

**T H A M E S      V A L L E Y**

**ARCHAEOLOGICAL**

**S E R V I C E S**

**S O U T H**

**Isfield Camp, Station Road, Isfield, Uckfield,  
East Sussex**

**Building Recording  
Addendum**

**by Sean Wallis**

**Site Code ICES10/08**

**(TQ 4510 1700)**

**Isfield Camp, Station Road, Isfield,  
Uckfield, East Sussex**

**Historic Building Recording (Addendum)**

**For Millwood Designer Homes Ltd**

by Sean Wallis

Thames Valley Archaeological Services Ltd

Site Code ICES 10/08?

**June 2016**

## Summary

**Site name:** Isfield Camp, Station Road, Isfield, Uckfield, East Sussex

**Grid reference:** TQ 4510 1700

**Site activity:** Historic Building Recording

**Planning reference:** WD/2010/1684 WD2013/2149/FA

**Date of project:** March 2015

**Project manager:** Sean Wallis

**Project supervisor:** Sean Wallis

**Site code:** ICES 10/08

**Area of site:** c. 3 ha

**Summary of results:** Further work has ensured the sufficient recording of all structures that made up the former Royal Engineers Depot at Isfield. Further historical research, alongside the archaeological evidence has established a slightly later construction date for the depot than was previously thought.

**Location and reference of archive:** The archive is presently held at Thames Valley Archaeological Services, Reading. The preferred depository for the site and find archive is Lewes Museum. Unfortunately they are not accepting new material at this time, so the archive will be held by Thames Valley Archaeological Services until a suitable repository can be found.

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Report edited/checked by:	Steve Ford✓ 11.07.16
	Steve Preston✓ 10.06.16

# Isfield Camp, Station Road, Isfield, Uckfield, East Sussex Building Recording (addendum)

by Sean Wallis

Report 10/08e

## Introduction

Following a building recording in 2012 (Wallis 2012) and archaeological field evaluation in 2014 at Isfield Camp (Thompson 2014), further work was requested by the East Sussex County Council Archaeologist in order to discharge the relevant planning condition. This was to comprise an archaeological watching brief in certain parts of the site, along with an addendum to the building recording report (Wallis 2012). The addendum was to include further photographs of structures and features which had been obscured by vegetation in 2012, and a more detailed history of the site. The watching brief has been reported on separately (Thompson 2016).

Further photographs were taken in 2015, after much of the vegetation had been cleared from the site. These photos are catalogued in Appendix 1 and their locations/directions of views shown on Figure 1. Particular attention was paid to two structures which had been badly obscured by vegetation in 2012. A circular brick-built structure (R) was a water tank, and was probably used as an emergency water supply (EWS) for the site. A small structure (L) in the south-east corner of the site was an incinerator, presumably used to dispose of refuse from the camp. A selection of the photographs are illustrated (Pls 1–6); the full collection is available in the archive.

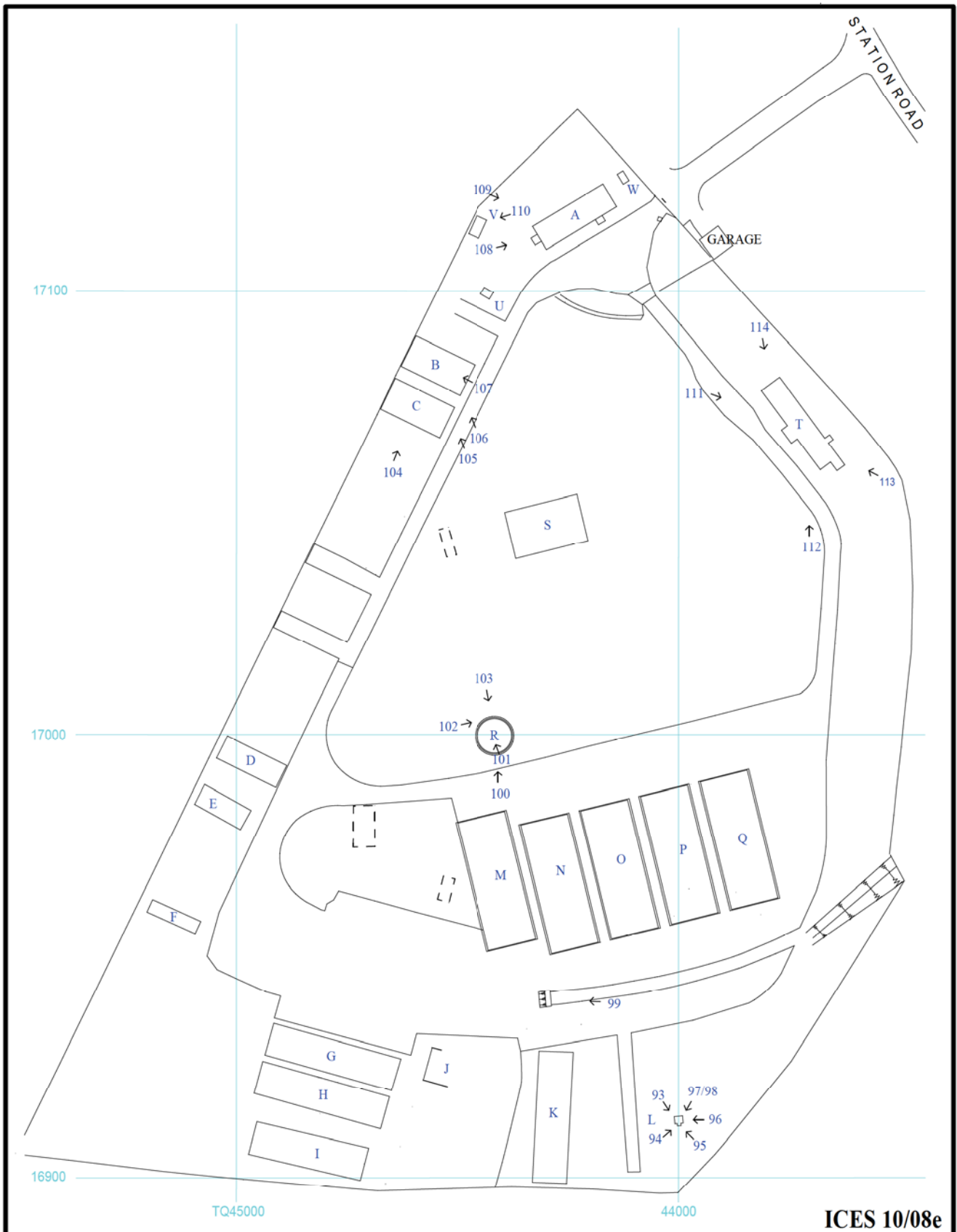
As far as the history of the site is concerned, a local military historian, Peter Hibbs, was asked to carry out further research. His findings are shown in Appendix 2. In summary, it seems the commonly held belief that the camp was built in the 1930s, and played a part in the 1940 evacuations from Dunkirk, is incorrect. It now seems more likely that the camp was built as an engineering depot in 1944, probably after the D-Day landings in June of that year. However, the success of the Normandy landings and the subsequent campaign in Northern France meant that the depot was essentially obsolete before the end of the war.

