RCHS NW GROUP 2015 RAIL TOUR
Thursday 17th March 2016

A Circular Tour around Cumbria
Lancaster, Barrow, Whitehaven, Carlisle, Shap Summit, Lancaster

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Welcome

On behalf of the NW Group committee, welcome to our 2016 Rail Tour. As with last year's tour we have planned a circular journey but with options for timings to suit individual preferences for the amount of time spent at Whitehaven and Carlisle. Whilst most people will be coming from Manchester, the notes are based around the circular route: Lancaster-Barrow-Whitehaven-Carlisle-WCML-Lancaster.

Before describing today's route, the Notes start with a brief introduction to the alternative proposals for the rail line from Preston and Carlisle that eventually resulted in the West Coast Main Line we are familiar with today.

Timings allow for a lunch break in Whitehaven. Alternatively, one can stay on the train taken from Barrow to its destination in Carlisle. This gives flexibility to adapt the tour to personal preferences. Principal timetable options are shown below.

Man Pic (dep)	09.16						
Preston (arr)	09.57						
Preston (dep)	09.58	**10.04***					
Lancaster (arr)	10.14	**10.25**					
Lancaster (dep)		**10.25**					
Barrow (arr)		**11.33**					
Barrow (dep)			**11.38***				
Whitehaven (arr)			**13.09**				
Whitehaven (dep)			**13.10**	13.56	14.54		
Carlisle (arr)			**14.28**	15.06	16.04		
Carlisle (dep)						15.40	16.30
Lancaster (arr)						16.30	17.28
Preston (arr)						16.49	17.47
Preston (dep)						16.50	17.47
Man Pic (arr)						17.29	18.29

*loco hauled

Most of the photographs, diagrams and maps are reduced from the original source size and those originally in colour are reproduced in B&W. None are intended to be an adequate replacement for the original; more of an introduction to the area and its railways and to further research. Key sources and further reading suggestions are:

Furness Railway 150, Cumbrian Railway Association, 1996
A Regional History of the Railways of Great Britain: vol 14, The Lake Counties; David Joy
Forgotten Railways: North West England; John Marshall
The Railways of Great Britain: A Historical Atlas; Col M H Cobb
Railway Stations in Great Britain: A Chronology; Michael Quick

I would also like to acknowledge the contribution made by Andrew Macfarlane, Chairman of the Manchester Locomotive Society, and to thank him for his support in the preparation of these Notes.

Roger Brice,
15th March 2015

RCHS NW GROUP 2015 RAIL TOUR
Thursday 26th March 2016

A Circular Tour around Cumbria

Lancaster to Barrow: The Ulverston & Furness/1862 Furness and Furness Railways

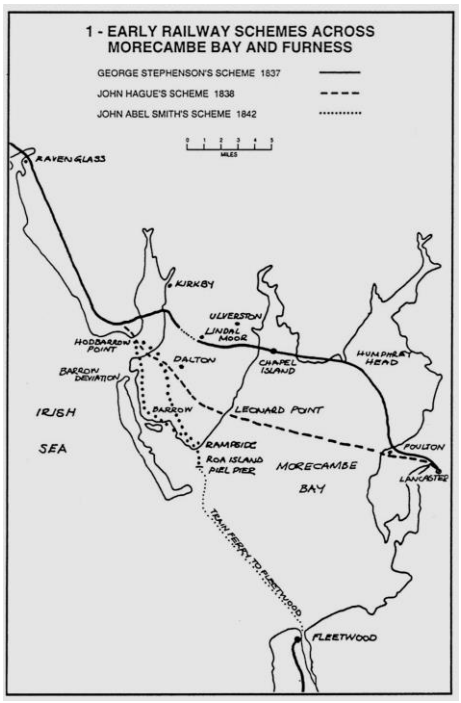
"..... the story of the Furness Railway is a story of lost opportunities. Twice the chance was missed to become part of an important trunk route. ..... money was poured into creating an ambitious dock and harbour system which, some might say, was obsolete before it was ever completed. Yet the Furness Railway changed the way of life of the area out of all recognition."
(Dr Michael Andrews in Furness Railway 150, Cumbrian Railways Association, 1996)

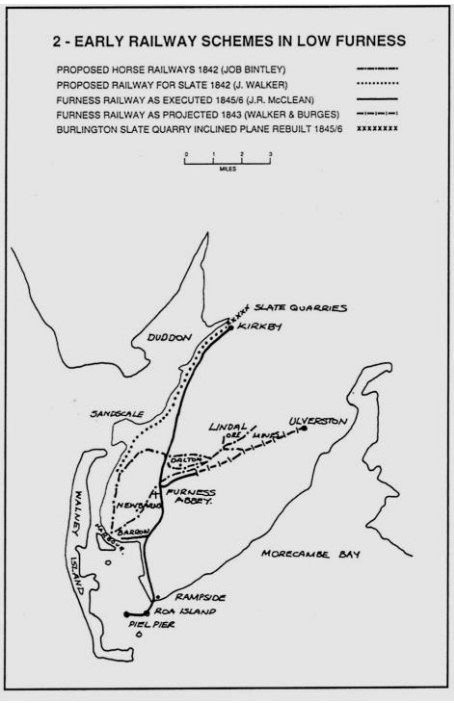
From 1840 (with the opening of the Preston & Wyre Railway) to 1846 (when the Lancaster and Carlisle Railway opened its route over Shap Fell), the West Coast rail route from England to Scotland involved using a steamer between Fleetwood and Ardrossan.

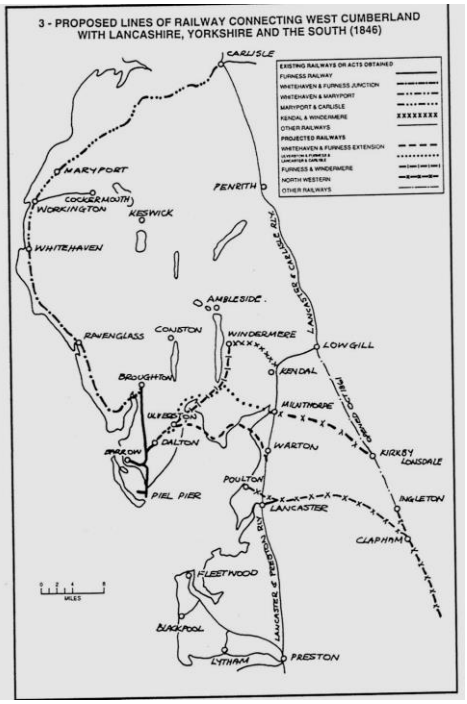
There were a series of schemes proposed for rail routes between Preston and Carlisle, surveys carried out, reports written and meetings of Parliamentary Commissions before the route (the current West Coast Main Line) was chosen from Lancaster via Oxenholme, Low Gill, Shap and Penrith. These schemes can be divided into two groups: those favouring a largely level coastal route but involving the construction of sea embankments and crossings (favoured by Stephenson), and the rather more direct route over the Pennine fells with its steep gradients, cuttings and embankments (favoured by Locke & Bintley).

The three coastal routes proposed between 1837 and 1842 involved sea crossings over Morecambe Bay: two by sea embankments (1837 & 1838) and one by steamer from Fleetwood (1842). None of these three routes were built and our journey from Lancaster today starts on the 1846 (West Coast Main Line) route and joins the 1857 line to Ulverston at Carnforth. This line was the final link in the coastal route to Carlisle – some 11 years after the inland LNWR line had been opened, 17 years after the southern section of the Maryport & Carlisle Railway, and 12 years after the (detached) Furness Railway had opened its mineral lines in Low Furness. Further extensions of the Furness Railway continued in West Cumberland until 1883 when the system was complete.

During this time the prime weakness of the Whitehaven line in terms of the needs of Furness region was that it pointed in the wrong direction (north): the main need was for a direct link to Yorkshire, Lancashire, the Midlands and South Wales via a connection with the southern end of the Lancaster & Carlisle Railway.



