

Sussex Industrial Archaeology Society Newsletter

**Yes it's a kinky chimney:
But where is it?
and why do you see variations on this theme,
what was the purpose?**



Newsletter 179

Contents

July 2018

Editorial	2
Forthcoming SIAS Events	3
Events from Other Societies	4
SERIAC 2018	8
Now just another Railway Museum!	11
The Pullman Story 1874-Date.....	12
Book Reviews	14 - 16
Book Award for one of our authors.....	16
Visit to Gatwick Beehive Terminal	17
Visit to Gatwick Mail Centre	19
General Data Protection Regulation 2018	20
Balcombe / Ouse Viaduct and bricks from Holland?.....	20
Mystery Photo	22

Editorial

Welcome to *Newsletter 179*. As I sit here being baked, with the promise (threat!) of maybe a three months heatwave, hosepipe bans and standpipes, I must try to be positive about not then needing to mow the lawn.

Still no excuse for us not getting out and about to visit our favourite IA wonders, please remember to take some photos and send in your reports.

What's in a name - the misuse of words in an IA context

Ron Martin

There are numerous words and phrases which are used in IA which are not strictly correct. Here is an few example, more to follow.

Lime is created by the heating of calcium carbonate in the form of limestone, chalk, marble etc. to 1,200°C this has the effect of breaking down the material driving off carbon di-oxide and leaving calcium oxide , which is quick lime. This process is commonly known as lime-burning. However this is not strictly correct as the definition of burning must include the consumption of oxygen which is not the case with “lime–burning”. This can be further exemplified by the attempts to shoot down Zeppelins during WWI. It was found that incendiary bullets had no effect and it was not until a mixture of explosive and incendiary bullets was used that there was success as the explosive bullets breached the envelope and exposing the hydrogen to air when the incendiary bullet could the ignite the mixture.

Forthcoming SIAS Events

Malcolm Dawes

The following SIAS meetings are held
at West Blatchington Mill Barn, Holmes Avenue, Hove BN3 7LF

Saturday 21st July Visit to Bluebell Railway

Details as per April *Newsletter*, there are still a few places available.
If you have not previously booked and wish to attend, please contact :-
John Blackwell Tel 01273 557674 or e-mail johnblackwell@ntlworld.com

Sunday 5th August Visit to Sir William McAlpine's Railway and Museum, Fawley Hill near Henley-on-Thames. *This trip is now fully booked.*

Saturday September 1st Visit to the Hollycombe Steam Collection and the remains of the Longmoor Military Railway

Organised by Joe Whicher. Meet At Liss to see the remains of the LMR followed by the visit to Hollycombe.

Normal admission to Hollycombe ; Adults £16, OAP £14, Child £12.

If numbers exceed 15 then we will get a discount of £2 per person.

Groups must register with full payment in advance so it is imperative that anyone wishing to book should contact Joe Whicher no later than August 4th. A plan of the day's programme will be sent to those who have booked. Cheques to be made payable to Mr J C Whicher for £16 per person (£14 OAP) to be received no later than August 4th.

If 15 or more people respond then you will receive £2 on the day.

Send the cheque with attendees names and whether OAP to
Joe Whicher, 101 Woodlands Lane, Chichester, PO19 5PF.

Please enclose a self-addressed envelope so that the programme can be sent to you.

Saturday 6th October 7.30pm. The story of Crystal Palace and its transport

The extraordinary story of this once great building told by Ian Gledhill. The talk includes many surprising details of the creation of the building, its relocation and tragic destruction. For transport enthusiasts the talk will also include details of the transport that visitors used to access the exhibitions and including the impressive Crystal Palace Railway Station. Presented by a very entertaining speaker. Not to be missed.

Advance Notice

17th November 2.00pm. AGM followed by Vic Mitchell of the Middleton Press, the railway and transport publishers

Please see the Mills *Newsletter* for details of Mills Group activities

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

Saturday 21st July. *Sussex Vintage Model Railway Collectors Annual Exhibition*

Knoyle Hall, Knoyle Road, Brighton. Confirm details at

www.sussex-transport.co.uk/svmrc

Saturday 28th July. *Toy and Rail Collectors Fair* Horsted Keynes Station, Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 29th July. *Classic Car Summer Show*

Classic motor vehicles and accessories from the 50s, 60s, 70s and 80s. Up to 200 cars on show. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Sunday 29th July. *Worthing seafront bus rally*

Open Top and Classic Buses running a free service and on display on Worthing Seafront www.worthingbusrally.co.uk

Saturday 4th August, 10am to 4pm. *Open Day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310. www.southernwater.co.uk/visiting-the-giants-of-brede

Weekend 4th- 5th August. *Tinkers Park Rail Gala*

Model Railway Show and Southdown Bus Event on the 5th at Hadlow Down. www.tinkerspark.com

Saturday 11th August. *Historic Cycles Day*

Bicycles from 1800 to the present day. Procession with riders in period costume. Amberley Museum. 01798 831370. www.ambereleymuseum.co.uk

Weekend 11th- 12th August. *Steam through the ages*

Different railway eras recreated throughout the railway. Victorian at Sheffield Park, 2nd World War at Horsted Keynes and Seaside Holiday at Kingscote. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Monday 13th August 7.30 pm. *Archive of Cine Films part 2*

Southern Electric Group presentation by Keith Carter. £3 non-members. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Weekend 18th- 19th August. *Vintage and Steam*

Steam engines on display and working around the museum grounds. Other displays include, commercial vehicles, military vehicles, working narrow gauge railway, model boats, classic cars and traditional vintage fairground. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 19th August. *Petrol Locos Day*

Working petrol locos including World War I Simplex and Wickham sets. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Weekend 25th- 27th August. *Hellingly Festival of Transport*. <http://www.ehvc.bi>

Saturday 25th- Monday 27th August. *Rural Life Weekend*

For five days the traditional earth clamp will be built, tended and then dismantled on Bank Holiday Monday. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Friday 31st- Sunday 2nd September *Ale at Amberley Beer Festival*

Over 70 real ales, ciders and perries, many from Sussex and Kent. Hot food and visiting food stalls. There will be a stage with music at all sessions. Steam rollers, traction engines plus visit the Museum during the day. Booking highly recommended for the Friday and Saturday evenings. It is planned to run a dedicated bus service for the event. Above details are provisional so check web site nearer the date. Amberley Museum. 01798 831370. or www.amberleymuseum.co.uk

Saturday 1st September, 10am to 4pm. *Open Day at the Brede Steam Engines*
Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. 01323 897310.