## References

- Thompson, F, 2012, 'Isfield Camp, Station Road, Isfield, Uckfield, East Sussex: An Archaeological Evaluation', TVAS unpubl rep 10/08c, Brighton  
Thompson, F, 2016, 'Isfield Camp, Station Road, Isfield, Uckfield, East Sussex: An Archaeological Watching Brief', TVAS unpubl rep 10/08d, Brighton  
Wallis, S, 2012, 'Isfield Camp, Station Road, Isfield, Uckfield, East Sussex: building recording', TVAS unpubl rep 10/08b, Brighton

## APPENDIX 1: Photographic Catalogue: all digital images

<i>No.</i>	<i>Description</i>
93	Exterior, structure L, looking SE <b>[Pl. 1]</b>
94	Exterior, structure L, looking NE
95	Exterior, structure L, looking NW
96	Exterior, structure L, looking W
97	Interior, structure L, looking S
98	Exterior, structure L, close up of incinerator door, looking S <b>[Pl. 2]</b>
99	Exterior, railway siding and buffers, looking W
100	Exterior, structure R, looking N
101	Exterior, inside of structure R, looking N <b>[Pl. 6]</b>
102	Exterior, structure R, close-up of brickwork, looking NE
103	Exterior, structure R, looking S
104	Exterior, building C, looking NNE
105	Exterior, building C, looking NW
106	Exterior, buildings C and B, looking NNW <b>[Pl. 3]</b>
107	Interior, building B, looking NNW <b>[Pl. 5]</b>
108	Exterior, building A, looking ENE
109	Exterior, building A, looking E <b>[Pl. 4]</b>
110	Exterior, building V, looking W
111	Exterior, building T, looking E
112	Exterior, building T, looking N
113	Exterior, building T, looking NW
114	Exterior, building T, looking S



ICES 10/08e

**Isfield Camp, Station Road, Isfield, Uckfield,  
East Sussex, 2016  
Building Recording (Addendum)**

Figure 1. Photographs.



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Plate 1. Building L from the north-west.



Plate 2. Detail of incinerator door, building L



Plate 3. Buildings C and B, looking NNW



Plate 4. Building A, looking East



Plate 5. Interior, building B, looking NNW



Plate 6. Inside of structure R

ICES 10/08e

Isfield Camp, Station Road, Isfield,  
Uckfield, East Sussex, 2016  
Building Recording  
Plates 1 - 6.

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**APPENDIX 2:** Original historical research by Peter Hibbs



## History of the site by Peter Hibbs

The history of the facility at Isfield is somewhat confused despite it having been constructed within living memory. Published sources are very vague, while the Internet is awash with “information,” much of which has seemingly been recycled between various different websites. These websites can easily be found by searching the Internet, but a 2014 article on the *Sussex Express* website [Arnold 2014] conveniently sums up the online content. Due to the ephemeral nature of the Internet, the full text of this article is included as appendix 1.

The key themes from this article are:

- The facility was an army camp
- A railway siding was added in 1940
- The siding played a part in the Dunkirk Evacuation of 1940

Original research using unpublished sources is also sketchy about the Isfield site but sufficient evidence has been found to establish the origin and date. In brief, it is concluded that the facility was originally constructed as a Royal Engineers Storehouse in 1944.

### *Evidence of absence prior to 1944*

In light of the four-year discrepancy in construction dates, it is felt necessary to counter the themes of the aforementioned newspaper article. This involves an “evidence of absence” angle in order to try and prove that the site did *not* exist before 1944.

### Nomenclature

The phrase “army camp” is regularly used to describe the site; this terminology implies the provision of living accommodation (tented or hutted) for a body of troops, but no documentary evidence has been found that supports the use of the site as a dedicated camp during World War Two.

### Isfield in 1940

A defence scheme compiled by 47 Infantry Division (British) in February 1941, lists Isfield as a *Defended Village* manned by 18 Battalion of the Sussex Home Guard. The same document also defines *Vulnerable Points*:

“Vulnerable Points vary in type and include aerodromes,....[Radar] Stations, depots, installations, bridges and railway tunnels.” [TNA WO 166/567]

The nearest Vulnerable Point to Isfield listed is the Uckfield Telephone Exchange, about 2.5 miles away.

### The Dunkirk Evacuation

The evacuation of Allied troops from France (Operations *Dynamo*, *Cycle* and *Ariel*) took place 27 May - 25 June 1940. The war diary of No. 4 Railway Construction & Maintenance Group, Royal Engineers, [TNA WO 166/3494] includes a document detailing their role in supporting the Southern Railway in keeping the railway line between Dover – Ashford – Redhill – Reading open in the event of it being bombed by the Germans during Operation *Dynamo*. Although some troops were landed at Newhaven in May 1940 and were quite possibly transported by rail through Isfield, no mention of the latter is made as a destination.

