

The Railway in Rowland's Castle



No. 60163 *Tornado* is a brand new engine completed in 2008. It is based on a London North Eastern Railway Peppercorn Class A1 design. It is seen here passing through Rowland's Castle starting the climb to Buriton tunnel. *Author*

Compiled by Ralph Cousins with the help of
Paul Marshman, Steve Jones and Mike Lamport.

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Painting of Rowland's Castle station by Charles Cotton. This picture shows the earliest form of railway signalling on the line – the Albinus Martin disc system. A 'railway policeman' and another staff member of staff would have shared an office containing a telegraph machine. In daylight hours the disc would be hoisted up the pole, while during the hours of darkness oil lamps were deployed. In the position shown – a red top half circle and a divided open bottom half – indicated that no trains were permitted to use either the Up (to London) or Down (to Portsmouth) lines.

A Brief History of the Direct Line between Waterloo and Portsmouth

The first railway boom occurred in the middle 1830s when the great trunk routes of the railways were constructed, amongst them the London and Southampton Railway, authorised in 1834 and opened throughout in 1840, and the London and Brighton Railway, authorised in 1837 and opened to Brighton in 1841 and from Brighton to Portsmouth in 1847.

There was at that time no scheme for a direct line to Portsmouth for three main reasons: (a) not being a commercial port it had not the financial backing of the manufacturers in the Midlands as was the case with the London and Southampton Railway, (b) it had not the health resort attractions enjoyed by Brighton, and (c) the War Department and the Admiralty would not countenance a railway approaching the fortifications around the Dockyard.

This latter restriction prevented the London and Southampton Railway obtaining powers to build a branch from their line to Cosham on to Portsmouth. As a result they were forced to construct a line from Fareham to Gosport instead. Gosport station was opened on 29 November 1841 and passengers and goods had to use the ferry to get to Portsmouth.

The railway boom of 1835-37 was followed by a depression during which little railway promotion was carried out, but in 1844, there was a strong financial revival which led to the unparalleled Railway Mania of 1845-46. In 1844 the Brighton and Chichester Railway Company was formed and authorised to make a line from the termination of the London & Brighton Railway at Shoreham to Chichester; their line was completed in 1846.

The year 1845 saw the production of four major schemes for railways to Portsmouth, all passing through Havant; these were: (1) The Direct London and Portsmouth Railway backed by the London and Croydon Railway as an extension of their line via that of their subsidiary, the Croydon and Epsom; it was to be worked on the Atmospheric system which was at that time being installed on the L&C Railway: (2) The Guildford, Chichester, Fareham and Portsmouth Railway backed by the L&SWR: (3) The Brighton and Chichester (Portsmouth Extension) Railway backed by the London and Brighton Railway and: (4) The London and Portsmouth Railway sponsored by George Stephenson and adapted by him from his proposed line to Brighton. All of these schemes are shown on the contemporary map issued by the Board of Trade. The Committee of the Board of Trade preferred the L&SWR scheme together with the B&C Railway Extension,

but Parliament in their wisdom passed only the latter and deferred the Atmospheric and L&SWR schemes until the following Session of 1846, when the Atmospheric line was authorised together with two small sections of the GCP&F Railway from Guildford to Godalming and from Fareham to Portsmouth.

There was also a plan of 1845 for a London to Portsmouth line to go via Reigate, Plaistow, Selham, Bepton, Walderton and Emsworth. There would have been a 1,325 yard tunnel under Bow Hill and another of 2,387 yards near Bepton.

The Brighton and Chichester Railway Extension was just under 16 miles in length and the contract for the construction was placed with George Wythes in January, 1846

The line was opened from Chichester to Havant on 15th March 1847, and, as permission had by now been given to breach the defences at Portcreek, thence to Portsmouth Town on 14 June 1847. Thus the route to London at this time was via Brighton, the London terminus being at London Bridge; it was not until 1863 that the 'Mid-Sussex' route via Arundel was opened, together with the West End terminus at Victoria

The L&SWR branches from Farlington and Portcreek to Cosham were opened to passengers on 1 October 1848 thus providing an alternative somewhat roundabout route from Havant and Portsmouth to Waterloo which was little used.

The London, Brighton & South Coast Railway, which had been formed in 1846 by the fusion of the London and Brighton and the London and Croydon Railways and had subsequently absorbed the Brighton and Chichester Railway, sold a half share in the line from Cosham to Portsmouth to the L&SWR and thereby saved that Company the necessity of making a separate line into Portsmouth.

The Direct London & Portsmouth Railway Company obtained its Act of incorporation on 26 June 1846 and a month later the LB&SCR was formed. The following article in the *Hampshire Telegraph* of 5 June 1847 indicates that there was opposition, aided by a petition signed by some Portsmouth residents, to these companies amalgamating in order to build the Direct Line:

DIRECT LONDON AND PORTSMOUTH RAILWAY

This line of Railway which the Inhabitants of Portsmouth, during the two last sessions of Parliament, made such vigorous efforts to obtain, seems now likely to be lost by the injudicious conduct of the people of Portsmouth themselves, or rather of a certain portion of them. It is well known that the state of the money market was such, during last session; that it seemed scarcely possible to raise funds to carry out this line by a distinct and

independent Company, and arrangements were accordingly made in May, 1846, for an amalgamation with the Brighton and Chichester Company, in order that the Direct Line might be more efficiently carried out. A public meeting of shareholders of the Direct Line was held, at the above period, at which such arrangement was considered beneficial, and the proceedings of that meeting were duly reported by the public press.

To carry that arrangement into effect, a Bill for amalgamating the London, Brighton, and South Coast Company, and the London and Portsmouth Direct Company, was brought into Parliament in the early part of the present session; and it appears that a few weeks ago a petition against such amalgamation was handed about in the Borough of Portsmouth and received a considerable number of signatures. We cautioned the inhabitants of Portsmouth at the time against signing such petition, which, we considered might be used injuriously to their interests: and so it has turned out.

The above mentioned amalgamation bill was referred on Monday last to a committee, of which J. Hope Johnstone, Esq., was chairman. It was opposed by the South Eastern Company, who are violent opponents to the London, Brighton, and South Coast Company, and by the people of Portsmouth who had signed the petition, to which we have alluded, and who appeared in support of that petition by their counsel, Mr. Calvert, when the bill was thrown out. We wonder who instructed the learned counsel on behalf of the people of Portsmouth, and who paid him his fees? Were the instructions given and the fees paid by those who signed the petition from Portsmouth, or have they allowed themselves to become tools in the bands of a rival company, to defeat a measure which would have given strength to a weak company and have enabled them to make the Direct Line, which without such assistance they may not be able to construct? If so their fellow townsmen have reason to complain that so important a step should have been taken without calling a public meeting of the inhabitants, to ascertain the opinion of the majority upon the subject.

We consider that the Bill for making the Direct London and Portsmouth Railway was a great boon to the Inhabitants of Portsmouth, because it established a low scale of fares, and provided accommodation for the humbler class of travellers by a third class trains throughout the day.

By whatever Company therefore the line might be worked, these advantages were secured to the public by the Bill; and we regret that the injudicious proceedings, to which we have referred, should now render it very probable

that we may lose these advantages, and be deprived of a Direct Line of Railway to London altogether.

This stopped any progress being made and in any case the Atmospheric system upon which it had been intended to operate had been proved a costly failure on the London and Croydon Railway. One reason not to support the line was because companies preferred to send their passengers via the longer more profitable distances.

On 15 October 1849 the line from London to Guildford was extended to Godalming which increased the demand for the 33 mile link to Havant to be built thus shortening the journey from London by some 25 miles

In 1853 a new and independent company known as The Portsmouth Railway was formed to construct a line from Godalming to Havant, and the old Direct Company was dissolved.

Thomas Brassey, the renowned railway contractor, agreed to build the line as a speculative venture in the hope that one of the existing companies would take it over. A new company, The Portsmouth Railway Company, was incorporated on 8 July 1853 and the first sod was dug at Buriton on 6 August 1853.

The following account of the commencement of the construction of the line appeared in the *Illustrated London News* of 13 August 1853:

To Mr Bonham Carter MP for Winchester was the graceful compliment paid of having the work begun on his land at Buriton near Petersfield and the first turf was cut by him on Saturday, August 6th 1853.

About 3.00 p.m. a large party conveyed from London to Farnham by special train and from thence by other conveyances to Buriton about two miles south west of Petersfield. It is delightfully situated at the bottom of the northern slope of the South Down hills whose chalky downs are covered with a soft, deep, verdure and stately trees which cloth steep banks up to their summit.

It was in the very heart of the scenery thus commemorated by Gibbon from the face of the bank immediately in sight of his manor house that the first turf was to be cut. To this spot the company walked in procession from the house, preceded by the Royal Marines Band from Portsmouth. The hill itself was covered with some thousands of persons assembled from all parts of the country. When the procession came up, the various members in it had taken their places and silence had been obtained through Mr Harker, Mr Mowatt,

the Chairman, addressed them on the advantages of railways and of the projected line.



Mr Bonham Carter turning the first sod for of the Portsmouth Direct Railway at Buriton Manor on 6 August 1853. *Courtesy of the Buriton Heritage Bank.*

Mr Errington, the engineer, also addressed the meeting and said that the line would require 100 bridges and that between 2,000 and 3,000 workmen would be employed on the work for two years. Mr Errington then handed a handsome silver spade, having the Arms of the company engraved on it with the date of the commencement of the undertaking, to Mr Bonham Carter who, casting off his coat in true workmanlike style, manfully wielded both spade and pickaxe and speedily filled a handsome mahogany barrow with the turf intermixed with bouquets of flowers which were flung in by the ladies and then wheeled it along some planking and tipped it over into the bottom amid the cheers of the spectators.

He then addressed the audience in his working costume and after some graceful remarks on the pain which it gave him to be instrumental in breaking up and injuring the seam of soft and silken beauty which spread around, he added that he was sure that regret would be but for a short time while utility and the convenience would be permanent. It would benefit the district through which it passed; it would facilitate the intercourse between the coast and the metropolis; and from the interest the Government has manifested in the

undertaking, he believed it would strengthen the defences of the country. For these reasons he had himself done what he could to forward the interests of the line and he now wished it and its directors every success.

The ceremony of the day was now concluded, the company filed off the ground and left the spot to the operations of the workmen who, setting to their work with a will, had opened a deep wide cutting in the breast of the hill. While they were plying spade and mattock, the Chairman and Directors, attended by the invited guests, proceeded to a marquee which had been provided by Mr Crafts of Petersfield. Mr Mowatt presided. After the loyal and patriotic toasts and after drinking to the success of the undertaking which had that day so auspiciously commenced, the party broke up and returned to town by way of the South Western Railway.”

The single track line, (it was not doubled until 1 March 1878), was completed during the winter of 1857/8 but neither the London & South Western Railway nor the London Brighton & South Coast Railway were willing to take it over.

This prompted Brassey to build a spur, which was never used and still can be seen today, that would have linked the Redhill to Guildford line to the Guildford to Godalming line at Peasmarsh Junction. This could have enabled the South Eastern Railway to run directly from London Bridge to Portsmouth via the new ‘Direct’ line.

This was something that the L&SWR was determined to stop and so it reluctantly purchased the ‘Direct’ line from Brassey and on 24 December 1858 announced that passenger services to Portsmouth would start on 1 January 1859.

The Portsmouth Railway Company under its Act of 12 July 1858 obtained the right to run over the LB&SCR’s track between Havant and Portcreek Junction subject to agreement by arbitration between the two companies. Also included in this Act was the right to build its own line from Havant to Cosham. The L&SWR already had the right to run from Portcreek Junction to Portsmouth having previously obtained a half share in the line with the LB&SCR.

As the judgement on the arbitration had not yet been delivered the LB&SCR gave notice that they would block any attempt to run any trains through Havant. However the L&SWR chose to ignore this threat and announced that a goods train would arrive at Havant at 9.58 a.m. on 28 December 1858 and run on to Portsmouth.

In the event the train arrived at Havant at 7 a.m. together with a strong muster of labourers, platelayers and railway police to find that the LB&SCR had blocked their way by placing Bury type engine number 99 across the junction and

removing of some of the rails. The L&SWR staff shunted the engine in to a siding and replaced the missing rails but on moving forward on the Up line found that more rails had been removed at the crossover at the station thus preventing them going on to the Down line to Portsmouth. Here they remained for some hours blocking both lines, much to the inconvenience of passengers between Havant and Emsworth, before eventually retreating back to Godalming.

The presence of an equally large number of LB&SCR staff gave rise to the story that a pitched battle had taken place but it seems that in reality although there must have been much arguing there was little physical violence. It is recorded however that Alexander Olgilvie of the L&SWR was fined 1 shilling (5p) for pulling the collar of LB&SCR ganger John Gates.

The event did however attract a sizeable crowd of curious onlookers as according to *The Daily News* on 31 December 1858:

Between one and two o' clock pretty much half of the inhabitants of Havant and district were at the spot. The scene was graced by several young ladies in crinolines and linsey-woolseys and spicily dressed young gentlemen all probably under the impression that the ground may have opened up and swallowed a train. One man with his eye to business took his stand on the line half way between the station and the junction with two baskets containing biscuits, oranges, gingerbreads etc.

On 31 December 1858 the LB&SCR obtained an injunction against the L&SWR preventing them from running over the section of track from Havant to Portcreek Junction. In order to provide a service the L&SWR built a temporary station at Denvilles and passengers had to travel to and from Portsmouth by horse-drawn omnibuses and pay a fare of sixpence (2½p). Shortly after, the arbiter gave judgement in favour of the L&SWR and a through service commenced on 24 January 1859. However this was not the end of the saga for on 8 June 1859 the Court of Chancery gave a judgement against the L&SWR that resulted in them having to go back to using the station at Denvilles and the omnibus service.

In the meantime an intensive war of fares raged between the two companies during which the third class return fare between London and Portsmouth fell to 3/6d. (17½p), much to the delight of their passengers. Eventually sense prevailed and on 29 July 1859 they reached an agreement for the joint use of the line and the sharing of revenues. At last the 'Direct London to Portsmouth' service started on 8 August 1859. However the service provided by the L&SWR was inferior to that

provided by the LB&SCR and they therefore benefited from receiving the shared revenue.

Except for one more quarrel between the two companies in 1874, when the South Western obtained powers to make a separate goods yard at Havant (but never made it), they worked amicably up to the time of their amalgamation into the Southern Railway in 1923. This then became the Southern Region of British Railways upon nationalisation on 1 March, 1948.

The idea for the electrification of the Southern Railway was first put forward in August 1926, it was to cost £3,000,000 and was to be completed by 1928.

When the railways were privatised in 1996 separate companies again operated the two routes with joint running into Portsmouth over track now owned by Network Rail.

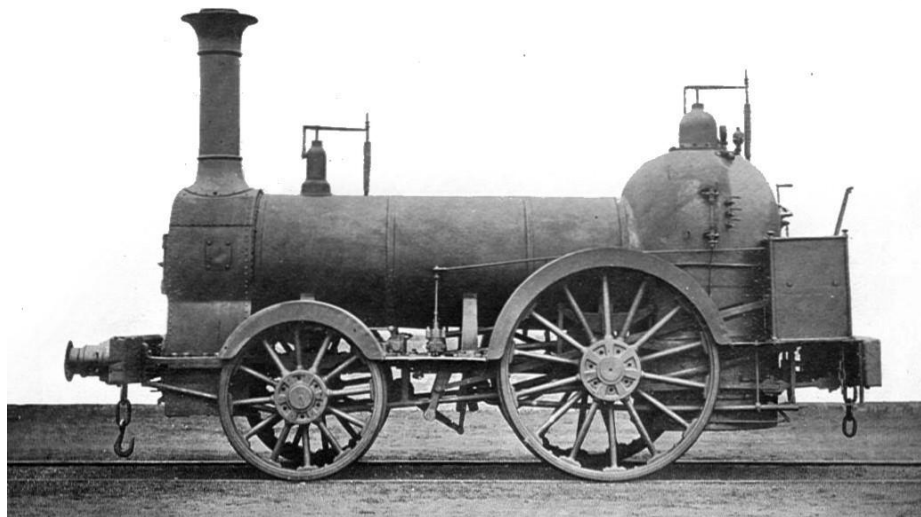
ADVERTISEMENT FOLLOWING COMPLETION OF THE LINE

To Farmers, Contractors, Dealers, and Others. Sale of Thirty Powerful Cart Horses, Cart Stallion, and Black Pony.

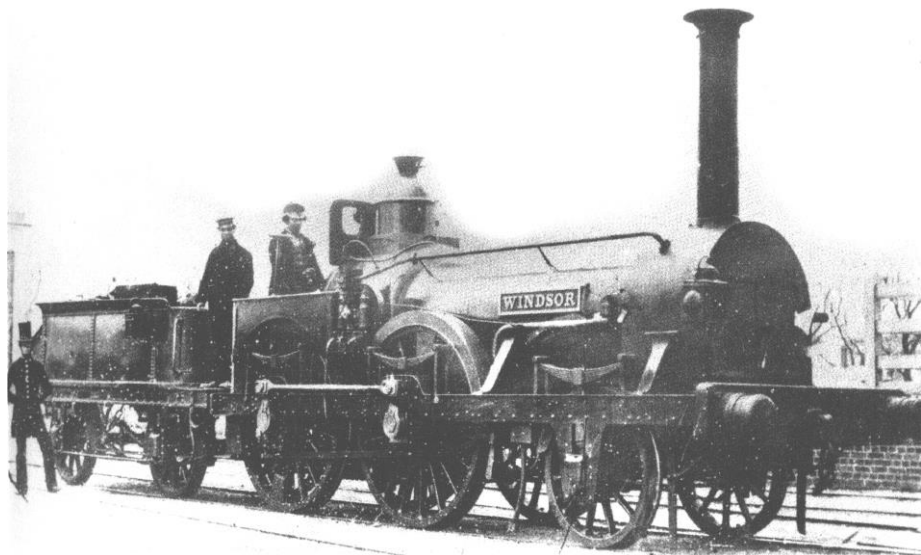
Mr. C.B. Smith is directed by Mr. Walker to SELL by AUCTION, at the Star Inn, Havant, on Tuesday, September 7th, 1858, at 12 o'clock, in consequence of the completion of a contract on the London, Portsmouth Direct Railway, - Thirty powerful CART HORSES, many of which are good young workers.