Sunday 2nd September. *Horsham Bus Rally*

Open Top and Classic Buses running a free service and on display at Hop-Oast Park and Ride. www.worthingbusrally.co.uk

Weekend 8th- 9th September. *Laughton Country Fair*

Laughton, East Sussex. www.heritagefield.co.uk

Monday 10th September 7.30 pm. *Scrapping the Southern*

Southern Electric Group presentation by John Burling. £3 non-members. Deall Room, Southwick Community Centre, Southwick.
www.southernelectric.org.uk

Wednesday 12th September 7.30pm. *Chichester, City of Contrast as revealed through the 1911 Census*

Chichester Local History Society talk by Prof Philip Robinson Non-members £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Friday 14th September 8.00pm. *Twittens and alleyways of Brighton*

Burgess Hill Local History Society talk by Geoff Mead. Burgess Hill Museum. Cyprus Hall, Cyprus Road, Burgess Hill. www.burgesshillmuseum.co.uk

Weekend 15th- 16th September. *Miniature Steam Engine Weekend*

Visiting exhibitors with their working miniature steam engines. Steam engines running on railway around the museum. Amberley Museum. 01798 831370.
www.amberleymuseum.co.uk

Sunday 16th September 2.00pm. *Chichester Model Engineers, Steam on Sunday*

Open afternoon, miniature steam and diesel locomotives with rides all afternoon. Blackberry lane, off Bognor Road, Chichester. www.cdsme.co.uk

Wednesday 19th September 7.45pm. *Early days on the South Coast*

Sussex Transport Interest Group talk using his film archive by Malcolm Keeping. London Road Station, Brighton. 01273 512839.

Thursday 20th September, 8.00pm. *Roman Settlements in the Ouse Valley*

Roman villas at Bishopstone, Beddingham and Barcombe have yielded evidence of earlier farmsteads with flint tools dating back to Neolithic times. Wivelsfield Historical Society talk by David Rudling. Visitors £2.50. Wivelsfield Village Hall. 01444 451568.

Sunday 23rd September. *Autumn Bus Show and Running Day*

View and ride on a variety of historic buses. Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Saturday 29th September. *Tinkers Park Open Day at Hadlow Down*

www.tinkerspark.com

Saturday 6th October, 10am to 4pm. *Open Day at the Brede Steam Engines*

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

Weekend of 6th- 7th October. *Autumn Countryside Show*

Heavy horses, Vintage tractors, steam powered ploughing and threshing. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 7th October. *Vintage bus running day*

Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Sunday 7th October. *Autumn Historic Transport Gathering*

End of season gathering of vintage cars, motorcycles, commercial vehicles, steam engines, diesel and steam locomotives. Amberley Museum. 01798 831370.

www.amberleymuseum.co.uk

Wednesday 10th October. 6.30-7.30pm *The Pam Combes Memorial Lecture: The Work of the Wealden Iron Research Group* At The Keep, Woollards Way, Brighton BN1 9PU; £5, free for Friends of The Keep Archives

Iron was made in the Sussex Weald from perhaps as early as the 5th century BC until about 200 years ago. Founded in 1968, the Wealden Iron Research Group was established to record the sites where iron had been made, to explore for undiscovered sites, to search surviving records of the industry and, selectively, to excavate the physical remains. In this talk, author and Vice President of the group Jeremy Hodgkinson describes its methods, its discoveries, and the range of the projects it undertakes to initiate further research into what has become one of the most intensively studied industries in a British region.

Booking essential. Please call 01273 482349 or via website: www.thekeep.info/events

Wednesday 10th October 7.30pm. *Tangmere Operations – the Battle of Britain and Beyond*

Chichester Local History Society talk by Julie and Nigel Presley. Non- members £3. New Park Centre, New Park Road, Chichester. 01243 784915.

Weekend 12th- 14th October. *Autumn Steam Gala*

Visiting locomotives – check web site nearer the date. Bluebell Railway. 01825 720800. www.bluebell-railway.co.uk

Wednesday 17th October 7.45pm. *Pre and post Network South East*

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

Sunday 21st October. *Autumn Industrial Trains*

Narrow gauge trains in action, plus demonstration runs with the road machines and contractor's monorail. Resident steam trains running around site.

Amberley Museum. 01798 831370. www.amberleymuseum.co.uk

Tuesday 30th October 8.00pm. *Smuggling on the South coast*

Danehill Parish Historical Society talk by Chris Hare. Danehill Memorial Hall, London Road, Danehill. Visitors £3. www.danehillhistory.org

Sunday 4th November. *London to Brighton veteran car run*

Information for members on Heritage Open Days in September

Many buildings are opened up to the public during September as part of the Heritage Open Days event. Many of these buildings have an industrial archaeology interest. Events outside of London run from 6th to 9th and 13th to 16th September.

Details from www.heritageopendays.org.uk

Events in London are for the weekend of 22nd- 23rd September.

Details from www.londonopenhouse.org

AIA conference

31st August to 4th September.

This year's conference will be held in Nottingham University

<https://industrial-archaeology.org/conferences/annual-conference/>

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.

Subscriptions Over Due

Several members have not renewed their subscriptions.

This could be the last Newsletter you are sent if you have not paid up.

Please check your bank statement to see if a payment has been made or contact the Membership Secretary Peter Holtham.