## Summary of the “lack of evidence”

The above evidence shows Isfield as a village defended only by the Home Guard. No mention is made of the availability of any field army troops in the area, as would be the case had a camp already been established here. A camp or depot would also warrant mention as a Vulnerable Point.

The main rail route used during the Dunkirk evacuation avoids Isfield, and although it is possible that troop trains used the line from Newhaven, the policy appears to have been to transport troops some distance away from ports, i.e. Dover to Reading. If it can be believed that there was no army camp at Isfield in 1940, then the story of the use of a siding at Isfield is not supported. This is further confirmed by the positive evidence presented below.

## Evidence of construction

### Context

The evidence points to the Isfield site being constructed in 1944; the context of this period is important to understanding the intended role of the Isfield Storehouse.

The military hierarchy as regards Sussex in 1944 is given in Figure 1.

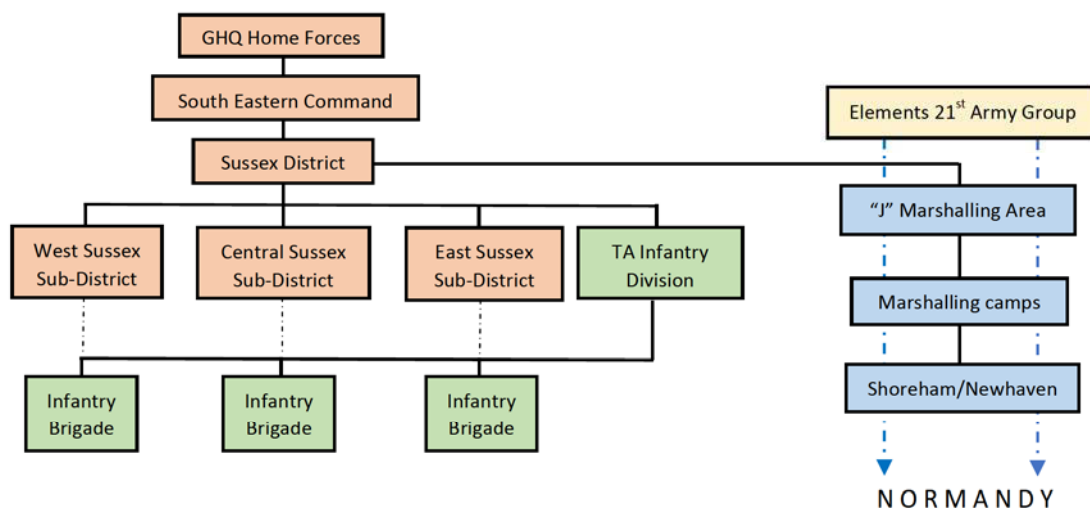


Figure 1: Military Command in Sussex, 1944

General Headquarters (GHQ) ultimately commanded the army units responsible for the defence of the United Kingdom, except those of Anti-Aircraft Command. Under GHQ was a series of regional commands, South Eastern Command (SECO) being responsible for Kent, Surrey and Sussex.

From May 1940, successive infantry divisions had been tasked with the defence of an area that can be broadly described as “East Sussex.” The incumbent division was responsible for the defence and administration of its area, while also conducting its vital battle training. The commitment to defending the coast conflicted with the ability to conduct large-scale training exercises without arranging for extra units to cover defensive duties.

To overcome this, military districts were formed under the regional commands in May 1943. These districts performed administration duties and, in the case of Sussex District, had a British Territorial Army Infantry Division under its command to be responsible for defending the coast. Sussex District had three Sub-Districts under its command, namely West-, Central- and East Sussex Sub-Districts.

Isfield lay within Central Sussex Sub-District, with its headquarters just a mile away from the village at a house known as "Oaklands" near Plashett Wood. [TNA WO 166/14539]

The formation of districts allowed the field army to move to training areas for longer periods in the build-up to the Allied invasion of Europe in 1944. The districts in south-east England also helped administer marshalling and troop movement for the invasion of occupied Europe (Operation Overlord) in June, 1944.

Certain elements of the 21st Army Group were to pass through what was known as "J" Marshalling Area on their way to Normandy. Two of ten marshalling camps in the Area were in the vicinity of Isfield; these were Camp J6 at Sutton Hall (NGR TQ 432 188) and a separated camp in two parts at Buckham Hill House (NGR TQ 447 205) and Lodge Wood (NGR TQ 448 197), known as J7. [TNA WO 166/14375] These were closed down on 20<sup>th</sup> and 23<sup>rd</sup> July 1944 respectively. [TNA WO 166/14375]

### Construction timeline

The war diary of SECO's Chief Engineer states that War Office approval for a new Royal Engineers Command Storehouse at Isfield had been requested on 3 January 1944, at an estimated cost of £16,000. [TNA WO 166/14197] In March, SECO's Quartermaster records that the plans and estimates had been prepared [TNA WO 166/14194] and by May, a set of revised estimates were awaited. [TNA WO 166/14197] The SECO diaries are missing some pages and those that do survive are very scant in detail for this period. However, given the time period of early 1944 and the wider context of what else was happening in Sussex and south-east England, it is probable that the Isfield Storehouse was intended to assist in handling materials for the liberation of Europe, even though construction did not commence until after D-Day itself.

The documents at Sussex District and Sub-District level make no mention of the Isfield Storehouse, although Central Sussex Sub-District's files include a *Location Statement* dated March 1944 that lists a No.7 RE Command Storehouse at Maresfield. [TNA WO 166/14539]

### The Railway Siding

The ability to move supplies in and out of a storehouse would have been vital to its operation. In June, 1940, the Dover Ordnance Depot was relocated to Ringmer (three miles south of Isfield) to protect it from the threat of invasion. The move commenced on 1<sup>st</sup> June and was completed one week later, with 7,500 tons of stores being relocated:

To existing difficulties was added the inconvenience of the nearest railway station, 4 ½ miles away at Lewes...

