

Paying a visit

By car

The Old Ticket Office is located off the main A415 just over two miles from Abingdon and close to the Culham Science Centre.

Limited free car parking is available next to the Ticket Office, or over the footbridge by the Railway Inn.

By train

Some local services between Oxford and Didcot stop at Culham. These tend to be geared towards morning and late afternoon commuters, with a couple also stopping around lunch time. It would be wise to check the timetables before planning a trip.

Culham station is unmanned and so disabled assistance is sadly not available. It is possible to cross the line step free by means of the old road bridge however.

By bus

There are currently no bus services to the station but taxis are readily available from Abingdon.

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The address and postcode is

*The Old Ticket Office
Platform 2
Culham Railway Station
Station Road
CULHAM OX14 3BT*

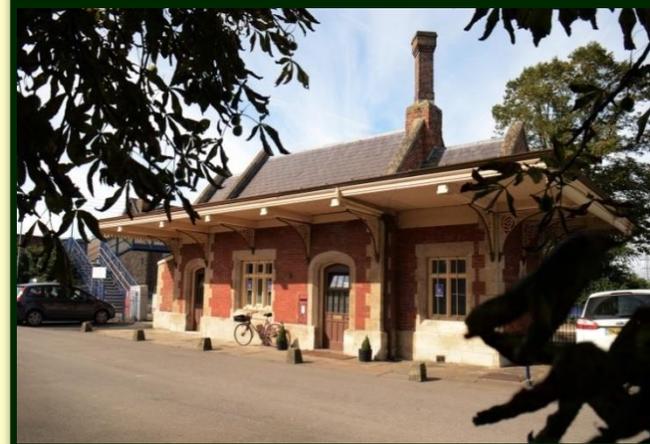
Our office is closed outside normal working hours and at other times when the need arises, so it would be advisable to telephone us on 01865 408197 before making any special journey.

Access into the building and Waiting Room is through a wide doorway and up one small step. The door between here and the office is however very narrow. Please contact us if you have any concerns and we will do our best to help and advise.

Please note that there are no public facilities of any description either in the Old Ticket Office or at the station itself.



The Old Ticket Office Culham



Discover the unique time capsule which is the Old Ticket Office on platform 2 at Culham Station near Abingdon in Oxfordshire.

This beautiful Brunel designed station building is a rare survivor from the broad gauge era. It first opened on June 12th 1844 and was at one time the only intermediate station on the Didcot to Oxford branch line.

A grade II* listed building containing several unique features and fascinating Great Western Railway memorabilia.

www.culhamstation.co.uk
www.culhamticketoffice.co.uk

Memorabilia

There is a growing collection of items on view in the ticket office of both general GWR and local interest.



The GWR were great publicists and produced many books and other material for sale to the public. Within the collection are various original travel books, maps, jig-saws, the series *Books for boys of all ages* and early engine number books as well as timetables etc. Internal publications are represented by rule books, station accountancy manuals and examples of paperwork, some dating back to the 1880's, and many issues of the *Great Western Railway Magazine*.

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For a greater insight into the history of the Old Ticket Office and Culham station in general, together with an illustrated tour, videos of heritage trains that have passed through and free downloadable model sheets, please visit the dedicated website at:

[www.culhamstation.co.uk](http://www.culhamstation.co.uk) or  
[www.culhamticketoffice.co.uk](http://www.culhamticketoffice.co.uk)

For various reasons, when the Great Western Railway was originally built it did not go through Oxford, but passed to the south via Wallingford Road (Moulsford) and Steventon stations. After several attempts to win approval, a branch line was eventually laid to connect with Oxford. Leaving the main line at a new station in Didcot, it terminated in Oxford at a point close to where the junction of Western Road and Marlborough Road is now. This branch was originally laid (as was the main line) to the broad gauge of 7' 0¼". Conversion of the whole broad gauge network to standard gauge (4' 8½") was completed in November 1872.

The engineer in charge was Isambard Kingdom Brunel and many of the bridges and station buildings were designed by him, including those here at Culham.



*This illustration appeared in the book 'The Great Western Railway' by J.C.Bourne, first published in 1846. It shows Pangbourne which was one of several early Great Western Railway stations which originally had buildings similar to those at Culham. (Author's collection)*

The station opened on 12<sup>th</sup> June 1844 as 'Abingdon Road', and boasted the only brick and stone buildings on the line. It was renamed 'Culham' on 2<sup>nd</sup> June 1856 on the opening of the branch from Abingdon Junction station (later closed and replaced by Radley station) to Abingdon. The name 'Abingdon Road' was later used for a steam railmotor halt opened in 1908 to serve the village of South Hinksey until its closure in 1915.

*This postcard was published by Leach's printers of Abingdon in 1904 and shows Culham Station looking pretty busy. Note the number of telegraph wires on the pole! (Author's collection)*



The ticket office is all that survives of the original station buildings. The signal box, itself a replacement dating from 1953, was closed on 15<sup>th</sup> February 1961 with the old broad gauge goods shed and waiting shelter on platform 1 being removed during 1972. This building remains one of a small group of original structures which also includes the nearby brick road bridge, Thame Lane bridge, a cottage, and the Railway Inn (built in 1846 as the Railway Hotel). Station House, opposite the ticket office, is often referred to as the Station Master's house but was not actually built until 1898.

Culham is one of the best preserved of Brunel's characteristic and charmingly designed small country stations, being a rare survivor of this particular Tudor Revival design. It was given Grade II\* listing by English Heritage on 20<sup>th</sup> May 1975.

Closing to the public in the mid 1970's, the building was let out to a number of different tenants. In 2003 it was the subject of extensive renovation by Network Rail with the generous assistance of the Railway Heritage Trust. Since early 2014 the Old Ticket Office has been occupied by Entikera Ltd. (trading as *Mpfineartprinting.co.uk*). They have been proud to open their offices to the public a number of times as part of the national Heritage Open Days scheme. Whilst it is a working office environment interested visitors are always welcome. By prior arrangement they may, during normal office hours, also view the Waiting Room and office with their original counters dating from 1844, and browse the growing memorabilia and model collection. Free *Discovery Trail* sheets are available for self-guided exploration of the station and its