

The Railway in Rowland's Castle

Compiled by Ralph Cousins



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*

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ROWLAND'S CASTLE
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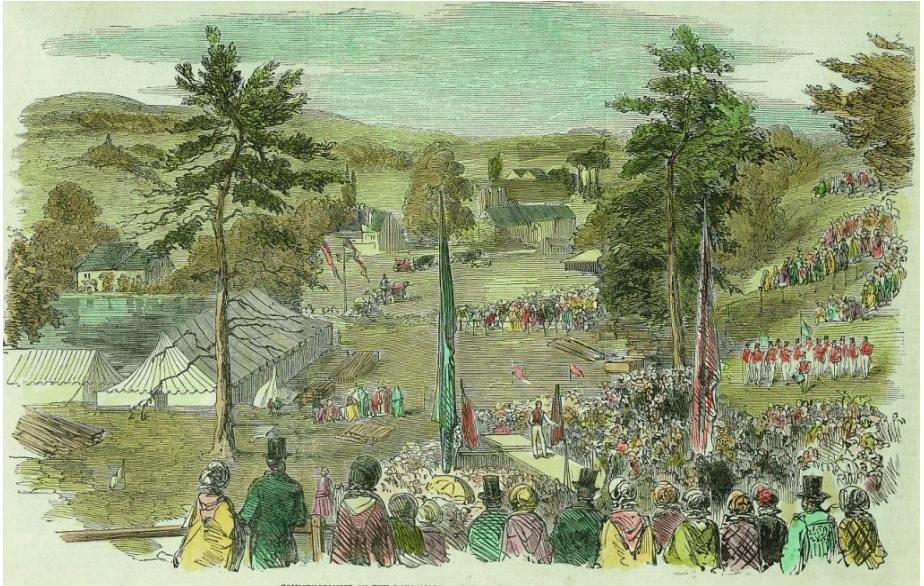


Illustration from the *Illustrated London News* of Mr Bonham Carter turning the first sod for of the Portsmouth Direct Railway at Buriton Manor on 6 August 1853. *Courtesy of the Buriton Heritage Bank*



1860s painting by Charles Cotton of Rowland's Castle station which shows the original single track.

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.

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 hands 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 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 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.

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.

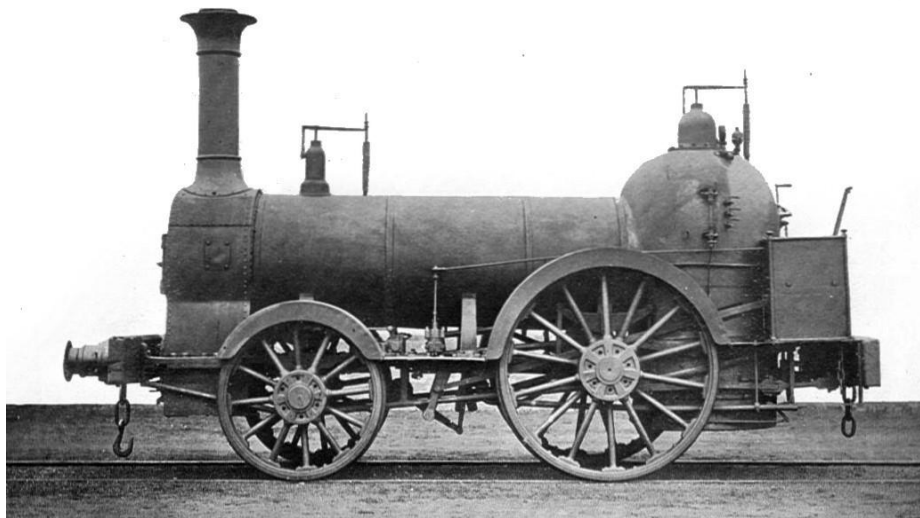
Except for one more quarrel between the two companies in 1874, when the South Western obtained powers to make a separate goods yard at Havant (but never made it), they worked amicably up to the time of their amalgamation into the Southern Railway in 1923. This then became the Southern Region of British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