SERIAC 2018

John Blackwell

This year's conference was hosted by Berkshire Industrial Archaeology Group at Holy Cross Preparatory School Kingston Upon Thames. The conference was attended by 100 delegates.

The first speaker was Ken Fostekew Curator of the Museum of Berkshire Aviation on the **Miles Aircraft Factory**.

Aircraft design and manufacture began at Woodley in 1932 when F G Miles and Charles Powis formed a partnership to produce light aircraft for private owners and the rapidly emerging aero clubs nationwide. During the twenties and thirties with war threatening the factory expanded to a workforce of 7,000 producing more advanced aircraft for training pilots. Development plans towards the end of the war of new designs for civil airlines were not taken up and Miles Aircraft Ltd went into liquidation. A new company Handley Page Reading acquired the assets at Woodley and continued aircraft production. It appeared unfortunate that the speaker had been give a brief to concentrate on the IA of the site which has been largely developed for housing and has a few uninteresting remaining buildings, whereas the story of aircraft manufactured or designed there, in particular the M52 which would have been the world's first supersonic jet aircraft travelling at 1,000 mph, would have been more exciting. The only nugget of interest to me was an image of an the early production line where the aircraft body entered upside down and was moved around on rails by hand to the various assembly stations before emerging the correct side up!

The second presentation by Martin Andrews featured the work of **Jabez Hare, Commercial Wood Engraver**.

Wood block printing is an ancient art form originating from China. Using a similar technique to lino-cuts a block of boxwood has the background cut away to leave a raised image which is inked and printed either by hand or machine press. With the boom of manufacturing industries in the nineteenth century there was a growing demand for printed marketing material and catalogues. Every manufacturer wanted to show off their latest product and needed illustrations of high quality. Jabez's father was an engineer and manufacturer and his son followed his footsteps and soon showed a remarkable talent as an artist and wood engraver. In 1839 he produced illustrations for Ransomes of Ipswich, then an agricultural machinery manufacturer, which were of such quality and detail that enabled him to set up his own business quickly establishing a monopoly in providing illustrations for this manufacturing sector. Hare and Co expanded and carried on through two more generation before photomechanical printing of images replaced

wood block engraving at the beginning of the twentieth century. The presentation was accompanied examples of wood blocks, showing that for large illustrations several blocks could be bolted together allowing ease of alteration if for example new or altered products were introduced by the manufacturer. Engraving tools and illustrated by examples of Hare's prolific output were also shown; It was unfortunate that some images were poor in reproduction on screen as his work was of the finest detail and quality.

Blotters, Board and Banknotes presented by Sheila Viner of Hampshire Mills Group featured paper mills in Berkshire, Buckinghamshire and Hampshire's Test Valley. Blotting paper was accidentally discovered at a small East Hendred Mill in north Berkshire when a paper mill worker forgot to add sizing to a batch of paper being manufactured from rags. Discarded, someone later tried to write on it and found the ink was rapidly absorbed thus revolutionising the centuries old method of drying ink handwriting by sprinkling sand over it. Mass production was developed By T B Ford of Snakeley Mill, at Loudwater on the river Wye, a tributary of the Thames in Buckinghamshire. Foudrinnier's continuous process was used, rather than making each sheet by hand, to produce blotting paper in a variety of colours. Also on the Wye Jackson's Millboard Co, using a pulp from old rope, provided the fibrous backing card to radios and television sets. Wiggins Teape's Glory Mill at High Wycombe Bucks was the major producer of photographic paper during WWII. On the Thames at Temple Mill Bisham we were told of a secret operation during WWII to produce 'ticker tape' for communication purposes. (it would more likely to have been narrow rolls of paper tape. If I recall correctly an operator received morse code messages via earphones and using a key punch machine input the dots and dashes on to the paper tape, the resulting output message could then be forwarded by another machine to different destinations or recipients. Military historians may correct or elaborate. PLT please note). At Sutton Mill near Abingdon the first paper money was produced in 1694, more like a cheque than today's equivalent. Henri de Portal a French refugee developed a superior watermark and in 1724 was awarded the Bank of England contract for banknote paper. His mill at Laverstoke on the River Test in Hampshire was very successful and supplied currency paper to over 50 countries before closing in 1963. It is now a gin distillery. A meticulously researched item but (pet hate) read rather than presented.

Following Lunch we heard about **The Hush Hush Factory at Tubney Wood** from Rosemary Kitto who paid tribute to the original research by Nigel Dawe a local military historian.

Lord Nuffield of Morris cars fame was concerned in 1937 that Britain was unprepared against aerial attack, and negotiated with Bofors the Swedish

armaments company and set up a manufacturing plant in one of his Coventry factories which by 1940 had increased production from five to fifty anti-aircraft guns per week. Disaster struck in November 1940 when the factory was bombed but fortunately the irreplaceable rifling machines were saved and the decision was taken to move these to a more secluded location, Tubney Wood near Abingdon in Oxfordshire. The site was cleverly camouflaged and facilities provided for staff who worked a 12 hour shifts both day and night seven days a week, often walking or cycling miles to the isolated site. Only the barrels for Bofors guns were produced here. Forgings (possibly with the bore already forged around a mandrel) were delivered from Sheffield to the machine shop and the outside profile was turned on centre lathes before the bore was drilled out. The rough bored barrel was then transferred to the finishing shop for rifling and then shipped to Bristol for assembly. Details of the site and staff facilities dormitories, canteen, and even a swimming pool (actually a water tank in case of fire) were shown and staff memories retold but unfortunately no details of the manufacturing process were known (and few details appear in the booklet *Tubney Wood at War – The Hush-Hush Factory* by Nigel Dawe, which was on sale). Following the War the site had various storage uses before demolition in 1992.

There followed **Preservation of Public Road Transport in the Thames Valley** with Colin Billington of the Thames Valley & Great Western Omnibus Trust.

