

Sussex Industrial Archaeology Society Newsletter

Number 196

October 2022

Amberley Museum is grateful to the
Sussex Industrial Archaeology Society
for funding new wheelsets and the
external refurbishment of this coach
July 2022

Malcolm Dawes indicates the plaque
on the Fauld coach at Amberley,
unveiled at the 2022 Railway Gala
See page 7



Newsletter 196

Contents

October 2022

Editorial	2
Colourful Times Ahead	3
SIAS Events	3
Events from other Societies	5
Fauld coach wheelsets.....	7
Just the (Staff and) Ticket – Single line working on the Selsey Tramway	8
Southdown Motor Services - Barns Green Village Bus Garage	14
Selected IA images.....	19
Artists and chalk; IA in the galleries	20

Editorial

Welcome to *Newsletter 196*.

Visit our website - www.sussexias.co.uk

Colourful Times Ahead

New Committee Members Needed

John Blackwell - Chairman

You will have seen that colour has come to our Newsletter and next year our new website will feature a colour 'Gallery' of IA images and a link to an IA database where gradually the Sussex sites that we have been recorded over many years will be added, both needing new colour images. These are exciting times but of course we will need people to source, input and manage our new look colour future. Our small Committee has managed Society matters on your behalf but our old friend *anno domini* has caught up and as you will see from the AGM notice several members are taking a well deserved retirement. So how can I help you ask? Well we are looking for new committee members, with an interest in IA and you don't have to be an expert just an interest. We are looking for help with admin, assisting with the production of publications, recording, and in particular any ability with computing and web sites. You may also have particular knowledge and expertise in other fields such as historical research, conservation, town planning or just organising events which would help further the Society's work - don't hide your light under a bushel! For example our Treasurer and Membership Secretary is doing a sterling job, but would be most grateful if someone would volunteer (preferably in the Brighton and Hove area) to shadow his work to enable a seamless transfer when the time comes. The Committee normally meets four times a year, three at West Blatchington Mill and one at Amberley Museum. We may be able to help with transport to the meetings if necessary. If you feel you can make a contribution please contact myself or any committee member, details inside the back cover, for information or come along and be an observer at the next meeting.

There would be no SIAS without people to manage and organise visits, meetings, our journal, Sussex Industrial History, and Newsletters, as well as a host of vital but unseen tasks. Do please think about coming forward, I am sure you can help.

Forthcoming SIAS Events

All the autumn and winter SIAS meetings are held
at West Blatchington Mill Barn, Holmes Avenue, Hove, BN3 7LF

Saturday 22nd October 2.00pm. *Iron and the Sussex Seaside Resort. Fred Gray*
Iron was the making of nineteenth-century Sussex seaside resorts. It was the core material that allowed coastal landscapes to be transformed, fantasy worlds created, and holidaymakers to promenade above watery environments. And, of course, iron was intrinsically linked to the development of the railway system that carried ever-more visitors to the burgeoning resorts.

Iron was used for the minutia of seafront railings, shelters, and lamp standards and for grand structures from bandstands to winter gardens. Most symbolic of all, iron was the core component in the building of seaside promenade and pleasure piers. The material allowed (hopefully in both cases) piers to be firmly rooted to the seabed and carried high above the waves. Iron railings, seats and shelters provided for safety and comfort. As piers developed, from the 1860s, an array of kiosks, pavilions and theatres adorned the decks of piers, some embellished with a fantasy of ornamental – and sometimes oriental – cast iron decoration.

The end of the Victorian period coincided with a lessening of the importance of iron. Steel and concrete became the dominant materials in the fashioning of the twentieth-century seaside. Architectural trends changed and cast-iron was increasingly seen as old fashioned.

And yet iron remains an important, contested, sometimes threatened, and sometimes valued part of Sussex seaside resorts in the twenty-first century.

Fred Gray will be looking at the variety of iron structures seen at the seaside and why it was a favoured material of the 19th Century developers and entrepreneurs at seaside resorts. Based around Prof Gray's latest book on British Pier Architecture. *We are trialling a hybrid meeting with an online zoom link for those unable to attend West Blatchington Mill. Joining details will be sent to all members who are on our e-mail listing one week before.*

If you wish to participate via Zoom and do not receive the e-mail please contact John Blackwell by e-mail at johnblackwell@ntlworld.com

Saturday 19th November 2.00pm. AGM

The AGM will be followed by Peter Hill taking a nostalgic look back to the days when Pharmacists were renowned for 'mystical' concoctions they compounded in an attempt to cure all common ailments. The days when side effects were unheard of, when Friday night was California Syrup of Figs night, and Exlax, Carter's Little Liver Pills and Beecham Pills were to be found in every medicine chest. These were the days of boils, carbuncles and chilblains, when chests were rubbed with Camphorated Oil and Andrew's Salts worked wonders for the liver. Ladies creamed and powdered their faces with products by Ponds and gentlemen held their hair in place with Brylcreem. A table full of pharmaceutical memorabilia guaranteed to bring memories flooding back accompanies the talk.

Saturday January 21st 2023 2.00pm. *Sussex and its wonderful Narrow Gauge*

Our member Peter Williams takes us on a journey from west to east across our county to look at narrow gauge railways in all their shapes and sizes from 18 inch to 3 foot gauge.

18th February at 2.00pm. Martin Snow *and his famous Film Nite or perhaps afternoon.*

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 e-mail to malcolm.dawes@btinternet.com

Wednesday 12th October 7.30pm. *The Great War Memoir of Ralph Ellis, Sussex artist and soldier*

Chichester Local History Society presentation by Sue Hepburn. Non-Members £5. New Park Centre, New Park Road, Chichester. 01243 784915

Weekend 14th - 16th October. *Giants of Steam Autumn Gala*

Visiting locomotives – Standard 5MT No. 73156 from the Great Central Railway and a further locomotive yet to be confirmed.