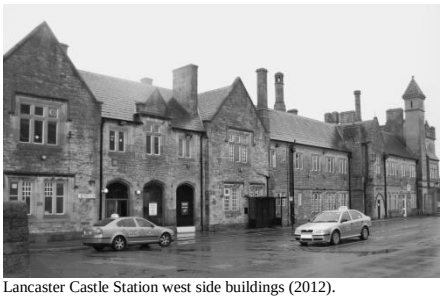




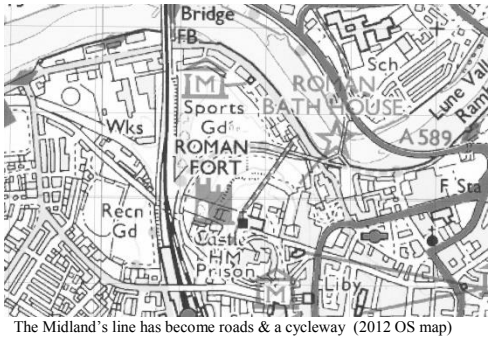
Source: Furness Railway 150; Cumbrian Railways Association, 1996

We leave **Lancaster Castle Station** (as it became) on the line built by the Lancaster & Carlisle Railway. The station was designed by Sir William Tite who was also responsible for Carlisle Citadel Station. The original building survives on the west side of the tracks, a Tudor style two storey building with mullioned windows and a Gothic arcaded entrance, all in local stone.

The station was remodelled in 1902 when additional lines and platforms were added and further station buildings constructed. The new buildings were styled mock-Elizabethan with the intention of mirroring the original.


Lancaster Castle Station west side buildings (2012).

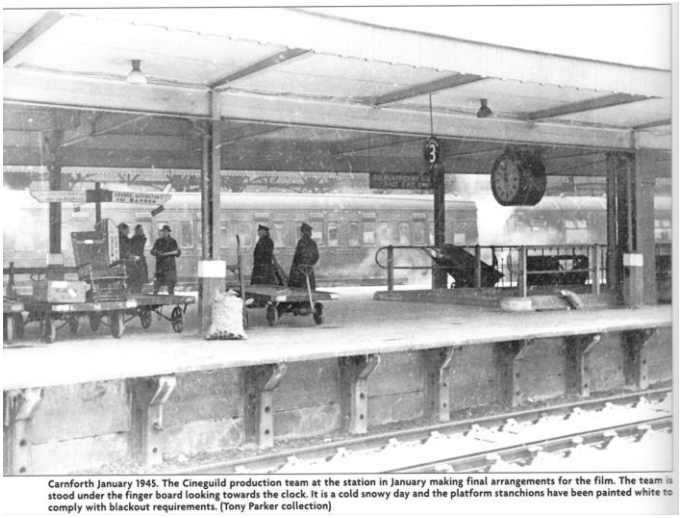

Lancaster Castle Station platform 6 (2012).

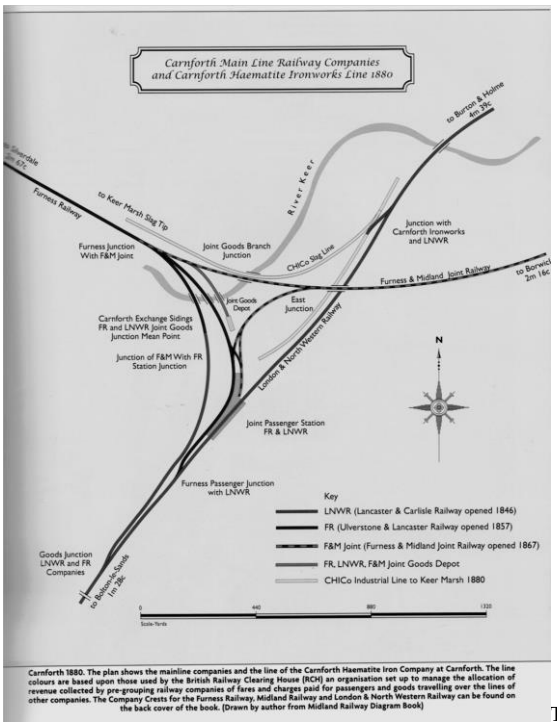


The Midland's line has become roads & a cycleway (2012 OS map)

Platforms 5 and 6 were electrified in 1908 (evidence of the catenary may be found attached to the station building on platform 6) to link with the now-closed Midland Railway route from Leeds and Bradford to Morecambe and Heysham. This line had a station in Lancaster called Green Ayre. The Midland's experiment in electric traction was so successful that the towns were soon linked by one of the fastest suburban rail networks in the world - even outperforming what became the London Underground.

The **Carnforth Station** we pass through today is the result of considerable work by the Friends Of Carnforth Station (FOCS) between 1996, when the FOCS was constituted, and the opening of the station as a visitor attraction in 2003; only 9 years after Railtrack had advertised the derelict station buildings as being "To Let". It is now designated as a Heritage Site.

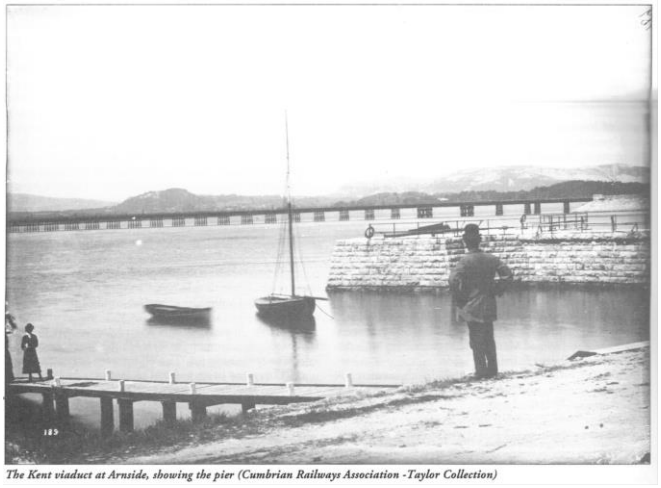

Carnforth January 1945. The Cineguild production team at the station in January making final arrangements for the film. The team is stood under the finger board looking towards the clock. It is a cold snowy day and the platform stanchions have been painted white to comply with blackout requirements. (Tony Parker collection)



Carnforth 1880. The plan shows the mainline companies and the line of the Carnforth Haematite Iron Company at Carnforth. The line colours are based upon those used by the British Railway Clearing House (RCH) an organisation set up to manage the allocation of revenue collected by pre-grouping railway companies of fares and charges paid for passengers and goods travelling over the lines of other companies. The Company Crests for the Furness Railway, Midland Railway and London & North Western Railway can be found on the back cover of the book. (Drawn by author from Midland Railway Diagram Book)

The photograph and map (above) are taken from The Railways of Carnforth by Philip Grosse; the winner of the RCHS Book Award in 2015.

At Carnforth we join the line built, with support from the Furness Railway, by the Ulverston & Furness Railway in 1857. We pass the 1903 Carnforth Junction signal box (to right) and the FR & MR joint line from Leeds via Skipton joining from our right. The next stations are **Silverdale** and **Arnside** after which we pass over the most southerly viaduct on the line which crosses the estuary of the River Kent – fine views of Morecambe Bay are to our left and of the Lakeland Fells to the right. Immediately after leaving Arnside the FR line to Hincaster Junction on the West Coast Main Line was to the right.

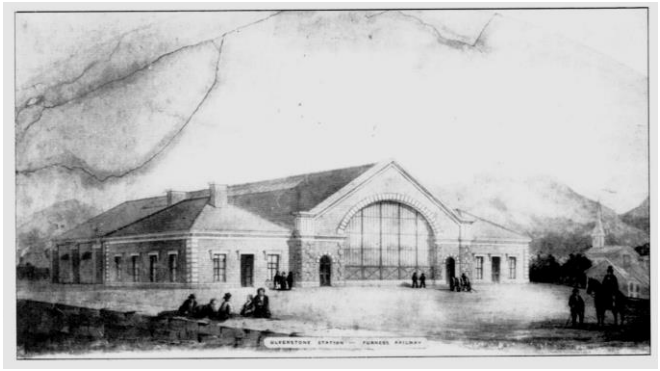

The Kent viaduct at Arnside, showing the pier (Cumbrian Railways Association -Taylor Collection)

Kent Viaduct viewed from Arnside Pier (Source: Furness Railway 150) Grange-over-Sands, showing the substantial Paley & Austin buildings on the up platform

The next station is **Grange-over-Sands** where the line parallels the promenade. Grange is a seaside resort created largely by the Furness Railway company in the 19th century.