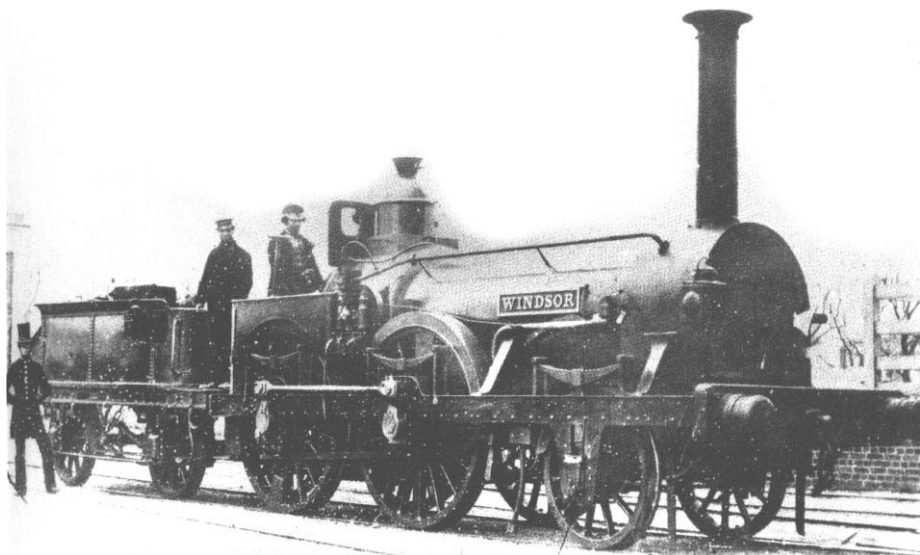
To Farmers, Contractors, Dealers, and Others. Sale of Thirty Powerful Cart Horses, Cart Stallion, and Black Pony.

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.



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



‘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*

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 down 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*

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'.

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 Superintendant 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*

Wartime – 9 April 1941

At 00.45 a stick of high explosive bombs and some incendiary bombs landed one mile south of Rowlands 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 Rowlands Castle. One cottage badly damaged. No casualties.

Railway Letter Stamps



2d. fee for the conveyance of a single letter by the railway. Posted at Rowlands 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.



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



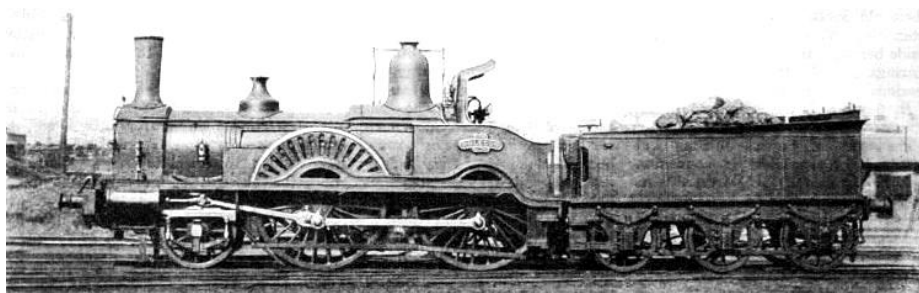
Rowland's Castle station circa 1910. Note the bay platform and the spur on the left to a siding where cattle and other goods were dealt with. Carriages and horses for Goodwood races were often unloaded here.



Passengers arriving in their Sunday best on a sunny afternoon. The London and 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 Rowlands Castle sign on the platform. Note the old footbridge.



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.



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.



Early 1900s. Track maintenance the hard way at Woodcroft; crow bar and brute force. Note the female audience on the wooden crossing bridge. *Alf Harris*

Wartime Memory

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. One of my duties was to man the station at Woodcroft, which was a concrete structure built during the war for Naval personnel using Ditcham House. 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.

Roland Griffiths

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.

PORTSMOUTH ELECTRIC TIME TABLE, FARES, ETC



LONDON
WOKING
GUILDFORD
GODALMING
HASLEMERE
LIPHOOK
PETERSFIELD
PORTSMOUTH
★
ISLE OF
WIGHT

SOUTHERN RAILWAY

JULY 4th
SEPT 26th 1927
(INCLUSIVE)

Timetables and fares for the new electric service

SEASON TICKET RATES

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

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

Season ticket rates for 1937.