Further details on access and timetables at www.bluebell-railway.co.uk

Weekend of 15th- 16th October. *A History of Architecture, Resources and Design.* Opportunity to talk to experts in historic building techniques and modern craftspeople with skills at risk. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 16th 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

Wednesday 19th October 7.45pm. *Railways around Brighton*

Sussex Transport Interest Group talk by John Blackwell. London Road Station, Brighton. 07769 294408.

Wednesday 26th October, 7. 15pm. *Six decades of steam railway photography*

RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rcts.org.uk/branches/branch-chr-chichester>

Saturday 5th November, 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Weekend of 5th – 6th November. *Cultural Lives of the Middling Sort*

Opportunity to find out about the lives of England's "middling" sort – neither the very rich nor the very poor – in the 16th and 17th centuries. Talks and displays throughout the weekend. Weald and Downland Open Air Museum. Singleton, Chichester. www.wealddown.co.uk

Sunday 6th November. *London to Brighton veteran car run*

10th November to 8th January 2023. *SteamLights at the Bluebell Railway*

Entire trains bedecked with lights. Lineside Festive Scenes with Sheffield Park and Horsted Keynes Stations adorned with lights and decorations. Timetable and booking procedure on the web site. www.bluebell-railway.com

Saturday 12th November, 2.30pm. *The History of Brighton's Trams*

Brighton and Hove Archaeology Society, Local History Forum talk by Ian Gledhill. £4 non-members. Ventnor Hall, Central United Reformed Church, 102 Blatchington Road, Hove. www.brightonarch.org.uk

Monday 14th November 7.30pm. *BR in the 1980s, part 2*

More slides from Andrew Marshall's collection. Southern Electric Group, Sussex Branch event. £3 visitors. Deall Room, Southwick Community Centre, Southwick. www.southernelectric.org.uk

Wednesday 23rd November 7.15pm. *My life as a railway professional*

RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rcts.org.uk/branches/branch-chr-chichester>

Thursday 24th November. *Steam train excursion from London Victoria to Eastbourne. Steam hauled return journey from Hastings through Battle to London.* Photographic opportunities in Sussex. www.railwaytouring.co.uk

Saturday 3rd December 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Wednesday 14th December 7. 15pm. *Mid Hants Archive, Alresford to Winchester Junction (Follows a short AGM).*

RCTS Chichester Branch Meeting. Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. <https://rcts.org.uk/branches/branch-chr-chichester>

Saturday 7th January 2023 10am to 4pm. *Open day at the Brede Steam Engines*

Steam and working industrial engines. Situated 6 miles from Hastings on A28 to Ashford. <https://bredesteamgiants.co.uk>

Wednesday 11th January 7.30pm. *What did the Victorians do for Chichester?*

Chichester Local History Society talk by local historian Alan Green. Non-Members £5. New Park Centre, New Park Road, Chichester. 01243 784915

Local Exhibitions of interest

Novium Museum, Chichester

- 200 years of Chichester Canal
- The Art of Chichester – 60 years of creativity. Recommended by Alan Green

Do please check details 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.

News from Amberley

Dedication of the new wheelsets on the Fauld coach, sponsored by SIAS

The 2022 Railway Gala Weekend saw the return to service of the RAF Fauld bogie coach which has received new wheelsets and an external repaint thanks to a generous donation made by the Society which covered the full costs of the work involved. To say that Amberley Museum has expressed appreciation of our support is something of an understatement. On Saturday 23rd July, to mark this, a plaque inside the coach was unveiled by Alan Green, standing in for our Chairman John Blackwell, who was unable to be present. (see front cover)

Fauld Coach History

Built by Robert Hudson, Leeds in 1940 for the RAF No 21 Maintenance Unit, Fauld, Staffordshire.

Later owned by ME Engineering Ltd, Cricklewood, NW3.

Donated to Brockham Museum by ME Engineering 1965.

Repaired and handbrake moved inside the body for safety.

Re-wheeled at Brockham 1977-78 with castings supplied by Hudson's, supposedly the last ones they found at the back of their stores.

Air brakes fitted at the same time.

Arrived at Amberley with the Brockham Collection in 1982

The first passenger vehicle to see use at Amberley and used on the opening of the Railway in 1984. It was at this time that it was modified to carry wheelchair users.

Heavy use over the past 40 years and the resultant wear on the wheels led to the decision, taken about a year ago, to replace them with brand new castings. These complete wheelsets, including axles, were supplied by Alan Keef & Co of Ross on Wye, Herefordshire, and fitted by the Museum's volunteers early in 2022 with the coach also undergoing an external repaint at the same time. This work was supported by a donation by SIAS.