Catalogues may be had seven days prior, at the Red Lion Hotel, Petersfield; Anchor, Chichester; Red Lion, Fareham; at the place of sale; of Mr. Walker, Finchdean; and the Auctioneer, 170 Queen-street, Portsea, or Wickham, Hants.

Hampshire Telegraph, 28 August 1858



A Bury, Curtis & Kennedy engine similar to the one that was chained to the track at the junction by the LB&SCR at Havant.



'Hercules' Class engine *Windsor*. This engine together with its sister engine *Minos* were reputed to be the engines which brought the goods train down the Portsmouth Direct Line on 28 December 1858.

Extract from Stansted House records

The railway was constructed in the 1850s, preliminary purchases of land required from the estate starting earlier. The total involved amounted to £30,000, of which £11,311 was paid on April 1st 1848, the remainder to be paid within eight months of the passing of the Act. At Rowland's Castle an additional width was required for the station, the embankment and the railway bridge. This necessitated buying the old inn, the White Hart, at the bottom of Bowes (or in those days Bulls Hill), and burying it under the embankment.

Extract from *A Visit to Rowland's Castle*

Charles Cotton – 1860

But great improvements have since then taken place, if facility of intercourse may be called improvements, for we can now boast of a line of railway. It had been talked about for some time, but when queer looking things on triangular sticks for taking sights began to make their appearance, the inhabitants then really had some hopes that it was coming, and the general cry among the children was "Oh! looky there mother, what are those men about with that queer looking thing! I'm sure it's coming." By and bye odd kinds of waggons were turned out in various places, then loads of earth, chalk, and flint stone were carried along in the waggons and turned over; bridges were built over roads, and to the joy and satisfaction of the neighbourhood Rowland's Castle was to have its station. But no good comes without an attendant of evil or cause of some dissatisfaction or other, for it was found that two unsightly arches were to be built over the road immediately in front of the entrance into Stansted Park; not only causing the proprietress of Stansted to be put to great inconvenience and expense in forming a new entrance, but they obstruct the view and look remarkably ugly. Moreover the line was to go right through the castle dell, thereby destroying all its beauty, and putting an end to the enjoyment of all picnic parties therein and demolishing for ever all traces of the castle which gave rise to the name of the village. But to say the railway has done us no good would be saying what is not true, for we can now go up to London in about two hours, and we can go to Portsmouth in less than half-an-hour; and excursion trains bring many a one to Rowland's Castle whose faces we should otherwise probably never have seen. But the Portsmouth people prefer coming their old way by vans and omnibusses, for Rowland's Castle has not lost its attractions.

Railway Related Newspaper Reports

To the Editor of the Hampshire Telegraph

Sir, Your last week's paper contained an account, from the pen of your Petersfield correspondent, of a very interesting experiment – viz., the running of a trial train from Godalming to Rowland's Castle, on the new Direct London to Portsmouth Railway.

The perusal of that account has suggested the reflection of why does the executive of this line not at once organise the necessary means to enable them to run trains from Rowland's Castle upwards to London. The public are most anxiously awaiting some such announcement as this, when I feel assured the demand for tickets would speedily produce such a return as would tend in some measure to replenish the already too limited resources of the company. An omnibus from Rowland's Castle to Havant, if the line be opened as above suggested, would be an additional boon.

I hope to hear the above hint is likely to be acted on. Nemo.

3 July 1858, *Hampshire Telegraph*

1859 – To Journeyman Painters: Wanted immediately. At the Stations on the new Portsmouth Direct Railway, Six Good House Painters, – Apply at Rowland's Castle, Petersfield, or Witley Stations; or to Mr Glover, Basingstoke.

14 May 1859, *Berkshire Chronicle*

1861 – The ROWLAND'S CASTLE TAVERN TEA GARDENS AND ASSEMBLY ROOMS are now open for the accommodation of parties visiting that old favourite and beautiful part of the county. By communicating with the proprietor arrangements can be made with the railway authorities for the conveyance of parties to and from Rowland's Castle, at cheap fares. JOHN MARSHALL, Proprietor.

4 April 1861, *West Sussex Gazette*

1861 – Portsea Island Board of Guardians: The Annual Treat to the Poorhouse Children is to take place on next Thursday. The children are to be conveyed to Rowland's Castle and back, per railway, for 6d. each. The necessary expenses will be defrayed by the guardians and other gentlemen who take an interest in this annual event.

17 August 1861, *Hampshire Advertiser*

1861 – The Union Children: The children belonging to the Portsea Island Union received their annual treat on Thursday last, the younger ones being conveyed to

the Railway Station in two waggons. On arriving at the Landport Terminus, about 350 children and attendants seated by the half-past ten o'clock train for Rowland's Castle, where they were well entertained. The children took their dinners with them, and were quartered at Mr Marshal's pleasure grounds, where various sports were carried on. At three o'clock the majority of the Board of Guardians and friends left for Rowland's Castle, to join the juvenile party. Fruit, sweetmeats, etc. having been supplied in abundance by different gentlemen, for which the children scrambled, they walked to the beautiful avenue of Stansted Park, where they joined together in singing various pieces taught them. They returned by the half-past seven o'clock train, and reached the Union House about half past nine.

24 August 1861, *Hampshire Telegraph*

Smoking On Railway

Mr Henry Eugene Barnes, a gentleman residing at Southsea, was summoned before the Petersfield bench of magistrates last Tuesday, the Hon. J.J. Carnegie in the chair, for smoking in a railway carriage on the Direct Portsmouth line on the 21st of September. The defendant did not appear. Service of the Summons having been proved, the case proceeded in his absence. Mr J. Bonham-Carter, M.P. deposed, – On Saturday, the 21st of September, I travelled from Petersfield to Portsmouth by the 11.30 train from London. Shortly after leaving the station a considerable quantity of tobacco smoke found its way into the carriage in which I was, causing annoyance to the passengers. On the train arriving at Rowland's Castle station I directed the attention of the station-master to the facts. He went to the carriage and spoke to someone in the compartment I pointed out to him. John Heygate, the station-master in question, deposed that he went to the front compartment of a first-class carriage, and on opening the door saw a gentleman with a lighted cigar in his hand. He told him he must not smoke in the carriage. His reply was, "Mind your own business." Witness told him a gentleman had complained. He said, "There are plenty of other carriages." Witness told the guard what had taken place. In reply to the Chairman, witness stated that he opened the door for two ladies. One got in, but the smoke was so strong she was compelled to get out again. Mark Wenham, station master at Havant, said he opened the door of a first-class carriage at Havant, to let in a lady and gentleman. The lady had partly stepped in, when she hastily retreated, saying, "Oh dear, I can't ride here; there is smoking". He put them into another carriage, and requested the gentleman to desist, but he made no reply whatsoever. The guard identified the defendant as the gentleman in question; he got in at Waterloo Station. The Bench fined the

defendant 40s. and 18s, 6d. costs; in default of payment distraint to be made, and if not sufficient goods, one month's imprisonment.

16 November 1861, *Salisbury and Winchester Journal*

A Very Narrow Escape

The 5.35 train which left here last Monday evening had a very narrow escape of being smashed to atoms, at a level crossing on the Rowland's Castle side of Buriton Tunnel. A timber carriage belonging to Mr Bitlin, of Chichester, heavily laden, in passing over the crossing came into contact with the gate post, and through the most strenuous exertions were made by the stalwart carters to remove the carriage, it still remained at a stand. The arrival of the train was expected every minute, and "what's to be done" was the question. The post, which had hitherto impeded their progress, was now pulled down, and in a few moments the carriage was got off the rails, with the exception of the shafts. Not a moment must be lost the train is coming. There was just time for the shafts to be placed in an upright position, when along came "puffing Billy," clearing the timber carriage by about a foot. What lives would have been sacrificed, is beyond our power to contemplate.

2 January 1862, *West Sussex Gazette*

Supposed Firing at a Train

A few days ago some boys in a field near the London Direct Railway, in the employ of a farmer at Idsworth, frightened a driver of an express train by firing off a gun as the train was passing. The driver reported at Rowland's Castle that someone had fired at the train; accordingly two or three persons were sent to apprehend the offenders. On reaching the field the cause of alarm was found to be an old key formed into a sort of gun and tied to a stick belonging to a boy named Billy Buddon, for the purpose of frightening the rooks. It was not thought advisable to take the boy into custody, although a London inspector was sent down to enquire into the affair.

30 March 1861, *Sussex Agricultural Express*

1862 – Rowland's Castle – Pleasure Parties: Our beautiful and picturesque village seems to gain a higher reputation for pleasure seekers than it formerly did, if we may be allowed to judge from the number of holiday folk that have visited here this summer. Several excursions from Portsmouth have brought large numbers, and we hear that others are announced to bring up several hundred of school children during the present week. It is a capital place for a day's recreation, and promises to be a favourite place of resort. No doubt the works on Portsdown Hill

have prevented many parties visiting there, and therefore they have selected this as the pleasantest, with its capital railway accommodation and fine scenery, to be in the future a public place to repair to. 10 July 1862, *West Sussex Gazette*

1862 – Rowland’s Castle – Juvenile Recreation: “A person would wonder where all the people came from” was an expression made to us a few days ago by an old inhabitant of this village. History gives an account of a fair being held here, but, like most others, it has passed away with time. The past week, however, has somewhat revived the thoughts of a fair in our mind, when we came to notice the remark made to us, as above stated. On Monday in last week, an excursion from Portsmouth brought nearly 600 children, members of the Circus Sabbath School. On the following day another party of juveniles arrived; since that, two other parties have visited our rural and pleasant spot, and we hear that others are coming. That the railway affords an easy transit at cheap fares is well known to the inhabitants of Portsmouth. It would be as well to observe that each of the above parties came by special train, thus suiting their own convenience. In addition to the above, several picnic parties have been to see us, also a large body of volunteers. This village is a good place for a day’s recreation; and as we before prognosticated, it will be in future a favourite place of public resort.

24 July 1862, *West Sussex Gazette*

A Runaway Train

A singular occurrence took place on Tuesday last. It appears that an excursion train left the Landport Railway Station* for Rowland’s Castle. At the rear of the train was, as usual, the brake van. On arriving at Rowland’s Castle Station, it became necessary to reverse the position of this van for the return journey, and as there are no turn tables at that station, the engine had to pass on to another line and re-crossing, place the van at the rear of the train in reverse order, before proceeding on the down journey to Portsmouth. The engine removed the van to the rear of the train to couple on the main body of the carriages, but unfortunately the porter in attempting to hook on the coupling, missed his hold, the consequence was that the impetus given to the unattached carriages, by the bumping of the engine caused them to start off and, being a rather deep descent, they ran from the station at Rowland’s Castle a mile and a half beyond Havant, with no other propelling power than that described. The engine followed the runaway train at a moderate pace, and eventually brought the train back to its original position without any accident having occurred. 18 July 1863, *Hampshire Telegraph*

* The 'Landport Railway Station' was referring to the Landport based Portsmouth station which was opened by the LB&SCR on 14 June 1847. It was renamed Portsmouth Town on 2 October 1876 following the opening of Portsmouth Harbour station. Since 1925 it has been known as Portsmouth & Southsea although for many years after passengers still asked for tickets to the 'Town'.

1864 (28 June) – Coronation Day – Leigh Park Gardens open to the public. The first visit of the Portsmouth Ebenezer Temperance Society on Coronation Day 1864 must have been a special day as between 600 and 700 carriages were put on for between 11,000 and 12,000 people from Portsmouth who had arrived at Rowlands Castle by train for the Fête.

Derailed Train

Rowland's Castle: On Thursday, the engine of the 12.20 train from Portsmouth got off the line at Rowland's Castle, and delayed the train for about two hours.

17 September 1864, *Surrey Advertiser*

Magistrates' Clerk's Office (Petersfield), Thursday, July 5th, 1866

Before J. Waddington, Esq. – Charles Harris, late Station Master at Rowland's Castle, was brought up in custody, charged with embezzling certain sums of money belonging to his employers, the London and South Western Railway Company. – John Cannings, of Finchdean, deposed – On the 16th of June I paid prisoner 16s. 6d. for carriage of goods on the London and South Western Railway, for which he gave me the receipt now produced. Frank Evershead deposed – I live at Chalton and am carter to Mr Brown. On the 22nd of June I paid prisoner, on account of my master, 15s. for the carriage of two tons of superphosphate, and he gave me the receipt now produced. William Thomas Dyson deposed – I am travelling auditor to the London and South Western Railway Company. It was prisoner's duty to transmit at once all moneys received by him, to the cashier at Waterloo, and to make a weekly return. Prisoner made a return on the 19th of June for the week ending the 17th, that return showed £32 10s. as outstanding against Mr Cannings, and also the sums of 10s. and 18s. 6d. I produced the return. I know prisoner's handwriting, and I swear the return is signed by him. Prisoner has made no return since, and the 15s. has not been accounted for. I have examined prisoner's books, and find 15s. entered as received from Brown. I also find an entry under the date of 23rd June of £32 10s. received from Mr Cannings. This was after the enquiry had been instituted by my orders both of Harris and of Mr Cannings respecting the non-payment of the £32 10s. This sum is not entered as

received on the 3rd of May, nor is there any such entry till the 23rd of June. There is no entry of 18s. 6d. received on the 16th of June, nor of 15s. on the 22nd of June Thomas Bent deposed – I am superintendent of police to the London and South Western Railway Company at Waterloo. By order of the manager, Mr Scott, I obtained a warrant for the apprehension of prisoner. I came down to Rowland’s Castle for the purpose of executing it. Prisoner was not there. On Thursday, the 28th ult. I apprehended him at a house on Brixton-hill, Surrey, between ten and eleven at night. I charged him with embezzling £32 10s., and other monies, amounting to about £43, the property of Company. He said, “I expected it. I’ve been expecting it. I intended to come to you to give myself up.” I showed him a letter which I had in my pocket, and which I now produce. He said, “Oh yes, that’s quite right; I cannot deny it, and I shall plead guilty to it.” He repeated this several times. I took him to the Brixton station, and the following day handed him over to Superintendent Longland at the Lambeth Station. As we were walking from Lambeth to Waterloo prisoner said. “I shall give no trouble about it as I shall plead guilty.” Prisoner having been cautioned by the magistrates in the usual form, and being asked if he wished to say anything, replied “I’ve nothing more to say than I am guilty.” Committed for trial at the ensuing assizes.

7 July 1866, *Hampshire Telegraph*

Hampshire Summer Assizes (Winchester) – Trials of Prisoners

Embezzlement by a Station Master: Charles Harris (36), late station master at Rowland’s Castle, on the London and South-Western Railway, was indicted for having, on the 3rd of May last, embezzled the sum of £32 10s., on the 16th of June the sum of 18s. 6d., and on the 23rd of June 16s. 1d., the property of the London and South Western Railway Company. Mr Cole was instructed for the prosecution. Prisoner pleaded guilty, and handed in a statement to the judge, which his lordship said he would take time to consider before passing judgement.

11 July 1866, *Hampshire Independent*

Nisi Prius Court – (Before Justice Wiles and a Special Jury)

Rook and Wife v. London and South Western Railway Company

Mr Q.T. Cole, Q.C., and Mr Bullen (instructed by Mr Cousins, of Portsea) appeared for the plaintiff, and Mr Coleridge, Q.C., and Mr Pinder (instructed by Mr Crombie, of London) for the defendants.

This was an action to recover damages for injuries sustained by the plaintiff’s wife, and the loss of her services, through an accident on the defendant’s

premises. Mrs Rook, it appeared, lives with her husband at Rowland's Castle, and on the 28th of March last she took a return ticket from Rowland's Castle to Havant, returning therefrom in the evening, and arriving at Rowland's Castle at half past seven o'clock, it being then dark. While walking along the platform at Rowland's Castle Mrs Rook, who was carrying a baby, stepped into a hole in the asphalt, which threw her down. She was picked up by two men, and carried into the waiting room, and, after some time, she walked home, suffering great pain. On the following morning her sufferings were so great that a surgeon was called in, who found one ankle partially dislocated, and a small bone of the leg broken. She was confined indoors for several weeks, and her husband had lost her services during that time. Evidence was given in support of this statement, and to the effect that complaints had been made at the Rowland's Castle railway station about the hole, the postman telling a porter that there would be an accident some day or another to himself and he should claim £10,000 damages against the company.

The jury gave a verdict for the plaintiff, with £150 damages.

20 July 1867, *Hampshire Telegraph*

Cheap Third Class Return Tickets: Between London, Portsmouth, Gosport, Cosham, Havant, and Rowland's Castle, will be issued on Thursday 23rd December and subsequent days, up to Sunday, 26th December, available for the Return Journey up to Friday, 31st December, inclusive.

18 December 1869, *Portsmouth Times and Naval Gazette*

Easter tide – Portsmouth: The Excursions to Rowland's Castle, which proved so successful on Good Friday, will be repeated on Easter Monday. The trains leave at a very convenient time of day.