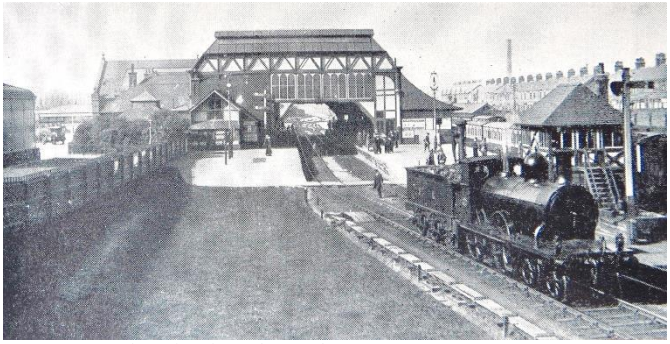
The line leaves the waterside after the next station at **Kents Bank**. Kents Bank is famous for the dangerous crossing over the sands to Hest Bank (the site of water troughs on the WCML), a distance of 8 miles. Until the railway was built many preferred this route to the alternative 30-mile road trip.

After **Cark Station** the line passes over the viaduct across the estuary of the River Leven and then past Leven and Plumpton Junctions, both of which led to the branch that went off northwards (right) to Windermere Lakeside (closed 1967). At Plumpton Junction, the Conishead Priory branch joined from the left. Approaching Ulverston, the line passes over the Ulverston Canal. **Ulverston Station**, is a magnificent example of an FR station, completed in 1878 at a cost of £10,000 and built to replace an earlier station opened in 1854 as a terminus of the line from Barrow. This 1846 line from Barrow to Dalton was extended east to Ulverston between 1851 & 1854. The unusual platform arrangement at Ulverston allowed passengers to transfer directly from main line trains to those using the Lakeside branch.

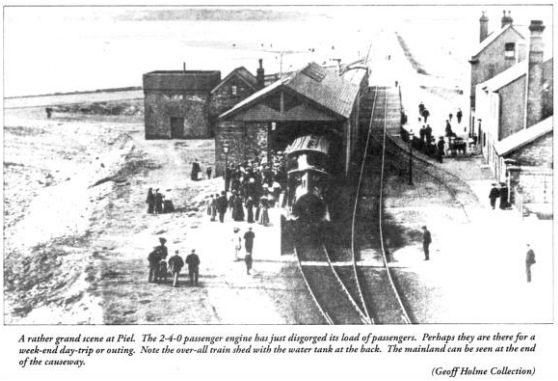


The Furness terminal station at Ulverston (1854)

The through U&LR station at Ulverston 15ft below the first station forecourt



Barrow Central Station from the south c1910



A rather grand scene at Piel. The 2-4-0 passenger engine has just disgorged its load of passengers. Perhaps they are there for a week-end day-trip or outing. Note the over-all train shed with the water tank at the back. The mainland can be seen at the end of the causeway.

(Geoff Holme Collection)

Mineral railways were also instrumental in developing tourism in the peninsula.

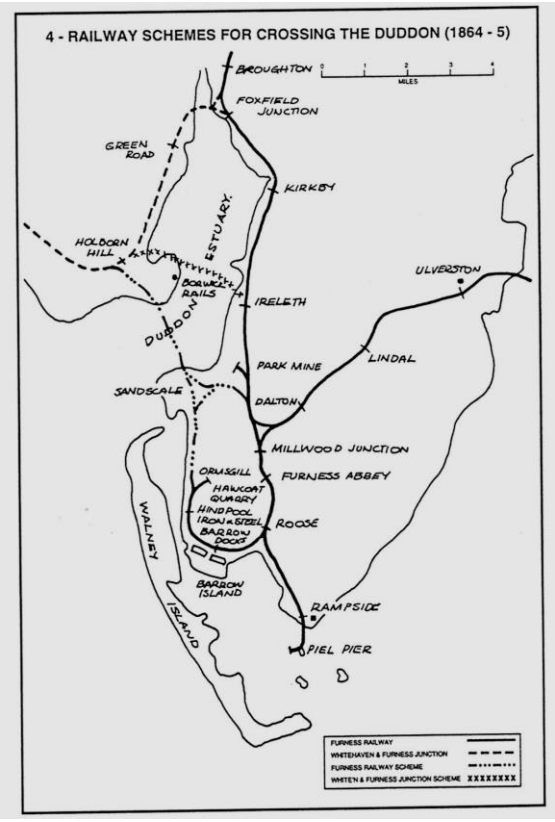
Before reaching Dalton Junction, we pass through two short tunnels before and after **Dalton Station.** At Dalton Junction we head south towards Barrow (the 1858 Barrow avoiding curve is to the right: Dalton Junction to Goldmire Junction). The 1846 line from the north joins our line at Millwood Junction. The line continues south, turning west to the site of Salthouse Junction (1870) where it turns north on the 1882 line and on to **Barrow-in-Furness Station** (opened as Barrow Central in 1882).

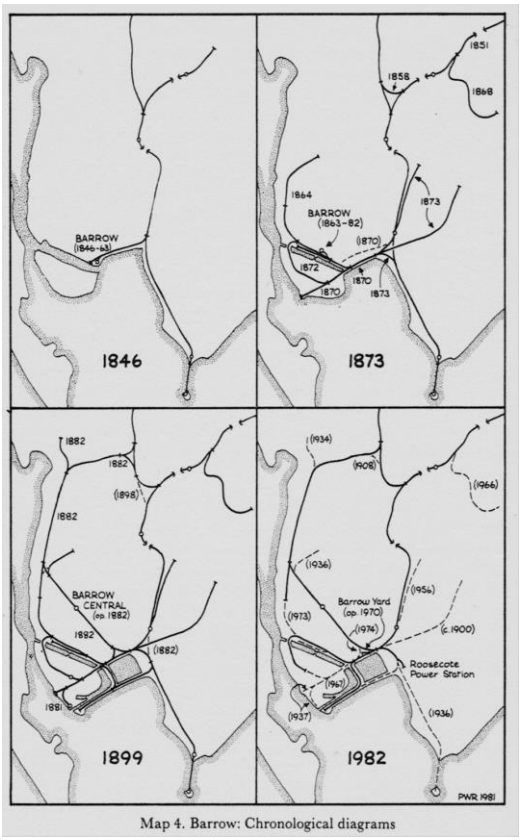
The Furness peninsula contained rich deposits of the rich and pure iron ore, haematite. Small-scale iron making had been carried out for hundreds of years and two blast furnaces were in the area by 1711. Exporting iron was difficult as road access from the peninsula was poor and a number of small ports were used. Barrow was a small village (1780 population about 65) but well positioned for this purpose. Ulverston was the major town in the area (1780 population over 4,000) and, in order to try to increase its export trade, along with Greenodd further north on the River Leven, the Ulverston canal was built in 1796. Silting was always a problem which favoured the development of Barrow. Railways were built to facilitate the transport of minerals to the ports of Barrow and Piel – the reason for the Furness Railway initially being isolated with no connections to other railways.

Barrow to Whitehaven: The Furness and Whitehaven & Furness/1865 Furness Railways

From Barrow station, the line continues as a single track up to Park South Junction where the signal box dates from 1883. Here the 1846 line is re-joined for the journey to Whitehaven. There are 13 intermediate stations: Askam, Kirkby-in-Furness, Foxfield, Green Road, Silecroft, Bootle, Ravenglass, Drigg, Seascale, Braystones, Nethertown, St Bees, and Corkickle.

At **Askam Station**, the FR signal box dates from 1890. Before crossing the River Duddon, we pass through **Foxfield Station**. Note the half-timbered signal box perched high up at the end of the buildings on the island platform which dates from 1879. As we leave the station, remains of former Coniston branch (closed 1962) may be seen to the right. Before the Duddon was crossed the Furness Railway went onto the alignment of what became the branch line, terminating at Broughton. The bridge over the Duddon was opened in 1850 as part of the line from Whitehaven & Ravenglass to Broughton. It was a further 8 years before the curve to the south of the bridge was opened and reversing avoided for access to Foxfield. Some 4 years later (in 1854) the west to north curve was closed.