Fitting of the new wheelsets to the Fauld coach

Just the (Staff and) Ticket – Single line working on the Selsey Tramway

Alan H J Green

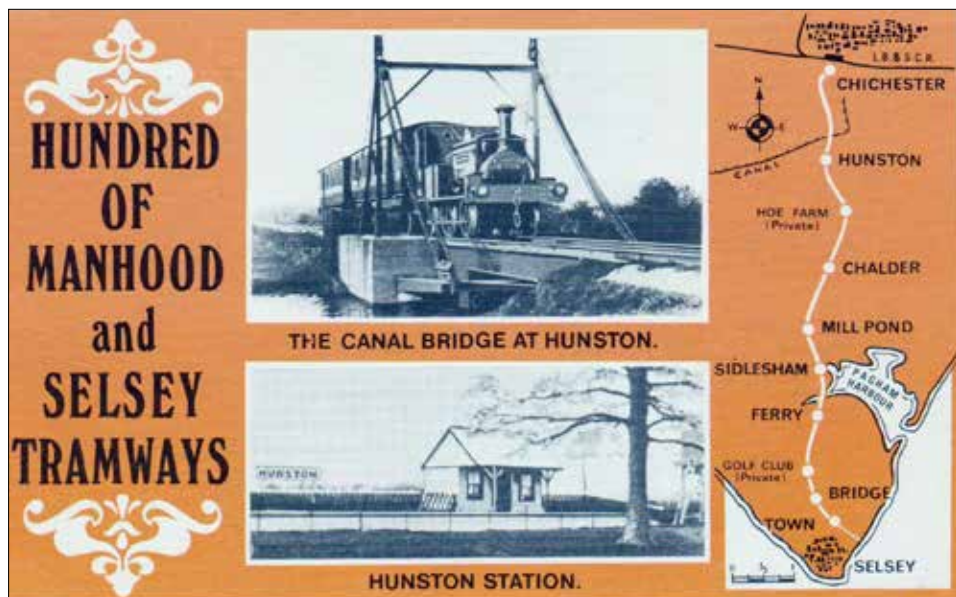


Fig 1. A publicity postcard for the Hundred of Manhood and Selsey Tramways, undated but after 1914 as the extension to Selsey Beach has closed. Sidlesham station, on the shore of picturesque Pagham Harbour, was the quasi block post that features in this article. (Author's Collection)

On this, the 125th anniversary of the opening of the Selsey Tramway in 1897, there are still mysteries surrounding the line, and one is precisely how they managed safe single line working when there was no signalling ; all the books on the line are decidedly light - and in one case completely lacking - in information in this respect. The Light Railway Order (LRO), under which the line had been built of course, allowed Colonel Stephens to dispense with the niceties of signalling and level crossing gates, with instead trains being driven on-sight and at speeds sufficiently low as to enable the driver to stop in time to avoid hitting anything. At least that was the theory. The Colonel would, though, still be responsible for the safe operation of the line, and be answerable to the Inspectorate, and maybe also the Coroner, in cases of accidents – of which there were a number.

Single line working

The principal danger with a single line lies in a head-on collision, and this risk has been controlled since the beginning of time by means of a token system, whereby the driver can only proceed onto a single line if he has been issued with a token by

the signalman – rather like the baton in those tedious shuttle-relay races at school - if you can remember that far back. On a through line, if there is only one physical token, another train cannot follow from ‘A’ to ‘B’ until the token has been got back to ‘A’ by a returning train. This limitation was overcome by the introduction of electric token systems of various forms¹ whereby there were several (but a fixed number) of tokens held in electrically-interlocked instruments at each end of the section, but with only one token being able to be drawn out at a time. Once this had happened the interlocking would not allow another token to be drawn until the freed one had been replaced in the system. The tokens were clearly marked with the names of the sections to which they applied and were colour coded. Not only that they would not fit into the instrument for the next section ahead, all making for a seemingly fool-proof system. Unfortunately there could still be room for human error as was demonstrated at Abermule on the Cambrian Railways in 1921 when the combined errors of four members of staff led to the single line tablet that a driver had just surrendered being handed back to him without having been passed through the instrument and he, not having checked that he had the right one for the section he was about to enter, set off on a collision course. Fifteen people were killed^a.

With electric tokens it was possible to continue to pass a number of consecutive trains from ‘A’ to ‘B’ until the signalman at ‘A’ ran out of tokens. With a balanced service this could not happen, but it did between Chichester and Midhurst in freight only days when the pick-up goods only ran in the up direction. Every so often the S&T lineman had to go to Midhurst, unlock the instruments and bring the staffs² back to Fishbourne!

Now the simplest system for working a lightly-used terminal branch line is ‘one engine in steam’, a system under which there is a unique train staff which was issued to the driver at the junction and no more trains could be allowed onto the branch until it had been returned to the said signalman. Apart from entry onto the branch at the junction, no other signalling was actually needed. This, one might imagine, would have been the system used on the Selsey Tramway, but no, they used a system known as Staff and Ticket as evidenced by the train staff ticket shown in Fig 2.

Staff and Ticket

Staff and Ticket working did not require electrical interlocking, but the rules set out by the Board of Trade (religiously enshrined in each railway company’s own regulations) did require the use of block bells for communication and provision of signals to control train movements onto the single line. The use of a telephone for such communication was forbidden. There was only one train staff per single line section, but at either end of that section was a locked box under the care of

1 such forms were electric staffs, tablets or key tokens as offered by the various signalling companies

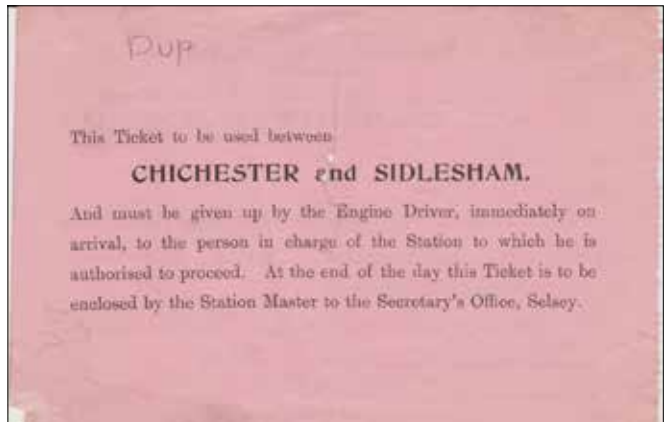
2 On the LBSCR the principal token system used was that of large electric staffs made by Webb & Thompson



Fig 2 A train staff ticket issued to the driver of Ringing Rock on 23 August 1933, authorising him to proceed from Sidlesham to Chichester having been shown the train staff. (Author's collection)

the 'Person in Charge' (usually the signalman) which contained a supply of train staff tickets such as that shown in Fig 2. The tickets could only be accessed by unlocking the box with a key on the end of the staff. If the signalman at 'A' wanted to run two trains in succession to 'B' he would unlock the box, take out one ticket and fill it in for the first train. He would then show the staff to the driver of the first train but only give him the ticket with the promise that the train staff would follow on the next train. On arrival at 'B' the signalman there would signal 'line clear' on his block instruments, take the ticket from the driver and cancel it. 'A' could then send on the next train which would carry the staff. Without the staff neither signalman could unlock their box and issue any more tickets until one of them had regained possession of it.

