

BRIGHTON RAILWAY

Sussex Industrial Archaeology Society Newsletter

Number 188

October 2020



SELSEY

STOCK-PRILL.

A HEALTHY RURAL VILLAGE
on the well known promontory
3 MILES INTO THE SEA

For particulars of Train Service and Cheap Ticket facilities apply
Superintendent of the Line, L.B. & S.C. Rly, London Bridge Terminus.

WILLIAM FORBES, General Manager.

Newsletter 188

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Editorial

Welcome to *Newsletter 188*.

Due to the ongoing restrictions it has been necessary to cancel the AGM, all reports will be in the next *Newsletter*.

It is hoped that it will be possible to organise a virtual meeting for February, this will require that you register for a link to be sent to you by email. Full details will appear in the next *Newsletter* in January

This issue is reduced in size, but you will have received your Sussex Industrial History, which should keep you busy reading!

Do support the venues that are opening, see page 3. They have all lost income this year and are finding it very difficult financially. In most cases their only source of funds is visitor admissions, catering and shops.

Do check their websites for updates on opening and to make your booking before travelling.

Front cover : A LBSCR poster extolling the healthy benefits of a trip Selsey.

See page 8

For updates - Visit our website - www.sussexias.co.uk

Forthcoming SIAS Events

AGM

Due to the ongoing situation, this has been cancelled to protect members.

Reports will be published in the next *Newsletter*

All other planned activities have been cancelled.

Please see the next *Newsletter* for 2021 plans

Malcolm Dawes has compiled details of some attractions that are open

Amberley Museum

Open Wednesday to Sunday to 31st October, *pre-booking required*.

Railway and buses running. All exhibitions and refreshments available.

Christmas events are scheduled for December.

Weald and Downland Museum

Open every day, *pre-booking required*.

Most buildings have access and refreshments available.

Night Walks scheduled for October.

Bluebell Railway

Running dining trains 4 days a week, *pre booking required*.

Access to stations restricted to pre-booked customers.

A new innovation, Steam Lights, will be running from 14th November -
a train covered with chains of coloured lights.

Christmas events are scheduled for December.

Kent and East Sussex Railway

Running trains between Tenterden and Bodiam three days a week.

Currently *pre-booking required* up to the end of September

Town Museums that have managed to reopen

Many require pre booking using the museum's web site and
most have restricted opening times.

Novium Chichester

Lewes Castle

Tangmere Military Aviation Museum

Brighton Toy Museum

Worthing

Pevensey

Littlehampton

Michelham Priory

Arundel

Hastings

East Grinstead

Bexhill

These details may change at short notice

Do check details before travelling

Geoffrey Mead's - 'Ambles not Rambles'
Walks programme November 2020 – July 2021

All donations to local environmental groups
01273 501590 078 2628 4526
g.mead@sussex.ac.uk

2020

November 1st 6pm *Brighton by lamplight*
Explore the inner city after dark.
Meet Brighton Museum entrance. TQ 314 043

December 13th 10am *Dial Post: Low Weald in winter*
Meet village hall car park. TQ 154 195

2021

January 10th 10am *Dallington: High Weald in winter*
Steep slopes, lots of trees, plenty of mud!
Meet St. Giles church path, High St. TQ 658 191

February 7th 10am *West Firle: gentry in a landscape*
Village carpark - NOT Ram Inn carpark. TQ 469 074
CHANGE OF PREVIOUS DATE

March 7th 10am *Slaugham: spring in the High Weald*
Meet St Mary's church carpark or adjacent. TQ 257 281
CHANGE OF PREVIOUS DATE

April 11th 10am *Newhaven: Castle Hill LNR*
Cliff-top nature reserve overlooking the Channel, the Ouse and with rare
heathland on cliff-top. Meet Newhaven Fort car park. TQ 448 003
CHANGE OF PREVIOUS DATE

May 2nd 10am *Brighton & Hove beach linear*
Meet Palace Pier entrance west side. TQ 313 038

Do You Know What A Stinkpipe Is?

Martin Snow

Our streets are full of breathtakingly beautiful Victorian structures.

Some of our Victorian infrastructure is a little less... flamboyant. On a street near you, a bit of the sewer network stretches rusty and tall into the sky, and yet, it is almost entirely ignored. It is the 'stinkpipe' or 'stenchpole'.

Always made from cast iron and usually painted grey or green, stinkpipes look a bit like street lamps at ground level. There are some tell-tale signs to differentiate them, though; stinkpipes tend to be taller (20-26 feet) and wider (6 inches) than most of the other poles found on residential streets. They're also hollow, so if you suspect it's a stinkpipe, give it a knock, or check for an opening at the top.