Callers by road besieged the depot and complaints were received that at such a short distance from the coast, long lines of transport, for which the very nature of the Downland countryside made camouflage difficult, were prone to aerial attack. The imminence of invasion gave grounds for equally grave concern and once again the depot was ordered to move. [TNA WO 166/9581]

The need for a railway siding was perhaps a key factor in siting the storehouse at Isfield. The proximity to the coast that was dangerous in 1940 would have been of value as part of the ongoing campaign to liberate Occupied Europe in 1944.

More is known about the siding from the records than is known about the Isfield Storehouse as a whole. The earliest mention is 2<sup>nd</sup> June, 1944, when a representative of the SECO Chief Engineer discussed the "proposed RE depot at Isfield" with No.4 Railway Construction and Maintenance Group. [TNA WO 166/15234] Another meeting took place on 10<sup>th</sup> July to discuss rail levels, with yet another conference four days later with No.72 Mechanical Excavator Section, Royal Engineers, to

discuss earthworks. Unfortunately, the 1944 war diary for No.72 M.E. Section only covers the period January-June.

On 28 July it is reported that the Southern Railway Company had completed the trackwork. [TNA WO 166/15234] This is confirmed by a Southern Railway instruction which records the final connection of the siding to the main line scheduled for 8.00 a.m. on 30 July 1944. [Southern Railway 1944]

#### Construction of the main site

SECO had RE construction companies under its command to undertake engineering works such as would be required to construct a storehouse. These included General Construction Companies, Road Construction Companies, Artisan Works Companies, Tunnelling Companies and the Pioneer Corps.

Aside from the aforementioned railway and excavator units, only one other unit involved in the construction of the Isfield Storehouse has been identified, though others were probably at work.

The entry in 12 Bomb Disposal Company's war diary for 10<sup>th</sup> July, 1944 states: "Four Sections commenced work at Isfield, Sx, on erection of Command Storehouse." [TNA WO 166/15471]

Although not a construction company, all Royal Engineers were trained in basic engineering tasks, so erection of structures such as Nissen and Romney Huts would have posed no problem for the Bomb Disposal men. While it may seem a waste to deploy highly specialised engineers on a construction project, the war diary entries either side of the above quote indicate fatalities suffered by the Company during minefield clearance on the Sussex coast. It is therefore possible that the four sections were being given a rest from the highly dangerous work of removing the 1940 anti-invasion minefields.

No further information about the Company's work is given; four sections of about 32 men each represents perhaps about half the manpower of a company whose strength seems to fluctuate between seven and ten sections.

#### Command Storehouse, Isfield

It would seem that the Isfield Storehouse was fully functional by the start of August 1944, but its subsequent wartime use cannot be traced through the known documents. Indeed, no positive documentary evidence that the storehouse was ever used has been identified. However, a quantity of dummy landmines discovered during the archaeological survey are a good example of the sort of engineer stores one would expect to find in a storehouse. These concrete replicas of German anti-tank mines would have been used to train Royal Engineers in clearing enemy minefields.

Given the inception of the Storehouse by January 1944 and its construction shortly after D-Day, it is almost certain that it was built in connection with the campaign to liberate Europe. Other departments of SECO were certainly involved in supplying the British invasion force; the Ordnance Branch reports that in the week to 12<sup>th</sup> July 1944, it received 8,082 indents for stores and requests for 243 vehicles from 21<sup>st</sup> Army Group. [TNA WO 166/14194]

SECO was disbanded on 1<sup>st</sup> December 1944, with control of its area and assets passing to Eastern Command (EASTCO).

The Isfield Storehouse appears to have fallen into decline before this date though; its absence in an EASTCO *Admin Instruction* dated 17<sup>th</sup> November 1944 is conspicuous. The document lists a total of 12 RE Command Storehouses in Kent, Surrey and Sussex. The only Sussex depots are at Maresfield, Battle (Baldslow), Horsham and Worthing, numbered 7 – 10 respectively. [TNA WO 166/14187] It is

interesting that nos. 11 and 12 are missing in the list, perhaps indicating that Isfield was one of these. As this is a "hand-over" document, if the Isfield depot was active (or perhaps even not yet operational) it should have been listed.

Looking through other documents of this time, it appears that no other purpose was assigned to the Isfield site and so it is presumed that the storehouse was only in use for just a short time. Although its construction therefore appears to have been a waste of resources, it is not unusual in the wider scheme of Operation Overlord. A second marshalling area with camps was established in the Hastings – Battle area in case it should be required; in the event it was not. Another case was the construction of a refugee camp at Sompting in May 1944 to process French civilians evacuated from the Normandy battle zone. With a capacity to receive 2,000 refugees per day up to a total of 7,000, it was closed down in September 1944 having processed just one German Prisoner of War and 12 Free French airmen. The only other use for the Sompting camp was the occasional accommodation of small parties of Home Guard and Army Cadets. [TNA WO 166/16293]

### Conclusion

Contrary to local belief, no military activity can be traced to the site in question before 1944. A popular story is that the installation was an army camp with a railway siding used during the Dunkirk evacuation of 1940. Documents confirm that the site was, in fact, a Royal Engineers Command Storehouse with a railway siding constructed in July 1944, probably to support the campaign to liberate Occupied Europe.

The site appears to have been in use for just a few weeks, indicating (with hindsight) that its construction was perhaps promptly surplus to requirement. This is not unusual, given other contemporary establishments that were never really used.

There is a strong association with the site as an army camp; this may be due to possible post-war re-use of the site for troop accommodation, or perhaps confusion with two camps in the area used to marshal troops going to Normandy in 1944. The two camps ceased operation up to a week before the Storehouse appears to have been completed, thereby breaking any connection between them and the Storehouse.

Documentary evidence has been presented to support both the non-existence of an army camp at Isfield in 1940 and the actual construction and purpose of the site four years later. This approach has been taken in order to counter what appears to be strong local legend regarding the site and, although there are only a few fragmentary mentions of the site among the documents, these and examination of the wider context have confirmed the construction of a Royal Engineers Storehouse at Isfield in 1944.