Fig 3. The reverse of the ticket in Fig 2 instructing the driver to give up the ticket on arrival to The 'Person in Charge.'
 At the end of the day the Stationmaster (where was he based?) has to send all the used tickets to the Secretary at Selsey. (Author's collection)



Now this system was fine on a line with a regular service as the signalmen would know the timetable by heart and thus ensure that the staff did not end up at the wrong end. However, if unexpected extra traffic had to pass, or the service got

disrupted, mistakes could occur. On the LBSCR, Staff and Ticket was used between Tunbridge Wells West and Grove Junction at Tunbridge Wells Central, but when through traffic between the former rivals increased after the Grouping such a mistake would involve a mile walk across the town for the box boy to get the staff back to the right end, during which time all traffic would be at a stand. Unsurprisingly BR replaced the Staff and Ticket there with electric key tokens!

Staff and Ticket - Selsey Tramway Style

So, now you know how the system *should* work, back to the Selsey Tramway and their interpretation of Staff and Ticket. The ticket shown here, issued by the 'Person in Charge' at Sidlesham, applies between Chichester and Sidlesham, and in Vick Mitchell's *Branch Line to Selsey* is illustrated a ticket intended for Sidlesham to Selsey Town, meaning that the line was worked as two block sections either side of Sidlesham^b. The 1912 summer timetable was for a two-train service with passenger trains booked to cross at Sidlesham, A loop was provided here but in known photographs of the station only a platform on the up side can be clearly seen, however two illustrations in Vic Mitchell's book – Figs 47 and 48 – do suggest in the dim background parts of what might be the down platform. The 1932 1:2,500 OS shows that, at least by then, there was no down platform, so were alighting passengers then expected to climb down onto the ballast? Surely not! By 1916 the timetable was for only a one-train service and the two-train service was seemingly not resumed after the war meaning that there was then no longer a need to cross passenger trains at Sidlesham. As such, by 1932 when the station was resurveyed by the OS, there was no need for a second platform and it may have been removed. Now a two-train passenger service would not itself require the issue of any train staff tickets as the staffs would always arrive at Sidlesham at the right time, so they were obviously issued to accommodate the intervening goods trains and light engine moves; in the more prosperous days there was much movement of freight in the form of sugar beet and coal.

There is also the question of how the respective 'Persons in Charge' communicated with each other regarding the whereabouts of trains. There was no block-bell system on which to give 'train entering section' or 'line clear' but there was a telephone line between the stations on the line so presumably this was used contrary to the Board of Trade regulations. Interestingly, despite this divergence, the wording of the HMST train staff tickets was completely in accordance with the regulations – the Colonel obviously mixed and matched the Board of Trade rules with his own, and presumably the provisions of the LRO did not prevent him from doing this. Photographs of Sidleham station also do not show any point rodding to a ground frame to control the turnouts into the loop, so were the points worked by hand or were they sprung and set to enter the left-hand loop and be run-through in the

trailing direction? Either way, Sidlesham ought to have been manned by a competent 'Person in Charge' responsible for custody of the train staffs and issuing them - and their associated tickets - to drivers and maybe also operate the hand points for the crossing move. He and the ticket boxes must have been housed in the small station building which appears in photographs. There would, of course, have been two train staff ticket boxes in there, one for Selsey and the other for Chichester, but they would have had different locks which could only be opened by the correct staff for the section concerned, thus removing one risk of a very serious – and possibly fatal - error. One of the staffs would have to be kept overnight at Sidlesham ready for the first train the next day so would have required a cupboard in which it could be securely locked away. The 1935 sales particulars for the station building mention a fitted cupboard which could have fulfilled this need.

Study of surviving staff tickets deepens the mystery of who acted as the 'Person in Charge'. Edward Griffith, in his book on the Selsey Tramway, states that Sidlesham was unstaffed and that the guard carried the staffs and issued the tickets from Sidlesham^c. You will notice that my ticket, as shown in Fig 2 authorising the driver to proceed from Sidlesham to Chichester, has been signed by one C Fullick who was indeed a guard^d! Now that practice was fraught with risk as the guard was issuing the permit for his own train to proceed rather than someone independent on the ground who had knowledge and control of the whereabouts of the other trains. Coincidental with my study, a letter appeared in the summer edition of the Colonel Stephens Society magazine *The Colonel* illustrating another train staff ticket for the Chichester to Sidlesham section, issued in 1933 at Sidlesham by A W Smith. Now Mr Smith was the Superintendent of the line and much better qualified to be the 'Person in Charge' of such a move. Was he at Sidlesham at the time? The ticket illustrated in Griffith's book is for the Sidlesham and Selsey Town section but – frustratingly - is not filled in. Finally to the staff ticket shown in Vic Mitchell's book. It is for the Sidlesham to Selsey Town section and issued by the same A W Smith, but at Selsey and it has been overwritten for use all the way between Selsey Town and Chichester. It is dated 16 August 1934 which suggests that by this time – when the end was not far off – traffic might have reduced to such a level that only one long staff section from Chichester to Selsey was needed, and the Sidlesham loop was now also surplus to requirements: this would tie in with the down platform not being shown on the 1932 OS. If this was the case, failure to have new train staff tickets for Chichester to Selsey printed would have necessitated the overwriting, but hopefully a new train staff for Selsey to Chichester had been made. If a new staff section had not been created such overwriting would represent a blatant breach of protocol by the line's Superintendent in issuing a train staff ticket for a staff that didn't exist.

Envoi

The ramshackle Hundred of Manhood and Selsey Tramway was beset with myriad accidents from the start including spectacular derailments and frequent collisions with horseless carriages on the ungated level crossings where the train driver had not been able to stop in time. However, there is no record of any head-on collision between two trains on the single line so the Colonel's mix-and-match approach to Staff and Ticket working obviously worked, despite the dubious practice of the guard issuing staff tickets for his own train! Colonel Stephens – mercifully - did not have his Abermule moment.

