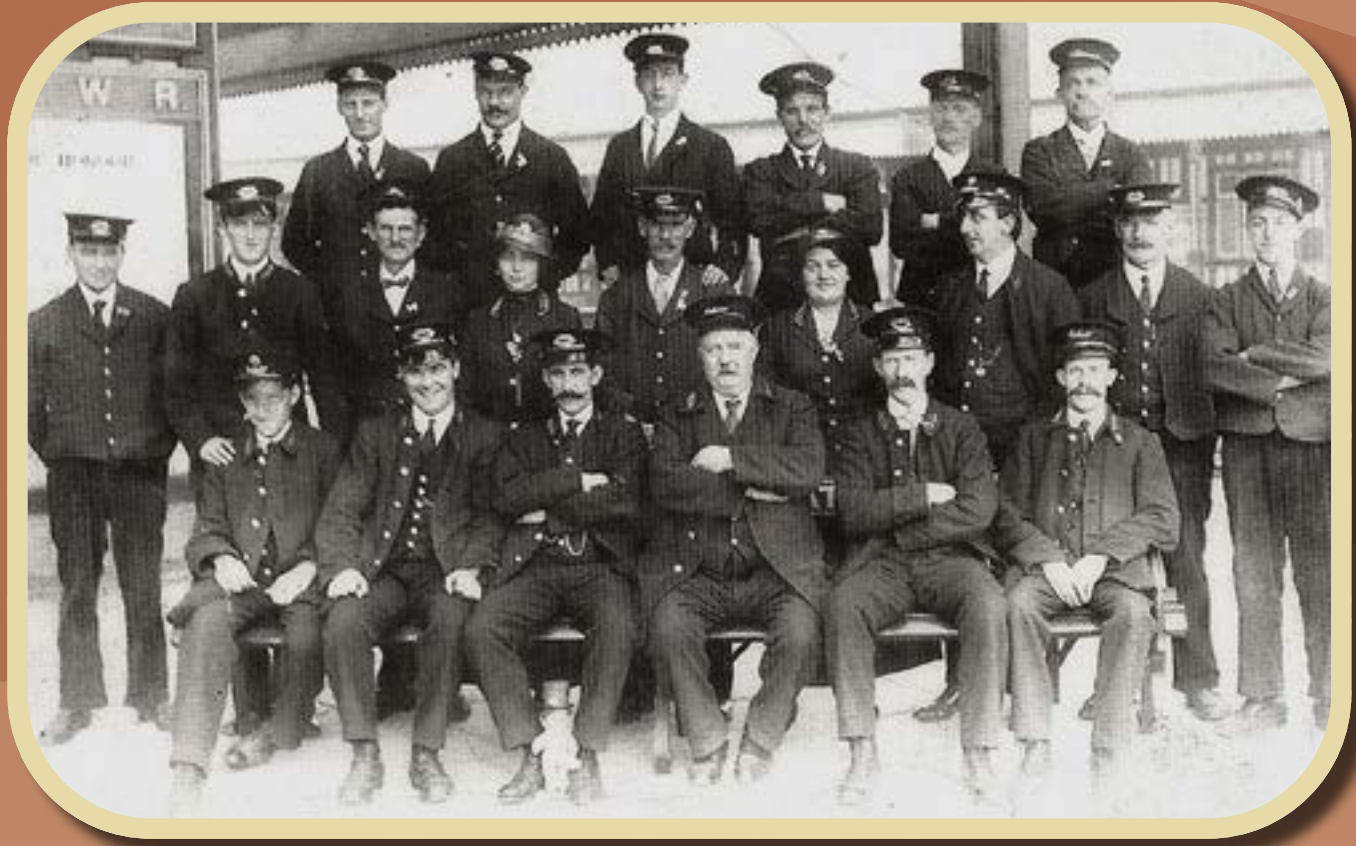


SOUTH FYLDE'S HISTORICAL COMMUNITY STATIONS

ST ANNE'S-ON-THE-SEA RAILWAY STATION



Text here? – Photographer unknown.



St. Annes Goods Yard in June 1963 – Photographer Peter Fitton.



Brush D1850 at St. Annes - 3 May 1970 on last 10.15 to Euston
– Photographer Peter Fitton.



A busy St Annes Station – Photographer unknown.



St Annes Station on 14th April 1985 – Photographer Peter Fitton.



142029 on Colne service at St Annes on 16th July 2019
– Photographer Peter Fitton.