### Postscript

Just as this report was being completed a new line of enquiry came to light, namely that Pioneer Corps companies were often detailed to undertake work at depots. The 1940 war diary of No.33 Group, Royal Pioneer Corps records a steady flow and rotation of Pioneer Sections around various installations, including the aforementioned depot at Ringmer and the ammunition depot at Groombridge. [TNA WO 166/5462]

The documents quoted above do not positively prove that the Isfield Storehouse was in use for very long and its seemingly short service life is inferred purely from absence of evidence. However, the Pioneer Corps War Diaries of 1944 onwards may hold important information that conflicts with this assumption and therefore overturns it.

## Bibliography

### **The National Archives (TNA) files**

TNA WO 166/567

TNA WO 166/3494

TNA WO 166/5462

TNA WO 166/14197

TNA WO 166/14197

TNA WO 166/14194

TNA WO 166/14375

TNA WO 166/14539

TNA WO 166/14539

TNA WO 166/15471

TNA WO 166/15234

TNA WO 166/9581

TNA WO 166/14194

TNA WO 166/14187

TNA WO 166/14375

TNA WO 166/16293

TNA WO 166/15234

### **Southern Railway documents (private collection)**

Southern Railway (1944) Isfield (track maintenance instructions)

### **Online Resources**

Arnold, D. (2014) **The incident at Laughing Fish that wasn't funny** (Sussex Express) Available at:

<http://www.sussexexpress.co.uk/news/nostalgia/david-arnold-the-incident-at-laughing-fish-that-wasn-t-funny-1-6266656>

Accessed 6<sup>th</sup> March 2015

Appendices

Appendix 1

Sussex Express website

### **DAVID ARNOLD - The incident at Laughing Fish that wasn't funny**

07:53 Sunday 31 August 2014

<http://www.sussexexpress.co.uk/news/nostalgia/david-arnold-the-incident-at-laughing-fish-that-wasn-t-funny-1-6266656>

### **During World War II, Sussex housed a vast number of army camps that held many thousands of troops who were waiting, sometimes for years, to go into action.**

These army camps were dotted all over the place in and around locations such as Crowborough, Maresfield, Buxted and Uckfield.

The little village of Isfield (about halfway between Lewes and Uckfield) itself had its very own camp a short distance from the Laughing Fish pub. Isfield's camp was populated in the main by Canadian soldiers and was one of the better appointed facilities in that there was the village pub plus a train station close by.

In 1940 a rail extension was built from the down line on Isfield's platform 2 which extended into the army camp so that troops and vehicles could get in and out quickly and efficiently.

The siding was first used in earnest to move British and French troops evacuated from Dunkirk in late May/early June 1940.

When the Canadians later arrived in force the village pub inevitably became a very popular rendezvous. But young men and plentiful beer – then as now – could be a potent mix. One evening the Laughing Fish landlord, Fred Pullinger, had a dispute with a group of soldiers who were causing trouble in the pub, and, as was his prerogative, he ordered them out. After the pub had closed for the night some of the group returned in a drunken state and planted a small amount of explosives that blew up the front porch!

The next day the landlord visited the army camp to complain. That afternoon the commanding officer marched the group responsible over to the pub where he ordered the troops to repair the damage.

The story goes that as a result of their repair work the front of the Laughing Fish to this day looks slightly out of kilter with the rest of the building.

As the war progressed the train line through Isfield for a while became one of the busiest routes in Britain.

This was due to it being one of only four major rail routes to the south coast and could link directly with Newhaven, a staging port for the armada that allowed the Allies to invade Occupied France in June 1944.

Once the Allied forces were ashore in Normandy the port became a vital conduit for reinforcements and supplies. The civilian inhabitants of Isfield could only guess at the military contents of the hundreds of wagons passing through their peaceful village by day and night.

Post-war the Isfield camp was maintained for housing National Service soldiers who would carry out training up on the Ashdown Forest. A few years later the training camp junction and spur to the army camp were taken up and the line returned to its original two-track section.

The line between Uckfield and Lewes was closed in 1969 and ever since has been the subject of repeated calls for it to be re-opened as an alternative rail route between Brighton, the south coast and London.

We are fortunate that a small section of the track has survived in working order. Today what the Lavender Line may lack in length of track is more than compensated for by what is a delightful family attraction in Isfield. Steam and diesel trains can make a two-mile round trip between the village and Worth Halt.

As the Lavender Line HQ, Isfield still has the original Victorian station and signal box. As well as incumbent engines and carriages, occasional visitors include Ivor the Engine along with a certain Thomas; special events are held annually from March to October. There's also a miniature railway and lots of memorabilia. Incidentally, the name Lavender Line has nothing to do with the fragrant plant – it refers to a local coal merchant who had an office at the station.



WAR DIARY

OR

INTELLIGENCE SUMMARY.

In lieu of Army Form G.1.

Summary of Events and Information.

(r) R.E. Command Storehouses. (cont'd)

(ii) Isfield. W.O. approval in principle requested 3 Jan. 44. (£16,000)  
 (iii) Chatham - extensions. W.O. approval in principle requested 15 Jan. 44. (£5,700)

(s) Liphook E.S.D. W.O. approval in principle requested 26 Jan. 44. (£45,000).

(t) E.S.D. Paddock Wood. W.O. approval in principle requested 23 Dec. 43. (£15,000).

(u) Command Secretary's Office, H.Q. S.E.C.O.

Due for completion 31 Mar. 44, depending on supply of labour.

3. WORKS - DEFENCES.

(a) Coast Defences.

(i) Newhaven land stabilisation.

Complete except for additional work ordered by B.R.S.

(ii) Broadreeds coast erosion.

Work started 10 Jan. 44. Delayed by rough weather.

(b) A.D.G.B.

(i) T.S. 21. Progress slowed by constant additions.

(ii) D.2. & D.3. Labour not available before April.

(iii) T.S.2. & T.S.10. Approx. 65% complete.

(iv) F.7. Air Ministry to provide labour to start work 15 Feb. 44.