The trust describes its area of operation as from Paddington to Penzance covering the Great Western Railway's extensive motorbus operation inaugurated in 1903 from Helston station to The Lizard and rapidly spreading through Cornwall, the Thames Valley, Wiltshire, Wales and the West Midlands. By the late 1920s the fleet numbered over 600 vehicles. The trust is home to some 70 vehicles including the sole surviving GWR bus which it has fully restored. This was viewed following the conference by some delegates who travelled by vintage bus to the Trusts garage at Fifield. Unfortunately for this reviewer the presentation concentrated on the Trusts current activities rather than the historic vehicles and services.

The story of the **Slough Industrial Estate and its Railway** was recounted by Jaye Isherwood.

In 1918 the War Department purchased farm land west of Slough to construct a major facility intended to repair damaged vehicles arriving back from the WW1 battlefields. By May 1919 vehicles had started to arrive but with the war over the scheme became a huge white elephant and the works and 15 thousand trucks were all sold off to a motoring syndicate for a staggering £7m.,

The works and depot were extensive and included rail connection to the nearby Great Western Railway with a dedicated station for workers and goods on the site. The purchasing syndicate traded as the Slough Trading Company, with vehicles

now being refurbished for the domestic market, however there was a limited supply of stock (15k worth!) which gave the facility a finite life. Fortunately some WW1 truck manufacturers chose to re locate their own UK works to the site including, Peerless, Four Wheel Drive and Citroen. They formed one of the first industrial estates where tenants leased buildings gaining the benefits of all the facilities on site including power, water and a rail connection. Now renamed Slough Estates Ltd, other early tenants were Mars, Gillette, Johnson & Johnson, Weston Biscuits, Aspro, Black and Decker and Hygienic Ice who employed the pure water from the artesian wells on site to produce ice for the fish markets and London hotels. Throughout this time, transport of supplies and delivery of goods was highly dependent on the estate's internal railway and locomotives and main line rail connection. The Estate's steam locomotives, two of which have been preserved, continued to supply coal to the estate's power station until 1973. The estate still has its own power station now fired by wood chips and other biomass. Like most older industrial estates this huge site has been redeveloped and sadly lost much (all?) of its original factory buildings.

Summing up:- A well organised conference at good venue but which left me somewhat underwhelmed with the content. One of our delegates commented the Windsor Railway Walk following the conference was the best part.



Now just another Railway Museum!

Martin Snow

In York there used to be the 'National' Railway Museum, but it appears that after some £100,000 being spent it becomes just a common or garden Railway Museum. 'Great value for money', an unspecified NRM spokesman is quoted as saying!

Remember the £1.5 million to rebrand and launch Consignia - What you say? That was a Royal Mail name change in 2001, who then spent a further £1 million to become 'Royal Mail' again a year later.

Maybe it is an omen, how many of our local pubs have been 'blessed with a stupid name change by the marketing whiz kids - 'kids' being the operative word it seems. Mostly they then soon disappear and become yet another mini supermarket. Ah! progress.

So is this all a bean counters trick to off load an expensive site and old scrap iron - sorry - historic railway heritage. What did York do to upset them?

It used to be sited at Clapham, perhaps it will return.

Nothing detrimental intended to the other railway museums, indeed they have just received a lift up the ladder.

The Pullman Story 1874-Date

Report by John Blackwell

The final Winter Lecture presentation was given By SIAS and Pullman Society member Mike Hudson. George Mortimer Pullman produced his first, but not the first, sleeping car in 1859 recognising the need for comfort on long rail journeys across America. By 1865 the first 'real' Pullman sleeping car appeared with clerestory roof, and balconies at the ends of each car. For sleeping the upper berth folded down, like a modern aircraft luggage locker and the two facing seats below folded over to form the lower berth. Privacy was by curtains to each berth, as can be seen in the film *Some Like It Hot*. The cars (not carriages) were fitted out in a most luxurious style. Initially the cars were built, leased, staffed and operated by the Pullman Palace Car Co, established in 1867, but in 1944 an antitrust decree (unfair competition by a monopoly) ordered the company to dispose of either its manufacturing or operating arms. The cars were sold to the railway companies, in 1947 for \$40 million, who then became responsible for operating them,. The Company continued to build (railway) cars until 1965. The story of the American Pullmans was illustrated by Mike's splendid personal slides.

Pullman cars arrived in Britain in 1874 to run on the Midland Railway initially as day (parlour) cars. The following year saw the introduction of sleeping cars on the overnight Scotch Express (St Pancras to Glasgow St Enoch). Their use was taken up by other railway companies, the Great Northern Railway (GNR) operating the first, in 1879, kitchen (restaurant) car serving hot meals rather than a buffet car. In 1881 the London Brighton and South Coast Railway (LB&SCR) ran the first all Pullman train between Victoria and Brighton which was also the first electrically lit train in the world. The early cars were built in the USA, 'knocked down' (dismantled) and shipped to the British Pullman works in Derby and re-assembled. In 1906 a consortium headed by the financier Davison Dalziel (pronounced Dee-al), who is credited with introducing motorised taxi cabs to London and was also a director of the French Wagon-Lit company, bought the British Pullman operation. The company adopted the then new carriage livery of the LB&SCR of umber and ivory white (cream) which became emblematic of Pullman operation in this country until 1966. New car production was contracted to British companies with repairs and rebuilds being undertaken at the British Pullman Car Co works in the former South Eastern & Chatham Railway's Longhedge Works at Stewarts Lane Battersea from 1912 until 1928; when an ex LB&SCR engine shed at Preston Park Brighton was acquired. Following 'Grouping' in 1923 the Southern Railway (SR) undertook third rail electrification of its central area completing in 1932 the electrification of the Brighton main line. The iconic Brighton Belle made its inaugural run on 1 January 1933. I can recall travelling on the Belle during the 1950's, third class supplement one shilling (5p), with father purchasing a pot of tea but never the legendary kippers. Mike then