16 April 1870, *Portsmouth Times and Naval Gazette*

St Thomas's Schools: The children belonging to the Portsmouth parish schools had their annual trip to Rowland's Castle on Thursday afternoon. At twelve o'clock the children, numbering 533, under the superintendence of the vicar and Mrs Grant, assembled in the Governor's Green, with flags and banners, and were marshalled into a procession, headed by the band of the Portsea Island Union, the boys belonging to which were kindly driven from the workhouse to Portsmouth free of charge in one of Mr B.C. Miller's vans. On the arrival of the children at the Landport Railway Station, they were met by 169 adults, comprising parents of the children and friends of the schools, who accompanied them to Rowland's Castle in a special train which left at one o'clock. On arriving at their destination the children amused themselves in a variety of ways in the grounds of Mrs Dixon,

which had been kindly thrown open for the purpose, and all present thoroughly enjoyed themselves. After tea the party returned to Rowland's Castle Railway Station, and left for Portsmouth by the 8.30 train. The vicar desires to thank those who subscribed to the treat fund.

6 August 1870, *Hampshire Telegraph*

1871 – Cross Market Meeting House Excursion: On Tuesday the congregation meeting in the above place had their first excursion to Rowland's Castle. The weather was all that could be desired, and the railway arrangements complete, the Superintendent, Mr A.W. White, kindly allowing the party by any train stopping at Rowland's Castle. Over one hundred persons availed themselves of this trip, and at half past four the party assembled in the very pleasant grounds of the Fountain Inn and partook of a first-rate tea. Arrangements had been made to hold an open-air service in Mrs Dixon's park, at seven o'clock. And one hour before that time the crier, bellin hand, went through the neighbourhood proclaiming the same. At seven o'clock the Rev. T.W. Medhurst, of Lake-road Chapel, took his place on one of the seats in the avenue, supported by the Rev. J. Eames, of Ebenezer Chapel, Southsea,, and Mr W. Griggs, of Zion Chapel, Landport. The Rev. J. Eames read a portion of scripture and Mr Griggs engaged in prayer, after which the Rev. Mr Medhurst took his text the 10th verse of of the 19th chapter of Luke, from which he preached a most earnest and impressive sermon to a large and attentive congregation, who after singing and prayer, return to the tea gardens until 9 o'clock, when the Portsmouth Friends returned, much pleased with their first trip to Rowland's Castle.

19 August 1871, *Portsmouth Times and Naval Gazette*

1873 – Easter Holidays – South Western Railway: On Easter Monday, 14th April, Cheap Return Excursion Tickets will be issued from Portsmouth and Havant to Rowland's Castle by the trains leaving Portsmouth at 12.20 and 3.00 p.m. to return from Rowland's Castle by the 7.30 and 9.16 p.m. trains.

Fares to Rowland's Castle and Back – Portsmouth, 1s.; Havant, 0s. 6d. Children under three years of age, Free; 3-12 years, Half Fares.

12 April 1873, *Hampshire Telegraph*

1873 – 2nd Hants Artillery: The annual inspection of this corps took place on Governor's Green on Monday last week, the inspecting officer being Colonel Thring, of the Royal Artillery, commanding the Auxillary Artillery forces in the Southern District. The corps paraded at their head-quarters on the Governor's Green, about half-past eight o'clock, and having gone through a little preliminary coaching, were officially inspected at ten o'clock. They marched past first in

column and then in quarter-column, after which they were formed into line and put through the manual and firing exercise by Major Cunningham. Subsequently they were manouvered in battalion movements by Colonel Richards (the commandant) and Major Cunningham. The following was the parade state: twenty officers, forty sergeants, forty-one band and trumpeteers, 205 rank and file, total 306. The inspection concluded about half-past twelve o'clock, after which the corps broke off. The officers had arranged for an afternoon's outing for the whole corps and their friends, those members who had attended a certain number of drills receiving a ticket for himself and another for a friend for the double journey to Rowland's Castle and back and for tea. The members assembled in the Peoples Park about two o'clock, and marched, headed by their brass band, to the railway station, where they broke off, joined their friends, and proceeded by special train to Rowland's Castle, at which place they arrived shortly before three o'clock. Having arrived at the station, the band fell in and marched to the green, playing several popular and lively tunes along the line of the route, and the Volunteers and their friends making merry, each according to his or her inclination. The officers of the corps having partaken of luncheon at Mr Blake's Railway Tavern, the corporals and gunners sat down to a good tea, which was served on two long tables on the grass in the rear of the house. Subsequently the sergeants sat down to an excellent meat tea in the long room, which was crowded. The rest of the afternoon and evening was taken up with several running matches, three-legged races, etc.

6 September 1873, *Broad Arrow*

1873 – Drain Pipes for Sale for Cash Only: For price, etc., apply to W.H. Whilier, Manager of the Brick Tile and Pottery Works, adjoining the Railway Station, Rowland's Castle.

29 November 1873, *Hampshire Telegraph*

1874 – Rowland's Castle – Serious Charge Against A Servant at Stansted: At the Petersfield County Bench, yesterday (Friday), before J. Warrington, Esq., Elizabeth Searle, a middle-aged woman, a cook in the service of Mr George Wilder, of Stansted House, was brought up in custody, charged with stealing 23 eggs, a number of bottles of preserves and sauce, and other articles, the property of her master. Daniel Chapman, the station-master at the Rowland's Castle Station, deposed that on the 22nd of December he received a parcel which was marked "O.S." (on service), and addressed to "Mr J.B. Roach, Kemp Town Station, Brighton." [Mr Roach is the Station-master at the station in question.] Witness, in handling the parcel, accidentally put his fingers inside, and on withdrawing them he found that they had come into contact with a plum pudding.

This being the fourth parcel of the kind sent since the prisoner had been in Mr Wilder's employ; the witness became suspicious and communicated his suspicions to Admiral O'Callaghan. The parcel was sent on to Havant on the 22nd December, and on the following day P.C. Thomas Light, of Horndean took charge of it. George Godwin, a coachman in the employ of the prosecutor, identified the parcel produced as one which had been given to him by the prisoner to take to the "Red Lion," at Horndean, from which place it was afterwards taken at the prisoner's direction to the railway station at Rowland's Castle.

3 January 1874, *Hampshire Telegraph*

1874 – Serious Charges of Robbery at Stansted: At the Petersfield County Bench, on Saturday, before the Hon. J.J. Carnegie and J. Warrington, Esq., Mary Elizabeth Searle, domestic servant, and Mary Searle, her mother, were charged, the former with having at different dates stolen a number of articles of food, the property of Mr George Wilder, of Stansted Park, and now residing temporarily at Blendworth Rectory, near Horndean, and the latter with having feloniously received the same, well knowing them to be stolen.

Mr Daniel Chapman, station-master at Rowland's Castle, deposed to receiving the parcel produced from the last witness. It was addressed to "Mr J. Roach, Kemp Town Station, Brighton." The parcel was marked "O.S." In handling the parcel he put one hand at the bottom and one hand at the top, when he put his hand on something soft. He looked to see what it was, and he found a plum pudding which was projecting over the edge of the box. He had previously received four parcels similarly addressed. On the 5th of December he received a box, and on the 16th of December he received a paper parcel, both similarly addressed. He detained the box he received on the 22nd until the following day, when he sent it on in accordance with the directions on the box. – Cross-examined by Mr Brandreth: The regulations in force on the South-Western Railway are, that parcels should be despatched immediately. In spite of those instructions I detained the box and gave certain information. The letters "O.S." mean on service. The parcels in question were charged for.

Charles Outen, porter at Havant Station, stated that on the 23rd of December the parcel produced was given up to the police at Havant.

The Clerk: Did the Brighton Company receive any money for the carriage of these parcels? – Witness: I charged the lady what was charged me. No money was paid for carriage between Havant and Brighton. The elder prisoner came to the station and received the parcels. The reason that the parcels were not charged was that they were marked "O.S." – Mr Blake: Do you know the younger prisoner?

Witness: Neither of them. - Mr Blake: Have you ever spoken to them – Witness: Yes. I spoke to the younger prisoner when she came to the station to go on to Havant. That was about two months ago. – In answer to further questions witness said he gave the envelope provided to the younger prisoner. [It was addressed as follows:- “O.S., Mr J. Roach, Kemp Town Station”] His name was not J. Roach. The younger prisoner came to him one morning about two months ago and asked him the time of departure of trains for Havant, and he told her. She left, and in the evening when she was leaving the station by the train she said she be sending her mother a parcel now and then, and asked him whether, if she sent them to be left in his care, he would see that they were delivered safely to her mother.

14 January 1874, *Hampshire Telegraph*

1874 – Railway Appointment: We are glad to hear of the promotion which has just fallen to the lot of an old and much-respected servant of the South-Western Railway Company. We refer to Mr William Forward, who is doubtless, well known to many of our readers for having been the principal clerk at the Passengers Booking Office at the Southampton Terminus for the last sixteen years. He has just been appointed by the directors to the office of Station Master at Rowland’s Castle, on the Company’s London and Portsmouth Direct Line. Mr Forward entered the company’s service at Salisbury upwards of eighteen years ago, and came to Southampton about a year and a half afterwards. On Mr Corfe leaving the station here he (Mr Forward) was appointed principal clerk in the Passengers Booking Office, which he has held ever since, and during the whole of this period he has won the respect of all associated with him from the quiet, gentlemanly tone of his conduct – always performing his duties to the satisfaction of his employers, and, at the same time, being civil and obliging to the public. By pursuing this line of conduct he has made many friends in Southampton, who will be pleased to hear of his appointment, though regretting his departure from their midst to another sphere of labour. His business habits are well known, which enabled him to render good service on the committee of the Polytechnic Institution, of which he was a member for many years. We hope soon to hear of Mr Forward being advanced to a more important station than the one to which he has been just appointed, feeling assured that the Railway Company does not possess a more honourable, attentive, and painstaking man in their service.

8 April 1874, *Hampshire Advertiser*

1874 – School Treat: The whole of the children belonging to the schools and choir of St Paul’s Church, Southsea, were treated to an outing on Wednesday. The

place selected was Rowland's Castle. To which place they were conveyed by train, and, as the weather was very fine, they spent a most enjoyable day. Both before and after tea all sorts of games were provided for their amusements, and they returned home about 9 p.m, highly pleased with their excursion.

15 August 1874, *Hampshire Advertiser*

1875 – St Luke's Annual Sunday School Treat: A portion of this large school, numbering about 560, went on Thursday to Rowland's Castle by train, and were accompanied by several members of the congregation. After partaking of a bountiful tea, the company resorted to the grounds of the park. Running and various other games were indulged in by the children. Fruit and sweetmeats were largely distributed at intervals by the teachers. Hymns were sung during the evening. The Vicar, the Rev. B.D. Aldwell, and the Rev. T. Mooney were present.

10 July 1875, *Hampshire Telegraph*

1876 – St. John's, Portsea: The children in the Sunday School of this church, to the number of 250, had their annual treat on Wednesday at Rowland's Castle, whither they were conveyed by railway. The Rev. J. Knapp accompanied them, and their trip gave great satisfaction.

15 July 1876, *Hampshire Telegraph*

1876 – Sussex, on the Borders of Hampshire: To be Let, a Fine Residential Property, known as "Stansted Park," situate four miles from Emsworth (post town), five from Havant, eight from Chichester, 15 from Portsmouth, with the Rowland's Castle Station (two miles).

8 August 1876, *Morning Post*

1876 – The committee of the St Thomas Amicable Benefit Society, joined by a few of the members and their friends, had an "outing" at Rowland's Castle last week. They left Portsmouth by the 12.35 train, and after roaming in Mr Wilder's park they partook of tea at Mr Blake's. The party returned home at half-past nine.

23 August 1876, *Hampshire Telegraph*

1877 – Havant-Rowland's Castle – Improving Railway Accommodation: The communication between Havant and Rowland's Castle, which has hitherto consisted of only a single line, has been considerably improved. A double line has been opened, and it is intended to run additional trains.

23 June 1877, *Hampshire Telegraph*

1877 – The annual summer outing of the children of the St. Thomas's Church Sunday School, Portsmouth, took place on Thursday, when about 300 were

conveyed by train to Rowland's Castle. Tea was served, at which several friends assisted, and the party returned in the evening in high spirits. The Vicar (the Rev. E.P. Grant) accompanied the party. – The children of St. Paul's Sunday School also went to Rowland's Castle on Thursday, under the superintendence of the Rev. Horatio I. Nicholson, M.A.. Messrs White, Whale, Cunningham, and others.

28 July 1877, *Hampshire Telegraph*

1877 – High Street (Unitarian) Sunday Schools: The annual excursion to Rowland's Castle took place on Monday, when 91 scholars and 50 teachers and friends thoroughly enjoyed a visit to this popular country resort. The party left Landport by the trains at 12.35 and 3.00 p.m. At four o'clock the scholars partook of tea in the large room of the Railway Hotel, and were followed by the adults. The minister of the chapel, the Rev. T. Timmins, and the former minister, the Rev. H. Hawkes, were present, and the teachers did their best to amuse the juveniles, who joined in scrambling, racing, skipping, and other games. After going to the Holt and singing some hymns under the shady trees, the party returned by the 9.16 train to Portsmouth.

4 August 1877, *Hampshire Telegraph*

1877 – Accident on the Direct Line: On Saturday afternoon last a rather startling accident happened to the engine of the up train of the Portsmouth Direct Railway which leaves Portsmouth at three o'clock. The engine, No. 353, was one of those recently purchased by the Company, and commonly known as "bogies." It was turned out of the Limited Atlas Works, Manchester (Sharp and Stewart's), a few months ago, and is fittest with the latest appliances. The train was ascending the incline opposite Woodcroft's Farm, situate between Rowland's Castle and Petersfield, when an explosion was heard. The driver, Peter Raypert and Mr Anwell, jun., one of the inspectors, who were on the engine, were blown back some distance by the steam, which came out in great force. The train, which was travelling at a speed of about 25 miles an hour up an incline of 1 in 130, was stopped in about 20 yards. On examination it was found that the right hand steam pipe had burst, and the steam in escaping had gone over the heads of the driver and Mr Anwell, who were much grimed and blackened. The pressure on a square inch of the boiler was then 145lbs., which was 40lbs. under the maximum pressure. The passengers were somewhat alarmed at first, but finding that nothing was serious, amused themselves by strolling about the neighbourhood. About half past six o'clock a special engine from Portsmouth arrived, which took the delayed travellers to Petersfield, where another engine had come from Guildford was waiting to take them on to Waterloo. 12 September 1877, *Hampshire Telegraph*

1878 – London and South Western Railway: The doubling of the Direct Portsmouth line has been completed to Liss, leaving only the portion between that station and Rowland’s Castle (12 miles) to be completed, and this work is in rapid progress.

7 February 1878, *Exeter and Plymouth Gazette*

1878 – Opening of New Line: The new line between Rowland’s Castle and Liss was formally opened on Monday morning. The first train to run on the metals was 7.35 a.m. train from Portsmouth Harbour. As yet, however, the line can hardly be termed opened, as there is still a great deal of work to be done with the points and signals.

3 April 1878, *Hampshire Telegraph*

1878 – Pleasure Trip: The Clarence-street Chapel Choir, numbering thirty young folks, made their annual trip into the country today, Rowland’s Castle being the rendezvous. The party left by the 10.30 ordinary train, returning by the last train in the evening. An enjoyable day was spent.

15 May, 1878, *Portsmouth Evening News*

1878 – School Treat: Daniel-street Sunday School had their annual excursion to Rowland’s Castle, leaving Portsmouth by the 12.25 p.m. train. The party mustered two hundred strong.

6 June 1878, *Portsmouth Evening News*

1878 – Annual Outing: The scholars of Mr Bayne’s Sunday School. Clarendon-place, had their annual outing on Wednesday last. The weather was very genial; but owing to the extra work in the Dockyard several of the elder teachers were unable to attend. At 2.30 p.m. the train left the High Level platform for Rowland’s Castle, where, under the kind superintendence of Mr A. Bayne, the little ones enjoyed themselves amazingly well, some strolled through the Park, whilst others amused themselves by swinging, skipping, etc. At 4.30 tea was spread in the spacious room of the Railway Hotel, where a goodly number did justice to the good things provided. In the evening prizes were awarded to the successful competitors for racing, etc. A few select hymns were sung and the children returned with their teachers to the station at an early hour, well pleased with their afternoon’s excursion.

21 June 1878, *Portsmouth Evening News*

1878 – Grand Fete at Leigh Park – On Saturday, July 6th, 1878: The Annual Fete of the London and South-Western Railway Widows and Orphans’ Benefit Society will be held in Leigh Park, near Havant and Rowland’s Castle, on Saturday, July 6th, 1878. Entertainments will be given by the London Fete and Gala Company

And Professor Wingard. Various amusements will be provided, such as a Steam Round-about, shooting Galleries, Swings, Aunt Sallies, etc. The Bands of the “A” and “L” Divisions of Metropolitan Police, and of her Majesty’s Training Ship “St Vincent” will be in attendance, and perform throughout the day. Dancing will take place in the large Tent especially provided for the purpose. Refreshments will be obtainable at Fixed and Moderate Prices. Return Tickets at Single Journey Fares will be issued to Rowland’s Castle or Havant, at Guildford, Winchester, and Southampton, and all intermediate Stations, to persons taking Fete Tickets.