Summary of Events and Information.

- (b) H.Q. East Kent District, Harrietsham. Hutting and sewage disposal approx. 80% complete.
- (c) Bothfield Camp. War Office Administrative approval granted to revised total civil estimate of £46,100. Work almost completed.
- (d) R.E.M.E. Depot, Ashford; asphaltting roads: completion anticipated 5 Apr. 44.
- (e) A.T.S. Reconditioning Centre, Hatfield Park. Progress has improved and is now steady.
- (f) School of Tank Technology, Chobham.
  - (i) Hangar, Workshops, etc. Approx. 60% complete.
  - (ii) Mess, canteen, etc. War Office approval in principle and administrative approval granted to part of work at a total civil estimate of £2,188.
- (g) V.R. Depots.
  - (i) No. 19 Ottershaw. Additions to Depot and A.T.S. accommodation completed 4 Mar. 44. War Office administrative approval requested for upgrading to Class I Depot at a civil estimate of £40,000.
  - (ii) No. 52. Knole Park. Work on sewage disposal commenced 13 Mar. 44.
  - (iii) No. 69. Mickleham. Complete except for clearing up.
  - (iv) No. 20. Rushmoor. Total civil estimate approved at £17,090. Tender accepted for work to start at once.
  - (v) Hallsham. War Office decision awaited before proceeding.
- (h) A.F.V. Depots.
  - (i) No. 9. Merstham. Total approved civil estimate now £26,500. Roadwork in progress. Estimates for upgrading to Class I. Depot forwarded to Q.
  - (ii) No. 17. Drawley. Approx. 75% complete. 669 A.W. Coy. have taken over the work.
  - (j) R.S.D. Tongham. Total approved civil estimate now £57,128, of which approx. £19,000 is for completed work.
  - (k) R.E.M.E. Workshops, Arborfield. Approx. 90% complete. No recent progress.
  - (l) No. 2. Sub Depot, Bramley. Constant additions to this service make an assessment of progress impossible.
  - (m) C.O.D. Basing. Original roadwork almost complete. New roads and Romney huts commenced 10 Mar. 44.
  - (n) Gorse Court.
    - (i) Sewage Disposal. Completion anticipated 3 Apr. 44.
    - (ii) Sanitary accommodation. Should be completed during April.
  - (o) Accommodation, Battle School, Slindon. Additional hutting (£600) added to previous scheme. Unit left site 21 Mar. 44; not completed.
  - (p) Military Detention Barracks, Derland. Sanitary accommodation approx. 50% complete.
  - (q) Canadian Installations, B.O.W. Bordon.
    - (i) Ancillary shop 90% complete. Equipment awaited.
    - (ii) Armament & 'A' vehicles building. Not yet completed, but in use as a vehicle assembly shop.
    - (iii) Additional Services. War Office administrative approval granted 21 Mar. 44, at a civil estimate of £15,405.
- (r) R.E. Command Storehouses.
  - (i) Extensions to No. 3. C.S. Oxshott. Labour awaited.
  - (ii) New Storehouse, Infield. Plans and estimates prepared.

Page 3.

WAR DIARY

Page 2.

WAR DIARY

OR

INTELLIGENCE SUMMARY.

In lieu of Army Form

## 2. WORKS - GENERAL

- (a) Wrotham Camps: paths: work suspended.
- (b) H.Q. East Kent District, Harrietsham: estimated completion date now 14 June 44.
- (c) Hothfield Camp: it is hoped that new Unit, just moved in, will complete work.
- (d) R.E.M.E. Depot, Ashford.
- (i) Asphalting roads, completed 6 May 44.
- (ii) War Office Administrative Approval granted for additional services at Civil estimate of £8000. Work considered operational.
- (e) A.T.S. Reconditioning Centre, Hatchford Park: completion expected end of June.
- (f) School of Tank Technology, Chobham: Hangar, workshops, etc. approx. 85% complete.
- (g) V.R. Depots
- (i) No. 19, Ottershaw: administrative approval awaited for upgrading, making the total civil estimate £63,300.
- (ii) No. 52, Knele Park: Anticipated completion of work at present in progress approx. 12 June 44.
- (iii) No. 69, Mickleham: complete except for fencing etc. on newly closed by-pass.
- (iv) No. 20, Rushmoor: Additions should be completed early in June. A.T.S. Camp abandoned under War Office instructions.
- (v) No. 67, Hailsham: scheme abandoned.
- (h) A.F.V. Depots.
- (i) No. 9, Merstham: roadwork should be completed 12 June 44.
- (ii) No. 17, Crawley: completed 12 May 44.
- (j) R.S.D. Tongham.
- (i) Reconstruction of old depot: to await completion of extension to new depot before proceeding.
- (ii) Extension to new depot: approximately 70% complete.
- (k) R.E.M.E. Workshops, Arborfield: extensions completed 19 May 44.
- (l) C.A.D. Bramley.
- (i) No. 2 Sub-Depot: extensions completed except for Cattle grids.
- (ii) C.O.D. Easing: roads etc. almost complete.
- (iii) Railway Sidings etc: approximately 65% complete.
- (m) Gore Court: Sewage Disposal work awaiting pump house machinery. Sanitary accommodation should be completed 12 June 44.
- (n) Military Detention Barracks, Darland: Sanitary accommodation completed 11 May 44.
- (o) I.E. Command Storehouses.
- (i) Extensions to No. 3 C.S. Orhott. Contract documents being prepared, as no military labour available.
- (ii) New O.S. Isfield: revised estimates awaited.
- (iii) Extensions to No. 2 C.S. Sevenoaks: War Office approval in principle awaited.
- (iv) Extensions to No. 1 C.S. Chatham. Work commenced 15 May 44.
- (p) Accommodation, 5 E.S.B.D. Horley: approx. 80% complete.

\*\*\*\*\*overleaf

Appendix 5 - War Diary WO 166/15234 (4 pages)

Sheet One  
**WAR DIARY**  
or  
**INTELLIGENCE SUMMARY.**  
(Erased headings not required).