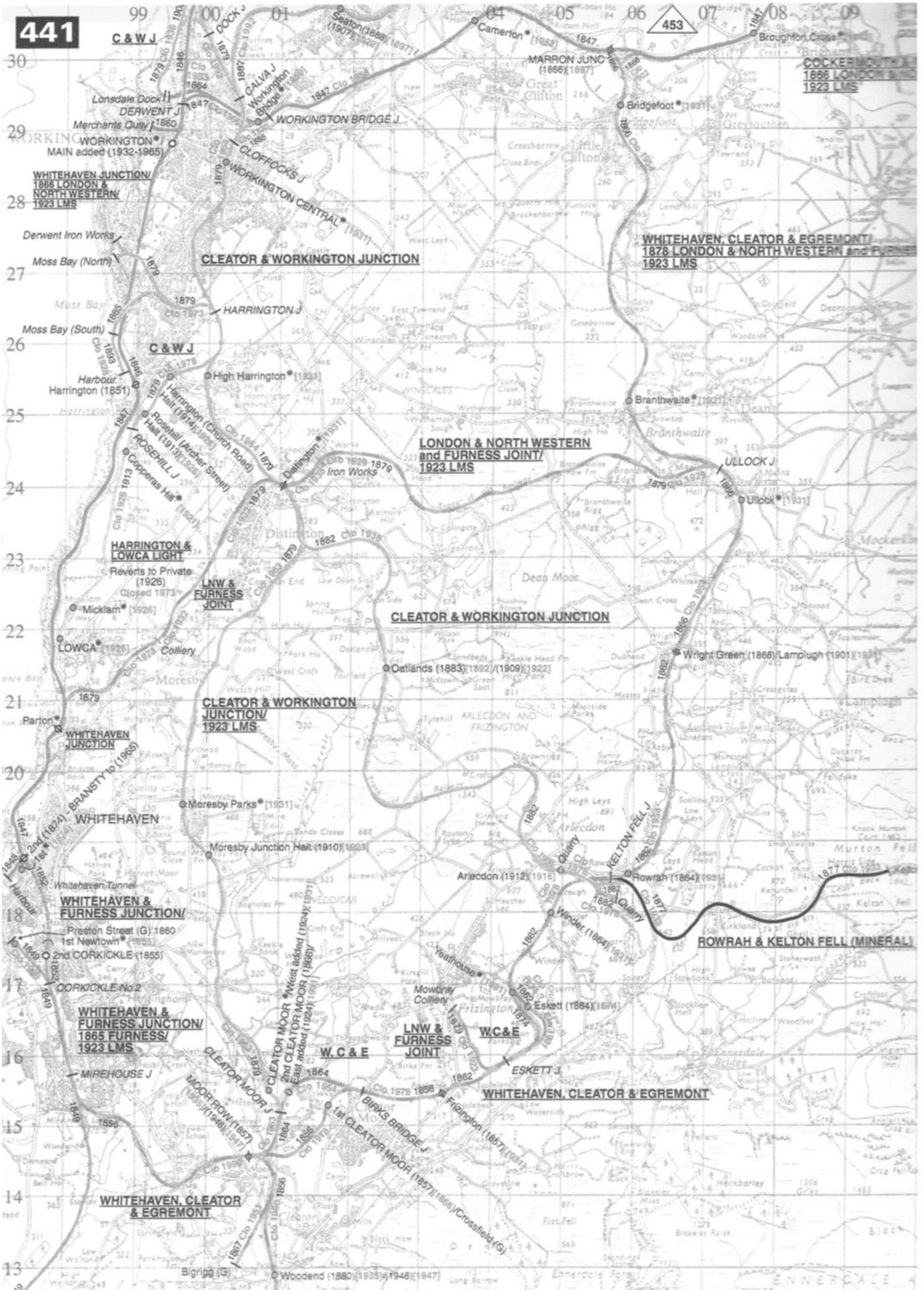




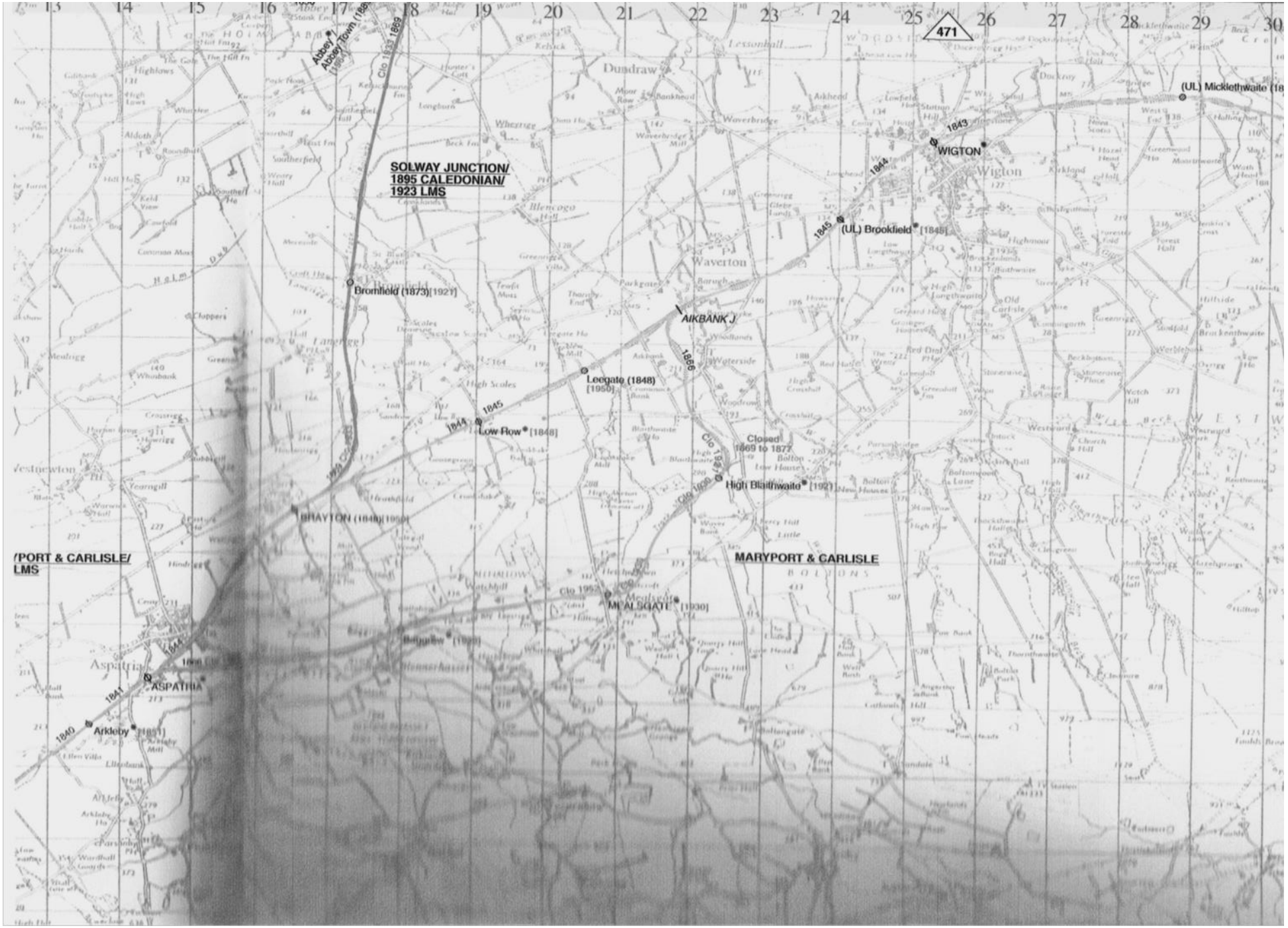
Map 4. Barrow: Chronological diagrams

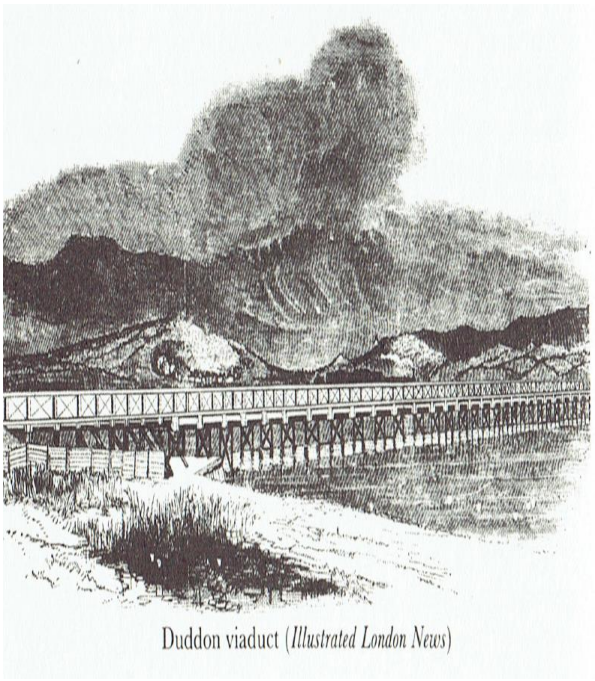
The bridge we use to cross over the Duddon was one of three such schemes: the other two being to the south. Cost and politics resulted in the shorter crossing at Foxfield but a journey from Whitehaven to Barrow longer by 8 miles and, also for 8 years, the reversal at Broughton