Presumably the Colonel did issue operating instructions for the line if for nothing else but to demonstrate to the Inspectorate that he had put safe systems in place. Perhaps one day a copy of this might surface – it would answer a lot of questions!

See back cover for Figs 4 & 5

Acknowledgements

My first port of call on matters Selsey Tram is always Joe Whicher who willingly shared his vast knowledge and, *inter alia*, alerted me to the aforementioned letter in the summer edition of *The Colonel*. He also provided me with details about Mr A W Smith and sense checked this text before I submitted it.

References

- a L T C Rolt *Red for Danger* David & Charles 1976
- b Vic Mitchel and Keith Smith *Branch Line to Selsey*, Middleton Press, 1983
- c Edward Griffiths *The Hundred of Mahood and Selsey Tramways* Third Ed, 1974, self published
- d *ibid* A memoir by Ray Apps (whom your author knew when he was a boy) mentions C Fullick as being a guard and also, as it happens, his wife's brother.



Brighton Station. (Alan Green Collection)

Southdown Motor Services - Barns Green Village Bus Garage **C E Gillam**

Introduction

The Southdown Motor Services bus garage established in the village of Barns Green in 1935 is still standing. This is remarkable given that 7 out of 10 of Southdown's bus garages have been demolished.¹ In this article the author outlines the 19 years history of the garage and goes on to suggest possible reasons for the demise of the outstation in 1954.

Southdown and the acquisition of W H Rayner and Son

On the 31 July 1934 a fire engulfed the Barns Green depot of W H Rayner and Son (trading as 'The Horsham Bus Service'). One bus parked outside the depot was spared from the inferno which destroyed six buses and coaches. Following the fire 'The Horsham Bus Service' was maintained from Parker's Yard in Two Mile Ash Road using the surviving 1927 Dennis 30 cwt 18 seat bus (PX 5776) and vehicles hired from Southdown.² This arrangement continued for five months until Southdown acquired the business from Rayners for £1,150. The transaction included Rayner's stage carriage services and the Dennis (PX 5776) which was added to the Southdown fleet. Completion of the sale of the business took place on 15 January 1935.³

Southdown locates an outstation at Barns Green

The decision to locate an outstation at Barns Green, eight miles south west from the market town of Horsham, may or may not have been influenced by the likelihood that some of the former Rayner's drivers transferring to Southdown, lived in or near the village. Whatever the reason, Southdown purchased a plot of land in the village and had a garage built which was just long enough and high enough to accommodate one single-deck bus up to 27ft 6ins in length (see Appendix A). The parcel of land costing £80 was 275ft 6ins in depth with a frontage of 50ft widening to 75ft 9ins at the rear of the property.⁴ The property being well in excess of requirements, Southdown was able to sell the surplus land (approximately one third of an acre) and later a house was built - well back from the road and the lock-up garage.

Author's Note: Approximate external dimensions of the garage are length 30ft 10ins, width 13ft 2ins, height to the eaves 12ft 6ins, and height to the ridge 16ft 8ins.

The first years of operation at Barns Green

The Southdown lock-up garages were generally built with just sufficient space for the vehicles in use at the time of construction and Barns Green, which probably became operational in the second half of 1935 was no exception. At that time single deck buses in the Southdown fleet were mainly Tilling Stevens B10A2 with various seating capacities (30 to 32 seats), with a smaller number of Dennis 30 cwt buses (19 seats) and from 1936 the then new Leyland Cub buses (20 seats). These three



Former Southdown
Bus Garage - Two
Mile Ash Road, Barns
Green - June 2018.
Photo. C E Gillam

types were commonly found across the company's territory including the routes in and around Horsham. The Rayner bus routes acquired by Southdown were numbered in the 70 series with the service between Horsham and Billingshurst via Barns Green, Brooks Green, Coolham, and Coneyhurst being allocated the number 75 and dedicated to Barns Green outstation.

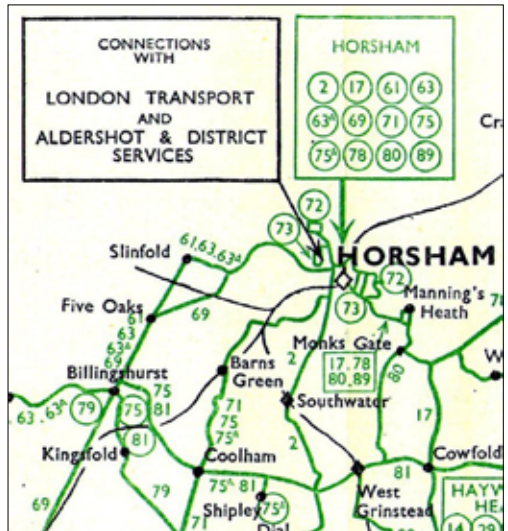
Initially service 75, which commenced on 10 January 1935, operated twice daily between Horsham (Carfax) and Billingshurst with additional short journeys to and from Barns Green or Brooks Green. On 18 April 1935 the frequency was increased to three services to Billingshurst (short journeys unaltered). From 1 January 1939 frequencies further increased with the addition of journeys to and from Horsham and Coolham (two journeys), Coneyhurst (one journey) and Shipley (two journeys) - as well as Barns Green and Brooks Green. The variation of the route to serve Shipley coincided with the withdrawal on 31 December 1938 of service 74 between Horsham (Carfax) and Coneyhurst via Southwater, Shipley and Coolham. By this time the older Tilling Stevens type were being disposed of and replaced with new Leyland Tiger buses with Harrington bodies (32 or 34 seats). These are believed to have first appeared on service 75 in the latter part of 1939.⁵

