

5 Turn left along the busy B2145, cross over at an island in the middle of the road near the village hall. Pass through a gate by a playground and walk straight across the field towards a gap in the middle of the hedge. Go through onto the footpath straight ahead. Turn right at the end past St Leodegar's Church (pronounced St Leger) and pond to the gate into Manor Barn. Stay on the path past Manor Barn, go to the right of the next gate along the grass path, turn left and then right at another junction.

6 After about a quarter of a mile, turn right again. Take care as the route now crosses the course of Chichester Golf Club. Continue along this main path for about three-quarters of a mile. Turning left at a T junction, but ignoring other side paths to golf greens and tees.

7 Turn right by a signpost indicating the 15th tee onto a tarmac roadway around one of the greens of the golf course, crossing the Bremere Rife (a Sussex word for a drainage channel) by the green, and follow it up the hill towards the Golf Club buildings. Beware of golfers playing towards the green. Just before the pair of cottages, the Tramway ran through the farm and to the left was the private HOE FARM HALT with a siding in the trees on the right. Continue straight on the roadway past the golf club buildings and cottages.

8 After about 150 yards turn left at a junction marked by a signpost on the right. Cross the fairway, looking right in case any golfers are hitting in your direction! At the end of this path, leave the golf course by way of the footbridge straight ahead and continue along the left-hand field edge to another bridge at the field corner. Take care because it can be muddy here. Turn right onto the concrete Brimfast Lane at Owl Barn, passing Brimfast Cottage after a short distance.

9 After about half a mile take the footpath on the left, following the signpost. Cross the fields and, after another footbridge on the right at the end of the field, emerge onto Street End Lane. Some of the houses here were erected for the Land Settlement Association which created 100 smallholdings in Sidlesham providing a new life for unemployed miners and shipbuilders from North-East England and South Wales during the industrial depression of the 1930's. Visit sidleshamheritage.co.uk for more information. Turn slightly left then continue straight ahead to the end of the lane at the Anchor Inn.

There are bus stops here for Stagecoach No 51 to Chichester and Selsey.

10 Turn left into Church Lane, passing some picturesque old cottages and the car park of the Church of St Mary Our Lady. Continue along the road past Holborow Lodge (the home of the Cat and Rabbit Rescue Centre) until, just before houses on the left, you arrive at the site of CHALDER STATION and siding on the right. Chalder Station was the second public stop coming south from Chichester. The platform can now be seen on the right, next to the road, and is cleared occasionally by MWHG volunteers. Continue along the road, bending left and right through the Chalder Farm buildings then walk to the junction with Cycle Route 88.

11 Turn right here and follow the cycle route along a concrete farm road that turns right and then left before arriving at a T junction with Church Farm Lane. The Tramway crossed this lane a few yards to the right of this junction, where the roadway rises a little.

12 Turn left, then turn right **13** continuing along cycle route 88. Pass the derelict "New Barn" and emerge onto Rookery Lane. The site of MILL POND HALT, is about a third of a mile along the lane to the right, on the left-hand side. This halt was created following a disastrous flood in 1910 when Pagham Harbour sea defences were breached and a "rail replacement service" was run from here to Ferry Station by horse-drawn coach.

14 Turn left along Rookery Lane to the right-hand bend where it becomes Mill Lane. Follow this through the pretty hamlet past the Crab and Lobster, turning right onto Sidlesham Quay. Smugglers landed their contraband here in Pagham Harbour. Note the foundations of the old tide mill on the next corner. Follow the lane to its junction with a footpath on the left-hand side. This is the site of SIDLESHAM STATION and siding, where the Tramway crossed the lane to run alongside the harbour. The station building, which was originally on the platform, was turned to sit alongside the lane after the 1910 flood. It is now believed to form part of a bungalow in the village of North Mundham.