Railway Tickets from Portsmouth to Havant and back, including admission to the Fete and all the Stage Entertainments will be issued at the Portsmouth Town Station, at One Shilling Each. Tickets of Admission to the Fete only (Price 6d each) can now be obtained on application to Mr Forward, Rowland’s Castle Station; Mr Brown, Havant Station; or at the Park Gates on the day of the Fete. (By Order) Frank White, Secretary, Brunswick House, Wandsworth-road, London, June 21st, 1878. 29 June 1878, *Hampshire Telegraph*

1879 – St Luke’s Sunday Schools: The annual outing of these schools took place yesterday, when between 600 and 700 teachers, scholars, and friends left the town station at 1.15 p.m. for Rowland’s Castle. The St Luke’s Band of Hope drum and fife band, under Mr Mullice, played the children from the church to the station, and performed a selection of music during the day. Arrived at Rowland’s Castle the day was spent by the juveniles in racing, cricket, and other sports, and afterwards the party partook of “the cup that cheers,” etc., and greatly enjoyed themselves, being very loud in praise of the efforts of “mine host” Hutchins, of the Castle Hotel, who provided for the wants of the inner man. The Rev. B.D. Aldwell (vicar), the Rev. Wyatt, A. Cooper, Esq., Messrs Binsteed and Martell, Esqs., devoted themselves heartily to the task of amusing the children. At 8.45 the party returned, headed by their band, having had a most enjoyable time, and especially grateful for that rare fine day. 11 July 1879, Portsmouth Evening News

1879 – County Court – The Liability of Railway Companies: William Gattrell v. the London, Brighton and South Coast Railway Company, was a claim of £7, for the loss of a rug. – Mr Winter defended the Company. – Plaintiff consigned, amongst other articles by rail, the rug in question from Rowland’s Castle, which it was alleged, never reached its destination. – Having been sent from a parcel office attached to the South-Western Railway, his Honour considered that they were liable to be sued and nonsuited the plaintiff with prejudices to him in any other action he might hereafter bring. 28 October 1879, *West Sussex Journal*

1880 – Funeral of the Late Mrs Charles Kean: Last week were interred in the pretty churchyard of this village (Catherington) the remains of one who for many years shed lustre on the English stage, not only because of her histrionic ability, but because of her amiability and goodness to all with whom she was brought into contact. Her husband was buried at Catherington in January, 1868, the funeral being extremely plain and undemonstrative. The funeral of his widow was quiet as possible, in accordance with the wishes of herself and relatives. Her popularity was so great that had the gate of her interment been known a very large number of persons would have attended. The coffin was conveyed, by a train which left Waterloo at 11.35, to Rowland's Castle. 4 September 1880, *Hampshire Telegraph*

1880 – Pupil Teachers' Outing: The Portsmouth Pupil Teachers, accompanied by some of their friends, had their annual outing on Monday last, Rowland's Castle being selected for their holiday. The party left the Town Station at 12.30, proceeding from thence to Rowland's Castle. After arriving they visited the various interesting parts of the locality, and after they had partaken tea at the Railway Hotel and enjoyable evening was spent in dancing, singing, etc. The party returned by the 8.5 train. 3 November 1880, *Portsmouth Evening News*

1881 – The Rowland's Castle Brick and Tile Works; Adjoining the L. and S.W. Railway. Sale by order of Mr W. Thompson, who has recently purchased the works. To Builders, Contractors, and Others.

Mr H.T. Crawter has been favoured with instructions to Sell by Auction, on the premises above (prior to alterations), on Tuesday, April 12th, 1881, at twelve o'clock precisely, the valuable Stock, comprising about 300,000 bricks, consisting principally of red facing and kiln, 10,000 plain and ornamental tiles, 5,000 hips and valleys, a quantity of weather tiles, angles, ridging, etc., and an iron pugging mill (by Whitehead, of Leeds).

N.B. – An agreement has been concluded with the London and South Western Railway Company for a siding, and it is confidently expected that this will be put in in time to admit of the lots being loaded alongside, thus saving to purchasers the greater cost of the carriage to the station.

All particulars of rates of carriage to principal stations can be furnished on application to Mr Thompson, on the premises; or to the Auctioneer.

On view the morning of sale, and catalogues had on the premises; at the usual Inns; or from Mr H.T. Crawter, Auctioneer, Valuer, and Estate Agent, 1 Market-square, Petersfield.

29 March 1881, *Horsham, Petworth, Midhurst, and Steyning Express*

1881 – Rowland’s Castle – Birth at a Railway Station: On Friday afternoon a young woman alighted from the up Portsmouth train at the Guildford Station, and complaining of illness was attended in the waiting-room, where she soon gave birth to a female child, which together with the mother, who came up from Rowland’s Castle, is doing well. The Mother and baby were removed to the Infirmary. 2 July 1881, *Hampshire Telegraph*

1881 – Rowlands Castle - The Coronation Holiday: The delightful weather of Tuesday induced many hundreds of visitors to spend the favourite holiday of the year in this village, which offers very many advantages in the way of pleasant amusements and country walks. The proprietors on the cocoa-nut stalls on the green had for the most part a bust time, and were certainly the originators of much innocent fun, while the houses and hotels in which tea was provided were well patronised. A considerable number of the friends from Portsmouth took advantage of the opportunity of their visit to inspect the progress being made with the new Congregational Church, and to ramble through the Holt, which no visitor to Rowland’s Castle should miss seeing. The railway officials carried out their onerous duties with courtesy and precision. 2 July 1881, *Hampshire Telegraph*

1881 – Zion Chapel Sunday School, Landport: The annual excursion with the above Sunday School took place on Wednesday, Rowland’s Castle being the place selected. The children and friends, numbering 150 were conveyed to the above place by the 12.30 train. Tea was provided in the spacious room at the Railway Inn, and various games were freely indulged in during the afternoon. One interesting feature was the photographing of about 100 of the children and friends in a group, by Mr Ridlington, of Elm Grove, Southsea. The children returned by the 9.35 train, having spent a very enjoyable afternoon.

29 July 1881, *Portsmouth Evening News*

1881 – Sunday School Treat: Yesterday afternoon about 200 of the children attending the Sunday School in connection with St. Thomas’ Church, held their annual treat at Rowland’s Castle. The party assembled at the Landport Railway Station shortly after twelve o’clock and were conveyed by rail. On their arrival at their destination various outdoor games were indulged in. and refreshments provided in a liberal manner, and the excursionists, having thoroughly enjoyed themselves. 4 August 1881, *Portsmouth Evening News*

1881 – Funeral of Miss Seymour: On the 27th ult. the remains of the late Miss Georgina Seymour, second daughter of Admiral Sir Michael Seymour, G.C.B., were laid in their final resting place in Old Blendworth Church. The cortege came by rail from Elrham to Rowland's Castle, and proceeded immediately to the picturesque old church, where lie so many of the Seymour family.

6 August 1881, *Hampshire Telegraph*

1882 – Primrose Excursion: The pupils and ex-pupils of Brougham House School, who, with their friends, formed a very large party, visited Rowland's Castle on Tuesday last for the purpose of enjoying their usual primrose excursion. By the kind permission of Sir Jerrvoise Clarke-Jervoise, Bart., the party were permitted to enter the grounds of Idsworth House, and on alighting at the station his keeper was in attendance to receive and conduct them to that part of the estate where the primroses were most abundant. After each had gathered several bunches of the delicate blossoms, and had interspersed them with other wild flowers of various hues, they returned to the Railway Hotel, and there enjoyed a substantial tea, prepared by Mr and Mrs Hutchings. The party returned by the 7 p.m. train, much pleased and delighted with their day's outing, and on leaving the carriages presented Mr John Anderson, the courteous and exemplary stationmaster, with a large bouquet in acknowledgement of the comfort with which his arrangements for the conveyance of the party had been attended.

29 March 1882, *Portsmouth Evening News*

1882 – Chapel Anniversary at Rowland's Castle: A telegram was read from the Revs. H.L. Young and P.H. Goud, who had also been unaware of the changes made in the railway time-table, explaining the cause of their absence, and expressing Christian sympathy with the work.

At this gathering the chair was taken by Mr W.B. Nicholson (Gosport), in the absence of Mr W.R. Light (Buckland), who, however, put in an appearance at a later stage of the proceedings, and apologised for his temporary absence, which was, he explained, owing to a misapprehension on his part as to the time the train started.

27 May 1882, *Hampshire Telegraph*

1882 – Rowland's Castle – Fatal Accident on the Railway: A fatal accident happened here on Wednesday afternoon to Mary Ann Lock, the wife of William Lock. Mr and Mrs Lock, who live close to the London and South Western Railway line, left their house for Durrants, having to cross the line at a level crossing. Mr Lock got across safely, when he saw that the express train, due at Havant at 5:28 p.m. from Waterloo was approaching. He shouted to his wife to

make haste across but before she could get over the train knocked her down, causing instant death. He had never seen a porter at the spot to direct persons across, or alternatively to tell them to wait if it was unsafe to do go. Joseph Blackhouse of Landport, the engine driver, said he was driving at about 45mph. When he approached the crossing he could see a figure running, but could not see what it was. He shut off the steam to slow down and on stopping he found that Mrs Locke had been killed. It was folly, he said, for anybody to try and cross while a train was in sight. He had applied the whistle about half a minute before she was knocked down.

23 December 1882, *Hampshire Telegraph*

1883 – Accident on the Railway: An accident occurred this morning on the South Western Railway, between Havant and Rowland’s Castle. It appears that shortly after the 9.15 train left Havant Station the driver saw two horses and a cart about to cross the line, about 50 yards in front. He immediately opened the whistle, and endeavoured to stop the train, but without success. The engine came in contact with the front horses, and inflicted such injuries that the animals had to be killed forthwith. The other horse had a miraculous escape, being uninjured, the shafts of the cart hanging on each side of it. The cart was turned bottom uppermost, and one wheel and part of the axle broken off. The man who had charge of the horses also escaped unhurt. The train pulled up as soon as possible, and the guard having ascertained the amount of damage, the train again proceeded. The man who was with the horses said he saw the train, but thought he could get over before it came up. The line was blocked for a short time till the removal of the horse, cart, etc., which was speedily done by the officials from Havant. The place where the accident occurred is a road over the line from one field to another. The horses, etc., are the property of Mr H.J. Green, seedsman, Havant.

18 January 1883, *Portsmouth Evening News*

1883 – Sunday School Outing: The children attending the Sunday-school connected with St. Thomas’s Parish Church, Portsmouth, had their annual excursion to Rowland’s Castle on Friday. Altogether some 250 children and 70 teachers and friends took part in the outing. As customary, a bountiful tea was provided, and games and sports were indulged in. The party, which included the Vicar (the Rev. E.P. Grant) and the Superintendent (M Hale), returned to the Portsmouth Town Railway-station about eight o’clock, after spending a very pleasant day.

8 August 1883, *Hampshire Telegraph*

1884 – On Saturday Colonel Rich, R.E., on behalf of the Board of Trade, inspected the South-Western Railway between Petersfield and Rowland's Castle.

26 January 1884, *Reading Mercury*

1884 – Petersfield and Rowland's Castle Railway: As so many of our inhabitants make use of the Direct Railway between Portsmouth and London in the course of the year, general interest will be felt in the report of Colonel Rich, one of the Inspectors of the Board of Trade, with regard to the state of the permanent way, the rolling stock, and the driving on this particular line. The joint movers in this matter were the Portsmouth Chamber of Commerce and the Roads and Works Committee of the Council, and action was taken by them in consequence of the numerous complaints as to the roughness of the travelling between Petersfield and Rowland's Castle. Formal representations to this effect were addressed to the Board of Trade, and in due course Colonel Rich was directed to make personal investigation into the charge thus brought forward. The result is that the Colonel substantially declares the complaints to be well-founded. On the day in which he made his investigation he travelled in a first class carriage, which was the third from the tender, and it was driven steadily, but his fellow passengers declared that they had seldom been carried so comfortably. Furthermore, a Royal Engineer officer who travelled in another carriage of the same train spoke about the roughness and shaking which he frequently experienced on the journey, and from other evidence to a similar effect Colonel Rich regards the complaints from travellers is not exclusively the outcome of a vivid imagination.

8 March 1884, *Hampshire Telegraph*

1885 – Volunteer Order – Ist Hants Artillery Volunteers: Regimental Orders by Colonel Godfrey Twiss, late R.A. Drills for the week ending April 11th, 1885, - Sunday Church Parade at 9.45 a.m. Full dress with white gloves. Band and drums and fynes to attend. Monday: Parade in marching order, with helmets, leggings, water bottles, and haversacks, officers and men at 9 a.m., march to the Town Station at 9.30 a.m. and go by the 18.06 a.m. train to Rowland's Castle. Provisions to be carried in haversacks. Twenty rounds of blank ammunition per man to be taken. Field Officers to be mounted. Band and drums and fynes to attend. – On Tuesday, Wednesday, Thursday, Friday, and Saturday there will be no drills. (By order), B.L. Tolixer, Major, H.A., Adjutant, 1st H.A.V.

6 April 1885, *Portsmouth Evening News*

1886 – Letters to the Editor – The Railway Arrangements at Rowland’s Castle: Sir, - Yesterday, with a friend, and in common with hundreds of others, I took a train from here to Rowland’s Castle, and from there walked to War Down Hill to see the manouvres of the Volunteers. We had a most delightful day. But, “Where ignorance is bliss”, etc, for had we known what was to follow our thoughts would have been not a little disturbed. After the battle was over we walked back to Rowland’s Castle, and reached the station 4.30 p.m. there found the gates closed. A crowd of visitors, like ourselves, were clustered round the entrance, but the constables informed us that their orders were not to allow any of the public in to the trains until all the Volunteers had left. This was pleasant news to us, especially as we knew that some of the regiments were miles behind on the road. After half an hour’s standing under a scorching sun (the effects of which I am now suffering from) the people were naturally getting greatly irritated. It certainly was most annoying to see a train steaming out of the station supposed to be full of volunteers, but in reality with several half empty carriages. At length, on the gates being opened to let some Volunteers in a rush was made, and I was along with the crowd carried through the gates. I made my way on to the platform, and I then found that a number of people had got on quietly by another entrance, which was not barred. I got into a carriage, but presently I heard the officials calling out “Gosport train”. Of course everyone got out, and the train was then shunted on to the opposite platform. In the meantime I was informed that it did go to Portsmouth, so along with others, I got on to the other side, and into my carriage. At that moment a batch of Volunteers coming up they got in as well. Presently the porters and officials called out “Gosport train!”. Thereupon Volunteers and civilians scuttled out. The Volunteers were lined up in front of the train. Then the railway officials bellowed out “Portsmouth train!” and the Volunteers once more got in. No public were allowed in, and the train steamed out, there being again several half empty carriages. As another empty train came in, I overheard a gentleman who seemed to me to be the station master give orders to an official to call out that this train went to Brockhurst, and shortly afterwards I heard that this name, coupled with Gosport, being called out. However, several gentlemen, not to be deceived this time by the high-minded trick, got into a carriage. At once they were set upon by some railway officials and ordered out like dogs. One

gentleman refused, but was immediately told he would be handed out of the carriage if he didn't. One very large official was complimentary enough to inform him that he had no right on the platform and that if he didn't mind he would have him chucked out of the station. This was decidedly galling to a peaceful citizen trying to get home in a third-class carriage with a third class ticket. At last I managed to get into a train, after waiting and being badgered for two and a half hours by "railway officialism". Now, Sir, I consider myself that the Volunteers were yesterday entitled to first consideration, notwithstanding I contend that in no excuse for the treatment civilians underwent. Civilians yesterday seemed to be a body utterly under the notice of railway officials. The public had no intimation that they were to be kept back until all Volunteers had gone on. Many who had special appointments, including newspaper reporters as well were thereby delayed. In conclusion, I can only say that yesterday's proceedings are a warning to the public to be careful in the future about such excursions when the South Western Railway Company have the control of travelling arrangements. Yours truly, A, Visitor.

29 April 1886, *Portsmouth Evening News*

1887 – Excursions – South Western Railway: To almost all parts of the South-Western Railway Company's system advantages are offered during the holidays to excursionists. In most places where special are not run inducements are offered either in the way of reduction of fares or extension of time for return tickets. To-day there will a cheap trip to London, returning on Tuesday, at a 5s. fare. On Whit Monday there will be a 4s. day trip to London, as well as cheap trains to Salisbury, Wilton, and Southampton. In addition there will be cheap tickets issued, among other places, to Havant and Rowland's Castle, at the latter of which Mr Hutchings, of the Railway Hotel, has made special arrangements for holiday-makers.

28 May 1887, *Hampshire Telegraph*

1887 – A man was crossing the line with cattle between Petersfield and Rowland's Castle (on the London and Portsmouth line), on Thursday, when he was knocked down by the engine of the express train, leaving London at twenty minutes to four, and was instantaneously killed, the body being literally cut to pieces.

30 June 1887, *Cornish Telegraph*

SOUTH-WESTERN RAILWAY.

ON SUNDAY, JUNE 17th,
AND EVERY SUNDAY

Thereafter until Further Notice,
CHEAP RETURN EXCURSION TICKETS

Will be issued from
PORTSMOUTH TOWN, FRATTON,
AND HAVANT,

TO
ROWLAND'S CASTLE,

By SPECIAL TRAIN, leaving Portsmouth Town
at 2.15 p.m., Fratton at 2.18 p.m., and Havant at
2.29 p.m., available to Return from Rowland's
Castle by Special Train at 8.15 p.m. the same day
only.

Fares to Rowland's Castle and Back :—

	Third Cl.
From Portsmouth Town	} 1s. 0d.
" Fratton	
" Havant	

CHARLES SCOTTER, General Manager.

e880

16 June 1888, *Hampshire Telegraph*

1889 – St Luke's Sunday School: The annual summer excursion of this school took place on Wednesday to Rowland's Castle. A special train left the Town Station at 1.15 with over 600 children and about 160 teachers and friends, under the care of the Superintendent of the school (Mr J. Colverson) and teachers. After their arrival various games were indulged in until tea time. The children's tea was provided by a committee of teachers, under the superintendance of Mr J. Cull, the Secretary of the School. The return journey took place at nine o'clock, Portsmouth being reached at 9.30, all having spent an enjoyable day.