MILLOM (1866)
Iron Works
FURNESS
Hodbarrow (G)
1867
Dunnerholme Gate (1851)
FURNESS
Ireleth Gate (1851)
Ireleth (1868)/ Askham (1875)
FURNESS/
1923 LMS
Ulverston Road*
1852
1851
Lindal*
Lindal Tnl
Sandscale Mines
1882 Clo 1934
PARK SOUTH J
OAKLEA J
1882
1846
SANDSCALE J
Crooklands
Dalton*
Dalton Tnl
GOLDMIRE J
1858
DALTON J
MILLWOOD J
1868 Clo 1966
Stainton Quarry
FURNESS
Furness Abbey (1847) [1950]
Furness Abbey Tnl
Haycoat Quarry
Yarlside Mine
ORMSGILL J
BARROW
Stank
Mines
COCKEN J
BARROW CENTRAL*/
BARROW-IN-FURNESS (1959)
Hindpool
Strand (1863)[1882]
Rabbit Hill*
Roose Gate (1850)/
Roose (1858)
1873 Clo c.1900
BARROW
ST LUKE'S J
LOCO J
PARROCK HALL J
Roosecote Power Station
1954 Clo 1983 BR
SALTHOUSE J
Island Road
DOCKYARD J
Channel Pier
SHIPYARD J
Clo by 1982 c.1899
1846 Clo 1936
RAMSDEN DOCK* [1915]
South Side
FURNESS/
1923 LMS
FURNESS
Concle*/ Rampside (1869)[1936]
1846 Clo 1936
PIEL*
[1936]
405
417

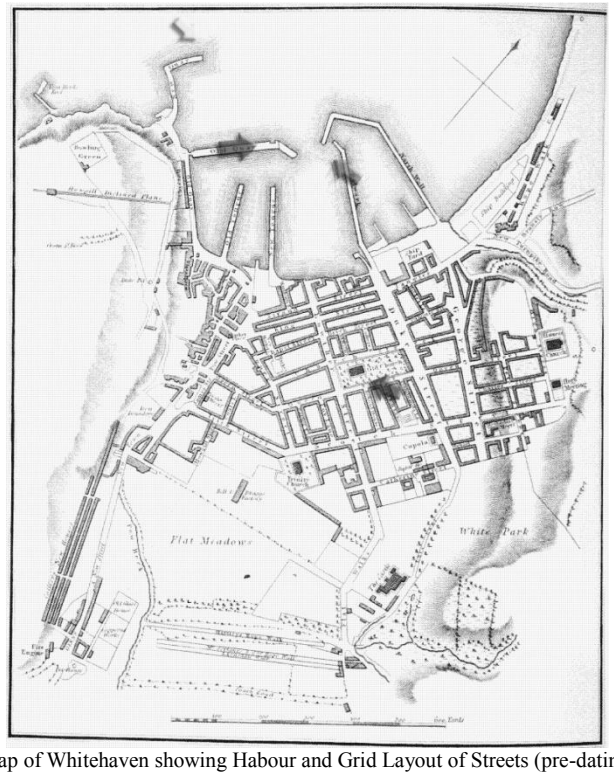

441
453
C & W J
DOCK J
GALVA J
Workington Bridge
Seaton (1888)
Camerton
MARRON JUNC (1866)
Broughton Cross
COCKERMOUTH &
1866 LONDON
1923 LMS
Lonsdale Dock
DERWENT J
Merchants Quay
WORKINGTON / MAIN added (1932-1965)
WORKINGTON BRIDGE J
Bridgefoot (1931)
CLOFFOCKS J
WHITEHAVEN JUNCTION/
1866 LONDON &
NORTH WESTERN/
1923 LMS
WORKINGTON CENTRAL (1931)
Derwent Iron Works
Moss Bay (North)
CLEATOR & WORKINGTON JUNCTION
WHITEHAVEN, CLEATOR & EGREMONT/
1878 LONDON & NORTH WESTERN and FURNESS
1923 LMS
HARRINGTON J
Moss Bay (South)
C & W J
High Harrington (1931)
Harbour
Harrington (1851)
Harrington (Church Road) Halt (1914)
Rosehill (Archer Street) Halt (1913)
ROSEHILL J
Branthwaite (1931)
Distington (1931)
Iron Works
LONDON & NORTH WESTERN
and FURNESS JOINT/
1923 LMS
ULLOCK J
Ullock (1931)
Copperas Hill (1921)
HARRINGTON &
LOWCA LIGHT
Reverts to Private
(1926)
Closed 1973
LNW &
FURNESS
JOINT
CLEATOR & WORKINGTON JUNCTION
Micklam (1926)
LOWCA (1926)
Colliery
Oatlands (1883)(1892)/(1909)(1922)
Wright Green (1866)/Lamplugh (1901)
CLEATOR & WORKINGTON
JUNCTION/
1923 LMS
Parton
WHITEHAVEN
JUNCTION
BRANSTY
WHITEHAVEN
Moresby Parks (1931)
Moresby Junction Halt (1910)
KELTON FELL J
Quarry
Arlecdon (1912)(1916)
Rowrah (1864)
Whitehaven Tunnel
WHITEHAVEN &
FURNESS JUNCTION/
Harbour
Preston Street (G) 1860
1st Newtown
2nd CORKICKLE (1855)
Winder (1864)
Quarry
ROWRAH & KELTON FELL (MINERAL)
CORKICKLE No.2
Yeathouse
Mowbray Colliery
Eskett (1864)
WHITEHAVEN &
FURNESS JUNCTION/
1865 FURNESS/
1923 LMS
CLEATOR MOOR
2nd CLEATOR MOOR
West added (1924)
East added (1924)
W, C & E
LNW &
FURNESS
JOINT
W,C&E
ESKETT J
MIREHOUSE J
CLEATOR MOOR J
MOOR ROW (1857)
BIRKS BRIDGE J
1st CLEATOR MOOR (1857)
Frizington (1857)
WHITEHAVEN, CLEATOR & EGREMONT
Crossfield (G)
WHITEHAVEN, CLEATOR
& EGREMONT
Bigrigg (G)
Woodend (1880)(1935)(1946)(1947)


MARYPORT & CARLISLE
[M&C] South Quay
[LNW]
[M&C] Elizabeth Dock
MARYPORT
2nd (1860)
1st [1860]
MARYPORT
DOCKS BRANCH JUNCTION
WHITEHAVEN JUNCTION/
1866 LONDON & NORTH WESTERN/
1923 LMS
Flimby
Dearham (1842)/
Bridge added
(1867)[1950]
Dearham [1935]
BULLGILL [1960]
ASPATRIA
MARYPORT & CARLISLE
Linefoot (1908)[1908]
CLEATOR & WORKINGTON JUNCTION /
1923 LMS
Great Broughton
(1908)[1908]
SIDDICK JUNCTION (1880)[1934]
St Helen's Cly
C&W J
DOCK J
C&W J
Seaton (1889)[1897]/[1907]/[1922]
Camerton [1952]
COCKERMOUTH &
WORKINGTON
MARRON JUNCTION (1866)[1897]
Broughton Cross [1942]
Papcastle [1921]
BRIGHAM [1966]
COCKERMOUTH, KESWICK & PENRITH/
1923 LMS
1st [1865]
2nd (1865)[1968]
COCKERMOUTH
Buckhill
Colliery
Sdg
441


SOLWAY JUNCTION/
1895 CALEDONIAN/
1923 LMS
Abbey
Abbey Town (1869)
Clo 1853 1869
Bromfield (1873) [1921]
Dundraw
Blencogo
Waverton
Wigton
WIGTON
1843
1844
1845
(UL) Brookfield [1845]
(UL) Micklethwaite (18
471
AIKBANK J
1856
Leegate (1848) [1950]
1845
1845
Low Row [1848]
Closed 1869 to 1877
Clo 1869
High Blaithwaite [1921]
BRAYTON (1848) [1950]
/PORT & CARLISLE/
LMS
MARYPORT & CARLISLE
Clo 1953
MEALSGATE [1930]
Aspatria
1844
1841
ASPATRIA
1840
Arkleby [1851]



Duddon Viaduct - trestle bridge of 592 yards and 50 spans.



