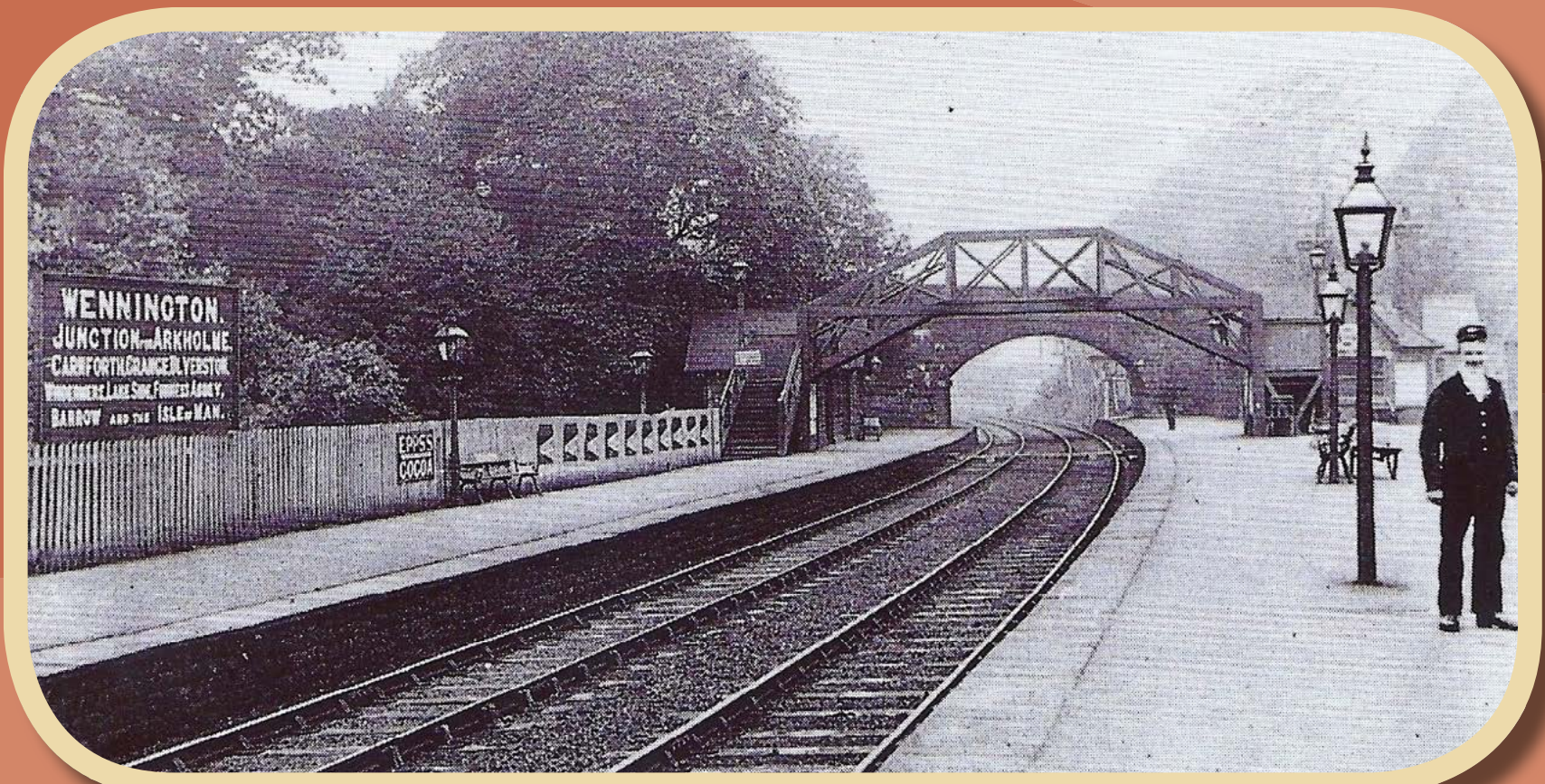


THE LITTLE NORTH WESTERN'S HISTORICAL STATIONS

WENNINGTON STATION



Wennington station looking west towards the signal box and junction, c.1900. Note the large name board indicating amongst the destinations the isle of Man. Courtesy V.R. Anderson collection.



In this early 1960s photograph, the service from Carnforth has been shunted into in the bay platform and the locomotive detached. The main portion has just arrived from Morecambe. The two sets of carriages will be combined before the train departs for Leeds. Courtesy Noel Machell.



Jubilee Class No. 45573, 'Newfoundland', passes Wennington Junction signal box on 12th September 1964 with the 14.46 Morecambe to Leeds train. A Fowler tank No. 42359 stands beyond the junction on the down Lancaster line. Courtesy Noel Machell.



Class 153 and 150 diesel units call at Wennington, on 29th June 2015, with the 13.19 Leeds to Morecambe service. Courtesy Gerald Townson.

A BRIEF HISTORY OF WENNINGTON STATION

The “Little” North Western Railway’s line from Lancaster Green Ayre to Wennington opened on 17th November 1849 and was followed by the Wennington to Bentham section on 2nd May 1850. The station was rebuilt and expanded in 1865, in readiness for its role as a junction. Though located close to Wennington village, the station is actually situated in the Parish of Tatham.

Wennington became a junction in 1867, when the Furness and Midland Railway companies completed a joint venture to link their two systems with a line from Carnforth to Wennington, through Borwick, Arkholme and Melling. This involved the creation of a 1232-yard tunnel, between Melling and Wennington.

