by the Surveyors Clerk, Anthony Trollope, who was later to achieve fame as a novelist. The first mainland pillar box was erected at Batcher Gate, Carlisle, around September 1853. Various designs were then tried, the most famous being the fluted column type with the vertical (later horizontal) posting aperture; until 1859 when a cylindrical standard was adopted. These had an aperture in the side, rather than the top, protected by a flap opening inwards. The aperture was placed immediately below the projecting rim of the roof and internally was fitted with a wire guard to prevent the letters falling out when the door was opened. They were made in two different sizes and cast by Messrs. Cochrane with an initial batch of 50; but casting was allowed to continue to meet demand.

John Tilley, a new Secretary to the Post Office, thought that a hexagonal design would be an improvement and in 1866 a design by Mr. J.W. Penfold was adopted and continued as standard design until 1879, with slight modifications. They were cast by Cochrane Grove and Company (successors to Cochrane's?) and bore the Royal Cipher.

In 1879 an "improved" cylindrical box was introduced with "superiority in capacity and form and greater economy both as regards original cost and

subsequent repairs". They were cast by Handyside's of Derby. In 1883 the posting aperture was lowered by a few inches, from directly beneath the roof, (the posting aperture was not placed in the door until 1904). In 1887 it was pointed out that there was nothing to show that the pillar boxes were the property of the Post Office so the Royal Cipher was reintroduced.

The book quotes the results of a survey undertaken in 1964 by the Post Office house journal which is now reproduced for Sussex.

First National Standard 1859-79

Brighton : Montpelier Road/West Road

Hexagonal "Penfolds" 1866-79

St. Leonards-on-Sea : London Road/Clyde Road

Anonymous Cylindrical 1879-83

(High Posting aperture)

Brighton : Marine Parade/Atlingworth Street  
Albert Road  
Stanford Avenue  
Clermont Road/Preston Road  
Stanford Avenue/Southdown Road  
Preston Road/Ditchling Rise

Eastbourne : The Avenue  
Matlock Road  
Grange Road  
Watts Lane  
Carew Road  
Royal Parade  
Stanley Road

Hastings : Godwin Road/Harold Road

Hove : Westbourne Gardens/New Church Road  
Queens Gardens/Grand Avenue

St. Leonards-on-Sea : Springfield Road/London Road

Worthing : Farncombe Road  
Chapel Road  
Mill Road (Belsize Road)

Anonymous Cylindrical 1883-1887

(Lowered posting aperture)

Hove : Denmark Villas

Worthing : Marine Parade/West Street  
Winchelsea Gardens

In 1964 those with the V.R. Cipher, i.e. later than 1887, were still common.

During the short reign of Edward VIII only 161 pillar boxes were made so these are obviously rare, the two recorded examples were given as:-

Brighton : Warmdene Road, Patcham  
Kings Road

In the intervening 21 years many must have disappeared, the Penfold at St. Leonards was demolished by a lorry running into it in the spring of 1970, but the First National at Montpelier Road, Brighton is still in use. Can we now update the survey, by members letting me know which ones are still extant in their areas, and of course any that may have been omitted from the original list. Is it worth including those with the V.R. cipher or are these still common?

J.S.F. BLACKWELL

LCST

Could the correspondent who wrote with information concerning the builder of Petworth Station, R. Cook & Sons, kindly get in touch again as I have most carelessly mislaid the letter.

J.S.F. BLACKWELL

BOOK REVIEW

M. Beswick, Leather and Cloth : Rural Trades in the Parish of Warbleton (Warbleton & District History Group n.d. 1985 pp. 41 £0.80)

This attractively produced booklet is not as parochial as the full title seems to suggest. Not only are the craftsmen in these trades living in the parish named and their businesses described, but considerable detail given about the methods of preparing and tanning the leathers and processing the textiles recorded, making these clear to the general reader. Throughout the question of self-sufficiency in the pre-nineteenth century village is kept to the fore with interesting conclusions. The parish had tanners and textile workers active through many centuries but as early as the late seventeenth century Samuel Store, a mercer, could establish a flourishing and relatively extensive business supplying needs that the parish craftsmen were unable to meet. At the time of his death in 1711 his stock of cloth and groceries was valued at £204.10s 10d with outstanding debts due to him of £438.18s. 1d. The tanyard at High Holms which closed in 1769 may well have suffered competition from the more efficient Bermondsey tanners. Already by the early modern period local industries were being affected by competition from producers outside the area. Despite this inventories of the eighteenth century show that a third of the households still possessed spinning wheels.

Molly Beswick uses a wide range of original source material including that at the East Sussex Record Office, and effectively selects and assembles her materials. The book is illustrated with maps, facsimiles of an inventory and a series of attractive line drawings by Margaret Austin. This is a valuable little work for those interested in the history of the eastern Weald or in local craft industry and at the modest price is excellent value.

Copies can be obtained from:

Jean Morris, 2 Southside, Rushlake Green, Heathfield, price £1 inclusive of postage.

BRIAN AUSTEN

SUSSEX INDUSTRIAL HISTORY

The following back numbers are still available from the Hon. General secretary :

- No. 2 Dolphin Motors of Shoreham, Lime Kilns in Central Sussex
- No. 3 Population change in Lewes 1660-1800, Kingston Malthouse 1844-1971
- No. 5 East Sussex Milestones, The West Brighton Estate, A bridge for Littlehampton 1821-2
- No. 8 Nuntham Well, Old Bridges Newhaven, Pumping Plant Buckhurst Park, Ifield Mill, Shipowningat Newhaven
- No. 9 Ifield Mill Restoration, Ironmaking Origins, Petworth Water Supply, Ox-cart to Steam Engine, Hurst Green Foundry, Chalk Pits Museum Amberley
- No. 10 Burton Mill, Clayton Windmills, Building Materials for Brighton, Horsebridge Watermill
- No. 11 Cobb's Mill, Hastings Trolleybus System, Ashburnham Brickworks, Thomas Durrant - Miller, Worthing Electricity Supply
- No. 12 Piddinghoe Kiln, The Bakers of Piddinghoe, Littlehampton Swing Bridge, Hillman's Brickyard, Hastings Trams, Iron Working in Westfield

- No.13 Brick and Tile Making on the Dicker, Round House Ashcombe, Water Supply (Worth Priory), Petworth Ice-house, Brewery Well at Hastings, Worthing by Gaslight, St. Pancras Engineering Works at Chichester
- No.14 Palace Pier Brighton, White and Thomson Ltd., Shoreham Airport, A Charcoal Burner's Hut, Ice-houses in Brighton, Mining in Sussex

All above issues at £1.00 plus 25p postage for one copy, 50p for two or more copies.

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- N.G. Calvert Water Mills on the Levadas of Madeira
- F. Celoria Some Specimens of Early Telegraph Cables in the Science Museum
- C.P. Griffin Technological Change in the Leicestershire and South Derbyshire Coalfield before c.1850
- W.R. Smith Silloth: A Product of Yesterday

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- Barrie Trinder The First Iron Bridges
- R.S. Edmundson Coalport China Works, Shropshire; A Comparative Study of the Premises and the Background to their Development
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