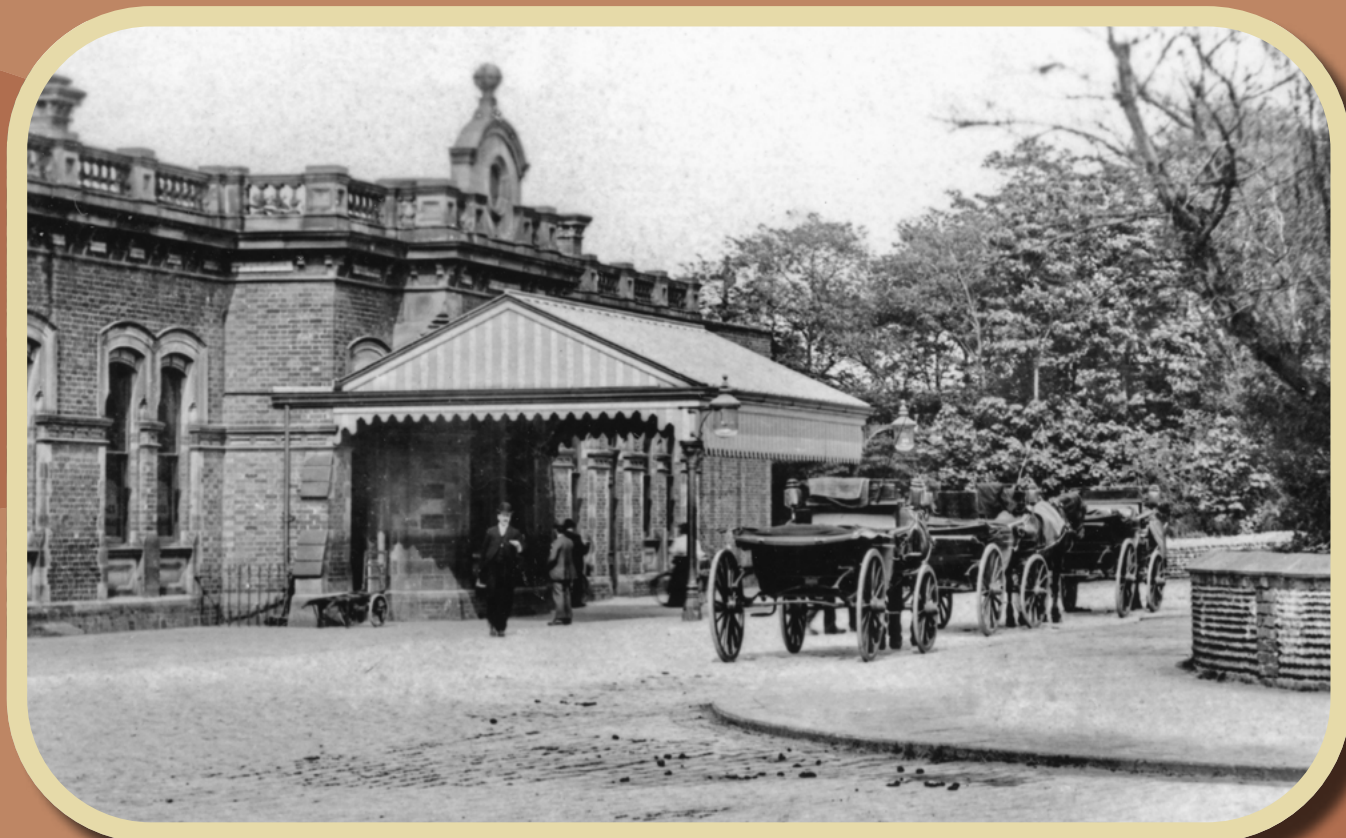


SOUTH FYLDE'S HISTORICAL COMMUNITY STATIONS

LYTHAM STATIONS' HISTORY



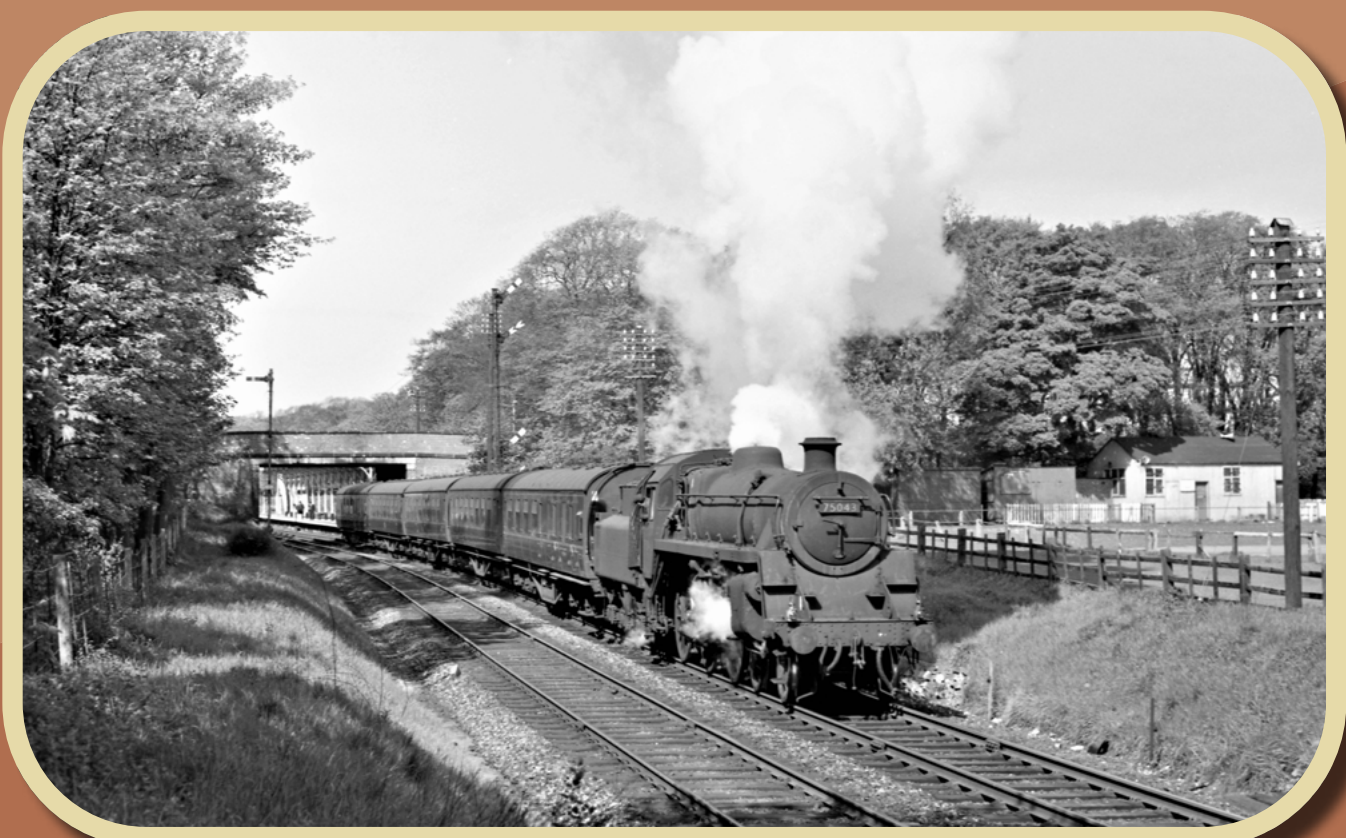
Lytham 1874 Station in early 20th century —
Photo: Lytham Heritage Group



The new Lytham Railway Station 1903 — Photo: Lytham Heritage Group



Lytham 1950s — Photo: Lytham Heritage Group



75043 on 10.15 Blpl Cen-ManVictoria leaves Lytham on 14th May 1964 —
Photo: Peter Fitton



Jubilee 45642 BOSCAWEN on 08.40 Sunday ex ManVictoria leaving Lytham
on 29th March 1964 — Photo: Peter Fitton