Smoking Saloon and Kitchen GNR Pullman

showed some fine images of steam hauled Pullman trains, including the Bournemouth Belle with Pullman observation car, likewise the Devon Belle, the Thanet (later the Kentish) Belle and of course the Golden Arrow and the Night Ferry. I can remember colour photographs of named trains on other regions of British Railways (BR) which regularly appeared on the cover of Meccano Magazine in the 1950's, often hauled by an A4 streamlined pacific. Again Mike jogged ones memory with images including the Tyne Tees, Master Cutler, Queen of Scots and the Harrogate Pullman. In 1960 BR introduced the Midland Pullman which although so named was composed of BR Mk1 stock and ran between St Pancras and Manchester. In January 1963 BR or correctly the British Transport Commission purchased the British Pullman company and the Preston Park works were hurriedly closed that November. The 1970's saw the demise of Pullman cars on BR, by now painted in BR's corporate blue, with the Brighton Belle's final runs in April 1972. One thought this would be the end of Pullmans except those on preserved lines (now heritage railways) but 1981 saw the launch of the Venice Simplon Orient Express (VSOE) with luxury travel in this country now operated by Belmond British Pullman. Today we eagerly await the return of the electric 5 BEL unit which is being restored to modern operating standards and the future of these fine cars seems assured. Thanks Mike for a most informative and splendidly illustrated presentation, which was enjoyed by all.

Book Review by Alan H J Green

***Gilbert Szlumper and Leo Amery of the Southern Railway
– Diaries of a General Manager and a Director***

by John King.

Pen & Sword Transport, cloth, 246 x170, 222 pages, 40 b/w illustrations, £25
ISBN 978-1-473835-27-6

One could be forgiven for thinking that senior politicians and others in high office keep detailed diaries with the sole aim of publishing them when they retire, or their career suddenly ends, in the hope of promoting their image and memory. One such was Leo Amery, a Tory MP who collected directorships in the way that some might collect stamps and, as if that were not enough, published his autobiography. The Amery diaries as published though concentrated only on his political life and not his directorships. Gilbert Szlumper, a General Manager of the Southern Railway, seemingly did not have publication of his diaries in mind, and although they entered the public domain they have not really surfaced until now.

In this book John King has extracted from the unpublished parts of Amery's diary the entries relating to his time as a director of the SR and has also meticulously edited Szlumper's diaries in order to give a rare behind-the-scenes portrait of the Southern Railway. In Szlumper's case he also reveals the innermost thoughts of a career railwayman, the likes of whom we are unlikely to see again.

Gilbert Szlumper, born in 1884, was the son of Alfred Szlumper the Chief (Civil) Engineer of the L&SWR. Gilbert duly followed in his father's footsteps and joined the L&SWR as a civil engineering trainee, but in 1914 opted to move into general management, becoming assistant to the General Manager, Herbert Walker. Walker, and both Szlumpers, retained their posts in the new Southern Railway at the Grouping and Gilbert became a force to be reckoned with; a man of ideas and a firm hand on the tiller (or should that be the regulator?)

In the book John King has not simply regurgitated great chunks of the diaries verbatim, but for the most part – and particularly so in the case of Amery - provided abstracts of the entries and put them into context. It is only later in Szlumper's time that we get the longer quotations which reveal so much about the nature of the man. The diaries between them span the years 1932 to 1945 and cover important mileposts in the Southern's history, such as the expansion of Southampton Docks, the introduction of train ferries, the Railway Air Services including the ill-fated airport at Lullingstone, involvement with bus companies, electrification to Portsmouth and the commissioning of the first Merchant Navy pacific. It is interesting to discover just how much business was conducted over lunch in London clubs and expensive restaurants!

Szlumper finally became General Manager in May 1937 when Herbert Walker retired, and soon had the Southern running like clockwork. He served on the Railway Executive Committee and also became President of the Institute of Transport. He is invariably very scathing in his comments about those around him who did not measure up to his standards, and that included his former boss Walker!

With the onset of war in 1939, Szlumper oversaw the evacuation of the SR headquarters to Deepdene House near Dorking, and arranged mass evacuation exercises to ensure the railway could cope when the time came. He was then seconded to the War Office

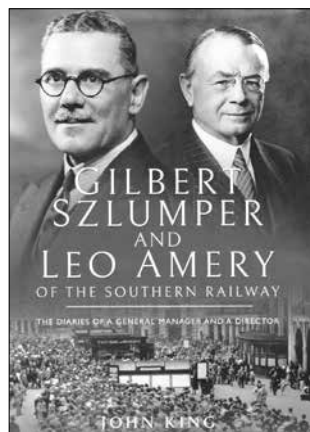
as Director of Transportation for which he – seemingly reluctantly – was awarded the honorary rank of Major General, but after a year he felt he had no more to offer and wanted to return to the SR. Instead he was moved to the Ministry of Transport as Railway Control Officer, but his disdain for civil servants meant that this was not an entirely happy time and again he hankered to return to the SR. This did not happen and in 1941 he was moved instead to the Board of Trade and the Mines Department, overseeing the mass movement of coal, which was when he deduced that the SR no longer wanted him back. Indeed he never returned, retiring instead in 1942 and going to work for the Ministry of Supply. He did however serve on a committee looking at post-war planning for the railways where he was bitterly opposed to nationalisation.

And what do we learn about Szlumper the man? His diaries reveal him as being self-assured with an insatiable appetite for hard work. Personality-wise he had decidedly right-wing views and did not suffer fools gladly, as witnessed by his opinion of the influential proprietor of the *Daily Express*:

As to Beaverbrook, it turns my blood cold to see that filthy little newspaper man appointed virtually Deputy Prime Minister...

He was good at his job and he knew it, and was not afraid of blowing his own trumpet to further his causes.