Other than that, stinkpipes don't come in a standard form. Some look a bit utilitarian, but many display the types of features that only Victorians would think to add to a piece of street furniture: fluted columns around the bottom, studded rings and even a rose or two.

Despite these design details, a stinkpipe's job was — and still is, in many cases — to vent gas from the sewers deep underground, releasing it high above street level where it wouldn't offend delicate Victorian noses.

Stinkpipes follow, more-or-less, the route of the main sewers or high points, or dead ends / loops. The gas they ventilate is a delightful cocktail that includes methane, hydrogen sulphide and ammonia — all flammable, all smelly.

The same is true now of course — when you flush a loo, the waste is carried out of your house and into one of the sewers.



Example in Worthing, with a redundant lamp fitting.
More often seen without a lamp (Martin Snow)

Singleton Station Revived

Alan H J Green

At the end of my article *Singleton: the Station for Princes and Punters* in SIH 49, 2019, I reported that work was in progress on converting the now-listed station building into two separate dwellings for its owner, the West Dean Estate. I can now provide an update on progress.

First though I need to backtrack a little. When pre-app advice was being sought from Chichester District Council in 2018 I discussed it with the then Historic Buildings Advisor. We agreed that it would be a good idea if the applicant could be encouraged to remove the tile hanging from the upper story to reveal T H Myres' signature mock-timbering and pargetting. When the planning application was made however, the drawings indicated that the tile hanging was to be retained. Nice try, but presumably the architect had thought better of it, perhaps having done his homework and discovered the Achilles heel of Myres' designs, namely damp penetration through the render which the LBSCR had combatted by attaching the hanging tiles. This was not unique to Singleton; hanging tiles were applied to the majority of his 18 stations.

Site work at Singleton was interrupted firstly by the listing decision and then again by the outbreak of Covid 19, but is now nearing completion. I visited West Dean Gardens recently and when I stepped off the bus I was surprised to see, peering through the trees, the gable-end of the station master's house flaunting its mock-timbering, so I diverted to pay a visit. It was a sight



for sore eyes. The quality of the work being done is very high and the buildings look a lot happier than they did on the occasion of the SIAS visit in 2008 and, colours apart, look much as they did on completion in 1881 as these photographs

demonstrate. Any damage to the pargetting that might have been caused by nailing on the battens to carry the tiles has been skilfully made good.

On the former stationmaster's house, which now forms one of the dwellings, the wall timbering has been painted brown which is suggestive of the LBSCR maroon that it originally carried, but the bargeboards are in a rather bilious shade of green. My first thought was that this was a just priming coat, but as the scaffolding has been struck it is obviously the end product. The oriel window, which was also maroon originally, has been painted white. At the former booking office, which now forms the other dwelling, the veranda that once sheltered the walkway to the subway has had its modern plastic sheeting nicely replaced with zinc, and the *LB&SCR - AD1880* cartouches over the former ladies' lavatory window have been conserved. Here the mock-timbering to the eaves has been picked out in black, but the booking office doors are in the same bilious green as the bargeboards.

Up at track level the forest of trees has been removed exposing the platforms in readiness for the extension of the inappropriately-named *Centurion Way* footpath and cycleway which currently occupies the trackbed of the line between Chichester and West Dean.

Once again I was unable to gain access to the famous gents' lavatory block, currently being used as the site office, as the site was unattended, so whether the myriad urinals and traps have survived still remains a mystery.

All in all a very pleasing development – one just hopes that the damp problem does not return to cause the West Dean Estate to regret having yielded to persuasion!

See rear cover for a colour illustration of the station building



A Day Out to Selsey 1918 style : a rare Selsey Tramway Ticket Alan H J Green



A severed return half of a half-day excursion ticket from Victoria to Selsey issued jointly by the Selsey Tramway Co and the LBSCR.
(Author's collection)

Despite only existing for 38 years and having closed down over 80 years ago, a surprising number of Selsey Tramway tickets have survived, and they quite often turn up at specialist ticket auctions. At the last Great Central Railwayana ticket auction I secured a severed return half of a half-day excursion from Victoria to Selsey, jointly issued by the HM&ST and LBSCR, dated 22 December 1918.