5 July 1889, *Portsmouth Evening News*

In aid of the wife and three children of GEORGE WELLS, 32 years old, who was working on the line as Platelayer between Rowland's Castle and Finchdean, and was killed by the 9 a.m. train down from Waterloo on October 30th, 1896. L&S.W.R.

*"As much as ye have done it unto one of the least of these
My Brethren, ye have done it unto Me."*

HE IS CALLED AWAY.

Yes, he is gone where we soon must be;
He leaves a wife and darling children three,
He heeded not the warning call of his mate,
The whistle blew! but it was too late.

The reason he heeded not we do not know,
But how many a brother man there is to-day
Heeds the call of God through men,
Calling them to repentance and the grave?

God called him. O, so quick, you say,
But He has told us, in His Book, to be ready for that day.
He speaks, dear brother, to you and me,
Through, and in our brother He has called away.

He shews us in His living Book
That we must wither and decay,
Like our brother who He has so soon called away;
Like all the birds and the leaves on the tree.

God grant all that see our brother lay,
In the four foot upon the railway,
May think of our elder Brother who has gone
To prepare a home for them that will come.

Also think of Him who bled and died
Upon the Cross in the sinner's stead,
Who gave His life for us that we might live;

As much as ye have done it unto one of the least of these, ye have done it unto Me.

Composed and written by W. STILWELL, late Platelayer L.&S.W.R.
No. 2, Hollybank Cottages, Emsworth.
D. S. Rogers & Co., Printers, North Street, Havant.

No doubt this text was printed and sold to raise funds for George Wells' family who lived in the old Railway Cottages just under the arches in Woodberry Lane.

Ganger killed

On Saturday morning, September 11th 1937, Mr Arthur Watts, aged 50, of Railway Cottages, Woodberry Lane, was struck by an Up fast train to the north of the station and killed. He was employed as a ganger with the Southern Railway. P.C. Poling was called to the scene. Mr Watts took an interest in sport generally and looked after the boys' football team.

At an inquest on Tuesday afternoon at the Red Lion, Horndean, where his body had been taken by an ambulance from Waterlooville, the South Hants coroner put the blame on the new quieter electric trains that had come into service on July 4th. The driver of the train explained how Mr Watts seemed to cross the line right in front of him. Seven trains an hour now passed each way compared with the average of three steam trains.

He was buried at Redhill. The Revd H Mckay MA officiated with a full choir as he was a member.

The station master was Mr Miles and the signalman was Mr Cook.

ROWLANDS CASTLE: Engineers have checked a Rowlands Castle railway bridge which was damaged when it was hit by a lorry carrying cows.

Driver Anthony Bell, 44, of Silsden, Yorkshire, scraped a one-foot gouge in the bridge near The Green on Friday.

The check revealed that the bridge's structure was still sound and trains were cleared to use it.

The News, 16 September 1996

Wartime

9 April 1941. At 00.45 a stick of high explosive bombs and some incendiary bombs landed one mile south of Rowland's Castle at Comley Arch blocking the road, B2148, and railway. Small fire no casualties. 20 foot (6 metre) crater on line; line closed for 24 to 36 hours. Passenger road service between Havant and Rowland's Castle. One cottage badly damaged. No casualties.

One summer evening, I took part in an exercise in which I played the part of a fifth columnist, on bicycle! I rode a circular route from the village via Magpie, the saw-mills, the Beeches and Chalton and got as far as Old Idsworth when half a dozen Home Guard leapt from a hedgerow and arrested me. I had been seen coming down Chalton Down from the observation post in the signal box at Old Idsworth crossing. They kept me until a message was received, via the railway telegraph, to let me go. Their leader was Sgt. Charlie Sansom, the father of my future wife.

J Brown

I worked at Rowland's Castle station as a shunter at the start of the war and we used to get four goods trains a day, mostly carrying provisions for the area. The brickworks was in full operation with wagon loads of bricks being taken away and coal for the kilns being delivered. The station had a staff of eight.

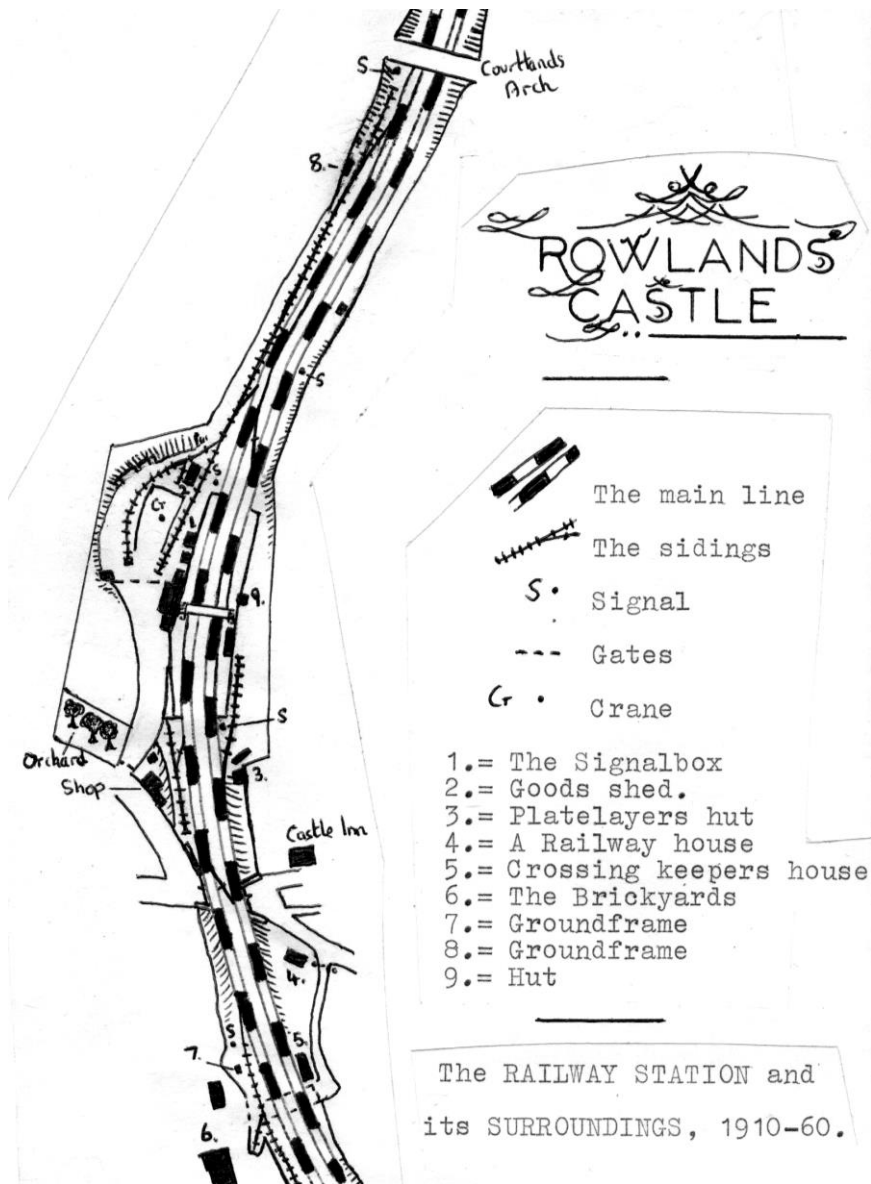
Roland Griffiths

Railway Letter Stamps



2d. fee for the conveyance of a single letter by the railway. Posted at Rowland's Castle.

In certain circumstances the Railway companies could deliver mail more quickly than the Post Office. From 1891 until relatively recent times special stamps, called Railway Letter Stamps were issued for the purpose of conveying railway letters. The issue and use of railway letter stamps was governed by Act of Parliament because the Post Office had a monopoly for the delivery of letters. Even today some of the preserved railway lines issue their own stamps for use by tourists.



Rowland's Castle Station Layout

The station was officially opened on 1st January 1859, but it was built at least five years earlier. The map shows the many sidings, buildings and trackside equipment that used to exist around the part that remains today. The most obvious change

from now is the number of sidings. The 1870 map shows one into the goods yard even then, and the map drawn here is dated 1910-20 and shows three sidings and the line up to Courtlands arch which was used by the engine for shunting the wagons. The shortest siding in the goods yard was only two wagons length. The other two sidings took 17 and 16 wagons.

At the sharp bend at the entrance to the goods yard was a sign forbidding trains, locomotives that is, to go any further. On one occasion a 150 ton engine did go beyond the sign and either came off or could not go back. The story is that a track had to be laid across the station forecourt and to the up line to rescue the said loco?

The one time platelayers hut off the end of the down platform was made of sleepers and corrugated tin. It was quite snug inside with its own coal fireplace. A similar hut was this side of Dean Lane end and another just beyond the brickyards in Maize Coppice, all on the down side.

The centre of the yard was built up to platform height and there was a hand-operated crane there for the heavier loads. The goods shed was entered at platform height also and only railway items were stored there. Built into the bank were bays, made from sleepers, for the storage of coal. This coal was used by the local merchants, including Rawlings of Dean Lane End, Masons of Castle Road and Jerrum of Horndean. The shed built into this bank, still there, belonged to the station house.

The longer of the sidings ended in a massive concrete block which was apparently shunted off the rails at least once and the yard ended in huge gates. The goods yard was last used in the late 1950s and is now completely levelled. Once, four trains a day called here, not only delivering but collecting also.

The siding into the brickworks (No. 6) consisted of a small dock siding (only one wagon's length) and a longer straight one which was built up to platform height on one side. The outgoing trade here was obviously bricks and tiles, but coal and coke for the kilns came in. This siding was closed in May 1964. It was not used when the brickworks reopened briefly in the late 60s.

Gone since the early 30s is the siding from the south end of the station along the top of the embankment down to and above the shop. This was used for cattle and other livestock and pens existed there for this purpose. Horses for Goodwood races were often delivered here and sometimes a porter had the chance to walk them across the Downs to that place. Milk, in churns, was also despatched from this siding and although it has disappeared, the wall surrounding it can still be traced along to the "newer" platelayers' hut. Incidentally, the family in the shop

owned the orchard, but the greater part of the land on the map was railway property. This included the bungalow (No. 4) and the crossing keeper's house (No. 5). The station road was private and to keep it so it was shut on one day a year ... 25th December! There was another siding. It is little more than a memory and is shown only on the 1914 map. It lay behind the Down side platform and it was most likely built for the excursion trade from Portsmouth for, as mentioned in one of Mr. Levett's memories, Rowland's Castle was a popular spot for outings at that time. It was certainly used by local landowners, such as Dymock-White, for private carriages and wagons, his horses being left there and walked out through the grounds of the Castle Inn.

In the area of this siding was a platelayers' hut (No. 3) made from sleepers and corrugated iron and during the war a gun emplacement (of the same style as many in the area) was built here also. Whilst we are at the station note the position of the old footbridge. It was a wooden lattice-work affair and it had to be strengthened by the addition of concrete bases before being finally replaced. These bases lasted some years after the bridge had been replaced, which made the platform somewhat narrow at those points. This was most noticeable on the up side leaving only just enough room for the hand cart to pass. This hand cart was used by a porter to take items, often passengers luggage, across the rails over a wooden crossing point, there being a gap in the conductor rails. This crossing was at the the north end so the signal man could see it.

At the base of the new footbridge was the station master's office. He used to live in the station house. The last station master was Mr. Ricketts. At this time (the 1950s) there was in everyday use a waiting room, ladies room, staffroom and booking office. The station employed one station master, one clerk, three porters and three signalmen. The signalmen worked shifts and the position of the signal box (No. 1) can be seen by noting the hole in the platform wall where the cables and guides left.

The points into the brickyards and at Courtlands arch were controlled from ground frames (Nos. 7 & 8). These were boxes containing levers and the key had to be obtained from the signal box. Even then the porter on shunting duty had to inform the signaller (by bell code) of his intentions and the signaller could still override him and lock the levers. The signals at Rowland's Castle were probably unique, being of great height. The one at the end of the Down side was even duplicated lower down to make it easier for a train driver in the station to see it. The signal just before this one was the highest, about 70 ft., and in the hut (No. 9) the fuel and lamps for them were stored.

It was just another duty of the porters to replenish these. Not as pleasant as walking the horses to Goodwood for it was high and wobbly up there.

All this, and the huge traffic of trade here, has gone. Even as recently as the 1950s most of the village's daily requirements came by rail. Not only Rowland's Castle, but Compton, Chalton, Horndean and places as far away as the Meons used, and relied on the facilities here, for private and general use.

There are iron bridges at Dean Lane End, Finchdean and another beyond Woodcroft, known, if only locally, as Black Sleeper bridge.

The 6 mile up-hill climb from Rowland's Castle to Buriton tunnel is at a twisting gradient of 1 in 80.

The station was used by the old Southern Region as a good testing run for Guards.

I would like to thank Mr. Roland Griffiths and Mr. Frank House for their help in collecting together the notes and facts for this article.

The Station Buildings



Grade 2 listed. Possibly built as late as 1859, built by Sir W Tate. Brick walls some stucco features, low pitched slate roof, hipped at each end; two storey in centre. Centre has double doors beneath a fanlight. Symmetrical wings of single storey. That is a brief summary from the list of preserved buildings. However the same source says it was built for the London Direct Line (true), which was no

longer in business by that date having been bought by the London and South Western Railway I think, therefore, probably built earlier.

The station consisted of a central booking hall with fireplace and space for deliveries and despatches, there was a large scale for weighing same and a strong cupboard-cum-safe. The clerk's office was behind panelling to roof height, a narrow window with shutters their side and glass fronted was for the sale of tickets. A smaller opening concealed a telephone that could be accessed by passengers. Inside was a small stove for warmth. To one side of the booking hall was a small waiting room that led to a ladies waiting room, both rooms had pictures on the walls. Outside on the Up platform (the platform to Waterloo) was a staff room, a gents' toilet and the station master's office. This was a cosy little room with its own fireplace. The station master lived in the attached 'living quarters' to the other side of the central hall and above it. In 2018 all of this remains, if not in use, except the station master's office.

There was a signal box with all the usual bells and levers. This has been demolished but the hole in the Up platform wall through which those cables and wires passed is still in view. Between the signal box and the station building is a hut, still there, that was for the express delivery of parcels by passenger train. Note that it had its own exit into the station yard for off-loading onto delivery vans etc.

There was a larger brick built hut in the goods yard, entrance at platform level for delivery of railway related items by their own wagons. On the Down side was a passenger shelter, three bays long but originally two. The change in building style was once obvious.

On the Down side platform a small enclosed shelter for passengers was built in 1999 but was soon closed due to vandalism. There was a smaller hut for the storage of lamps and oil used in the signals. Once upon a time the verge here was a lovingly tended garden, often winning a best kept station award. Just off the end of the platform to the south was an old platelayers' hut, built with old upright sleepers with a tin roof a fireplace and chimney. This has now gone as has a nearby wartime constructed observation post.

A more recent, but deserted, concrete platelayers' hut can still be seen on the other side of the track above the flats named Stansted Court.

In the station's business heyday, probably in the 1950s there was on the Up platform a chocolate dispenser, a name stamping machine and a fortune teller (cost one old penny)

The concrete footbridge is a standard type but is the third one at the station. The first two were wooden lattice types but in a different location just to the north of the booking hall exit. Large concrete bases on the platform supported them. Goods, such as passengers' trunks were transported across the line by porters using a sack trunk or a larger hand cart. The crossing at track level was originally at the south end of the platforms but was moved to the north when the line was electrified (1937) so that the crossing could be seen from the signal box.

The station master had a small garden, now built on opposite his house. There was a steep wooden staircase leading up to it. Along the side of the goods yard, set into the bank at the rear of Uplands Road were some bays, sleeper lined, for the storage of coal waiting to be collected for delivery by the village coal merchants. The approach from Bowes Hill (same road as today) was a private road, with large gates and pillars that was, according to the law, closed on Christmas Day.

Café bid brings hope to station

A SCHEME to transform Rowlands Castle station into a bustling business could save the building from dereliction, the parish council chairman said today.

Mr. Norman Honey said the council had no objections to the rundown station being taken over by a private company and turned into a restaurant or offices.

"Nobody has taken up the offer so far," he said. "It is now falling into dereliction and if someone doesn't do something it will eventually fall down. "If it was actually used by a company it would look better than it does at the moment."

British Rail are currently advertising the grade II listed building, which has been identified surplus to railway requirements, as a possible site for a developing business. A B.R. spokesman said the move to release space at the village centre station was part of a nationwide programme to lease out buildings which are underused or vacant.

Workmen are currently carrying out "cosmetic" improvement work at the station to make it more attractive to potential customers.

Anyone businessmen interested in the project should contact B.R. on 01 928 5151 and ask for property board sales.

The News, 7 March 1988

Bid to convert station

BRITISH Rail is planning to turn part of Rowlands Castle station into an up-market restaurant or office complex.

But B.R. has given an assurance that it has no plans to close Rowlands Castle as a passenger station, and says its intention is to capitalize on redundant buildings rather than see them deteriorate.

A B.R. Properties Board spokesman said that one of the schemes was for a restaurant, similar to the "Strawberries and Steam" venture at Swanwick Station which was proving very successful.

"We are looking at the possibility of converting the former stationmaster's house, which has been empty for four years, and part of the operational buildings.

"One scheme is for three suites of offices, two measuring 400 sq.ft. each, and one of 800 sq.ft. The other is for a restaurant with a games room and three seating areas." The spokesman said that either scheme could mean that the station's operational premises might have to be re-sited in a new, purpose-built ticket office, or the schemes could be simply confined to the former stationmaster's house.