This would not get you very far these days. 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).



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.



20 August 1969. The signal box; the goods yard was behind. *John Scrace*



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. *Alf Harris*



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. *Alf Harris*



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. *Mike Lamport*

Wartime Memory

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



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



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*



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



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 Rowlands 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.

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

Private and not for Publication.

SOUTHERN RAILWAY

Supplementary Notice
No. 35, 1947.

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

Also private special train from Stewarts Lane to Fratton on Sunday,
11th May.

Note the speed limits through Rowland's Castle

Sund 11th May, 1947

TIME TABLE OF PRIVATE SPECIAL TRAIN STEWARTS LANE TO FRATTON

This Train will carry the Standard Engine Head Signal.

	P.M.	
	pass	
	arr.	dep.
STEWARTS LANE	—	7 30
Brixton	7	39
Herne Hill	7	42
Tulse Hill	7	47
Streatham	7	52
Streatham Jc. South	7	53
Mitcham Jc.	7	57
Sutton	8	4T
Epsom	8	12
Leatherhead	8	21
Effingham Junction	8	29
Guildford	8 43	8 47
Shalford Junction	8	50
Haslemere	9	8
Petersfield	9	23
Havant	9	38½
Portcreek Junction.....	9	43
Fratton	9 49	9 51
FRATTON CARRIAGE SHED.....	9 55	—

FORMATION OF PRIVATE SPECIAL TRAIN LEAVING STEWARTS LANE JUNCTION

ENGINE (T.9 Class).		
PULLMAN CARS	(BRAKE CAR "AURORA "	GANGWAYS CONNECTED
	KITCHEN CAR " PLATO "	
	(Kitchen leading)	
	PARLOUR CAR " MINERVA "	
	PARLOUR CAR " ROSEMARY "	
	KITCHEN CAR " MEDUSA "	
	(Kitchen trailing)	
	BRAKE CAR " J'NO "	

LIGHT ENGINE WORKING

	P.M.	
	arr.	dep.
NINE ELMS LOCO	...	5||40
Loco Junction...	5	48L
West London Junction...	5	52T
West London Sidings	5||53	...
Clapham Junction	...	6||5
STEWARTS LANE...	6||15	...
Work 7.30 p.m. to Fratton.		

Upon arrival at Fratton, the stock forming this private Special Train must remain uncoupled in the carriage shed until departure for Portsmouth Harbour at 8.25 a.m. on Monday, 12th May.

Inspectors Pecksen and Holmes will travel with the Private Special Train from Stewart's Lane to Fratton on Sunday, 11th May and 8.25 a.m. empty train from Fratton to Portsmouth Harbour on Monday, 12th May.

MONDAY, 12th MAY, 1947

**TIME TABLE OF A ROYAL SPECIAL TRAIN
PORTSMOUTH HARBOUR TO WATERLOO.**

All speed restrictions must be strictly observed. The following are the permanent and temporary speed restrictions in force at the time of going to press. Care must be taken by the Driver and Guard before starting to ascertain if any other restriction has since been made.