The ticket is of particular interest being for a through journey to Selsey from beyond Chichester. I had not realised that through ticketing from LBSCR stations was available ; it is not a type of ticket covered by Laurie Cooksie in his comprehensive work on the line¹, nor by that earlier HMST history by Edward Griffith.²

However, there is one obvious clue that I had missed. At West Sussex Record Office is a copy of the well-known poster issued by the LBSCR advocating travel to Selsey³. Headed *Brighton Railway* and depicting a little girl on an appropriately windswept beach, it makes no mention of the fact that the last eight miles of the journey would involve travelling the on another company's line, but at the bottom of the poster, in small print, it advises *For particulars of Train Service and Cheap Ticket facilities apply to the Superintendent of the Line, LB&SCRly, London Bridge Terminus* – in other words you could book right through.

The ticket is headed *Selsey T Co Ltd & LB&SCR* and the front is the same style as a standard LBSCR print. The conditions are given on the back but are non-standard and, not only that, whereas normal LBSCR practice was to repeat the conditions on both halves of a return ticket, here - most frustratingly - they had printed them across the full width so I only had half of what promised to have been a fascinating get-out clause.



The reverse of the ticket shewing the severed conditions

Fortunately however a friend of our chairman John Blackwell, who is a collector of LBSCR tickets, was able to supply the full text, the transcript of which is as follows:

The LB&SCR Company incurs no responsibility of any kind beyond what arises in connection with its own trains, in consequence of passengers being “booked” through such through booking being only for the convenience of the passenger. Nor will the LB&SCR Company be responsible for the trains or boats being delayed or not meeting in correspondence nor for any consequences that may result to a passenger thereby

In other words the LBSCR would not be held responsible for any missed connections at Chichester owing to the inability of the Selsey Company to provide their advertised service, a situation which could somewhat reduce the chances of getting back. Passengers who bothered to study the conditions must surely have been at a loss to understand quite how boats would fit into their rail journey from Victoria to Selsey!

In the HM&ST company’s timetables connecting trains to and from Victoria or London Bridge are indicated, but a footnote to the 1917 issue carries this caveat:

The Company does not undertake that the Trams shall start or arrive at the times specified in the table, and cannot guarantee connections with the LB&SCR trains. The insertion of the times of arrival and departure of the LB&SCR trains in correspondence with the Trams of this company is for the convenience of the public, but the Company will not be responsible for any consequences whatever arising...

That surely must have been penned with tongue wedged firmly in cheek for any resemblance between the timetable and what actually happened on the day was purely coincidental. For its part the LBSCR timetables for 1912 reproduced the HMST times but omitted the connections, however in their 1917 wartime austerity issue they were included.

The question is then begged as to whether it was possible to book a journey through from Selsey to stations beyond Chichester, and the answer to that is *yes*.

In *Branch Line to Selsey*,⁴ between plates 89 and 90, is reproduced an HM&ST notice advertising *Cheap Excursion Tickets from Selsey* between 14 July and 15 September 1912, but strangely it only lists destinations on the West Coast and Midhurst lines and not to London.

What were those tickets like one wonders? Hundred of Manhood and Selsey Tramway tickets tended to follow tramway rather than railway practice, being issued by the guard and undated rather than from a booking office. A typical example is shewn in Fig 4. It is of Edmonson-size, but of paper rather than pasteboard.

A typical HM&ST paper ticket, being a single from Chichester to Selsey. It has been punched but is not dated. (Author's collection)



It is quite possible that the LBSCR printed corresponding versions of my ticket for the HM&ST to use, particularly as most of the revenue would accrue to them, but issue would have had to have been made at the ticket office at Selsey as the guard would not have had the wherewithal to date-stamp the ticket. This is confirmed by another notice reproduced in *Branch Line to Selsey* sternly headed:

EXCURSION TICKETS from Selsey to LB & SC Rly Stations must be taken at Selsey Station. They will NOT be issued on the Tram.

This seems a bit hard on the goodly denizens of Hunston and Sidlesham who were thereby excluded from this useful facility. It also advises that; *All Tickets available for return by any ordinary Train on day of issue only*, so they certainly did need to be dated to be valid.

If I wait (or live) long enough perhaps one of these will turn up too.