Outline planning applications for change of use from a railway station to either a restaurant or offices had been submitted to East Hampshire District Council with whom B.R. is discussing the scheme, as well as carrying out a full cost analysis.

"These proposals could give a tremendous boost to the area, with the possibility of new jobs," the spokesman added.

He said that the travelling public and the community as a whole would benefit from the enhancement schemes, as well as the restaurant, and it was better for station buildings to be re-furbished than remain empty.

The Chairman of Rowlands Castle Parish Council, Mr. Norman Honey, said he could see no objection to either scheme. "But I would want an assurance that the Rowlands Castle would continue to operate as a passenger station. I would also want to know if the enhancement scheme will continue, and where the money for it will come from."

STATION PROJECT COST SET TO DOUBLE

COSTS of a scheme to improve Rowland's Castle railway station are set to double if contractors are brought in to replace volunteer workers.

Parish council chairman Mr. Norman Honey said the estimates for the project to enhance the station surrounds were originally between £10,000 and £12,000.

The work is being carried out by volunteers on the Youth Training Scheme, but with the winding up of the Manpower Services Commission scheme in January, there will be no one to complete the project.

Mr. Honey said: "This means we are having to put the work out to tender, which also means the costs could go up by about £10,000 to £12,000."

Voluntary

District council senior planning officer Mr. Stephen Proctor confirmed contractors would have to be brought in if no other voluntary bodies could be found to take over the work.

Work began on the enhancement scheme for the 19th century station in July, and since then Y.T.S. workers have been clearing away brambles and rubbish and putting up a fence made up of railway sleepers.

British Rail has suggested part of the listed station building may be transformed into an up-market restaurant or office complex, and outline planning permission has been given subject to car parking conditions.

Rowlands Castle Parish Council has pledged £2,300 towards the scheme, together with East Hampshire District Council and Hampshire County Council, and another £7,500 from British Rail.

Still in use

A spokesman from British Rail's property department said: "We would have to retain ownership of the building because the station is still being used.

"Our plans are to turn it into a cafe, restaurant or offices and then to rent it out to tenants.

"As far as car parking spaces go we would have to make sure the people using the converted building would not use up the spaces needed for commuters and other rail users," he said.

The News, 17 December 1988

Parish angry at railway gap



Mrs Jean Bradley struggles with the gap between carriage and platform at Rowland's Castle station.

"MIND the gap" is an understatement for travellers at Rowland's Castle station, who are having to leap a two-foot step to get on the trains.

Angry parish councillors have complained about the problem for years, according to chairman Mr. Norman Honey. "There is also the additional hazard of a gap between the train and platform," he said. "A few years ago, a woman actually fell down the gap and had to be taken to hospital.

"The only way to improve it would be either to raise the height of the platform or lower the track. But, when we speak to British Rail, they say the small number of people using the station would not justify the high cost."

Fellow councillor Mrs. Jean Bradley (60) uses the station twice a week to travel locally and finds the step up or down a real problem. "I have arthritis in one of my knees and sometimes, when I have to get off the train, I think it is going to give way," she said. "Older people just do not travel from Rowland's Castle because of the problem."

A spokeswoman for British Rail said no changes to improve conditions were intended for the station. "The station is on a curve and, where there is a curve on the platform, you are not going to get a true line.

"We would recommend people travelling to Rowland's Castle, especially the elderly, to travel at the end of the carriages where the line is straighter and there is not so much of a gap," she said.

The News, 13 January 1989

Pleas fail to save station plan

IMPROVEMENTS to the London-bound platform at Rowlands Castle station will not be carried out after all, despite representations made by the parish council to British Rail.

A council meeting was told the Portsmouth-bound platform had been raised, but there were no plans to raise the London-bound platform, scene of a incident two years ago when a woman fell between the platform and the train and broke her leg.

Mrs. Jean Bradley said: "For those on the platform, for the first time, getting off can be quite a shock."

Councillors heard that a letter had been written to B.R. Southern Region at Woking asking for a shelter and seating to be installed at the station.

The meeting was also told an estimate of £20.930 for a scheme to enhance the station had been received from B.R.'s Area Technical Services Manager, and that the council was being asked to consider its financial commitment to the project.

Members were told that East Hampshire District Council had pledged £4.000 to the development.

The News 8 August 1989

Backing for new train users' group

Councillors in Rowlands Castle are supporting a new railway user group to air concerns about train services. The group has been suggested by East Hampshire District Council for users of the Portsmouth to Waterloo line.

Parish council chairman Peter Desmond said: "We're almost alone in not having a group like this. "Both in the Alton and Southampton areas one exists and I think we should look for someone to represent us on such a group."

Cllr Desmond suggested district councillor David Clegg, a regular commuter, as a representative. Cllr Clegg agreed to represent the village until someone else could be found.

The News, 8 March 1995

Railway stations set for a facelift

Other areas will benefit later in five-year programme

Railtrack today announced a multi-million-pound facelift for stations on the Portsmouth to Brighton line. The award, which will include £200,000 spent at Emsworth station, is part of a £1bn programme to upgrade 2,500 stations across the country.

Railtrack, which owns the track and stations which are then leased to train operators, will improve platforms and lighting. Roof repairs will be made at Emsworth. The station was highlighted as being blighted by vandalism and graffiti in a recent report by the Railway Development Society pressure group.

Railtrack also plans to spend £500,000 on Rowland's Castle station, £375,000 at Chichester, and £15,000 at Fishbourne.

Earlier this month *The News* reported plans by train operator Connex SouthCentral to spend £100,000 at Chichester, a plan which included closed circuit television.

London Waterloo station will get £40m spent on new floors, platforms and the trainshed roof. A Railtrack spokeswoman said other stations in Hampshire would benefit from improvements later in the five year programme.

Ruth Turner, spokeswoman for the RDS said: 'We welcome this announcement because we highlighted the problems but hope that this is not just a token gesture which will mean people forget the other stations that need improvements.'

Emsworth ward councillor and regular train user Michael Bolt said the station desperately needed money spent on it.

The News, 20 May 1997

Railway station 'will stay open'

Replacement being sought to staff the ticket office

Rail chiefs today reassured villagers at Rowlands Castle their station was safe from the axe. Commuters feared the closure of the ticket office was the first step to the station shutting. But a Network South East spokeswoman today said: "We have no intention of closing the station.

"The regular member of staff who used to work in the booking office retired earlier this summer.

"Since then there has been cover, but not on a regular basis, but we intend to recruit somebody to fill the post."

Parish council chairman Peter Desmond said he was delighted to hear the station was not under threat.

"That is splendid news. We had been worried that people might stop using the station because of the inconvenience.

"In turn we were concerned that a reduction in passengers could be used as an argument to close the station."

The spokeswoman for Network South East said people could still obtain discount tickets, even though the booking office was shut.

"There should be a permit-to-travel ticket machine, and as long as travellers buy one of those before they get on the train, they can buy any sort of saver ticket on the train.

"The price of the permit to travel ticket will then be taken off the full price of the ticket."

The News, 8 September 1998

Railtrack to splash out on improvements Station in line for £300,000 repairs

Railtrack has pledged to spend £300,000 on Rowland's Castle railway station after complaints that the elderly and disabled find it difficult to get on trains.

Work will start on January 4 to revamp the station and cure the problem of a deep step on the platform, heading towards London.

District councillor David Clegg (Lib Dem, Rowland's Castle), a daily commuter to London, said: 'The complaint people have about the station is because it is on a curve, the track is banked. This means on one side there is a huge step up to get on to the train.'

Parish council chairwoman Marian Pitt said she had also heard the step complaint.

Jane Terry, Railtrack spokeswoman, said about £300,000 of refurbishment work is starting at the station on January 4, lasting until the end of April 1999.

This will include replacing the roof, maintaining brickwork and restructuring the platform to end the problems with getting on the train.

She said: 'The station is a listed building, so it has taken a while to get this started as we have had to go through planning consent, which is now done.

'The station is going to have a refit. It will be good news for the passengers who use it.'

The News, 27 October 1998



It is not clear when this photograph was taken but it was after 1877 when the line was double tracked. Note the drop in the platform to enable passengers to cross to the Down platform as there was not a footbridge originally, and the platelayers' trolley. The lamps on the post on the Up platform and that lever between the tracks in the foreground, which was probably for the former siding on the left, are probably proof that this was in late Victorian times before the provision of semaphore signalling controlled by a signal box on the platform. If you look at the children's fashions, they are very Edwardian. The girl on the Up platform looks like someone in *The Railway Children* (published in 1905) as does the father, in his boater (very *Three Men in a Boat*) and his daughter. Both look to be dressed for the seaside. However it is probably late 1880/90s. *Photo courtesy Barry Cox*



The railway arches, although a striking architectural feature, have created a present day hazardous junction that would not have been approved today. The left hand buttress stands on the site of the old White Hart/Castle Inn.



Rowland's Castle station at its zenith circa 1910. Note the dock on the Down side which was used for unloading horses and carriages bound for Goodwood. They were led out through the yard of the Castle Inn. The dock was removed by 1927. The spur on the left led to a siding where cattle and other goods were dealt with. Further back down the line there was a siding for the brickworks. Note the high repeater signal because of the poor visibility round the curve, a scary job to climb the ladder to change the paraffin signal lamp. A train is seen leaving for Petersfield.

Rowland's Castle train service in 1914

Mike Lamport

The London and South Western Railway timetable for the period from 7 June to 30 September 1914 gives details of the following service:

Eleven trains were shown to call in the Down direction on a weekday and a Saturday, with one these being a Wednesday and Saturday only local train from Petersfield to Portsmouth Town calling at 2.32pm.

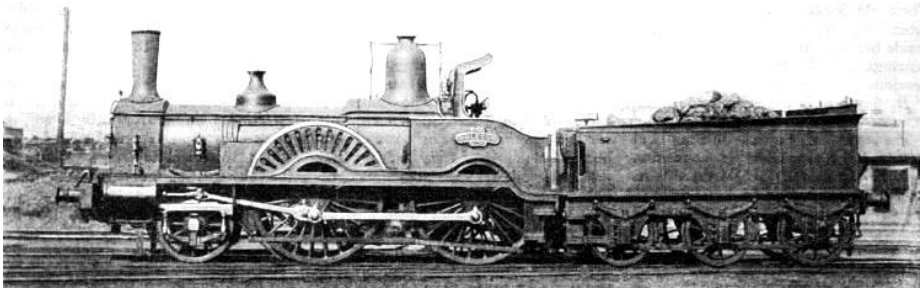
There were just five Down trains calling at Rowland's Castle on a Sunday, all from Waterloo.

The average journey time from Waterloo to Rowland's Castle was 2hrs and 15mins with the fastest pair of the trains being the 4.30pm from Waterloo, which did it in 2hrs and 7mins and the following 5.45pm which did it in just 2hrs and 3mins. The majority of trains took from 2hrs 37mins to 2hrs 43mins so those two 'business' trains were the fastest Down trains of the day.

The average journey time in the Up direction was slightly slower than in the Down direction at 2hrs 25mins with the single fastest train being the 7.18am which arrived at Waterloo in just 2hrs and 16mins. This was no doubt due to various the gradients on the route in particular the haul up to Buriton tunnel. Steam locos had to take this from a standing start at Rowland's Castle and slog it all the way up.

In the Up direction there were just eight through trains to Waterloo supplemented by a Wednesday and Saturday only local to Petersfield at 1.38pm and, on a Thursday only a 11.00pm from Portsmouth Town (for the Music Hall revelers?) local to Haslemere, which called at Rowland's Castle at 11.23pm. On a Sunday there were five Up trains, all through to Waterloo.

Today the normal Down journey is 1hr 37mins while the Up journey only takes 1hr 28mins. This time difference is accounted for by pathing issues where trains are stopped for longer periods at some stations to allow faster services to overtake them.



Phlegon was a 2-4-0 locomotive designed by Beattie for the London and South Western Railway was used on Havant services and would have been seen at Rowland's Castle. This engine was constructed at Nine Elms, London, in 1868. It had 7 foot diameter driving wheels, and its cylinders measured 17 inches by 24 inches.



The Railway Station, Rowlands Castle

Passengers arriving in their Sunday best on a sunny afternoon. The London & South Western Railway notice board indicates this was taken before 1923. (Under the Railways Act 1921 the majority of the railway companies in Great Britain were grouped into four main companies, often termed the Big Four. The grouping took effect from 1 January 1923.)



The notice board now says 'Southern' so this photograph is after 1923 but before the line was electrified in 1937. However it still has the London & South Western Railway Rowland's Castle sign on the platform. Note the old footbridge.



Dugald Drummond 4-4-0 Class T9 No. 337 heads a Portsmouth bound passenger train circa 1914. Note the porter and farm hand about to load the heavy milk churns. The coming of the railways played a major part in being able to transport fresh products speedily from the countryside to town and city centres.



Staff early 1900s. Station Master on the right is John Colwill.



Early 1900s, the arrival of a party of day trippers.



The wooden foot bridge at Woodcroft, early 1900s. Track maintenance the hard way; crow bar and brute force. Note the female audience. *Alf Harris*

Wartime

During the war temporary wooden platforms were erected here for the benefit of Naval personnel stationed at Ditcham House. It was named Woodcroft Halt; it opened in August 1943 and closed in July 1946. Roland Griffiths recalled that it was one of his duties to staff it:

I worked at Rowland's Castle station as a shunter at the start of the war. One of my duties was to staff the halt at Woodcroft; I had to cycle there to open it up for the 7.15 a.m. Down train, return to Rowland's Castle, and then cycle back again for the 4.00 p.m. Up train, these being the only two stops there during the day. Locals from Chalton were upset that they were not allowed to use it.



A 1912 Dugald Drummond 4-4-0 L&SWR class D15 locomotive, No. 468, heading an express passenger train that had not stopped at Rowland's Castle. It is hauling a regular formation of what were known as 'Non-descript' stock which, depending on traffic demands, could either be made up of either first or third class accommodation. *Alf Harris/Mike Lamport*



Circa 1936. Richard Maunsell N15X Class engine No. 2333, *Remembrance*, also heads an express passenger train that had not stopped at Rowland's Castle. It is hauling a new Maunsell designed Southern Railway dining set. *Alf Harris/Mike Lamport*

Waterloo to Portsmouth Electrification

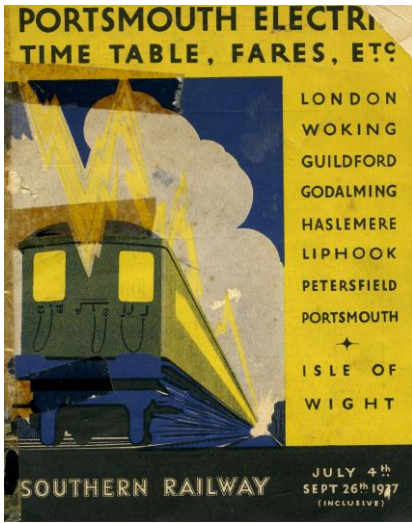


An early photograph of a 4-COR (4-car Corridor) train passing through Idsworth. Headcode 7 was for a slow Waterloo to Portsmouth service and would not normally be seen on this stock. Note the new colour-light signals.

The electrification of the London-Portsmouth line opened up the longest electric track in the country and cost about £3,000,000. The new service of 36 trains daily (instead of 18 steam trains), with 32 Down and 30 Up trains on Sundays, increased the annual train mileage from 2,235,464 (steam) to 4,188,168 (electric), an increase of 88 per cent. The average time of the best steam train between Portsmouth and London was 102½ minutes, and the electric trains reduced this time to 90 minutes.

The scheme included the electrification of the Aldershot, Farnham and Alton route, making a total of 95 route miles and 242 track miles and the cost of £3,000,000 included the provision of 312 new or re-built motor coaches and trailers. It was the last big scheme under the managership of Sir Herbert Walker and of the Chief Mechanical Engineer, Mr. R. E. L. Maunsell.

The work began in June 1935 and the first electric trial train ran to Portsmouth on 8 March 1937. Between December 1935 and November 1936 188 cable trains were employed in laying 309 miles of single core 33,000 volt cable and 218 miles of pilot cable. Twenty-six sub-stations were built and equipped. Platform and station alterations were carried out at 11 stations including Havant. Platforms 800 feet long were required to accommodate 12 car trains.



SEASON TICKET RATES										
BETWEEN WATERLOO AND		First Class				Third Class				
		Three Months		One Month		Three Months		One Month		
		£	s.	d.	£	s.	d.	£	s.	d.
FARNCOMBE	-	10	4	2	4	2	3	7	8	3
FRATTON	-	17	14	6	8	5	9	13	0	0
GODALMING	-	10	4	9	4	4	0	7	11	3
GUILDFORD	-	9	17	0	3	17	6	7	0	6
HASLEMERE	-	13	0	0	4	17	6	8	16	9
HAVANT	-	17	10	6	7	14	3	12	10	0
HAYLING ISLAND	-	17	14	6	8	0	0	13	0	0
Do. (Not available at intermediate Stations)	-	14	17	9	—	—	—	11	8	6
LIPHOOK	-	13	15	9	5	3	0	9	6	9
LISS	-	13	15	9	5	8	0	9	16	3
MILFORD	-	10	12	9	4	7	0	7	14	6
PETERSFIELD	-	14	11	6	5	13	3	10	5	6
PORTSMOUTH HARBOUR	-	18	10	3	8	6	9	13	11	9
Do. (Not available at intermediate Stations)	-	14	19	3	—	—	—	—	—	—
PORTSMOUTH & SOUTHSEA	-	17	14	6	8	5	9	13	0	0
Do. (Not available at intermediate Stations)	-	14	19	3	—	—	—	—	—	—
ROWLANDS CASTLE	-	16	15	9	6	3	3	11	3	9
RYDE ESPLANADE (Via Portsmouth Hbr.)	-	21	13	3	9	17	9	16	13	9
WITLEY	-	11	0	6	4	10	3	8	1	6
WOKING	-	8	19	3	3	5	9	5	13	6
WORPLESDON	-	9	12	9	3	10	9	6	8	2

Weekly Season Ticket Rates are also in operation between certain points, particulars of which may be obtained upon application.