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Vol. I, and the Staff Manual respectively. Title pages will be prepared in manuscript.  
Month and Year JUNE 1944.

Unit HQ, No. 4 Railway Construction & Maintenance Group, R.E.  
Commanding Officer Lt. Col. J. Scott, M.C., D.S.O.

Army Form C. 21

Place.	Date.	Hour.	Summary of Events and Information.	References to Appendices.
	1.		FURFLEST - 20 S.R.D. - Inspected by DRCE(Eastern) with Contractor's Engineer. SHRIVENHAM & CHISLETON HALL - Technical Meeting - DRCE(Southern) present.	
	2.		RICHBOROUGH - Railway Inspection - ADTH4, RCE4 & OC, 607 Rly Const Coy. RE. ISFIELD & ROBERTSBRIDGE Proposed RE Depots. Discussion with rep CE, SEBO & RCE present.	
			SOHAM - DRCE(Eastern) inspected repair work carried out by U.S. Engineers for LARKLY following explosion of ammunition train.	
			KETLEY & ROUSEY - Inspection by DRCE(Southern).	
	3.		LIFHOOK - ESD - Rly work by Canadian Engineers measured up by rep. RCE.	
	3.		TOWERIDGE - R/ACE discussed with Manager, East Kent Rly, proposed RE Dump at ROBERTSBRIDGE.	
	7.		BRIDGEWATER, TAUNTON & MARSTON MACHA - Rly works inspected by DRCE(Southern). SHRIVENHAM & ROUSEY - Rly works inspected by DRCE(Southern)	
			ASCOOT - Ambulance train facilities - RCE met S. Rly reps on site.	
	/8		WIMBORNE - DDTH(d) with DRCE(Eastern) insp. work in hand by 178 & 600 Rly Const Coy. R.E. WT 1524 1500 1300 600 740 BFL 617171 FORM C. 21/44	

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SHEET TWO.

## WAR DIARY

Unit.....

Commanding Officer.....

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Vol. 1, and the Staff Manual respectively. Title pages will be prepared in manuscript.

## INTELLIGENCE SUMMARY.

(Erase heading not required).

Month and Year..... JULY 44.....

Place.	Date.	Hour.	Summary of Events and Information.	References to Appendices.
	10		ISFIELD - Asst. RCE attended meeting to agree rail levels etc. BEDFORD - Coronation Brickworks Salvage Depot - Completed work insp. by DRCE. EASTLEIGH - DRCE attended recee for road access to W.D. Depot. LIPHOOK ESD & LONGMOOR, Waterloo Bidge - Insp. by rep RCE with O i/c Det. 602 Coy. TONGHAM - RSD - Rep. RCE met DRCE re fencing.	
	11		ISFIELD - Rep. RCE met 72 Sec. M.E. re Earthworks.	
	12		PADDOCK WOOD (Beltring Halt) ESD - Insp. by rep RCE.	
	14		KINETON - DRCE accompanied by Commandant CAD, insp. platform sdgs & agreed site for "P" Branch platform. MARCHWOOD - TSD - Insp. by DRCE.	
	17		LIPHOOK - ESD - rep RCE insp. with O i/c Det. 602 Coy. ELSTON Brickworks - Nr. Bedford - DRCE met LMS rep ref. renewal of 3-throw switches. SOUTHAMPTON - LST - & K.G.V Dock insp. by DRCE.	
	18		MARCHWOOD - TSD - Insp. by DRCE. ROYSTON - DRCE insp. Category "C" Lighting by Rly Coy's Contractors.	

W/ 13454 1805 1,300,000 7/40 BPL 51-7171 Form 62118/22

/CONTINUED

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Vol. I, and the Staff Manual respectively. Title pages will be prepared in manuscript.

SHEET THREE  
WAR DIARY

or  
INTELLIGENCE SUMMARY.

(Erase heading not required).

Month and Year JULY 44.

Unit  
Commanding Officer

Place.	Date.	Hour.	Summary of Events and Information.	References to Appendices.
	18		GT CHESTERFORD - WHITTLESFORD - DRCE insp. maintenance of rail blocks.	
	19		LIPHOOK - ESD - Sidings practically complete, by Det. 602 R.C. Coy., RE. LONGMOOR, Waterloo Bridge - Insp. by RCE. BICESTER - DRCE attended reece on provision of level crossing.	
	20		RICHBOROUGH - Port Development - RCE attended reece with DD7th PG & IWT & others. PURFLEET - DRCE insp. track in Depot with Contractor's Engineer.	
	21		BELTING HALT ESD & ISFIELD ESD insp. by RCE. NEWHAVEN. Repairs to defenses in harbour insp. by RCE with reps S. Fly. MARCHWOOD TSD - Insp. by DRCE.	
	24		RICHBOROUGH - Wagon Standage - Discussed with OG, 608 Coy. details for detachment to commence on 26 July. HQ, 4 Fly Con & Mice Gp, RE, insp. by District Commander. LIPHOOK - ESD. Railway work complete & detachment 602 Coy. moved out. KINETON - DRCE insp. work on new platform siding etc.	
	25		RICHBOROUGH - Det. 608 Coy. moved in for construction of wagon standage sidings - Groups 18 & 19.	

W/ 13474.1865 1:200,000 7/49 BPL 51-7171 Form 5218/52

/CONTINUED.

From  
Object

Sheet Four  
**WAR DIARY**

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Vol. I. and the Staff Manual respectively. Title pages will be prepared in manuscript.

**INTELLIGENCE SUMMARY**  
(Erase heading not required)

Month and Year **July 44**

Unit  
Commanding Officer

Place.	Date.	Hour.	Summary of Events and Information.	References to Appendices.
	25		FELTHAM - RCE attended conference with rep Commandant re extension of depot into 20-acre field.	
	26		RCE's Meeting at War Office (Thu - DRCE's present).	
	28		ISFIELD E.S.D. - Trackwork completed by S.Rly. BELRING HALT (PADDOCK WOOD ESD) - Trackwork proceeding under contract. ROYSTON, P.O.L. Depot - Category "C" Lighting insp. by DADTr4b with DRCE.	
	31		EPSOM DOWNS - Ambulance Trains - Watering Points - Insp. & recommended as not required.	