DISTANCE FROM PORTS- MOUTH HARBOUR. M. C. — —	UP JOURNEY.	A.M.		REMARKS AND SPEED RESTRICTIONS.
		pass		
	PORTSMOUTH HARBOUR (No. 1 platform)	arr. —	dep. 10 35	15 m.p.h. over curves between Portsmouth Harbour and 45 miles 16 chains.
0 66	Portsmouth & Southsea (High Level)	10 40	10 45	20 m.p.h. over reverse curves through station
7 77	Havant	10 (Through Line)	57	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	
31 33	Haslemere	11	28	30 m.p.h. between 39 miles 27 chains and 38 miles 75 chains.
38 12	Milford	—	—	45 m.p.h. over reverse curves between 35 miles 30 chains and 33 miles 45 chains.
42 72	Shalford Junction	—	—	St. Catherine's Tunnel.—Between Shalford Jc. and Guildford. Length 132 yards. Chalk Tunnel.—Between Shalford Jc. and Guildford. Length 845 yards.
44 08	Guildford	11	47	20 m.p.h. between Chalk Tunnel and Guildford Station.
49 54	Woking Junction	—	—	20 m.p.h. through Junction.
50 09	Woking	11 (Through Line)	56	
52 62	Byfleet	—	—	50 m.p.h. between 22 miles 10 chains and 21 miles 45 chains.
57 29	Walton	—	—	50 m.p.h. between 17 miles 14 chains and 16 miles 72 chains.
61 09	Hampton Court Junction	12	10	
64 54	Malden	—	—	40 m.p.h. between 9 miles 67 chains and 8 miles 24 chains.
68 71	Earlsfield	—	—	15 m.p.h. between 6 miles 31 chains and 5 miles 61 chains. 30 m.p.h. between 4 miles 33 chains and 4 miles 10 chains.
70 44	Clapham Junction	12	22½	40 m.p.h. through station.
72 13	Loco. Junction	—	—	20 m.p.h. between 1 mile 36 chains and 1 mile 21 chains.
74 35	WATERLOO (No. 11 Platform) ...	12 30	—	
Go Form	...	11 15 p.m. to Stewarts Lane.		

Monday, 12th May, 1947—continued.

Enginemen and Guard of Royal Train.

Engine Driver	S. HAWKINS.
Fireman	...	...	...	...	G. LOUCH.
Guard	...	...	...	...	H. REEVES.

Inspectors.

Inspector Pecksen and Motive Power Inspector Langdon will travel with the Royal Train.

Inspector Pecksen must enter in his report the number of persons (other than the Railway Officers) who travel by the Royal Train.

Termination of the 8.25 a.m. empty train from Fratton at Portsmouth Harbour.

This empty train must be brought to a stand at **Portsmouth Harbour**, with the leading door of Pullman Car "**Rosemary**" opposite the booking hall door.

Stopping of the Royal train at Portsmouth and Southsea (High Level)—Measurements.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at the Up platform at **Portsmouth and Southsea**, and a man with a red hand signal must stand on the platform side of the engine at the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the foot-plate of the engine to the centre of the leading door of Pullman Car "**Rosemary**" by means of which the Royal party will entrain at **Portsmouth and Southsea**, is as follows :

216 feet 0 inch.

Termination of the Royal Train at Waterloo—Measurements.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at Platform No. 11 at **Waterloo**, and a man with a red hand signal must stand on the platform side of the engine and **another in the six-foot way** at, or opposite, the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the footplate of the engine to the centre of the leading door of Pullman Car "**Rosemary**," from which the Royal party will alight at **Waterloo**, is as follows :—

216 feet 0 inch.

Standby Engines.

Standby Engines to be provided at **Woking, Guildford** and **Haslemere** from 9.0 a.m. to 12.30 p.m.

Linemen.

Linemen to be available throughout the route until after the passing of the Royal Train.

Running of the Royal Train to be advised.

The Station Masters at Portsmouth, Havant, Petersfield, Haslemere, Guildford, Woking, Surbiton, Clapham Junction and Waterloo must advise the Divisional Superintendent by telephone (CONTROL) immediately and state the exact time at which the Royal Train left, passed or arrived, as the case may be. The Station Master at the entraining station must also advise the detraining station immediately, stating the exact time at which the Royal Train left. Divisional Control to transmit this information to Superintendent of Operation, Waterloo, by telephone (CONTROL) immediately after receipt of each message.

Monday, 12th May, 1947—continued.

All intermediate Signal Boxes on the Line of Route to be open for the signalling of the Royal train.

London West Divisional Superintendent to arrange.

FORMATION OF ROYAL TRAIN LEAVING PORTSMOUTH HARBOUR

PULLMAN CARS	ENGINE (Lord Nelson Class).	GANGWAYS CONNECTED
	BOGIE LUGGAGE VAN No. 2345	
	BRAKE CAR "JUNO"	
	KITCHEN CAR "MEDUSA" (Kitchen leading)	
	PARLOUR CAR "ROSEMARY"	
	PARLOUR CAR "MINERVA"	
	KITCHEN CAR "PLATO" (Kitchen trailing)	
	BRAKE CAR "AURORA"	

EMPTY TRAIN WORKING.