References

¹ Laurie A Cooksey *The Selsey Tramway* Vol 1. Wild Swan 2006

² Edward Griffith *The Selsey Tramways*, third ed, 1974 (self published)

³ WSRO AddMS13773

⁴ Vic Mitchel and Keith Smith *Branch Line to Selsey* Middleton Press 1983

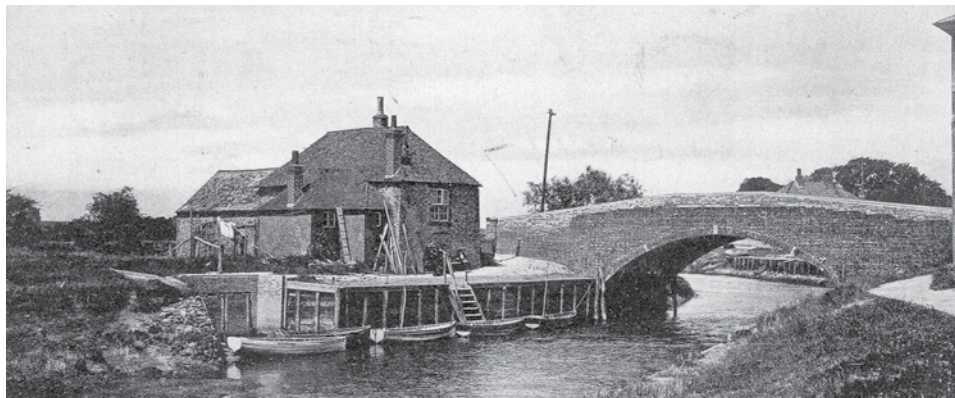
See front cover for a LBSCR poster extolling the healthy benefits of a trip Selsey which, rather disingenuously, implies that Selsey was actually served by the Company's own trains.

(Courtesy of WSRO)

Old Bridges, from postcards

I have cropped off the details.

Do you recognise the locations



Book Review by Geoffrey Mead
The Architecture of British Seaside Piers
Fred Gray

Hardback £27.50 Crowood Press 2020

You cannot go far researching industrial archaeology in Sussex without coming across a book on piers. As a county with an historic place in resort development we have had, and still have, a selection of seaside buildings which are studied for their cultural and architectural heritage. Piers are foremost in this aspect, if only by virtue of their size and visibility. This new volume by Fred Gray is a welcome addition to an already weighty canon of literature; he is a member of the Piers Society and the historian for Brighton West Pier and has made seaside architecture and development a major part of his research interests over many years. He is Emeritus Professor of Adult Education and was for many years my boss at the University of Sussex and was the person who recruited me as a tour guide on the West Pier, where I was happily employed from 1997-2002. I have declared my interest! I should also add Fred has used some items from my library and pier ephemera collection in this book.

Quoting Fred's remarks on the back cover - "Of all the architectural delights of British seaside resorts the most astonishing and idiosyncratic is the seaside pier." This volume takes a broad sweep at the topic and the chapters deal with specific elements of the topic from 'Making piers: people, materials and techniques' through 'promenade and pioneer piers' to the 'Golden Age' and on to the 'Rollercoaster years' and ending with future 'prospects'. As such it is rather more of a reference volume as the number of piers illustrated [very many] and those simply mentioned [even more] can make for a rather bewildering torrent of pier facts. The illustrations are superb and modern image technology has done it proud. What better way to start than have a cover image of the Palace Pier with the newly restored Brighton Palace Pier sign replacing the errant Brighton Pier signage. The number of illustrations is staggering and in a 213 page volume I could not find a pair of pages with no images, some pages having several, either 19th century engravings, 20th century black & white photos or 21st century digital colour images. Even St Leonards pier which was lost in 1952 has 7 illustrations and 13 text references. As you expect from a leading academic there are several pages of references, chapter by chapter, a long list of 'further reading' and an extensive index.

This has the appearance of a 'coffee table' volume but the sheer amount of background research that has been undertaken raises it to a higher level and the content and writing style make it that rare species an accessible academic volume. Definitely put this on your Father Christmas wish list!

THE ARCHITECTURE OF BRITISH SEASIDE PIERS



FRED GRAY

Mystery Photo

Do you know your IA?



This image has been sent in by Philip Beckett asking for help.

He found it when asked to clear out an old shed in Shoreham By Sea many years ago, which may be a clue.

It is an Acetylene lamp of a most unusual configuration, the box houses the gas generator and was attached to the lamp mounted on top via a hose.

It is of top quality construction, the makers being Wilcox & Bottin.

Any ideas. Please.

The building in *Newsletter* 187 is located in Church Road, Newick.

I had thought it was an un-recorded example of mathematical tiles, however Ron Martin suggests that, working from the image, there are reasons to doubt that is the case. Perhaps a site visit would settle the matter?

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### NOTE

*I fear we will continue to be under restrictions on going out to view IA for some time.  
However I am sure you all have a stock of images from past trips that  
you now have plenty of time to sort through!*

*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.*

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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*