I found the chapters relating to the SR more interesting than those when he was serving the government, but this is a good read throughout and most of the illustrations were new to me. John King is to be congratulated on this painstaking piece of research which provides fascinating insight into the people behind the elegant facade of the General Offices at Waterloo. Pen and Sword are to be congratulated too for producing an attractive book printed on high quality paper. It is recommended for the shelves of all devotees of the Southern.



Book Review - Dr Geoffrey Mead

Sussex Downs Murder

I think I can claim a ‘first’ here as I am reviewing a book for SIAS which is an interwar murder mystery crime novel...!

How so? In 1936 the crime novelist Ernest Elmore [1901-1957], who wrote under the name of John Bude, had already written a couple of regionally based crime thrillers, *The Cornish Coast Murder* and *The Lake District Murder*. He was a co-founder of the Crime Writers Association and obviously moved around a deal, as his third novel was *The Sussex Downs Murder*, and it is this slice of period literature that has sparked this article. Crime in an industrial history newsletter..? Certainly, as this is set in a semi-authentic West Sussex landscape with much IA interest. On a minor point, transport and art history members [that’s me!] will love the book cover, as the illustration is of a classic 1920s Southern Railway poster for Seaford from 1930 by Leslie Carr, showing the chalk cliffs of Seaford Head with a crowded beach; although as a geography lecturer I have to reprimand the elegantly dressed couple of holidaymakers who are sight-seeing on a chalk cliff edge!...much discouraged these days...Health & Safety...or what!

The IA content is of a long established SIAS interest, that of lime-burning; set in the West Sussex downland east of Washington and featuring local villages and nearby and distant Sussex villages and towns. Without giving the plot away, the action takes place at the fictional Chalklands Farm where lime burning is a part of the farm economy. Much detail is given of the process of burning and of the layout of the operation and of the kilns themselves, as well as some of the uses of the lime; with some period information about local communities such as Washington, which has a policeman and a telegraph boy at the Post Office! and Findon which has a petrol station and car repair shop. Mineral interests are covered by various descriptions of chalk and flint but also of the nearby Rock Common sand pit. Travel was obviously easier then as the detective moves easily between police HQ at Lewes and Washington village...he would find it harder now with the ‘upgraded’ A27!

This edition of 2015 is a British Library Crime Classic and was recommended to me by an informed colleague and is a ‘rattling good yarn’!

Book Award for one of our authors

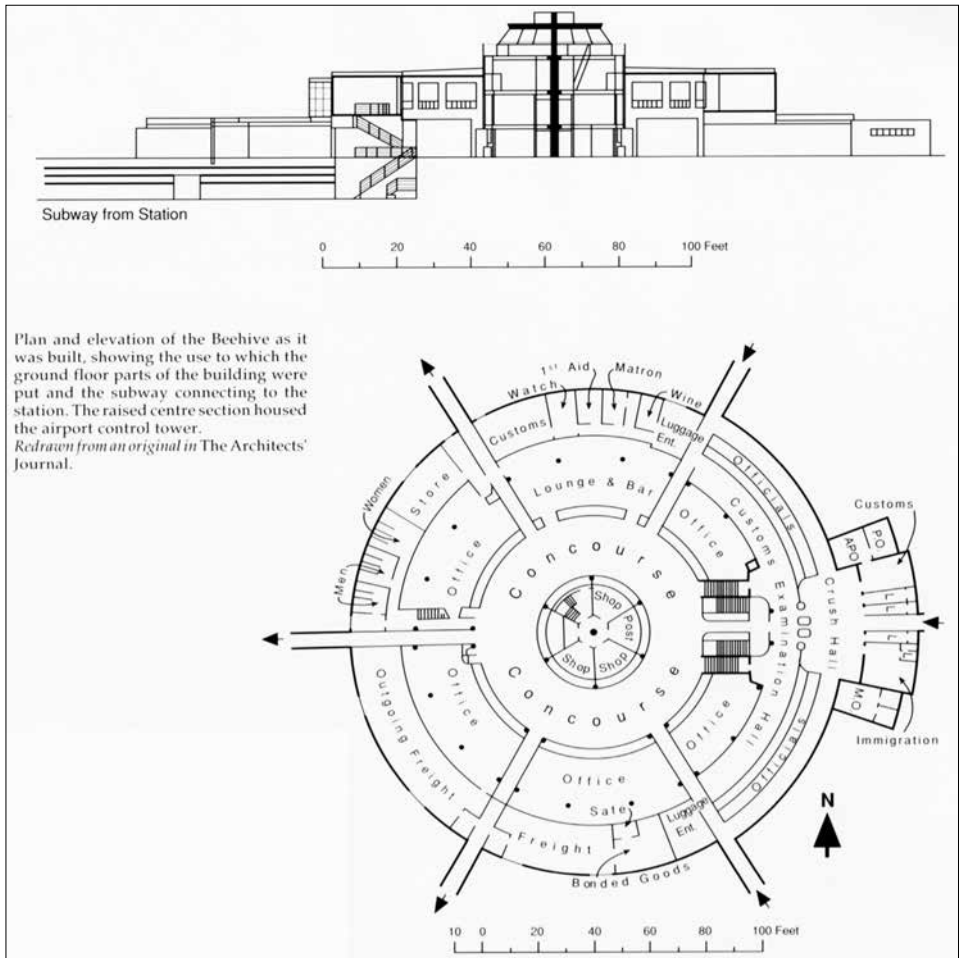
In the April newsletter we had an article by Mick Hamer on the how the Electric Bus was developed in the early years of the 20th Century, based on his book “A Most Deliberate Swindle”. The Railway and Canal Historical Society who specialise in helping authors to publish IA related books award annual prizes for IA books and Mick Hamer’s book was awarded the prize for “Popular Transport Book of the Year”. One of the judges commented – this is the sort of book that makes you want to read it at one sitting.