The new electric time table booklet with season ticket rates for 1937. On 15 February 2021 a monthly First Class season from Rowland's Castle to Waterloo cost £814.90 or £967.70 compared with £6 3. 3d. (£6.16) in 1937.

In 1909 the Rowland's Castle to Waterloo service was roughly two hourly, supplemented by local stopping trains from Portsmouth to Petersfield and back. Rowland's Castle to Waterloo journey times were 2 hours give or take a few minutes.

In 1922, the last year of the L&SWR, the fastest journey time from Waterloo to Portsmouth was 118 mins. With the coming of the Southern Railway in 1923 under Herbert Walker there was a general move towards easy to remember regular interval timetables. In 1935 the introduction of Schools Class 4-4-0s saw a speeding up of the non-stop Waterloo to Portsmouth trains to just 90 minutes. The new electric trains still had a fastest Waterloo to Portsmouth journey time at 90 minutes, but now with stops at Woking and Guildford. These services also departed Waterloo at 50 minutes past the hour supplemented by stopping trains departing for Rowland's Castle at 27 and 57 minutes past each hour. The July 1937 electric service saw very little change over the fastest steam timings. Again 2 hours was the norm for Rowland's Castle to Waterloo journeys.

These schedules remained in force until 1971 when the Portsmouth line service was changed to one fast, one semi fast and one stopping train per hour meaning that the Rowland's service was cut to hourly. *Mike Lampert*

Miles	Down					
	mn	mn	mn	mn		
	LONDON (Waterloo)..dep.	5 27	5 57	6 27	6 57	
12	Surbiton.....	5 45	6 15	6 45	7 15	
14½	Esher, for Sandown Park..	5 49	6 19	6 49	7 19	
16	Hersham.....	5 52	6 22	6 52	7 22	
17½	Walton-on-Thames.....	5 55	6 25	6 55	7 25	
19½	Weybridge A.....	5 59	6 29	6 59	7 29	
20½	West Weybridge.....	6 2	6 32	7 2	7 32	
21½	Byfleet B.....	6 5	6 35	7 5	7 35	
24½	Woking C.....	6 12	6 42	7 12	7 42	
26½	Worplesdon.....	6 17	6 47	7 17	7 47	
30½	Guildford	{ arr.	6 23	6 53	7 23	7 53
		{ dep.	6 31	7 1	7 31	8 1
33½	Farncombe.....	6 36	7 6	7 36	8 6	
34½	Godalming.....	6 39	7 9	7 39	8 9	
36½	Milford.....	6 44	7 14	7 44	8 14	
38½	Witley, for Chiddingfold..	6 48	7 18	7 48	8 18	
43	Haslemere D.....	6 56	7 26	7 56	8 26	
47	Liphook.....	7 2	7 32	8 2	8 32	
51½	Liss.....	7 9	7 39	8 9	8 39	
55	Petersfield.....	7 14	7 44	8 14	8 44	
63½	Rowlands Castle.....	7 26	7 56	8 26	8 56	
66½	Havant.....	7 31	8 1	8 31	9 1	
67½	Bedhampton Halt.....	7 33	8 3	8 34	9 3	
73	Fratton.....	7 41	8 11	8 42	9 11	
73½	Portsmouth & Southsea..	7 44	8 14	8 45	9 14	
74½	" Harbour arr	
79	Ryde Pier (By Boat) "	

This Time Table, which forms part of Bradshaw's Guide, [the essential companion of Sherlock Holmes] is reproduced by arrangement with Hy. Blacklock &, Ltd.

1937 Monday to Friday Time Table for the new electric train service, which remained unchanged for many years. One soon remembered there was a train at 26 and 56 minutes past the hour throughout the day.



1938. A train consisting of two 2-BIL stock on a stopping Waterloo to Portsmouth service at Rowland's Castle. 2-BIL (Bi-lavatory) meant 2 carriages each with a corridor and lavatory. Note the guard's van and loading gauge in the goods yard that was closed in 1961. The curve of the platform made the station a good training ground for guards due to the difficulty of being sure that all doors on the old slam door carriages were shut. *Alf Harris*

In 1944 Rowland's Castle was chosen as one of many infantry 'de-training' stations in the south coastal area from which troops were transported by lorry into local camps in preparation for the Normandy landings. Peter Goss's model railway gives a good idea of railway activity at this time.



A train loaded with Churchill tanks, some of which would have been unloaded here. Troops are on the station and the section-post is on the right.



A Southern 'N' class locomotive heads a troop train away from the station. The carriages are LNER teak type.



Possibly the last goods train about to leave the yard under the loading gauge in 1961. The engine, No. 31631, is a 'U' Class 2-6-0 'Maunsell Mogul' that was based at Guildford from 1954 until its withdrawal in September 1963. It is carrying the correct Portsmouth to Nine Elms/Waterloo pairing of white headcode discs for such a train. The main line Up Starting signal is shown in the off position indicating that a train is about to call at/pass through Rowland's so maybe this freight would follow it at least as far as Petersfield. It would be have been given its signal to leave the goods yard by way of a ground signal or 'dummy' as railwaymen sometimes referred to them. Note the signal is now of the upper quadrant type. The small boy is Kevin Pearce, the station master's son. The goods yard and up goods line along with ground frame No. 1 were taken out of use from 19 June 1961. *Photos Paul Marshman description Mike Lamport.*



BRITISH TRANSPORT COMMISSION
 BRITISH RAILWAYS

USE BLOCK LETTERS

B.R. 21208
 2 - APR 1958
 19

From HAVANT GOODS

EMPTY

TO ROWLANDS CASTLE

.....
 **Section**

Via

Letter Wagon	Number
Container	

All goods' wagons had a label detailing 'from' and 'to' and what they carried.

BRITISH RAILWAYS - SOUTHERN REGION

B.R. 21752

RESERVED SEAT

PENALTY under Bye-Law 18 for UNAUTHORISED REMOVAL of this LABEL—£25.

Rather a severe penalty!



The large banner repeater signal on the Down platform was provided to give drivers of fast Down trains advance warning of the stop or go indication of the next signal, which is out of sight round the tight curve. In this case it is indicating go – green.



The station with its new prefabricated concrete footbridge, a product of Southern Railway's Exmouth Junction concrete works as were the lamp columns. The work's manager and designer, William Shortt, claimed that, aided by a rail mounted crane, a permanent way gang could erect one of these on site in just 12 hours. Note the concrete milepost indicating 63¼ miles from Waterloo. It is said that when the track was relaid and banked over to enable trains to run faster through the station the first train through took a piece out of the canopy. Hence the need for the cut out segment like the Up side.

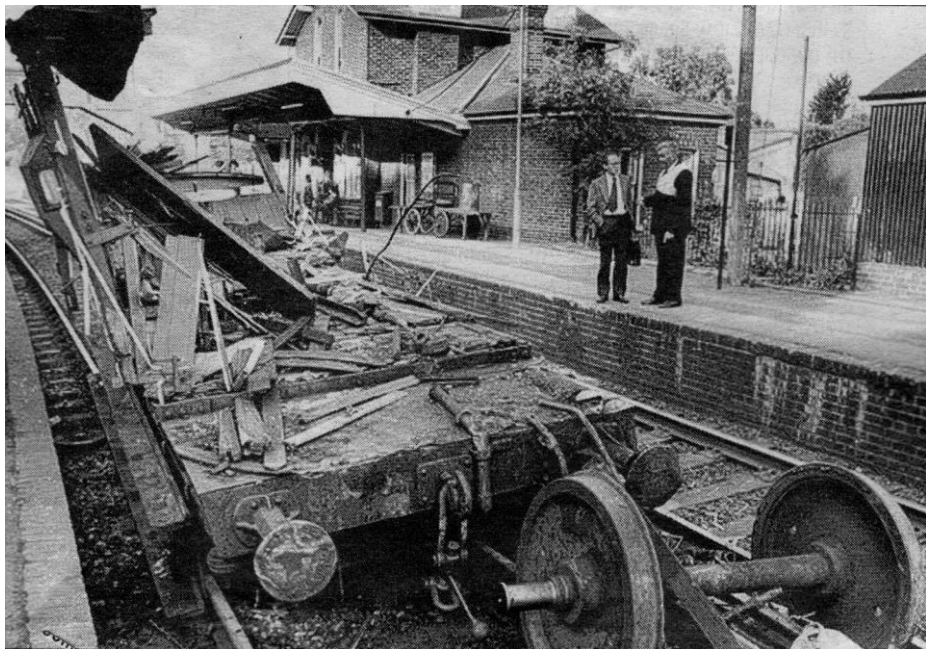


The Duchess of Kent arriving at Rowland's Castle on a visit to Stansted House. The gentleman with the station master in bowler hat, leather gloves and coat is no doubt a senior railway official. The other 'official' wears an overcoat, leather gloves and carries a statutory umbrella notwithstanding it is obviously a very fine day. The gentleman with her is possibly Lord Bessborough. Note that the 'Gentlemen' sign has been blanked out. This practice was customary when members of the royal family used a railway station right up to the 1970s. *Alf Harris*



February 1989. The old good's yard was being used as a depot for Norman's Coaches. *Paul Marshman*

Crash at Rowland's Castle Station



The wrecked brake van.

On the night of Monday 9 August 1976, a serious crash occurred at Rowland's Castle railway station involving a runaway section of an engineers' train.

It was a dark night when the 9.25pm train hauled by Crompton locomotive No. 33023 left Woking yard in Surrey hauling six flat-top railway wagons loaded with pre-assembled track panels, a crane, a staff van and a brake van at each end of the train. It was making its way to Idsworth north of Rowland's Castle to relay the track.

On reaching Petersfield the train was met by another Crompton locomotive No. 33026 that had arrived from Fratton in the opposite direction, which crossed over and coupled up to the rear of the train. The whole train then proceeded to Idsworth where it stopped and was divided. The front part consisting of locomotive 33023, the brake van, mess van and crane moved on and stopped in Rowland's Castle station. It was intended that this portion would move over to the Up line and then make its way back up the line to be placed near the remainder of the train for work to begin relaying the track on the Down line.

Unfortunately when the train split, and through lack of understanding between members of the relaying gang, the part of the train that was left standing at Idsworth had not had its brakes applied.

This part of the train, which weighed some some 400 tonnes, then started to roll down the 1 in 80 gradient towards Rowland's Castle. The driver of the locomotive at the rear thought that the whole of the train was still intact and was being driven onwards.

At the station the driver's second man of the other locomotive had changed ends and as he looked back through the darkness saw the second part of train coming towards him.

What made him look back can only have been luck as a collision was just seconds away. He managed to jump clear and at the same time the driver, who was at the other, end was just getting out of his cab when the runaway struck throwing him across the platform into the hedge.

The train collided with the crane which pushed the mess van into the brake van and destroyed it completely. If it had happened just a couple of minutes later when both the driver and second man had placed themselves in the rear end cab they would both had been killed.

As it was they survived without injury except that the driver had a few scratches from landing in the bushes!

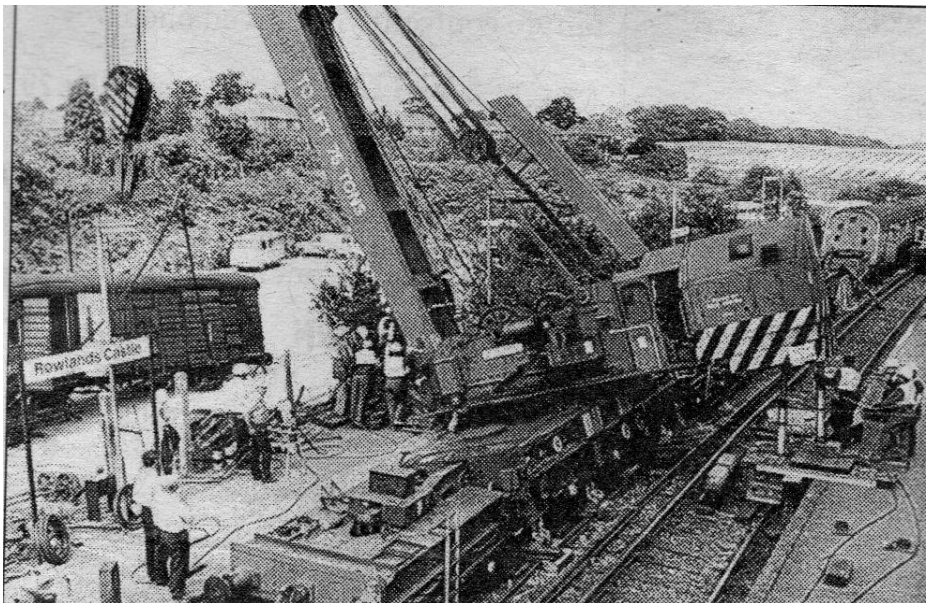
Five maintenance men in the mess van were taken to the Royal Portsmouth Hospital with minor injuries but not detained.

Hours later there was further disruption when a 136 ton breakdown crane that had been sent from Wimbledon toppled against the Up platform when lifting the mess van into the old goods yard.

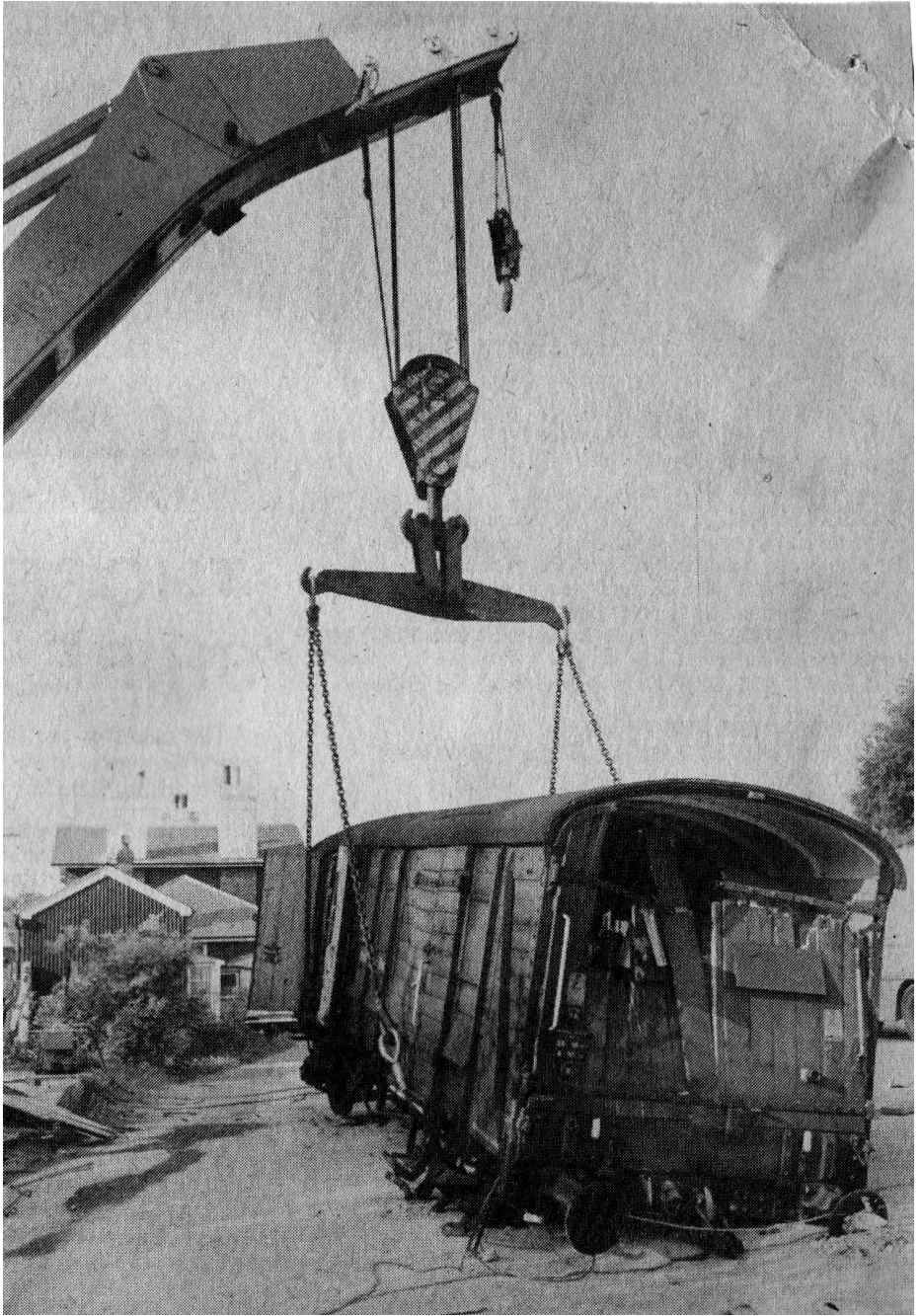
Evening News, Tuesday 10 August 1976



The toppled crane leaning on the Up platform



Hydraulic jacks are being used to gently lower the crane back onto the tracks.



The damaged mess van resting in the old goods yard.



Aerial view showing the scene at the station: the wrecked brake van, the damaged mess van, the toppled crane and wagons loaded with pre-assembled new track that ran away.