From Berth.	A.M.		Formed of 10.35 a.m. Special from Portsmouth Harbour.	P.M.	
	arr.	dep.		arr.	dep.
FRATTON CARRIAGE SHED ... ..	...	8+25	WATERLOO (No. 11 Platform)	L	1+15
Portsmouth & Southsea (H.L.)	8	31	Queen's Road	1	21 L
PORTSMOUTH HARBOUR (No. 1 Platform)	8+35	...	West London Sidings	1+23	...
To form	10.35 a.m.	to Waterloo.	Clapham Junction ... ..	...	2+20
			STEWARTS LANE	2+30	...
			Disposal		Berth.

LIGHT ENGINE WORKING.

	A.M.	
	arr.	dep.
FRATTON MOTIVE POWER DEPOT ... ..	...	9/30
Portsmouth & Southsea (H.L.)	9	36
PORTSMOUTH HARBOUR	9+40	...
Work 10.35 a.m. to Waterloo.		

S. W. SMART,

Superintendent of Operation.

General Instructions to **Station Masters, Inspectors, Drivers, Motormen, Guards, Signalmen, Crossing Keepers, Permanent Way staff, and others concerned in the working of Royal special trains.**

1. **Engine head signals.**—The engine, or where more than one is used, the leading engine, of the Royal special train must carry four head lamps or white discs by day, viz. : one at the foot of the chimney, one at each end of the buffer beam and one in the centre of the buffer beam. After sunset, and during fog or falling snow, four white lights must be carried in the same positions.

2. **Tail lamps.**—The Royal special train will carry two tail lamps on the rear of the last vehicle, but the provisions of Block Regulation 19 need not be carried out unless *both* lamps are missing or *both* lights are out.

3. **Telegraphic or telephonic communication with Royal special train.**—(a) Competent telegraph or telephone men will accompany the Royal special train with the necessary instruments and appliances by which a communication can be at once established at any place in case of need. The call signal for the Royal special train in any case of emergency must be “R.X.” for telegraph instruments and the call signal for telephonic communication must be twelve short rings given thus :—6 pause 6. Telegraph messages sent from or to the train, unless it is necessary to prefix them “D.M.,” must be prefixed “R.L.” and take precedence of all other messages, except those bearing the prefix “D.M.”

(b) Special attention must be given to the telegraph and telephone instruments during the time the Royal special train is running.

4. **Block signalling of Royal special train.**—(A.) **The following mode of signalling will apply between boxes where block apparatus is provided :**—(a) The Royal special train must be signalled on the Block Telegraph by a special “Is line clear ?” signal of 12 beats on the bell given thus :—4 pause 4 pause 4.

(b) Permission must not be given for the Royal special train to approach from the signal box in the rear until the “Train out of section” signal has been received from the signal box in advance for the previous train or light engine passing over the line upon which the Royal special train will run or where intermediate block signals worked from the signal box in rear are provided, the line upon which the Royal special train will run is clear to the intermediate block home signal and the overlap track circuit in advance of that signal is also clear. The Royal special train must not be allowed to proceed towards an intermediate block home signal, worked from the signal box in rear, until the “Train out of section” signal has been received from the signal box in advance for the previous train.

Unless instructions to the contrary are issued, Signalmen at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

An intermediate block home signal worked from the signal box in advance must not be lowered for the Royal special train until the “Train out of section” signal has been received from the signal box in advance for the previous train passing over the line upon which the Royal special train will run, or if the signal box in advance is less than half-a-mile from the signal box controlling the intermediate block home signal, permission has been obtained from such signal box for the Royal special train to proceed.

(c) The “Train out of section” signal for the Royal special train must not be given until the train has proceeded at least a quarter-of-a-mile beyond the home signal, and has passed the starting signal, where provided, and is continuing its journey, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(d) The above instructions apply during fog or falling snow as well as in clear weather, except that where intermediate block signals of semaphore type are provided, the Royal special train must not, during fog or falling snow, be allowed to proceed towards the intermediate block home signal until permission has been obtained for it to proceed to the signal box in advance, unless Fogsignalmen are on duty at the intermediate block distant and home signals, when the Royal special train may be allowed to proceed towards the intermediate block home signal, provided the "Train out of section" signal has been received from the signal box in advance for the previous train.