15 Turn left onto the footpath (also cycle route 88) and follow it along the entire length of the Tramway embankment. This was built following the harbour flood, raising the trackbed some 8 feet. The path enters RSPB Pagham Harbour, home to many native and migratory bird species, see the information boards along the path. Footpaths to the right are signposted to the RSPB Visitor Centre (400 yards) adjacent to the B2145 where there are bus stops for Stagecoach No 51 to Chichester and Selsey. At the end of the embankment, the Tramway crossed the BROAD RIFE by a rather crude bridge, the crumbling abutments of which are still visible. Follow the path to the right

16 Turn left past the sluice and almost immediately turn right again at an RSPB footpath sign, through a field gate and down to a lay-by on the main road. Taking great care, cross the road and turn left onto the pavement opposite, turning right off the road again at the footpath sign at the bend in the road. Take the footpath into the field. To the left is the site of FERRY STATION and elevated siding, of which nothing remains. The name Ferry derives from the fact that the sea used to divide Selsey ("Seal Island") from the mainland at this point. Until the road causeway was built, the only way to cross was by boat. The level crossing here (to the right of the chalet bungalow with tall chimneys) was extremely dangerous due to the sharp bend in the road. Facing the other way, the route of the track can be seen passing southwards between the derelict Ferry Farm buildings and the trees. No wonder the Tramway became known as the "Hedgerow Line"! Follow the same footpath across the fields for over half a mile, turning at the signs and noting the clear evidence of the trackbed on the later stretch.

17 The footpath turns right by a reservoir then turns left along the western boundary of the Selsey Golf Club course, where the path can be very muddy. The Tramway itself passed down the eastern boundary of the golf course. Ignore the footpath to the right and continue until the path turns left.

18 This path emerges onto a surfaced road. Walk along this road for about half a mile past Selsey Country Club to the Golf Club entrance. GOLF CLUB HALT was a private platform where the trees now stand just beyond the buildings on the right of the car park. The course of the Tramway is clearly visible across the road from the Golf Club but curved into what are now caravan and holiday home parks (The Willows and Green Lawns) where nothing remains, so continue along the road to the T-junction with Selsey High Street.

19 Turn right. After about 300 yards, SELSEY BRIDGE HALT, together with two sidings and a brickworks, was located in a cutting behind the bus shelter. Cross the road (with care) to see a commemorative stone marking the point where the Tramway passed under the road bridge. Look over the wall into the cutting through which the line ran towards the Town Station. The Tramway Company also extracted gravel from this area for commercial purposes.

20 On this side of the road, walk back a short distance, ignoring the first footpath over the metal railings, and take the next surfaced path to the right. Follow this across Manor Green Park to Manor Road and turn right.