Wartime and the post-war period

Whether or not Barns Green bus garage remained open to provide an essential service during the war years or was closed as an economy measure is unclear. However the importance of service 75 in linking so many rural communities to the market towns of Horsham and Billingshurst, both with railway stations, suggests that the Southdown bus garage in Barns Green almost certainly remained open for the duration of the war. This conclusion tends to be confirmed by a reference to the transfer in 1945 of Driver F. Knight from Barns Green, where he had been since the garage opened in

1935, to Horsham. Not surprisingly Fred Knight was a former driver with Rayner's.⁶

Following the end of WW2 service 75 was extended from 15 July 1945 to operate between Horsham Railway Station and Kingsfold via Billingshurst railway station. On the same day the Shipley journeys were numbered 75a (interworked with service 75), and both services 75 and 75a were augmented with the new service 71 to and from Horsham railway station and Littlehampton via Barns Green, Coolham, Thakeham, Storrington and Arundel. Importantly, these changes



Map Southdown Bus Routes Horsham Area 1951

gave a 60 minutes headway on the busiest section, between Horsham and Coolham.⁷ Southdown, as with many other bus companies, faced the perennially difficult task of balancing revenue with the cost of providing services on lightly loaded rural routes. To this end various alterations to service 75/75a were tried from 1947 which culminated in 1952, with service 75a to and from Horsham and Shipley via Barns Green being withdrawn and replaced with new service 2a using the more direct route via Southwater. By this time the journeys on service 75, at two hourly intervals daily, were as follows: Horsham to and from Billingshurst (3), Coneyhurst (1) and Barns Green (4 reduced to 3 on Sundays). This level of frequency combined with the two hourly service 71 to and from Horsham and Littlehampton required four buses to maintain the 60 minutes headway between Horsham and Coolham. These four buses were based at: Barns Green (1) for service 75, Horsham depot (2) and the outstation at Storrington (1) for service 71. Any additional and/or relief buses required for service 75 were provided by Horsham depot. This pattern was to continue well into the future but with one major difference: the closing of the outstation at Barns Green and the transfer of service 75 to the depot at Horsham.

Barns Green outstation closes

Southdown closed Barns Green in 1954 which was ‘an unusual date for a closure at a time of increasing passenger traffic’.⁸ In examining this statement in the context of what else was occurring within Southdown at the time, the author was able to draw several conclusions. Firstly, Southdown was at the time upgrading 11 outlying garages and building four new ones. This post-war construction programme by the company included enlarging the nearby depot at Horsham Denne Road (south) in the early 1950s to accommodate

some 50 vehicles.⁹ The increased space available at Horsham could therefore have been a consideration in the decision to close the small outstation at Barns Green.

Secondly, we know from his memoir 'One Man's Horsham' that Driver Blake, who later became an Inspector at Horsham, spent three or four years at Barns Green, commencing in 1945. However, in the succeeding years up until 1954 when Barns Green garage closed, Southdown may well have encountered a problem with the availability of crews living in or near the village. It is therefore entirely possible that retirement, transfers and resignations of staff members caused the pool of local drivers and conductors to dwindle to the point where Horsham Depot would be required to provide the necessary crew(s).

Another factor was that although the Leyland Tiger buses were still numerous in 1954 and would remain in service until 1957, it was inevitable that the Leyland Tiger stationed at Barns Green would eventually need to be replaced. The replacement would most likely be in the shape of one of the 40 Leyland Royal Tigers added to the fleet in 1952 and 1953. They were the first full size single-deck buses to be ordered by Southdown for 12 years.¹⁰ The fact that the new buses were 30 feet long would require Barns Green garage to be extended by some 3 feet.

Faced with precisely the same problem at Chelwood Gate (capacity four single deck buses) Southdown increased the garage length in 1952, by some 12 feet. However, it appears that the company did not view Barns Green in the same light and the necessary finance needed to 'upgrade' the garage was not forthcoming. Whatever the circumstances influencing Southdown to close Barns Green, the final day of operation came 68 years ago, on 29th May 1954.¹¹

Author's Note: The former Southdown garage at Barns Green appears to be as originally built complete with asbestos sheeting and industrial pattern windows probably manufactured by Crittall. The only major external alterations appear to be the insertion of double doors on the west side and the removal and replacement of the original full height front doors with a smaller door suitable for a private car. Apart from the garage at East Wittering (converted from a farm barn) the former outstation at Barns Green appears to be the sole surviving example of a purpose built Southdown 'one bus' garage. The building, now in its 87th year, will hopefully remain standing to celebrate 100 years in 2035!

APPENDIX A

The former garage is located in the area of postcode RH13 0PX on the north side of Two Mile Ash Road approximately 140 metres (150 yards) from the intersection with Sandhills Road and Chapel Road (Parker's Corner). The NGR is TQ 1234 2716. The GPS reference is 51.032298, 0.391979 (51°01'56.3"N, 0°23'31.1"W).

APPENDIX B

There were at least nine garages with space for just one vehicle: **Barns Green**, Burgess

Hill*, Compton**, Dial Post*, East Hoathly*, **East Wittering**, Scaynes Hill*, Singleton**, and Steyning*. Bold type indicates former garage extant. * Indicates garage demolished and in most locations the site has been re-developed. **Indicates status unknown.

APPENDIX C

Service 75 journey times (in minutes) from Horsham Railway Station: Horsham Carfax 2, Christ's Hospital 12, Itchingfield 17, Barns Green (Parker's Corner) 22, Brooks Green 28, Coolham (Cross Roads) 35, Coneyhurst 40, Billingshurst Railway Station 51. Service 75a journey times all as service 75 to Coneyhurst then Shipley (Andrew Hall) 45. Source: Southdown Motor Services Ltd., Official Time Table: 6th May, 1951 until 29th September, 1951.

APPENDIX D

At the beginning of 1954, the year that Barns Green garage closed, there were 41, of the original 86, Leyland Tiger TS7 and TS8 single deck buses remaining in the operational fleet. During 1954 six were withdrawn followed by six more in 1955 and another ten in 1956. The remaining 19 were all disposed of in 1957 with the last being no. 1457 in June of that year.