Visit to Gatwick Beehive Terminal

Report - John Blackwell

Gatwick aerodrome was licensed in 1930 for pilot training and aerial taxi services. It was purchased by Morris Jackaman, an accomplished private pilot and son of a civil engineer, in 1933 for £13,500. He had a vision to develop the site into a real airport with scheduled services to Paris on the hour every hour. Forming a company, Airports Ltd, his thoughts suddenly came up with the idea of a circular terminal. Morris' ideas for this terminal were so radical that he submitted them to the patent office in 1934. There would be covered telescopic gangways which would move outwards from terminal building on rails to the steps of waiting aircraft and the building itself would be connected to an adjoining railway station on the Brighton main line. He got his patent and succeeded in persuading the Southern Railway to build the new station at a cost to the airport of £3,000. The first service was to Paris on Sunday 17th May 1936 at 1.30pm with a fare of £4 5/- including first class travel by train. The following day services commenced to Malmo in Sweden via Amsterdam Hamburg and Copenhagen and a week later a summer service to the Isle of Wight all operated by the newly-formed British Airways Ltd. This early development of air services from Gatwick was difficult with few passengers especially on the Scandinavian route and finances of Airports Ltd became critical leading to Jackaman's resignation at the end of 1936. Worse was to follow, with above average rainfall in January 1937 the airport became unusable and British Airways pulled out never to return. Luckily two companies involved in defence work moved here and during the Second World War the airport was requisitioned by the RAF. After the war it was decided to develop the airport as a bad weather alternative to Heathrow. For the first time concrete runways were built and in 1958 new terminal buildings were constructed over half a mile to the north on the site of the old Gatwick Racecourse. The Beehive building was then used by various companies including BEA Helicopters until transferring to a new public corporation, the British Airports Authority in 1996. After a major restoration and refurbishment it became the headquarters of GB Airways from 2000 until 2007 and is now owned as offices by the Bland Group. The 'Beehive' was the world's first fully integrated airport building, and is considered a nationally and internationally important example of airport terminal design, being listed in 1996.

Our visit commenced at the main entrance hall where in the 1930s we would have passed immigration and customs to the left and right respectively. We were met by Linda Burton of Ortega Ltd who manage the building and John King of the Croydon Airport Society who outlined its history. On entering the concourse one is immediately struck by the typical art-deco design and the superb restoration. At the central hub were shops and a post office with offices, stores, a lounge and bar



area around the perimeter where originally there were five access points to the telescopic gangways for boarding and alighting aircraft. In the basement we saw the remains of the now blocked subway from the railway station. Stairs within the central hub led to the erstwhile control room now empty but giving good views of the surrounding area. I can recall from previous visits, seeing from this vantage point the runway, a large original hangar and the now demolished railway station. Outside we inspected the rails, all that remains of the aforementioned telescopic gangways. Our thanks to Linda and John for such a superb visit.

The full story of the airport and its Beehive terminal can be found in Sussex Industrial History No 16, now sadly out of print, but available on-line at www.sussexias.co.uk.

See the next page for the continuation of our visit to the Gatwick area.

Visit to Gatwick Mail Centre

Report - Paul Snelling

Following a break for refreshments we arrived at the nearby Gatwick Mail Centre and were met by our guides Paul Floodgate and Nick Vane. The Mail Centre serves the BN and RH postcode areas, a land mass of some 650 square miles, between Eastbourne and Littlehampton, up to Dorking and across to Oxted. It was built in the late 1990's, to centralise the mail sorting operations previously carried out at the old Gatwick Mail Centre, Brighton's North Street Sorting Office and at Redhill Station.

Having split into two groups we were then taken on a tour of the building. Most of the work is undertaken by a variety of machines all known by their acronyms; IMP, CSS and FSM. Here our guides explained the tasks performed by each machine and their hourly throughputs. The IMP (Integrated Mail Processor), which looks like a giant tumble dryer, segregates mail into first and second class and sorts it to its destination at around 25,000 items per hour with a three person crew, a person sorting manually will sort around 1,200 items in an hour.

The CSS (Compact Sequence Sorter) takes mail for delivery and sorts it into delivery order after the mail is passed through the machine three times. The FSM (Flat Sorting Machine) sorts large flat items into trays and we marvelled at its size, but most were taken by the way the machine removes old destination labels from the trays and replaces them with a new label.

In the manual sorting areas it was noticeable how few staff there were which shows the high levels of automation achieved. In the packet sorting area most of the work is done manually, the only mechanical aids being some portable rollers. We were told that a new packet sorting machine is being made and is expected to arrive next year, a cue for a return visit.

We were also shown the arrival and despatch docks where we were able to see how the work flows in and out of the building in wheeled cages known as a York Container. These containers have significantly reduced the amount of manual handling.

The overall impression was of a quiet, smoothly run operation, a far cry from the days in films such as *Night Mail* where there were staff everywhere. In fact we pondered how they handled large mail volumes with so few staff.

Paul and Nick were superb hosts, able to answer the many questions put to them and we thank them for their time to show us around.

One of our members noted an envelope addressed to him at the top of a sorted pile, what are the chances of that? It was duly delivered the next morning. Ed.

General Data Protection Regulation 2018

As no doubt you are aware the General Data Protection Regulation (GDPR) came into force on the 25th of May 2018, its aim being to give all of us more control over our personal data and how organisations can use it.

S.I.A.S. is a “not for profit membership organisation” and as such exempt from the EU General Data Protection Regulation 2018 but nevertheless considers it responsible to comply.

The S.I.A.S. Data Protection Policy is designed to protect the personal data held by the Society.

1. The personal data of each S.I.A.S. members comprises their name, address, telephone number(s) and e-mail address.
2. The S.I.A.S. Data Protection Officer is currently the Treasurer and Membership Secretary to whom all queries and requests must be addressed. This officer is responsible for the maintenance and security of the data, and that it is kept up-to-date.
3. Access to the data is restricted to officers of the S.I.A.S. Data will only be given to another party with the permission of the member.
4. The data is required solely for forwarding publications and communicating with S.I.A.S. members and is used for no other purpose.
5. Notification to the S.I.A.S. Data Protection Officer of the resignation of a member will result in the removal of all personal data from the database.
6. A member may request at any time for the removal of their personal data from the Society’s database, which would, however, result in their being unable to be sent publications and communications normally issued by the S.I.A.S.