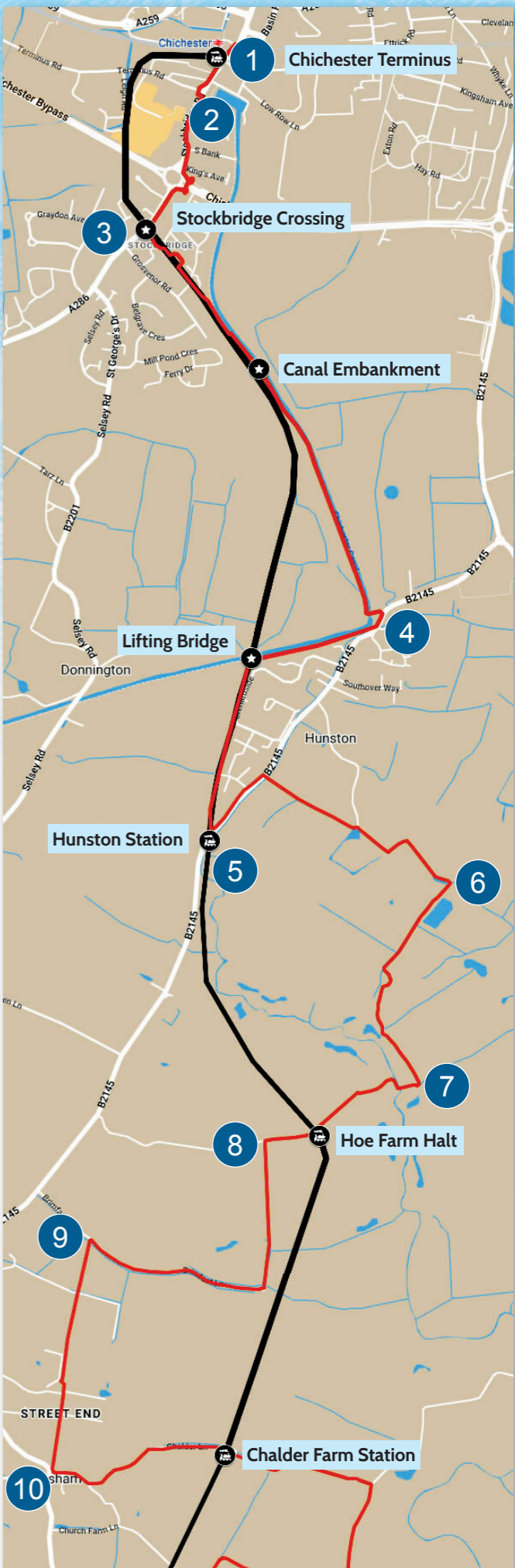
21 Follow this road to the junction with Allandale Close on the left. This was the location of SELSEY TOWN STATION, sidings and engine shed but the entire site is now covered with housing. However, continuing to the crossroads and turning right will reveal numbers 27-33 Church Road. These houses were built by the Tramway for its employees and were then 1-4 Tramway Cottages, Station Road, with the Selsey Hotel on the opposite corner. Turn back along Church Road, which becomes Beach Road going eastwards. Set back behind a slip road on the left is a row of houses which were built shortly after the Tramway and backed onto the line close to the engine shed. Continue past the shops to where East Beach Road goes off to the left.

22 Opposite is a footpath between some trees, leading to East Beach Pond. Take this path which follows the approximate route of the line to SELSEY BEACH STATION, the final stop which it was hoped would attract holidaymakers to the resort. The Tramway ended close to the beach where there is now a car park. This station closed in 1905 but remains of this and Selsey Town Station existed until the 1970s.

There are bus stops near here for Stagecoach No 51 to Chichester.

Tram Way signs mark the walking trail. INFORMATION BOARDS are at places of interest, including the 11 stations.





WALK THE SELSEY TRAM WAY:

(Numbers in text below relate to positions on the map)

The total length of the trail is 11.8 miles (19km). The route can also be walked in sections as there are bus stops for Stagecoach No 51 at Hunston (2.6 miles), The Anchor, Sidlesham (2.8 miles), The RSPB Visitor Centre (3.1 miles) and East Beach (3.3 miles)

BLACK LINE - Track | RED LINE - Walking Trail

1 From Chichester mainline railway station or bus station, walk south along Stockbridge Road over the level crossing and stop outside Wiley Publishers' office building. Immediately left of the building is the site of the Tramway's **CHICHESTER TERMINUS STATION**, sidings and connection to the mainline. There was a gasworks opposite. Continue southwards along the road and turn right into Canal Place, the original Terminus Road. The houses on the right are of the same period as the Tramway - look out for number 4A, actually called "Tramways". At the end of Canal Place, look right into Terminus Road. The Tramway crossed over where the traffic lights are and ran down the far boundary of what is now Chichester Gate Leisure Park. Turn left along Terminus Road to Stockbridge Road and turn right at the traffic lights.

2 Cross Stockbridge Road at the pedestrian crossing (the Heritage Centre at Chichester Canal Basin opposite is a local attraction) then continue south to the A27 Chichester Bypass. Cross over the footbridge (there was no road here in the Tramway's time, the bypass was built in 1937). Continue a short way south along STOCKBRIDGE Road, reaching the public footpath opposite the shops. The Tramway ran just left of where the shop is now and there was a level crossing here. None of the road crossings had gates which is why so many collisions with road vehicles occurred and led to a requirement for the fireman or guard to stop the traffic before the train crossed.