APPENDIX E

In the 1950s Parcel Agents could be found in some 260 towns and villages served by the network of bus routes operated by Southdown. The carriage of parcels was subject to a limit of 28 lbs in weight. For many years the appointed Southdown Parcel Agent in Barns Green was Mr Parker and later Mrs Parker at The Stores located on Two Mile Ash Road. The Stores, about 45m (50 yards) from Sandhills Road, was eventually demolished and 'Parkers' comprising six flats built on the site. The Southdown Official Time Tables in the 1950s indicate two bus stops in Barns Green. One was Parker's Corner (outside The Stores) and the other was Rosemont - the journey times between these two bus stops and Horsham Railway Station were 22 minutes and 25 minutes respectively.

ACKNOWLEDGEMENTS

The author wishes to acknowledge the invaluable assistance of the co-owners of the former garage and the curator of the local history society together with the Southdown Enthusiasts' Club who provided the history of the relevant bus routes and details of the vehicles.

REFERENCES

1. Former Southdown Depots and Outstations - a 2017 Review by Clive E Gillam: Omnibus magazine 534 June/July/August 2017
2. James L., Horsham's Independent Bus Services - Tempus (2007) Page 31.
3. Southdown Fleet History Part Nine 1935: Compiled by A. M. Lambert - Southdown Enthusiasts' Club (2003) Page 9/49.
4. Records of Southdown Motor Services Limited - Book 5 SMS/1/24/5 1935-1949 p29. East Sussex Record Office, The Keep.
5. Blake C.W.F., One Man's Horsham - The Southdown Enthusiasts' Club (1995) Page 13.
6. Blake C.W.F., One Man's Horsham - The Southdown Enthusiasts' Club (1995) Page 28.
7. Druce C., Southdown at War (2015) Page 137.
8. Morris C., Southdown Volume Two - The Details (1994) Page 35.
9. Hyndman K. S., Southdown Motor Services Ltd., 1946 - 1958: reproduced in 'An SEC Miscellany 138' January 2017 Page 3.
10. Southdown Fleet History Part Nineteen 1952: Compiled by A. M. Lambert - Southdown Enthusiasts' Club (2009) Page 14.

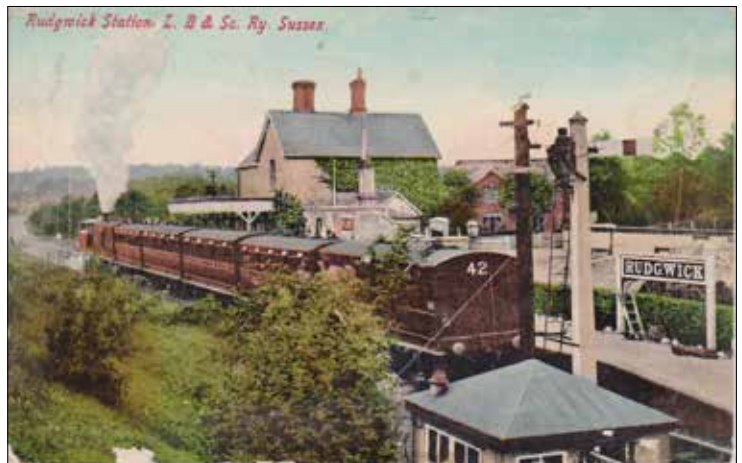


Southdown Bus Horsham
Station c1950
Fleet No.1406 BUF 986
and Hants and Sussex
Bedford OB GAA 548.
Photo. W J Haynes
©Southdown Enthusiasts
Club



Midhurst
North Mill
(Alan Green
Collection)

Rudgwick Station
(Alan Green
Collection)



Artists and chalk; IA in the galleries

Geoffrey Mead

The industrial landscape of the lower Ouse valley is one that has inspired many articles over the recent years for both SIH and the Newsletter. Ron Martin writing on the Beddingham works, John Blackwell on cement production and two recent pieces by Will Pilfold on the South Heighton pits and the workforce; apologies for those I have omitted! Recently I have been reading a new book on landscape that features some of the Sussex IA sites of interest. *'Unquiet Landscape: places and ideas in 20th century British painting'* by Christopher Neve 1990 [2020 reprint] Thames & Hudson; looks at a variety of artists and the landscapes that inspired them; as Sussex was the home of many 20th century artists our county figures large in the volume with Ivon Hitchens, John & Paul Nash. John Piper, Edward Burra, William Nicolson, Duncan Grant, Charles Knight, Peggy Angus and Eric Ravilious all feature. It surprised me just how many used our county IA sites as inspiration for some of their more famous works. Duncan Grant, part of the Bloomsbury set, largely based at Charleston Farmhouse near Fittlehampton used the present Cliffe industrial estate as the topic for an impressive oil painting of the scene looking south from the Lewes riverside; the picture is currently in Leicester City Museum. Charles Knight, at one time director of the Brighton College of Art used many local scenes and his 1922 view of the lower Ouse works is a reminder of how industrial this part of the present South Downs National Park once was.



Caburn. Audrey Weber 1939

Dr Graham Mayhew on his SIAS Lewes tour earlier this year emphasised this fact on many occasions. A lesser known artist is Audrey Weber, who was a commercial artist working for Southern Railway. Looking at her paintings you do not have to



Cement works, Asheham.
Eric Ravilious 1934

cottage on the edge of the Firle estate at Beddingham who zeroed in on the actual manufacture of a product, cement, which inspired some of their more memorable compositions. Peggy Angus and Eric Ravilious used the nearby Asheham works for subject matter and their two painting shown here give a different view of the South Downs landscape to the more usual bucolic imagery.