(B.) The following mode of signalling will apply between boxes where block apparatus is not provided.—(a) The previous train or light engine passing over the line upon which the Royal special train will run must be signalled under the Regulations applicable to normal working and after it has passed clear of the track circuit controlling the leading signal worked from the signal box concerned the Signaller thereat must give the "Train out of section" signal.

(b) Block working by train bell as described in Regulation 3, clause (c), of the Regulations for train signalling on double lines where block apparatus is not provided must then be instituted and the Royal special train block signalled in accordance with this Regulation. Unless instructions to the contrary are issued, Signaller at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

(c) A special "Description of train" signal of 12 beats on the bell must be given thus :—
4 pause 4 pause 4.

(d) After the Royal special train has passed, a lever collar must be placed on the lever of the signal controlling the entrance to the section ahead, and this lever collar must not be removed until the "Train out of section" signal has been received for the Royal special train.

(e) The "Train out of section" signal must not be given for the Royal special train until it has passed the track circuit controlling the leading signal worked from the signal box concerned, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(f) After receipt of the "Train out of section" signal for the Royal special train the signalling of trains under the Regulations applicable to normal working may be resumed.

(g) The above instructions apply during fog or falling snow as well as in clear weather.

5. Trains running upon, crossing, or fouling the line on which the Royal special train runs.—
Except where instructions to the contrary are issued—

(a) A train or light engine running in advance of the Royal special train on the same line of rails must not be allowed to leave or pass any place at which it can be shunted unless there is time for the train or light engine to arrive at the next place and be shunted 10 minutes before the Royal special train is expected to pass the signal box in the rear, or, in the case of a train or light engine not continuing on the same line of rails as the Royal special train, unless such train or light engine can pass the junction at which it will leave the line upon which the Royal special train will run 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(b) At signal boxes where the "Section clear but station or junction blocked" signal (Warning arrangement) is authorised, it must not be used for any train or light engine which will run upon or across the line on which the Royal special train will run for 30 minutes before such train will pass or arrive.

(c) A train, light engine, or vehicle must not be allowed to cross, or foul, the line upon which the Royal special train will run for 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(d) A train or light engine that cannot be allowed to have precedence of the Royal special train must not be allowed to approach a junction from a conflicting direction until after the Royal special train has passed, so as to avoid any train or light engine standing at the junction home signal during the passing of the Royal special train.

(e) Except at a single line crossing station as provided for in clause (h) a train or light engine must not be run on to a diverging line, nor must a train or light engine be allowed to stand on a platform, bay, or other converging line, for the Royal special train to pass, unless there are catch points, or other points set for another line, to prevent the line upon which the Royal special train will run being fouled.

(f) Should advice be received that the Royal special train is running out of course, the above-mentioned instructions as to trains not being allowed to precede it or cross the line upon which it will run must be carried out according to the time it is expected to pass.

(g) Permission must not be given for a train or light engine following the Royal special train to approach on the same line of rails, or on a converging line at a junction, until the "Train out of section" signal has been received for the Royal special train from the signal box in advance, unless there are facing points which are set for another line.

(h) On a single line, should it be necessary for a train to cross the Royal special train, such train must arrive at the crossing place and be clear of the line on which the Royal special train will run at least 10 minutes before the Royal special train is due to pass the signal box in rear and the Royal special train must not be accepted until the other train has arrived in the loop line clear of the single line. The Signalman must verbally inform the Driver of the circumstances and instruct him not to allow the engine to move. The Station Master will be responsible for seeing that the train is clear of the loop line over which the Royal special train will pass and that the hand brake in each van on the train is hard on and properly secured. Where possible the train must be shunted to a siding clear of the running lines at least 10 minutes before the Royal special train is due to pass the signal box in rear.