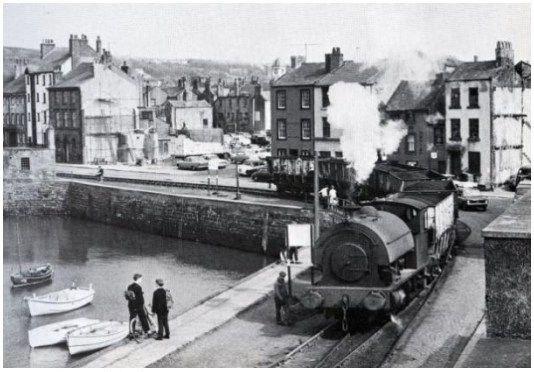
Old Map of Whitehaven showing Habour and Grid Layout of Streets (pre-dating New York)

The railway turns south, skirting the Duddon estuary, reaching **Green Road**, an adopted station whose smart appearance and well-tended flower beds are thanks to the efforts of local people. At **Millom** note the FR ironwork supporting the remaining station canopy. Very little remains of the once-extensive rail system associated with the former iron works which closed in 1968.

Silecroft Station is now a bus-stop shelter. After **Bootle Station**, the site of the Vicker's Gun Range Sidings is to the left. Before reaching Ravenglass, the only seaside resort within the Lake District National Park, we pass the site of the Eskmeals Station (closed 1959). A restored signal box is to the right south of **Ravenglass Station** and the station for the 15-inch Ravenglass & Eskdale railway is to the right.

We continue close to the coast through Drigg, Seascale, Sellafield (evidence of the regular traffic in nuclear flasks may be seen to the right), Braystones, Nethertown and St Bees. There is a FR signal box dating from 1891 to the left at **St Bees Station**. At St Bees the line is forced inland around St Bees Head approaching the coast again at Corkickle. Before **Corkickle Station** (replaced Whitehaven Newtown) a once thriving network of lines around Moor Row came in from the right at Mire House Junction (line closed 1999). The line from Preston Street goods depot joined from the left and, also to the left, there was a rope-worked incline to the Marchon works of Albright & Wilson.

After passing through Corkickle Station and the single-bore Bransty Tunnel (1,322 yds) we arrive at **Whitehaven Station**. This station, replaced the 1848 terminus station, and opened in 1874 as Whitehaven Bransty even though Whitehaven Newtown had been renamed Corkickle in 1855. (Note: Cobb and Quick differ on this chronology).



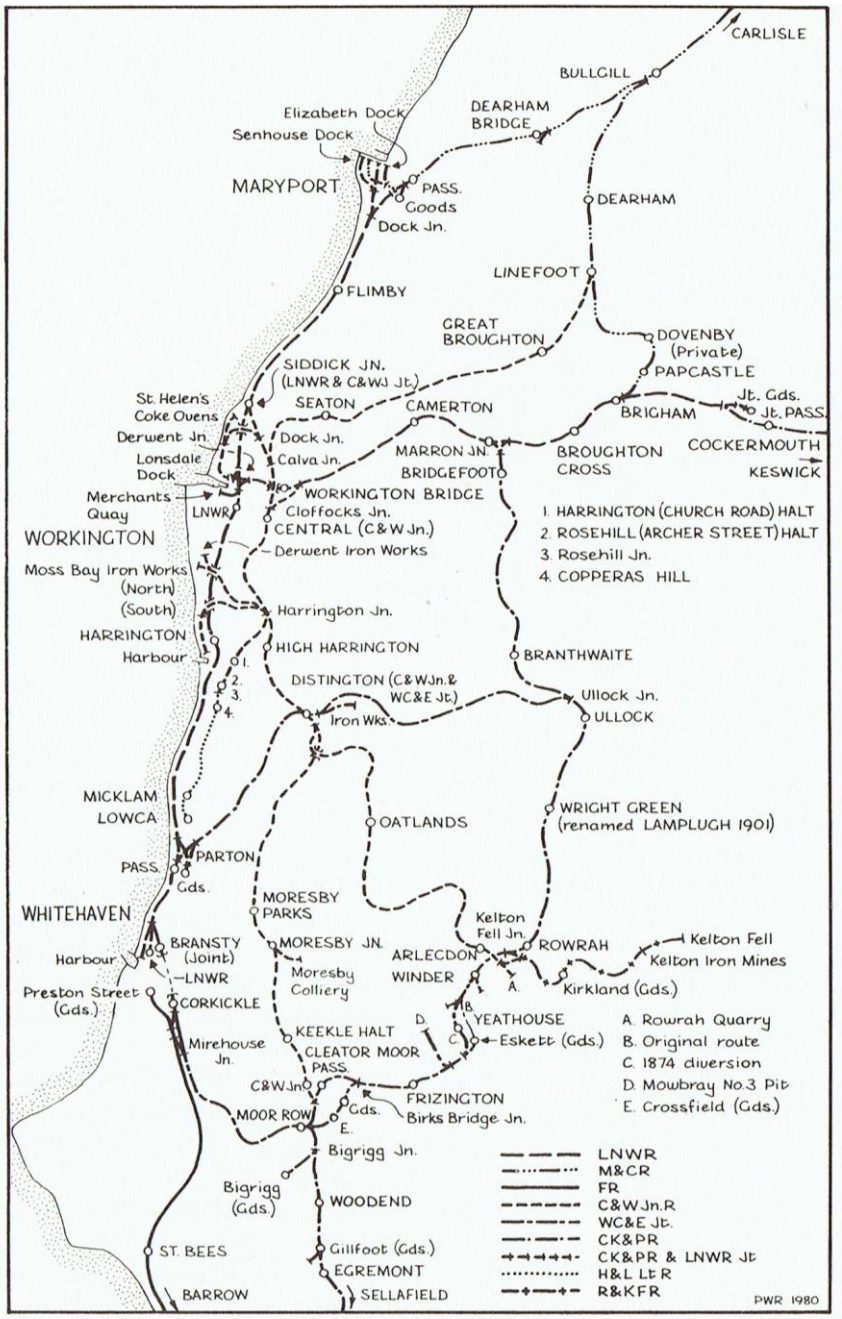
Victorian Whitehaven

Wellington Pit, Whitehaven

Whitehaven to Maryport: The Whitehaven Junction/1865 LNWR Railway

Leaving Whitehaven, now on the Whitehaven Junction Railway, we pass derelict land, the site of Lonsdale ironworks and the William pit (to the right) and then through **Parton Station** which stands on an embankment above the beach. Whitehaven harbour can be seen to the south. The line follows the sea wall along a single track section known as "Avalanche Alley" because of the unstable colliery tip has been known to slip down onto the line. At the start of this section of the spoil tip (now landscaped) was the locomotive works of Fletcher Jennings, now completely vanished.

There are views of the Irish Sea as we travel towards Workington with views, on clear day, of the Isle of Man. **Harrington Station** with its low platforms used to require the use of steps to detrain until the advent of the "Harrington Hump", this being the first station to receive them.



Map 7. Railways of the West Cumberland Ore-Field

We enter **Workington Station**, known as Workington Main 1924-1968, presumably to avoid confusion with the C&WJ Central Station (which had opened in 1879 and closed in 1931) and Workington Bridge Station (1847-1950). The station buildings are still complete and there are LNW signal boxes, Workington Main no.3 on the right and no.2 on the left at either end of the station.

After leaving Workington, and just after crossing the River Derwent, the site of Derwent Junction and the line to

Penrith via Cockermouth and Keswick (closed 1966) can be distinguished. Workington docks are to the left. The line runs alongside the sea, past the site of Siddick Junction (opened 1880; closed 1934) and Flimby Stations, as far as Maryport. This area was once dotted with collieries, which were all rail-served but all traces have now disappeared.