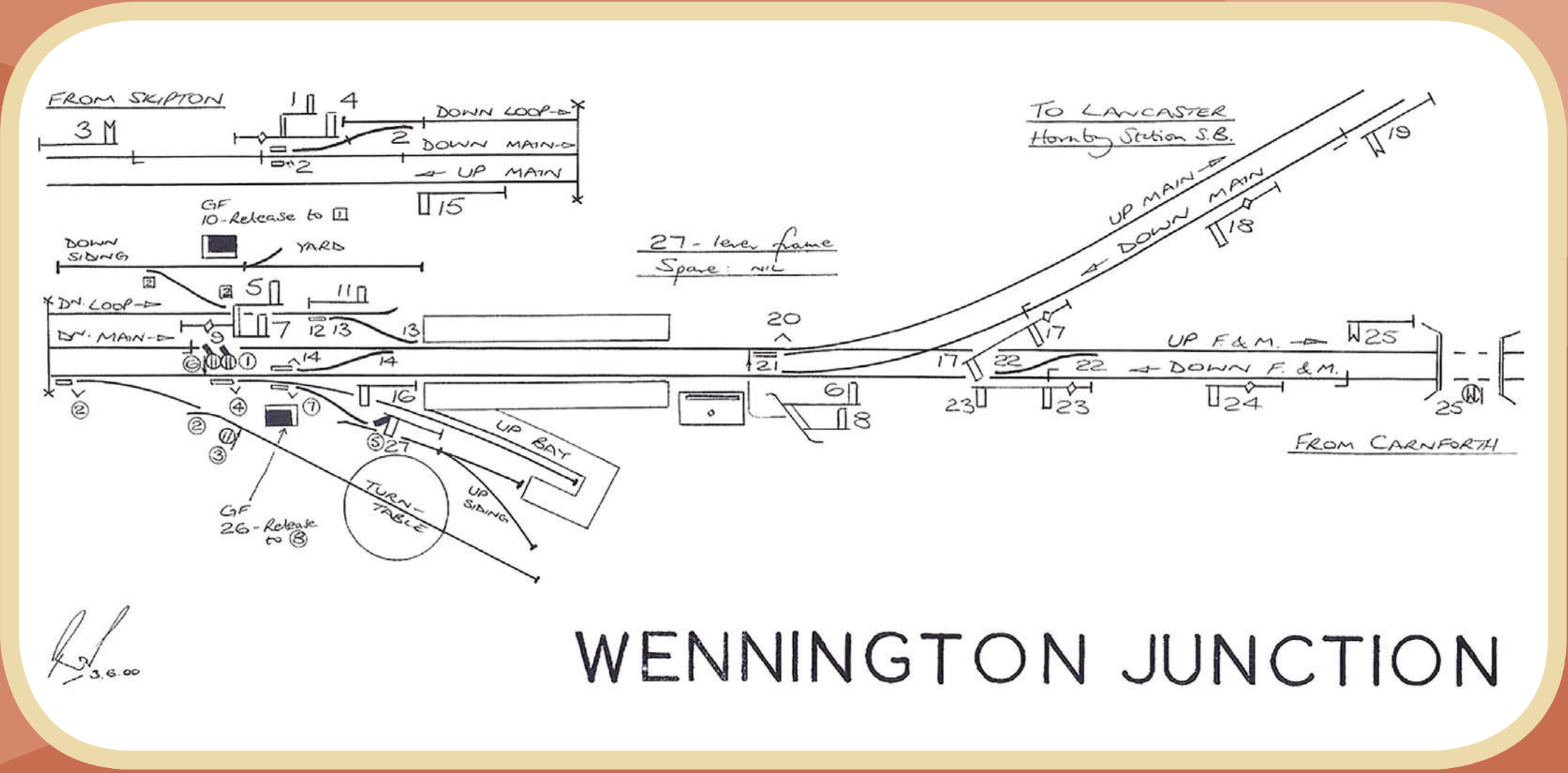
The junction was the site of a derailment on 11th August 1880 in which eight people were killed and a further twenty-two seriously injured.

The operations at the busy little country junction were interesting and quite complicated. Heading west, combined trains pulled into the down platform where the engine and the two portions were uncoupled. The engine then moved forward to a point beyond the junction on the Lancaster line. A Carnforth branch locomotive would be waiting by the junction ready to reverse onto the front portion. A few minutes after the Carnforth portion departed, the main (rear) portion, would move off to Lancaster and Morecambe having been reunited with the original engine.

In the eastbound direction, the portion from Carnforth would arrive first, running through the station and then setting back into the bay platform. The locomotive was uncoupled and moved off, to be in position ready for a return working to Carnforth. The main portion would then arrive from Morecambe. After being detached, that engine moved forward and set back onto the the carriages in the bay. It then took these carriages to be coupled to the front of the main portion, before finally setting off with the complete train towards Leeds.

Following the Beeching report, the stretch of ‘main’ line between Wennington Junction, Lancaster Green Ayre and Morecambe Promenade was closed to passenger traffic on 2nd January 1966 and the track subsequently lifted. The original station buildings at Wennington have been demolished and replaced by brick shelters, although the signal box remained in use as the last remaining block post on the line until 1988 - it was then closed & permanently “switched out” but wasn’t formally abolished and removed until 2006.

Today, Wennington is a quiet country station with a good park-and-ride facility inviting greater use. It is one of the line’s four rail gateways to the Forest of Bowland AONB, for walking and cycling activities.



WENNINGTON JUNCTION

Drawing of Wennington Junction