3 Turn left onto the footpath eastwards, cross a minor road and continue until reaching a path parallel to but above the canal. Go down steps, before the path bends to the right, onto the Chichester Ship Canal towpath (watch out for cyclists). Around the bend is a slope leading down to the towpath (an alternative to the steps). The Tramway track ran along the top of this **EMBANKMENT** parallel to the Canal for about a third of a mile before turning south across the fields. This 4-mile canal opened in 1822 and could carry ships of up to 100 tons from Chichester Harbour right up into the city's canal basin. Its last commercial use was in 1906 and the canal was abandoned in 1928. It has been brought back to life by the Chichester Ship Canal Trust.

4 Continue along the towpath until reaching the footbridge, cross the bridge and turn right at the road, then right again back onto the towpath. Follow this until reaching a Canal Trust information board at the site of the **LIFTING BRIDGE**. From here, branch lines to West Itchenor and East Wittering were planned but never built. Turn left down the footpath. Canal Cottage on the right (originally "Tramway Cottage") housed the employee responsible for the operation and maintenance of the canal bridge. To the left was a brickworks and loop siding. Follow the line of the Tramway to the end of the path, keeping straight on at the four-way junction of paths. **HUNSTON STATION**, the line's first stop from Chichester, was opposite, where the trees are to the right of the field gate. There was also a water pump and siding here.

There are bus stops in Hunston for Stagecoach No 51 to Chichester and Selsey.

Additional information:

The trail is on public rights of way or other paths over which the public have undisputed access. Footpaths are marked by WSCC posts with Tram Way signs attached.

Take care on some lanes which do not have pavements and particular care should be taken when crossing the B2145 at Ferry Bend.

Refreshments and toilet facilities are available at Chichester Canal Basin, The Anchor and The Crab & Lobster Inns (Sidlesham), RSPB Pagham Harbour & East Beach Car Park (Selsey)

Car parking at the RSPB Visitor Centre or elsewhere is entirely at the owner's risk.

Additional information about The Selsey Tramway:

Find out more about the Selsey Tramway on our website: www.mwhg.org.uk/tramway



Other heritage trail and walking publications:

Available on the MWHG website: MWHG.org.uk/publications or RSPB Pagham Harbour Visitor Centre

- Sidlesham LSA Heritage trail,
- Sidlesham (2) Heritage trail,
- All Aboard (Selsey Railway carriages),
- Selsey Blue Plaques Trail

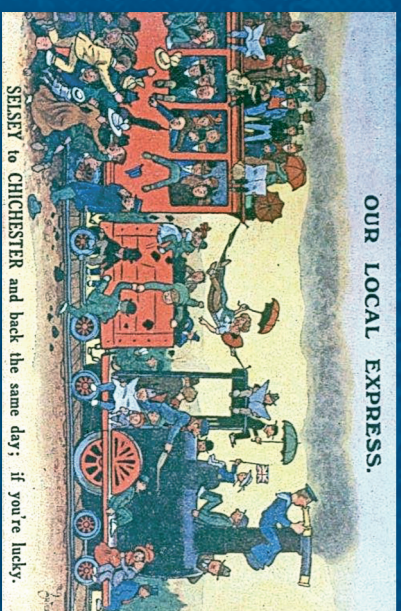
as well as
The Birdwatchers Guide to Pagham Harbour,
Medmerry and Selsey Bill,
Walks Around Sidlesham

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Walk The Selsey Tram Way

A railway line operated between Chichester and Selsey from 1897 until 1935.

- Where were the 11 stations on the route?
- How did the Tram Way cross the Chichester Canal and roads at Stockbridge and Sidlesham?
- What was the Sidlesham Snail?
- Why isn't the tramway in operation today?
- Find the answers to these questions and much more interesting information about the history of the Tramway as you walk the 11.8 mile route. Alternatively the route can be walked in shorter sections using the local No 51 bus.
- Information boards are located at the sites of the stations along the route.
- The guide can be used in conjunction with OS Explorer Map 120
- An interactive version of the map for use on mobile phone or tablet can be downloaded from mwhg.org.uk/tramway



Created by Bill Martin & David Pearce
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