*[Signature]*

LT COL R.E.  
Commanding No. 4 Rly. G. & M. Group R.E.

Information regarding War Diaries and Intelligence Summary is contained in P.S. Form 40-A. The Summary for diaries will be available in the Southern Railway's Newsletters. The cover will be prepared in manuscript.

**WAR DIARY**  
of  
**INTELLIGENCE SUMMARY**  
(Delete heading not required).

Army Form G. 21  
Unit **12 Bomb Disposal Coy, R.E.**  
Commanding Officer **Major, W. Hollister, R.E.**

Month and Year... **July 1944**

Place	Date	Hour	Summary of Events and Information	References to Appendices
	10th		Four working parties of 1 Officer & 12 men each commenced clearance of Minefields at Hove & Brighton. No 4209077 L/Cpl Evans, J.G. & No 4209133 Spr Morris, J.O. Killed due to explosion of mine at Brighton.	
	10th		Four Sections commenced work at Isfield, Sx., on erection of Command Storehouse.	
	24th		No 14613019 L/Cpl Duthoit, E.O. killed and No 2196671 L/Sgt Todd, J.H. received serious injuries due to explosion of mine at Brighton.	
	31st		Unit engaged in minefield clearance and Works Services. Nothing further of importance to report.	
			<i>W. Hollister</i> Major, R.E. Commanding No 12 Bomb Disposal Coy, R.E.	

WEATHERS FORMS 418 W. R. S. 1125



## ISFIELD.

To be carried out on Sunday, 30th July, commencing at 8.0 a.m.

Trailing points leading from a new up siding will be provided in the up line, 69 yards Barcombe Mills side of signal box, with catch points in siding 112 yards from signal box.

A new shunting signal will be provided on left hand side of new up siding, 113 yards from signal box, to control movements from new up siding to up line.

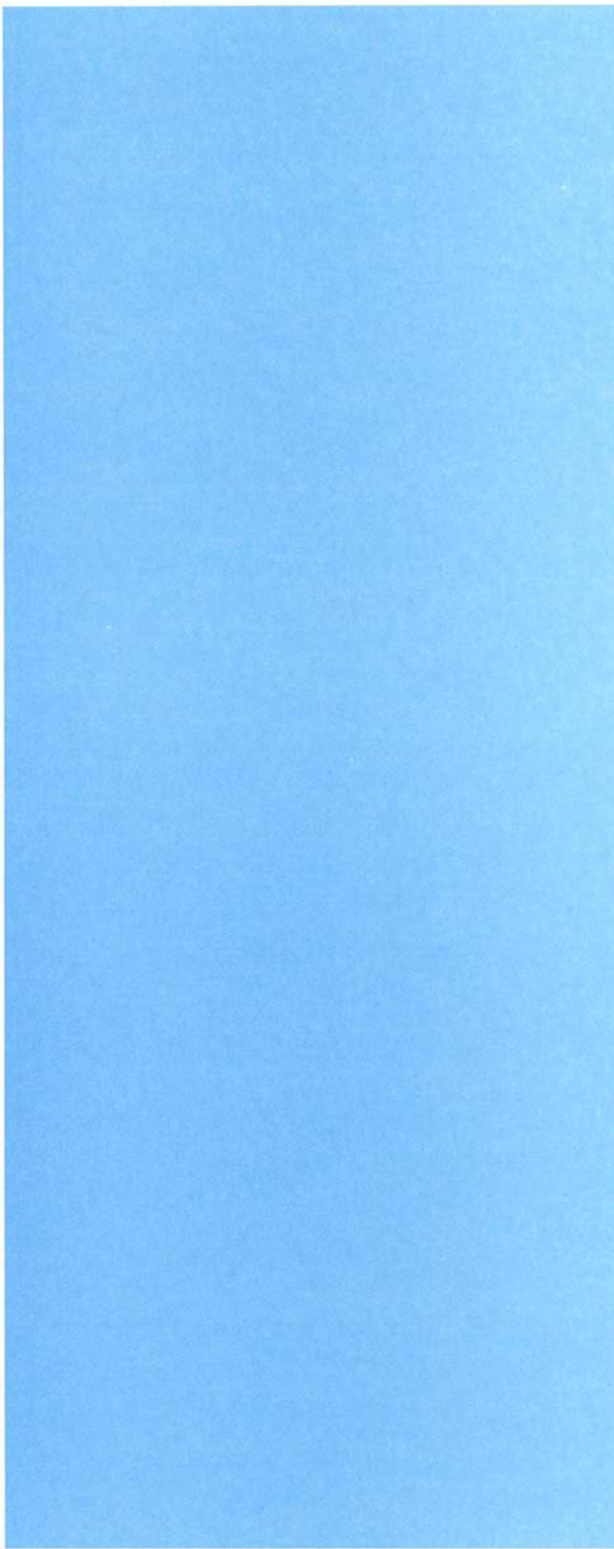
A new shunting signal will be provided between down and up lines, 68 yards from signal box, to control movements from up line to new up siding.  
(R. 67,940).

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## TIME CHART

	<b>Calendar Years</b>
Modern _____	AD 1901
Victorian _____	AD 1837
Post Medieval _____	AD 1500
Medieval _____	AD 1066
Saxon _____	AD 410
Roman _____	AD 43
Iron Age _____	BC/AD 750 BC
Bronze Age: Late -----	1300 BC
Bronze Age: Middle -----	1700 BC
Bronze Age: Early -----	2100 BC
Neolithic: Late .....	3300 BC
Neolithic: Early .....	4300 BC
Mesolithic: Late .....	6000 BC
Mesolithic: Early .....	10000 BC
Palaeolithic: Upper .....	30000 BC
Palaeolithic: Middle .....	70000 BC
Palaeolithic: Lower .....	2,000,000 BC





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