Maryport to Carlisle: The Maryport & Carlisle Railway

Maryport Station building once housed the headquarters of the M&CR: it has been replaced by a bus shed. The signal box is an LMS structure of 1933. After Maryport, we leave behind the views across the Solway Firth to Scotland and travel inland to Carlisle. Approaching Bullgill the track bed of the M&CR branch to Bigham can be seen climbing away to the right from the former Bullgill Junction. Bullgill Station, to the east of the junction, and with platforms staggered either side of the road bridge, opened with the line in 1840 and closed in 1960.


Maryport Station, 1951


Aspatria Station looking east. The Bolton Loop is top right.

A bus-stop shelter is on the westbound platform of **Aspatria Station** while the original buildings, mostly disused, still exist on the eastbound platform. The Lake District Creamery dominates land to the south of the station and the bay platform once used for Bolton loop trains, then for milk tankers serving the creamery, can be seen although no track remains. After leaving Aspatria, the loop (aka Mealsgate loop) goes off to the right. It re-joins the main line before Wigton, at Aikbank Junction.

In 1866 the M&CR opened the Bolton Loop from Aspatria to Aikbank Junction. On the map it appears to be an alternative to the main line but it was in fact the Mealsgate Branch running from Aspatria to Mealsgate and a branch from Wigton meeting at Mealsgate and was always regarded as two lines and not one. Coal was the main reason for the lines being opened with the areas around Bolton and Mealsgate having been mined since the seventeenth century. After the railway was built new pits were sunk. The eastern end of the loop was closed between 1921 & 1930 and the western end in 1952.


The Bolton Loop leaving Aspatria Station (looking east)

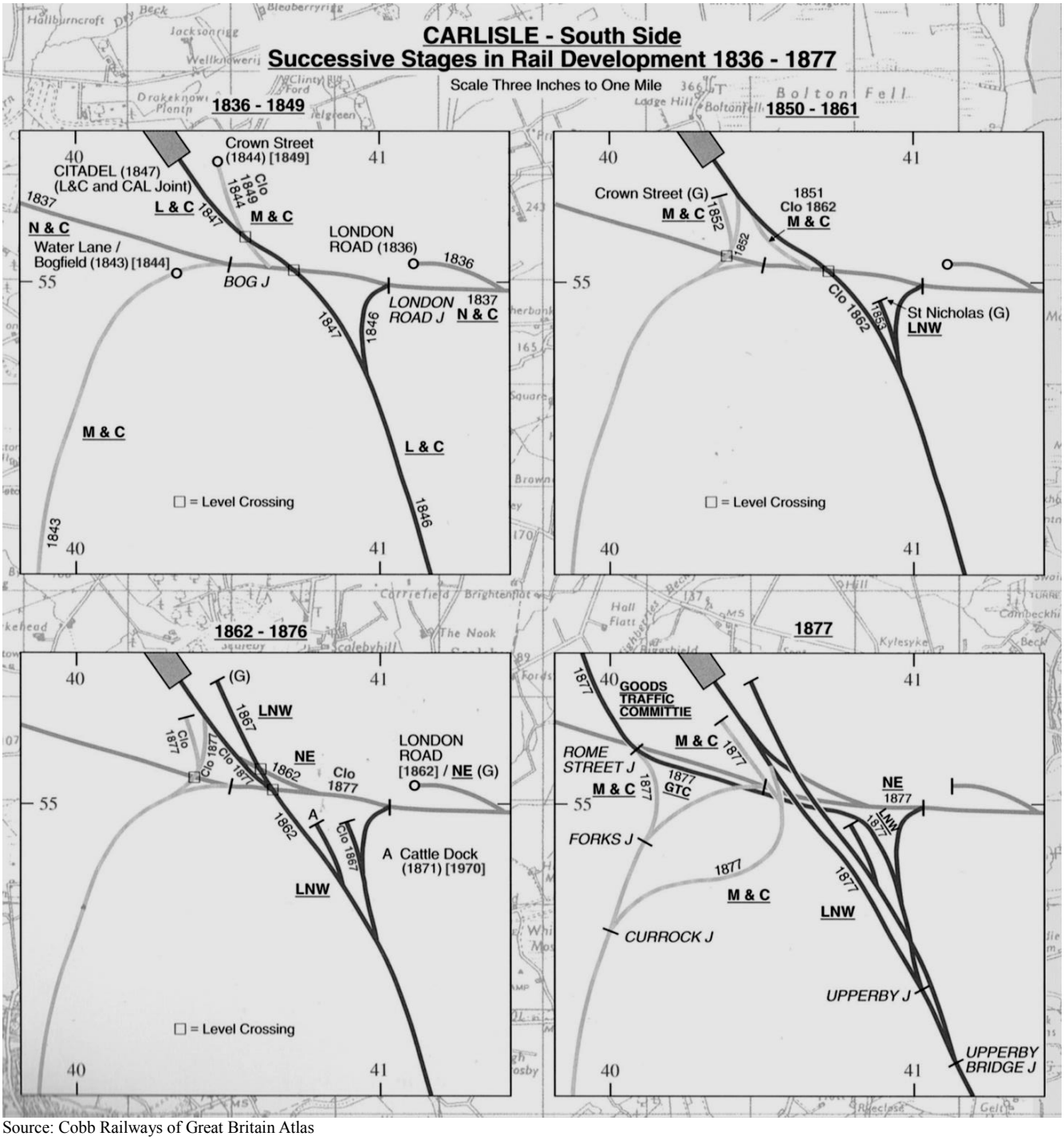

Aspatria Station (looking west) with Bolton Loop bay platform to left

Just after Brayton Station (opened 1848; closed 1959) the Caledonian Railway goes off to the left towards Kirkbride and Annan crossing the Solway Firth on a viaduct of 182 30-foot spans. The railway once served a number of collieries between here and Maryport, but it is now difficult to see any visible evidence of this once-important source of freight traffic. Between this junction and Aikbank Junction, where the Bolton Loop re-joins the main line, we pass the sites of Low Row and Leegate Stations. The latter was opened in 1848 and replaced the former. Leegate station closed in 1950.

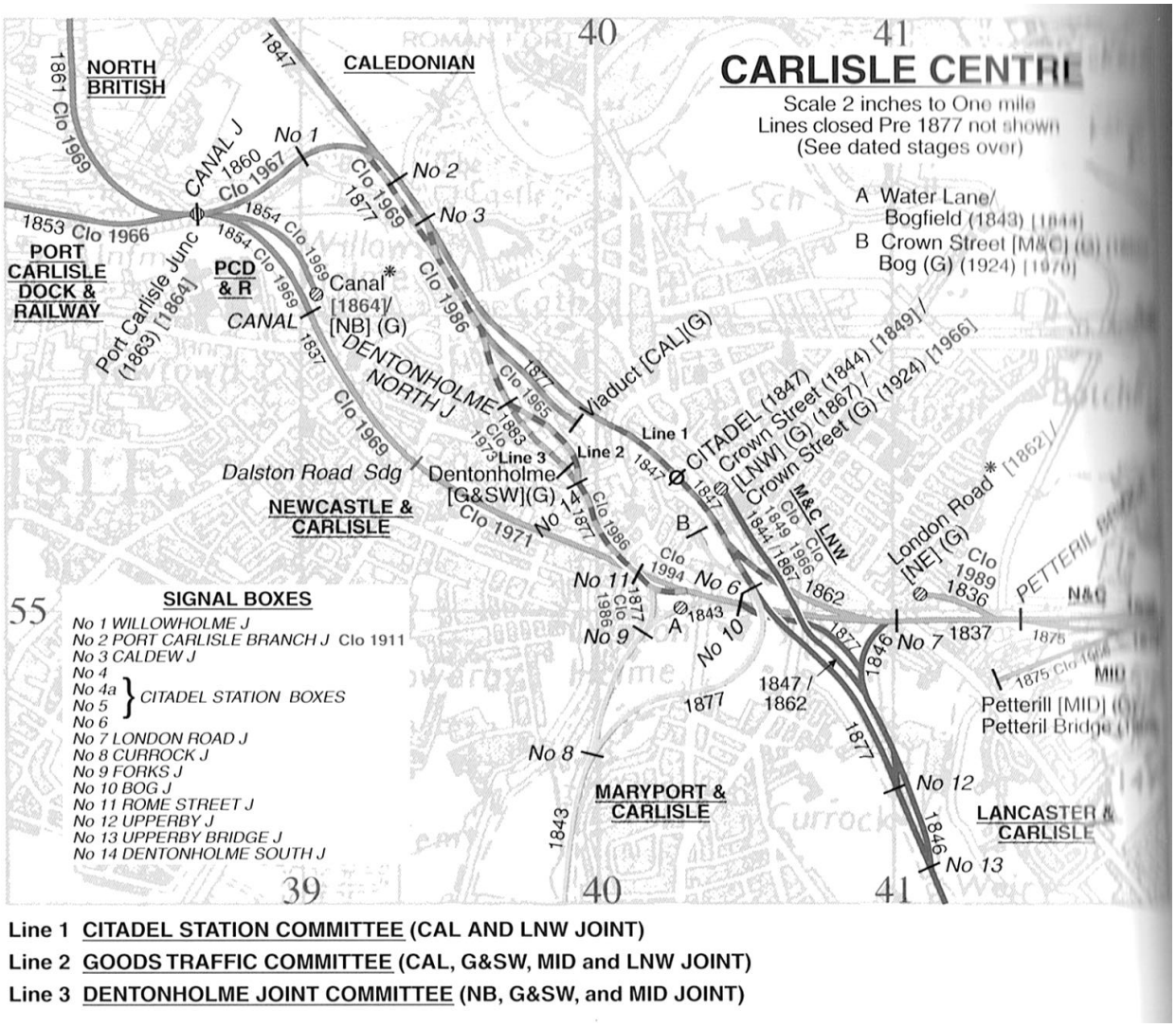
Approaching Wigton we pass the site of a temporary terminus station at Brookfield. The M&CR was built staring from Maryport in 1840 and Carlisle in 1843. The final section between Brookfield and Low Row was opened in 1845.