6. Movements in the facing direction over points not provided with facing point locks and bars.—Should it be necessary for the Royal special train to pass in the facing direction over points which are not provided with facing point locks and bars, or with facing point locks and track circuits in lieu of bars, such points must be secured by clips before the movement is made. As an additional safeguard a plug must be inserted between the stock rail and the open switch after the clip has been adjusted to the closed switch. This instruction will not apply to points on single lines fitted with a facing point bolt controlled by the token for the section.

7. Shunting Operations.—Except where instructions to the contrary are issued.—(a) Shunting operations on any lines or sidings next adjoining the line on which the Royal special train will run must be suspended for 10 minutes before the train is expected to pass the signal box in the rear and until it has passed.

(b) At the starting point of the Royal special train, shunting operations on any lines or sidings next adjoining the line on which the Royal special train is to start or will run must be suspended for 10 minutes before the train is expected to start and until it has passed.

8. Trains travelling on adjoining lines.—(a) All trains—other than passenger trains, empty carriage trains, and light engines—running in the same or opposite direction on any line next adjoining that on which the Royal special train will run, must be brought to a stand at the last block post 15 minutes before the Royal special train is due, and so remain until it has passed.

(b) Passenger trains, empty carriage trains and light engines travelling in the same or opposite direction to the Royal special train may be allowed to proceed, but if travelling in the same direction as the Royal special train must run at such speed as will avoid running alongside the Royal special train for a longer period than is absolutely necessary.

(c) Ordinary mixed trains and mixed troop trains must be dealt with as "goods and mineral trains."

9. Guards to examine the loads of trains brought to a stand.—Guards of all trains brought to a stand upon the running lines or sidings adjoining the line upon which the Royal special train has to travel will be held responsible for carefully examining the loading of their trains directly they come to a stand, to see that nothing is projecting or out of order. Station Masters, or Signalmen in the case of outlying signal boxes, must instruct the Guards of freight trains stopped at their station or signal box to carry out this instruction.

10. **Trains conveying loads out of gauge.**—Trains conveying loads out of gauge must be shunted clear of lines or sidings next adjoining the line on which the Royal special train will run not less than 30 minutes before the Royal special train is due to pass.

11. **Inspection and closing of stations and yards.**—(a) Station Masters at stations where there is not a separate goods staff, and Goods Agents at stations where the goods yard is under the control of the Agent, must go round the sidings adjacent to the line upon which the Royal special train will run, and satisfy themselves, at least 10 minutes before it is expected to pass the signal box in the rear, that everything is well clear and is so kept until the Royal special train has passed. They must also see that all approach road gates (except those which Passengers may have to pass through), and gates leading to goods yards and sidings, are closed and locked before the Royal special train is expected to pass. Station Masters must personally see that all entrances to the stations are watched.

(b) Station Masters and Goods Agents must act in concert for the purpose of carrying out the foregoing arrangements.

(c) At intermediate sidings where an Agent is not employed, the man in charge will be responsible for taking the necessary precautions as above directed.

12. **Horses.**—Care must be taken that any horses, with or without vehicles, which may be within station limits are under strict control during the approach and passing of the Royal special train, and they must not be allowed to work on or near the lines adjoining that upon which the train will run while the train is approaching and passing.

13. **Barrows, crane jibs, mail bag apparatus, &c.**—(a) Special care must be taken to see that all barrows are securely fastened, crane jibs well clear, no mail bag apparatus projecting and that any other matter requiring particular care has been fully attended to.

(b) Barrows or other similar vehicles must not be taken across the line on which the Royal special train will run within 10 minutes of the time at which the Royal special train is expected to pass.

14. **Fogsignalmen.**—Whenever there is any likelihood of fog or falling snow, the Fogsignalmen must be at their posts on the line upon which the Royal special train will run 30 minutes before the Royal special train is due, and they must remain there until after it has passed, but they will not be required to carry out the fogsignalling regulations except during fog or falling snow.

15. **Road level crossings and intermediate sidings without signal box or where signal box is closed.**—(a) All public road, occupation, bridle, and foot path level crossings, and all intermediate sidings where there is not a signal box, or the signal box is closed, must be specially guarded to prevent trespassing.