The original Lytham P&W Railway Station 8th April 1965
— Photo: Peter Fitton

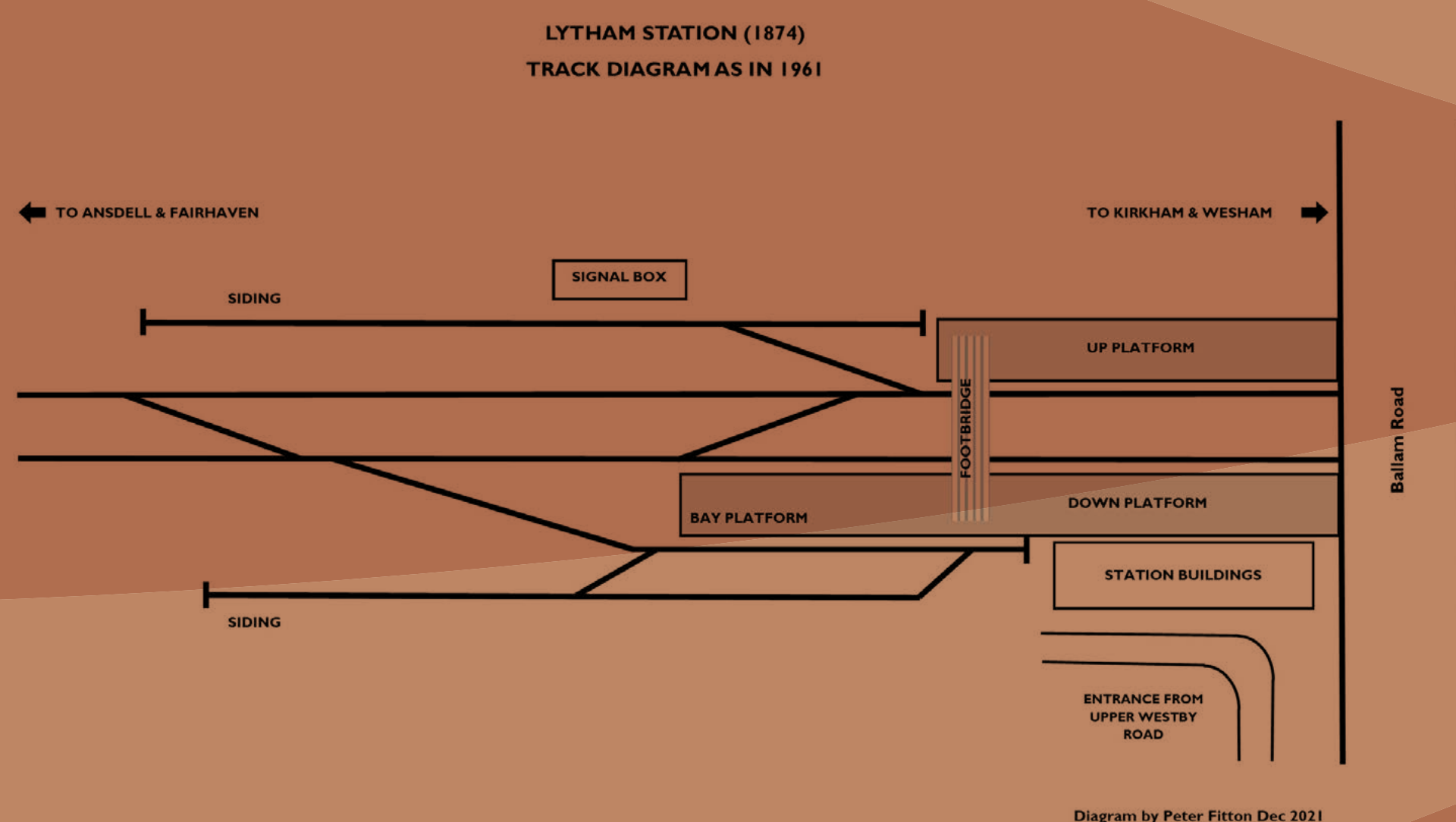
A BRIEF HISTORY OF LYTHAM STATIONS

The first station in Lytham (in Station Road, now the site of the Fire Station) was opened by the Preston & Wyre Railway in 1846 as the terminus of its branch line from Kirkham. This line rather inconveniently left the Preston to Fleetwood route 1 mile west of Kirkham and ran via Wrea Green as a single track to the very fine station building at Lytham.

A second line, the Blackpool & Lytham Railway, partly sponsored by Squire Clifton, was constructed to open in 1863 on the present station site. This too was a single track running through unpopulated sandy ground before St. Annes and Ansdell proper existed.

Both lines were taken over in the early 1870s jointly by the Lancashire & Yorkshire and London & North Western Railways companies, but known as the Preston & Wyre Railway, which immediately started work to connect the two lines. The 1874 connecting line ran from a junction known as Lytham Goods to new station buildings on the present site, with the original station then being used for goods traffic. A cut-off line was laid from Kirkham to Wrea Green at that time, and the whole route to Blackpool became double track soon after. Early in the 20th century a bay platform with a run-round loop was constructed to enable local trains to run from Blackpool as an alternative to the slow tram service.

The road bridge was rebuilt c.1960, thought to be as a prototype for the West Coast Main Line electrification scheme, soon followed by the removal of the station awnings. The bay platform tracks went soon afterwards, with the goods station closing around 1965 and sadly being demolished, with just three of the frontage columns now surviving at the entrances to Witch Wood. The 1970s saw the signal box close and station become unstaffed and boarded up before much later being altered to re-open as a pub. Finally, the up-line track was removed in June 1984, when the line reverted to a single line as it once was.



Peter Fitton Nov 2021