Balcombe / Ouse Viaduct and bricks from Holland?

An edited recent exchange of emails.

If you can add any evidence to this long running discussion, please contact the Editor
From: Mike Anton :

I’ve come across various references that the 11 million bricks used in its construction came from Holland. This strikes me as a little odd as that’s a long way to ship bricks, especially if a very rough calculation comes in at over 3,000 tonnes.

The 1Km long Balcombe tunnel would have been constructed at the same time but there doesn’t appear to be any information on where it’s materials came from?

I’m also interested in finding out the history of the viaduct cottages that were situated under the SW pier. The ruins appear in a 1949 photo - www.britainfromabove.org.uk/en/image/EAW022733

Do you have references or suggestions to research this further?

From: Alan Green :

This is something that has puzzled me for a long time, and I have seen no firm evidence one way or the other. Prior to the spread of the railway network in Sussex transporting heavy building materials was an expensive business so things tended to be locally sourced. The abundant Wealden clays yielded, as we know, excellent bricks and tiles.

Bringing that number of bricks from Holland would have involved many ships crossing the North Sea to Newhaven or Lewes where they would have to be transferred to barges for the second stage of the journey up the Ouse to site. The combination of long journeys with dead return mileage and double handling would not make sound economic sense.

There may be invoices in the L&BR records at the NRM or Kew which would confirm this but Howard-Turner whose history of the LBSCR is so meticulously researched from primary sources makes no mention of such a significant happening.

Until I see the primary evidence I don't buy the Dutch story.

#

From: Mike Anton :

Thanks Alan

I've seen a copy of the painting done E of Wharf Cottages which depicts a turning basin. The river / canal would have definitely been used for material transport (the Caen stone?) but I'm surprised there doesn't appear to be much documentation on what would have been a major engineering project.

A brick field is shown on 1870 - maps near Holt's Cottages on the HH – Balcombe road, which is pretty close. There was also a brick works on what is now the Rowfant business park. The current ones at West Hoathly and Freshfield lane near Horsted Keynes aren't drawn so I think they can be discounted.

Would I be correct in assuming that the various map depictions of sand and gravel pits and quarries would generally be for local buildings?

#

From: Alan Green :

Yes there was a small wharf on the basin and the Caen stone would definitely have come in by sea with transfer at Newhaven or Lewes. Sandpits and quarries would have started out supplying only local needs but with the spread of the canal and then rail networks they found new markets elsewhere in the country where such commodity was not available. The same thing happened in reverse of course, we see slate from North Wales being used as a roofing material from the 1860s replacing locally made tile, but luckily not totally.

Mystery Photo

Do you know your IA?

See the front cover of this issue.



The mystery photo for January was identified by Philip Hicks, Sussex Mills Group Chairman, as the bakehouse which was next to Hoad's Bexhill Down Mill. A piece of wall enclosing mill stones is all that remains on site, in Old Mill Park, Bexhill.

The un-named member found this slide of the interior as the next numbered one!

The image of a Brighton Telephone Exchange in 1905 featured in *Newsletter* No.178 was taken on the top floor of the building immediately south of the Great Kitchen of the Royal Pavilion. This is still there and the roof is easily identifiable from the air in googlemaps. The exchange moved to North Road sometime after being taken over by the Post Office (GPO). That is a long story, that I hope to be able to relate in the future.

~~~~~  
*Please keep your 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).*

## Sussex Industrial Archaeology Society

- President : Air Marshal Sir Frederick Sowrey,  
Home Farm, Heron's Ghyll, Uckfield
- Chairman : John S. F. Blackwell, E-mail [johnblackwell@ntlworld.com](mailto:johnblackwell@ntlworld.com)  
21 Hythe Road, Brighton BN1 6JR (01273 557674)
- General Secretary and Newsletter Editor : Martin B. Snow,  
E-mail [martin@snowing.co.uk](mailto:martin@snowing.co.uk)  
32 Orchard Avenue, Worthing BN14 7PY  
(01903 208975 & 07836 675472)
- Treasurer, Membership Secretary Data Protection Officer and Archivist :  
Peter J. Holtham, E-mail [pandjholtham@virginmedia.com](mailto:pandjholtham@virginmedia.com)  
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)
- Chief Editor : Dr. Brian Austen, E-mail [brian.austen@zen.co.uk](mailto:brian.austen@zen.co.uk)  
1 Mercedes Cottages, St. Johns Road,  
Haywards Heath RH16 4EH (01444 413845)
- Programme Co-ordinator : M. H. Dawes, E-mail [malcolm.dawes@btinternet.com](mailto:malcolm.dawes@btinternet.com)  
52 Rugby Road, Brighton BN1 6EB (01273 561867)
- Recording Co-ordinator : R. G. Martin, E-mail [martin.ronald@ntlworld.com](mailto:martin.ronald@ntlworld.com)  
42 Falmer Avenue, Saltdean, Brighton BN2 8FG  
(01273 271330)
- Committee : Mrs. Julia Edge A. H. J. Green C. C. Hawkins  
P. S. Hicks Miss. J. O'Hara T. P. A. Ralph  
R. Taylor R. Vernon

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

© 2018 Contributors and Sussex Industrial Archaeology Society

Published quarterly in January, April, July and October

Please send contributions for the next *Newsletter* to the Editor by the 2<sup>nd</sup> September 2018

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*



Climbing the gradient at Fawley Hill.  
SIAS members are to visit  
on 5<sup>th</sup> August

Cover of the book featured in  
*Newsletter* No. 178 and on page 16