Cement works, Asheham 1934 Peggy Angus

be an art history graduate to realise she worked for an interwar railway company! with that distinctive ‘poster’ look to much of her work. Her view looking east across the Ouse valley, possibly overlooking Iford, shows one of the chalk pits on the downland slopes. While these artists showed industrial chalk based activity the scenes were just a part of a bigger landscape, it is the artists working out of Furlongs

In his book, Christopher Neve writes- “ *Still lighter, whiter in tone and spirit and a natural extension of the chalky landscape itself, were the new cement works which Ravilious found a short walk away from the cottage at Firle. The grass and trees in its vicinity lay under a fine white powder. The freshly opened chalk cliffs were dazzlingly bright. Sheds and machinery, rails and wires, were dredged white. The powder suffocated anything that persisted in trying to grow, but it was strangely beautiful, it made a mysterious dry veil, and he returned to paint it repeatedly... it is one of the attributes of Ravilious that he looked with just as much delight at the cement works, at all kinds of intrusions into the landscape, as at the Downs themselves he did not differentiate between an ideal setting and the light industrial encroachments of the Thirties. ‘The Cement works, Asheham #2’ is in Sheffield Museum and others of his and Peggy’s works are in Manchester City art gallery and especially the Towner gallery in Eastbourne.*



Lewes chalk working. Charles Knight 1922



Lewes landscape. Duncan Grant 1933

NOTE

Please let me have your images and memories for the next Newsletter (or two!) It may be it something you pass every day, but the rest of us may be unfamiliar with. Social media , Facebook, YouTube, etc are growing with increasingly interesting groups that I find impossible to keep up with, if you spot one please let me know. I am always looking for examples of our IA heritage.

Sussex Industrial Archaeology Society

Chairman : John S. F. Blackwell, e-mail 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
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
12 St. Helens Crescent, Hove BN3 8EP (01273 413790)

Chief Editor : Dr. Geoffrey Mead, e-mail g.mead@sussex.ac.uk
47 Hartfield Avenue, Brighton BN1 8AD (01273 501590)

Programme Co-ordinator : M. H. Dawes, e-mail malcolm.dawes@btinternet.com
52 Rugby Road, Brighton BN1 6EB (01273 561867)

Recording Co-ordinator : R. G. Martin, e-mail martin.ronald@ntlworld.com
42 Falmer Avenue, Saltdean, Brighton BN2 8FG
(01273 271330)

Committee : B Austen A. H. J. Green C. C. Hawkins
P. S. Hicks Miss. J. O'Hara T. P. A. Ralph
R. Vernon

Website : www.sussexias.co.uk

© 2022 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 4th December 2022

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*

Just the (Staff and) Ticket - page 8

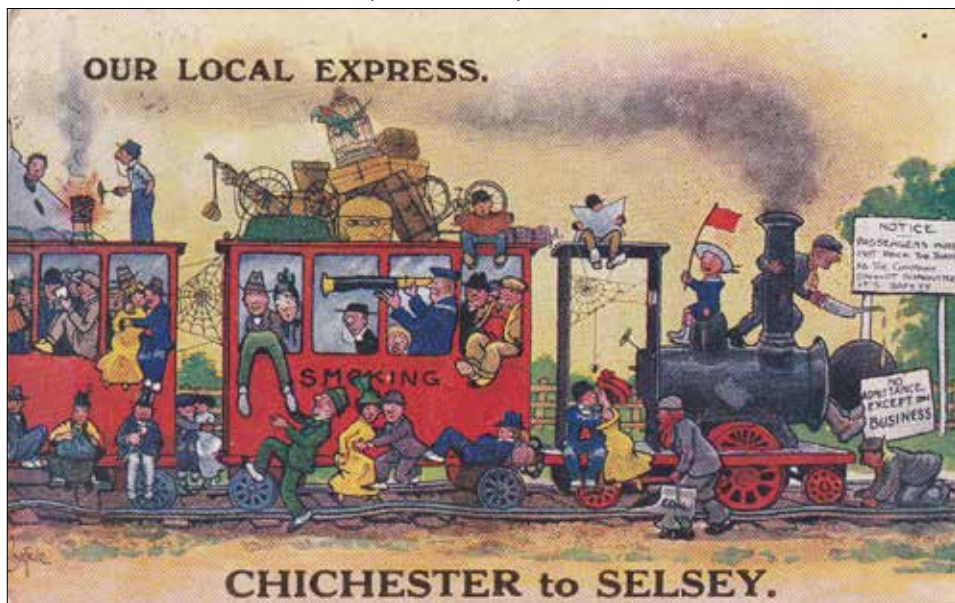


Fig 4. 125 years on and this humorous postcard of 1915 still reflects the regard with which the Selsey Tramway is held. Note carefully the wording of the notice on the right which states that the Company cannot guarantee the safety of the train. How apposite! (Author's collection)

Fig 5. A notice issued in November 1931 regarding a late train which would operate every Wednesday to bring home those who had lingered too long in Chichester's many pubs after the weekly market had closed. Those staggering from the train at Sidlesham would not have welcomed the lack of a down platform. Note that the HM&ST was then trading under its new identity as the *West Sussex Railway (Selsey Tramways Section)* - an aggrandisement if ever there was one because there was no other section! (Author's collection)

West Sussex Railway
(Selsey Tramways Section).

NOTICE.

UNTIL FURTHER NOTICE

A Late Train

WILL RUN

EVERY WEDNESDAY

FROM

Selsey to Chichester

AND BACK,

AT THE FOLLOWING TIMES, VIZ:

Depart SELSEY ...	7.15 p.m.
Arrive CHICHESTER ...	7.45 p.m.
Depart CHICHESTER ...	10.30 p.m.
Arrive SELSEY ...	11.0 p.m.

Return Fare 1/-.

Accommodation is limited— Please therefore book early.

AN OPPORTUNITY TO VISIT THE CINEMA AND SUPPORT
THE LOCAL LINE.

BY ORDER.

Selsey, November, 1931.

A. G. Jennings & Sons, Ltd., Brighton.