The buildings at **Wigton Station** have been replaced with bus-stop style shelters. After Wigton we pass the sites of Micklethwaite Station (a temporary stop open for a period of months in 1845 and appears to not have been timetabled), Crofton Station (a private station for Brisco Hall and not shown in Cobb's Atlas) and Curthwaite Station which was closed in 1950. The line continues through **Dalston Station** and Cummersdale Station and into Carlisle, approaching Carlisle Citadel Station from the south.

The original M&CR terminus (1843-44) was Bogfield/Water Lane Station. This was replaced with the opening of Carlisle Crown Street Station in 1844. Access to Crown Street involved two junctions with Newcastle & Carlisle Railway with one involving an unauthorised trailing connection. This arrangement did not last long, with Crown Street closing in 1849, and access to Citadel Station being made possible at this time. The need for reversals ended with a line being opened in 1852 removing the need for both junctions on the N&CR. Thus the M&CR had direct access to both Citadel and its own goods station opened in 1852 and also named Crown Street. Today we use the 1877 line leaving the 1843 line at Currock Junction. The 1852 lines have been removed during the many changes of railway alignments around Carlisle to the south, but also to the north, of Citadel Station.



Source: Cobb Railways of Great Britain Atlas

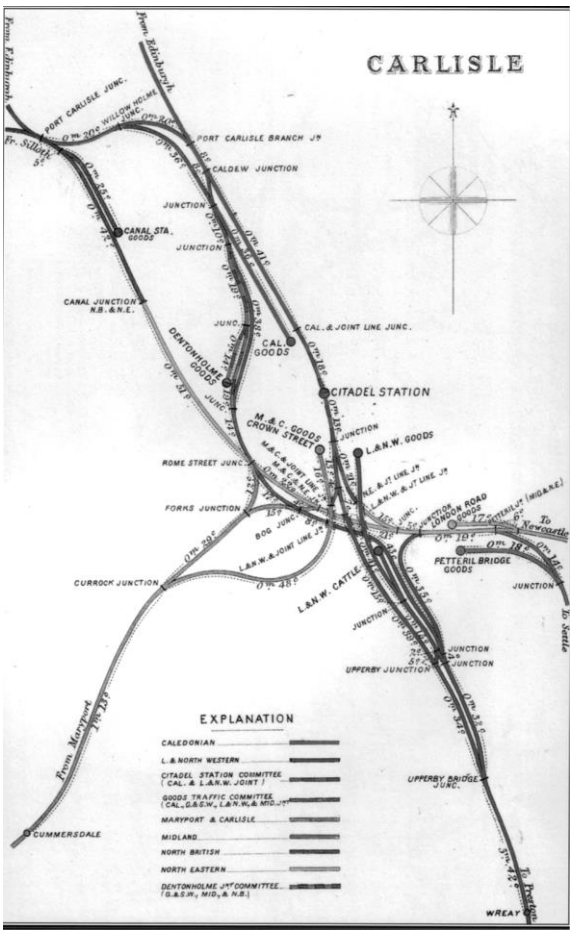


Line 1 CITADEL STATION COMMITTEE (CAL AND LNW JOINT)
Line 2 GOODS TRAFFIC COMMITTEE (CAL, G&SW, MID and LNW JOINT)
Line 3 DENTONHOLME JOINT COMMITTEE (NB, G&SW, and MID JOINT)

Carlisle Citadel Station was built after much disagreement and wrangling between the interested railway companies. It opened 1847 having been designed by Sir William Tite. David Joy (in A Regional History of the Railways of Great Britain, vol 14) describes Citadel station as "*a station destined to remain quite unrivalled in the whole of the North West. Victorian-Tudor in style, its clock tower and lantern had on one side the nine-bay main building surmounted by a row of wooden dormers and on the other a handsome five-bay entrance arcade with elaborate buttressing and mullioned windows. Each entrance featured a plaque, three of these displaying the royal coat of arms and the heraldic devices of the Lancaster & Carlisle and Caledonian Railways. The other two were left blank, and there seems little reason to doubt the local tradition that they had been intended for the defecting Newcastle and Maryport companies*".

Carlisle Citadel Station (Carlisle Library)

Carlisle to Lancaster: Lancaster & Carlisle/1879LNW Railway



Our return to Lancaster follows the West Coast Main Line opened in 1846. The route had been the subject of several surveys and much discussion between surveyors, railway companies, local interests and government. Raising capital was difficult in the early 1840's and it was not until late 1843 that it was announced at a meeting in Kendal that sufficient money had been raised locally to match amounts already promised by companies to the south.

At this time the East Coast line had been open as far as Darlington for more than two years, and work was underway to continue the line to Gateshead. The "race" to Scotland had begun. Locke was, therefore, asked to make last-minute route changes in order to cut both costs and time. It was agreed that the line would follow the course recommended by the government commissioners from Lancaster to Tebay via Oxenholme and Greyrigg (earlier proposals had favoured a route to the east via Kirkby Lonsdale) but, instead of tunnelling through Orton Scar on gradients no steeper than 1 in 140, the line would go straight over Shap without any tunnel being involved. Thus the 4 miles of 1 in 75 to Shap Summit were created, even with a cutting being constructed.

Today it is difficult to realise the problems that the "Shap decision" created. As one speeds over the hills and admires the scenery, a thought should be spared for what the journey time today would be had a coastal route been chosen.

Time for reflection, perhaps. Even had the railway development on the Furness peninsula and the west coast of Cumberland been faster, the delays in constructing the two curves at Barrow and Foxfield not occurred, the more direct river crossings (particularly that over the Duddon) been chosen, the challenge for a modern main line of long stretches close to the sea been surmountable, perhaps the direct route north would still have been necessary to meet the needs of a west coast main line today. Even so, the railways of the peninsula and west Cumberland facilitated the transition of an isolated part of England into an integrated part of the national economy. What were, at best, small ports were developed to facilitate exports of the region's raw materials and important industrial towns grew up around them. It is most unlikely that this would have occurred without the railway. Railways, starting with steamers to Piel and onward inland travel by rail, were also important to the development of the tourist trade in what became a National Park. Today, the Cumbrian coastal communities have had to face new challenges as the industries developed from the second half of the 19th century have declined and disappeared, but if those responsible for the development of railways in the area could look back today, they would be entitled to do so with pride. It's just a thought.

Roger Brice, 15th March 2016