Rowland's Castle Back on the Rails

Although speed restrictions were in force, train services were back to normal on the Portsmouth to Waterloo line today 30 hours after the crash at Rowland's Castle. The accident occurred when two halves of a track-laying maintenance train collided after being divided near the station.

"It was a miracle no one was killed," said a work-grimed engineer on the spot.

Had this been all, one of the tracks would have been cleared fairly quickly, but when a giant crane sent to clear the wreckage toppled, both tracks were blocked.

By late last night the toppled crane which had been sent from Wimbledon had been re-railed. Standing by was another huge breakdown crane from Eastleigh.

By the early hours of today buckled tracks were repaired and the line between Portsmouth and Waterloo was opened once again.

Although speed restrictions were operating on sections of the track near Rowland's Castle it was normal service again by dawn.

A British Rail spokesman said 32 trains were cancelled yesterday because of the accident.

More than 100 breakdown and maintenance crews toiled to right the 146ton crane which was perched precariously against the Up platform.

The scene today at the normally quiet village station was almost back to normal except for the damaged mess wagon which now lies in the car park.

SCATTERED

Scattered here and there were signs of the feverish activities of yesterday, including the odd protective helmet and pieces of shattered carriage.

One of the problems facing British Rail was providing cups of tea and food for men working on the tracks.

Mr. G. R. Sampson, British Rail area manager, said: "Emergency food supplies were brought from Havant." He said: "The toppled crane was righted by the use of hydraulic jacks. Mr. Sampson said a preliminary internal inquiry would be held at his Portsmouth office tomorrow. A further inquiry begins at Southern House Croydon, London, on Friday.

Evening News, 11 August 1976



April 1989. Renewing the track. Note third rail insulators on the platform.



The new track and concrete sleepers have been laid and Class 73 electro-diesel locomotive heads a train consisting of giant 40 ton hopper wagons which is slowly passing over it releasing new ballast brought direct from the railway's own Meldon Quarry near Okehampton in Devon.



14 April 1992. The new shelter on the Down side. *Paul Marshman*



October 1995. Ballast being laid for the new Up side track. *Paul Marshman*

SOUTHERN REGION—SOUTH WESTERN DIVISION

Instructions to all concerned as to
INTRODUCTION OF COLOUR LIGHT SIGNALLING AND
TRACK CIRCUIT BLOCK WORKING BETWEEN
PETERSFIELD AND HAVANT
ALSO
ABOLITION OF BURITON SIDING, IDSWORTH CROSSING
AND ROWLANDS CASTLE SIGNAL BOXES
ON
SUNDAY, 11th JANUARY, 1970

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 00 30 on **Sunday, 11th January**, Buriton Siding, Idsworth Crossing and Rowlands Castle signal boxes will be abolished, and colour light signalling with track circuit block working will be introduced between Petersfield and Havant.

New controlled signals will be fitted with a plate bearing prefix letters and a number, the letters indicating the signal box from which they are controlled as follows:—

Signal Box	Prefix Letters
Petersfield	PF
Havant	KW

Automatic stop signals will be prefixed by the letters WA.

Telephones will be provided at, or adjacent to, the new signals and certain other locations as indicated on the enclosed diagram; the prefix letters indicate the signal box to which they communicate.

Lamps, which flash with a white light to call the attention of the Technician, will be fixed to certain apparatus cases in the area.

Full details of the new signalling are shown on the enclosed diagram.

G. A. WEEDEN
Divisional Manager

Wimbledon,
January 1970
(B.R.31330)

(PLG/R/SA.566/20/2)



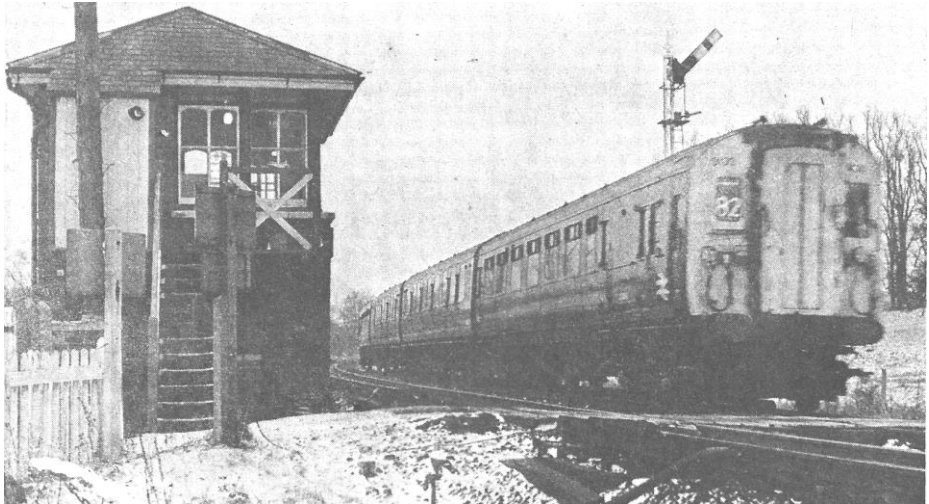
20 August 1969. Rowland's Castle signal box; the goods yard was behind. The box was closed on 11 January 1970. *John Scrace*



Idsworth Crossing signal box. The 11th century church of St Hubert's was originally dedicated to St Peter. It stands, aloft, swept up onto a curve of chalk downland, in splendid isolation. The bleak and isolated location of the Idsworth signal box illustrates the loneliness of the signalman's lot. This box also closed on 11 January 1970. *Mike Lamport*



The farm crossing gates and Down home signal

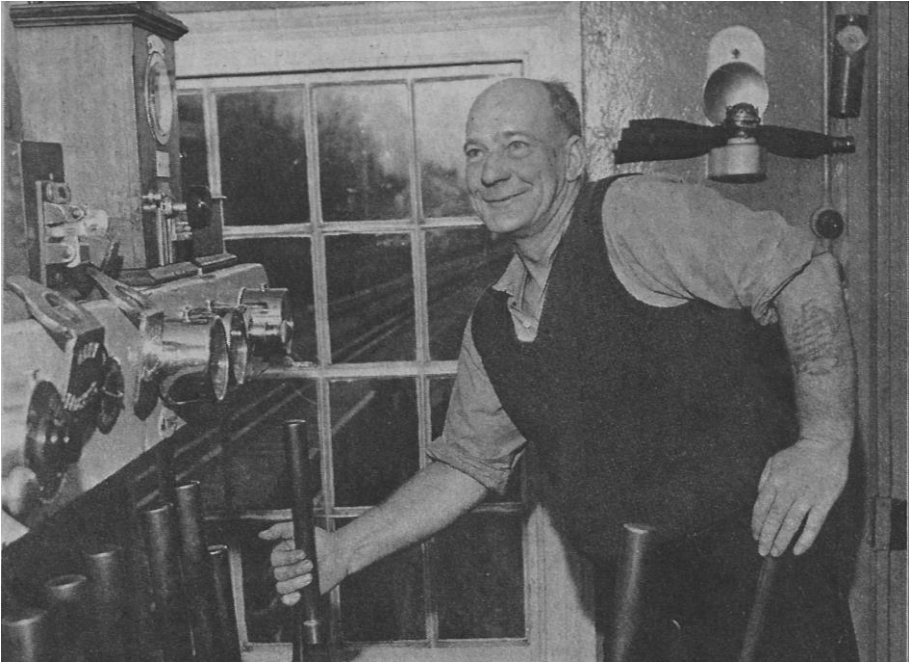


A Waterloo bound semi-fast service formed of a single COR unit passes Idsworth crossing signal box sometime in the early 1970s. The Up home signal shows that the line is clear for the train to proceed.



The lone signalman with the levers to operated the home and distant signals required to protect the crossing on the, no doubt, infrequent occasions it was opened. The bell pushes were used to communicate with adjacent boxes the entering and leaving of trains of the section the box controlled.





Signalman Cedric Attrill swings a lever in the Buriton siding box. This box was in the style of the very early type of signal box known as a 'Police Station', which was formerly manned by a railway policeman; unfortunately there is no record of when it opened.

Horn Blowing and Uncontrolled Crossings Paul Marshman

Recent correspondence in a newspaper, in my own words, went as follows: 'Why do the trains insist on giving me the full blast on the horns every time they pass my house, what is the purpose?' Soon a reply came, from a train driver no less.

'We blow our horns to give warning we are coming to the many what think they can just amble across the line at crossing points, without any thought of danger...' No laughing matter is intended here, tragedies do happen and regretful they are but my immediate thought was: 'Yes, I hear the trumpeting here in Rowland's Castle.'

So here is a survey, complete hope, of such crossing places within the village area.

There is one at Woodcroft beyond the concrete footbridge and before Black Sleeper arch, the conductor rail is broken but there is no access, a gate that is, on the Down side. There is still a gate, though padlocked and not Network Rail where footpath No. 4 crosses the lane just north of Old Idsworth. The conductor rail is continuous and the footpath is still available via a nearby arch, but this is not a survey of arches.

At Old Idsworth itself is a crossing with a break in the conductor rail but as at with padlocked gates and one side only and not BR.

There used to be two, but never at the same time, at either end of the platforms at the station. Mostly for the use of the hand cart, passengers' luggage, trunks and large awkward packages. The conductor rail is continuous now.

Along Maize Coppice fields was one for use by the farm but between that and the brickyard there was another, no trace now remaining but it was behind Rowland Hill farm. If you went up the Drift and continued in a more or less straight line you would have found it. I can remember crossing here through farm sized gates obeying the warning signs and needless to say, there was a break in the conductor rail.

The last one, I think, was the pedestrian one on the other side of Bartons Arch, a bit outside the area, and now replaced by a footbridge.

Some of these crossings exist now and some have disappeared altogether.



There was another crossing, large enough for lorries, giving access to the old brickyards; this was last used in 1937 when the line was electrified. Here we see the crossing keeper with possibly his wife and daughter. It was here that Mary Anne Locke was killed.



Ex London Midland and Scottish Railway Stanier Class 5 4-6-0, commonly known as the Black Five, drifts through Idsworth in June 2018 with an excursion train.

Arguably amongst the most charming country railway stations on the network, Rowlands Castle station is perfectly positioned to become a vital gateway to the South Downs National Park for ramblers, cyclists and dog walkers.

Interesting Facts:

An estimated 130,000 passenger journeys to or from Rowlands Castle are anticipated this year, if train travel trends continue as they have in the last five years.

Approximately 46% of journeys are made by season ticket holders and 27% of journeys are made using a reduced price ticket.

Formerly there were goods and coal sidings trailing off the up line at the Petersfield end of the station. There was only one crossover between the two running lines, which meant that goods trains that arrived from the Petersfield direction (usually on the 0450 Goods Woking to Rowland's Castle) had to "set-back" into the head shunt and "fly shunt" (i.e. run off) wagons into the sidings rather than propelling them. This was a skilled movement and not normally permitted by the Rule Book. There was also a siding trailing off the up line, Havant side of the station, serving a brick works adjacent to the remains of the Castle. Source: Wikipedia / Office of Rail and Road [1 Dec 2017]



A typical 1970s scene as 4-CIG and 4-BIG units form a Portsmouth Harbour to Waterloo fast service climbing past Woodcroft. *Mike Lamport*



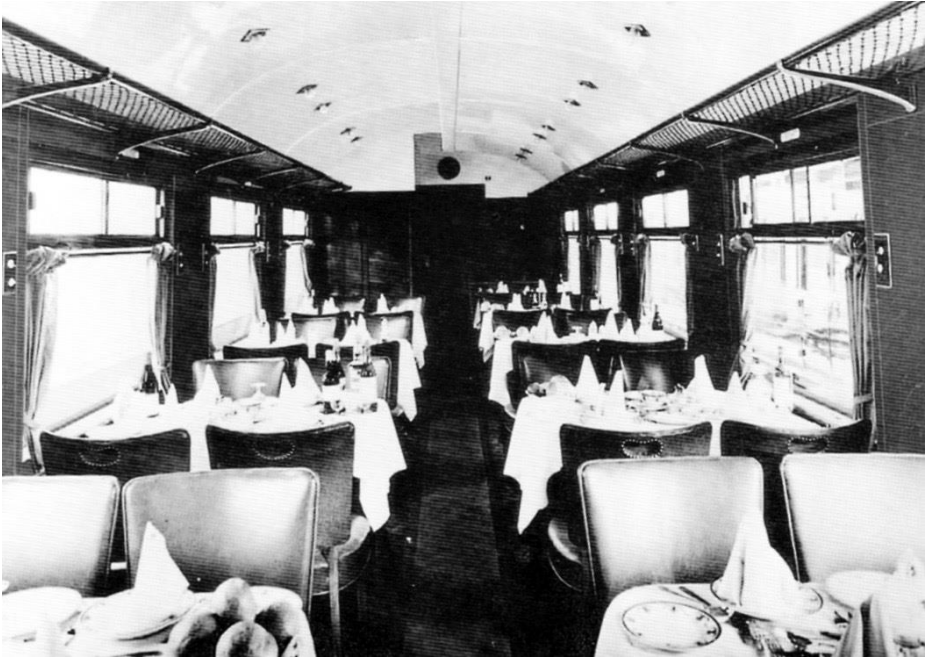
A 12 car Waterloo to Portsmouth Harbour fast service formed of a green livered 4-COR, a faded blue 4-BUF and a freshly BR blue painted 4-COR drifts down from Woodcroft towards Idsworth on 12 July 1970, the last full year that these venerable units ran before being replaced by the Class 4-CIG and 4-BIG successors. *Mike Lamport*



4-GRI unit No. 3088 heads the 10.45 Waterloo to Portsmouth Harbour through the arch of Comley bridge on 12 July 1970.



In the 1960s three former restaurant cars were converted to become Buffet/Griddle cars designated 4-GRIs. They served a hot breakfast and hot griddled snacks to Portsmouth line passengers. This one is passing Finchdean in July 1970. *Mike Lamport*



Interior of a resraunt car



A fast service to Waterloo formed of the new 4-CIG units climbs through the station in 1972. *Mike Lamport*



This 12 car 4-COR formation, headcode 81, is a Waterloo to Portsmouth Harbour fast seen approaching Idsworth. The impressive piece of topiary work, which looks like a chicken, faces towards London on the Upside of the line. In British Rail days the Woking District Civil Engineer would present 'Prize Length' awards to the local permanent way gang (usually a ganger and four to six lengthmen) that excelled in maintaining both the tracks and tracksides under their control. It looks as though the Rowland's Castle based gang were out to win it that year! (Gangs were also based at Havant, Petersfield and Liss.) *Mike Lamport*



This 4-VEP, headcode 82, is a Waterloo to Portsmouth Harbour semi-fast substituting for what would normally be a 12 car 4-COR formation.



A Portsmouth bound fast with a green 4-COR leads a blue 4-BUF through Idsworth. 12 July 1970. *Mike Lamport*

Class descriptions

4-CIG – 4 Car Corridor. (The first tranche of these were built for the Victoria to Brighton main line while the second and final tranche were built for the Waterloo to Portsmouth Line but the CIG and BIG coding remained the same.)

4-BIG – 4 car Buffet

4-COR – 4 Car Corridor

4-BUF – 4 Car Buffet

4-VEP – 4 Car Vestibule Electro-Pneumatic Brake

4-GRI – 4 Car Griddle

4-RES – 4 Car Restaurant

INSTRUCTIONS TO

STATION MASTERS, INSPECTORS, DRIVERS, MOTORMEN, GUARDS,
SIGNALMEN, CROSSING KEEPERS, PERMANENT WAY STAFF AND
ALL OTHERS CONCERNED

AS TO

A ROYAL SPECIAL TRAIN

CONVEYING

THEIR MAJESTIES

THE KING AND QUEEN

MEMBERS OF THE ROYAL FAMILY AND SUITES

PORTSMOUTH HARBOUR

to

WATERLOO

ON

MONDAY, 12th MAY, 1947

0 66	Portsmouth & Southsea (High Level)	10 40	10 45	20 m.p.h. over reverse curves through station
7 77	Havant	10	57 (Through Line)	30 m.p.h. through Junction.
11 15	Rowlands Castle	—	—	50 m.p.h. between 63½ and 63 mile posts. 45 m.p.h. between 60 m.p. and 58 miles 8 chains. Buriton Tunnel.—Between Rowlands Castle and Petersfield. Length 485 yards.
19 42	Petersfield	11	13	

The royal train passing through Rowland's Castle had to observe the speed limits.

Rowland's Castle D-Day Model Railway



Rowland's Castle was one of the detraining points for troops and equipment during the preparation for the D-Day invasion of Normandy on 6 June 1944.

The Rowland's Castle Heritage Centre is now the proud owner of the award-winning model railway designed and built by Peter Goss that depicts what the Green, railway station and goods yard would have looked like at this time.

Read this and other Rowland's Castle booklets in the history section at:

www.rowlandscastleheritagecentre.org.uk

or at:

www.thespring.co.uk/heritage/local-history-booklets/

**ALL TICKETS
MUST BE
SHEWN**

SOUTHERN RAILWAY
THE CONDITIONS UPON WHICH TICKETS,
INCLUDING SEASON TICKETS, ARE ISSUED,
AND THE CONDITIONS APPLICABLE TO
PASSENGERS LUGGAGE ETC., CAN
BE OBTAINED FREE OF CHARGE ON
APPLICATION TO THE BOOKING CLERK.

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WARNING**

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SOUTHERN RAILWAY ACT, 1924, TO PERSONS
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PENALTY NOT EXCEEDING 40^s/.

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on the Railway**
Penalty £1000

Inflation



World War Two essential service badge



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**PASSENGERS MUST NOT
CROSS THE LINE**

— WARNING —
STOP LOOK & LISTEN
BEFORE CROSSING THE LINE.

Danger

**Do not lean out of the window or open
the door when the train is moving**



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