A BRIEF HISTORY OF ST ANNE'S-ON-THE-SEA STATION

In 1861 an Act of Parliament was passed, permitting the building of a railway from Lytham to Blackpool by the Blackpool & Lytham Railway Company. The line was ready by autumn 1862 but didn't open until the start of the holiday season in April 1863. As the line had no connection to the existing Lytham branch of the Preston & Wyre Railway it proved to be unprofitable.

The line was taken over by the Lancashire & Yorkshire and the London & North Western Railway companies in 1871 and connection to the network established. Originally single track it became double track from Kirkham to Blackpool Central. The line prospered carrying over thirty-five thousand passengers in its first three months with up to nine trains a day in each direction.

A station called Cross Slack opened in 1870, five years before the new town of St Anne's was in existence. The site of Cross Slack is now occupied by the Old Links Golf Club on Highbury Road. The station was replaced a few years later and was renamed in 1875.

St Anne's was one of the few towns in England where rail travel was an option from day one with the town developing after the coming of the railway. It is said that people would dash across fields and wave for the train to stop and then a ladder would be lowered by the guard so passengers could climb on board.

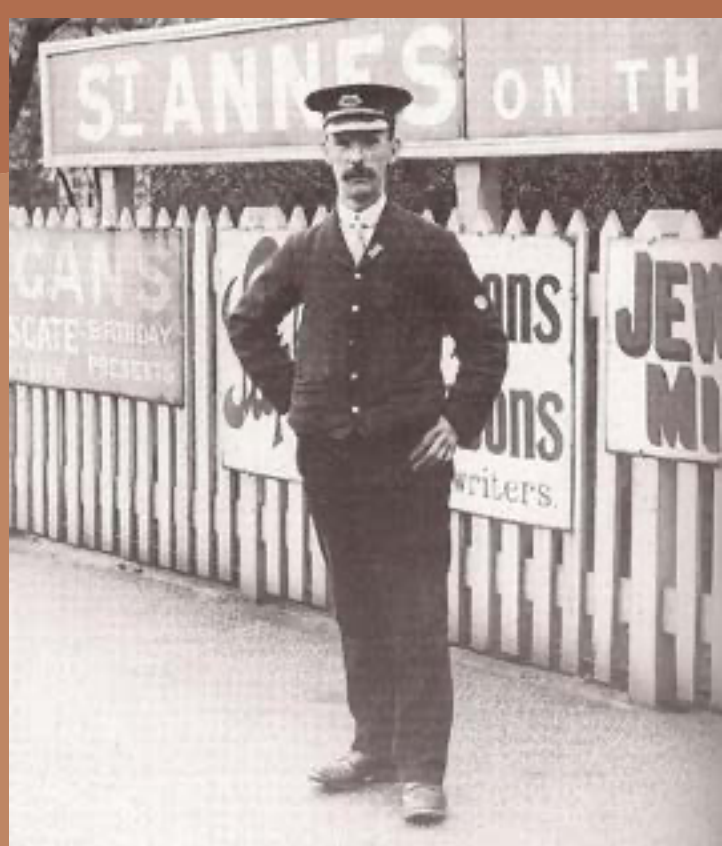
The platform at St Anne's first railway station initially comprised four barrels and two planks and the Station Master's office and booking office were contained in a green hut. Apparently, no one could get off when it was first built as they only collected mail and had no public platform. By December 1876 the railway company had completed the station and it served the town until 1925.

The station was much more impressive than the one working platform of today. It featured extensive, impressive awnings, waiting rooms, and booking offices with up to 14 staff but was demolished in 1984 to make way for a Safeway supermarket (now Sainsbury's) and a smaller booking office. In the time of excursion trains, Blackpool's sidings were unable to cope and some of the trains were stabled at St Anne's

In its heyday, St Anne's station boasted sidings, a goods depot, an island platform, and a signal box. The inland platform was left to decay and was eventually demolished in 1985.

Various schemes have come forward for the development of the disused platform. A buffet bar and restaurant was a popular suggestion at one time but the refusal of a drinks licence put paid to that plan. The latest scheme (2021) involves the erection of several affordable housing units on the site, though recently suggestions have been made about turning it into a park.

It is said that St. Anne's itself was the creation of the railway as it was a planned residential town designed for business commuters serving Preston, Manchester, and the mill towns of East Lancashire. The line became a single track again in the mid-1980s as part of British Rail cutbacks. Currently, the service in each direction is hourly but proposals have been put forward for a half hourly service with the addition of a passing loop along the line.



ST ANNES-ON-THE-SEA STATION
TRACK DIAGRAM