(b) At all level crossings where Crossing Keepers are stationed, the Crossing Keepers in charge must be on duty, and at all level crossings which are in the charge of Gatewomen, a competent man must be employed 30 minutes before the Royal special train is due to pass and remain until 10 minutes after it has passed.

(c) At all level crossings where a Crossing Keeper is not regularly employed, and at intermediate sidings at which there is not a signal box or man in charge, or the signal box is closed, Permanent Way staff provided with the necessary hand signals and detonators must be placed in charge 30 minutes before the Royal special train is due to pass, and they must satisfy themselves that there is no obstruction, and they must remain at their posts 10 minutes after the Royal special train has passed.

(d) Nothing must be allowed to cross the line at any public level crossing for 15 minutes before the Royal special train is expected to pass and until it has passed, and at any occupation level crossing for 30 minutes before the Royal special train is due to pass and until it has passed.

(e) The District Permanent-way Inspectors will be held responsible for providing the extra men required in connection with all level crossings.

16. Tunnels.—(a) Where tunnels exist, arrangements must be made for the lines through the tunnels to be inspected by a competent man or men, provided with hand signals and detonators, immediately prior to the running of the Royal special train, to see that the line on which such train will run is in proper condition and that nothing has fallen on to the line. After this examination no goods train must be allowed to pass through the tunnel until the Royal special train has passed.

(b) A competent man, provided with the necessary hand signals, must be placed at each end of each tunnel through which the Royal special train will run, at least one hour before it is due to pass, so as to prevent any unauthorised person being upon the railway in or near the tunnel, and he must remain until the train has passed.

(c) Another competent man must also, if practicable, be stationed on the top of the tunnel at each ventilating shaft at least one hour before the Royal special train is due to pass, and remain until recalled by the man stationed at the end of the tunnel from which the Royal special train has emerged.

(d) The District Permanent-way Inspectors will be held responsible for providing all the men required in connection with tunnels.

17. Permanent and temporary restrictions of speed.—All permanent and temporary restrictions of speed must be observed.

18. Suspension of Engineering Works.—All engineering work near to or on the line upon which the Royal special train will run, whether in the hands of a Contractor or of the Company's staff, must be stopped 30 minutes before the Royal special train is due to pass and until it has passed.

19. Observance of Instructions.—(a) All concerned must carefully read and act upon the Instructions contained herein; they must not, under any circumstances, give information to anyone not affected by the Royal special train arrangements.

(b) EXCEPT AS OTHERWISE PROVIDED BY THESE INSTRUCTIONS IT MUST BE UNDERSTOOD BY ALL CONCERNED THAT THE COMPANY'S GENERAL RULES AND REGULATIONS, THE INSTRUCTIONS CONTAINED IN THE APPENDICES TO THE WORKING TIME TABLES, AND ALL OTHER RULES, NOTICES AND INSTRUCTIONS IN FORCE, MUST BE STRICTLY OBSERVED.

20. Station Masters.—Station Masters at all stations on the route of the Royal special train must be on duty, and watch the passage of the train. They must satisfy themselves that the whole of their staff concerned thoroughly understand these instructions.

21. Altered shunting arrangements if Royal special train not to time.—In the event of the Royal special train being advised as running late, the various Station Masters must arrange the shuntings accordingly.

22. Distribution of this notice.—A copy of this notice must be supplied, as soon as possible after receipt, to every Inspector, Driver, Motorman, Guard, Signaller, and to all other men who may be concerned, and their signatures for it must be taken.

23. Acknowledgment of this notice.—Receipt to be acknowledged on the form sent herewith by next train without fail.

R. M. T. RICHARDS,

Traffic Manager

WATERLOO STATION,
6TH MAY, 1947.
(S.T. 900).

**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.

SOUTHERN RAILWAY.
WARNING
IS HEREBY GIVEN UNDER SECTION 97(2) OF THE
SOUTHERN RAILWAY ACT, 1924, TO PERSONS
NOT TO TRESPASS UPON THE RAILWAY.
PENALTY NOT EXCEEDING 40^s/.

Warning
**Do not trespass
on the Railway**
Penalty £1000

Inflation



World War Two essential service badge



SOUTHERN RAILWAY
**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**

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/



The London and South Western Railway Crest



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