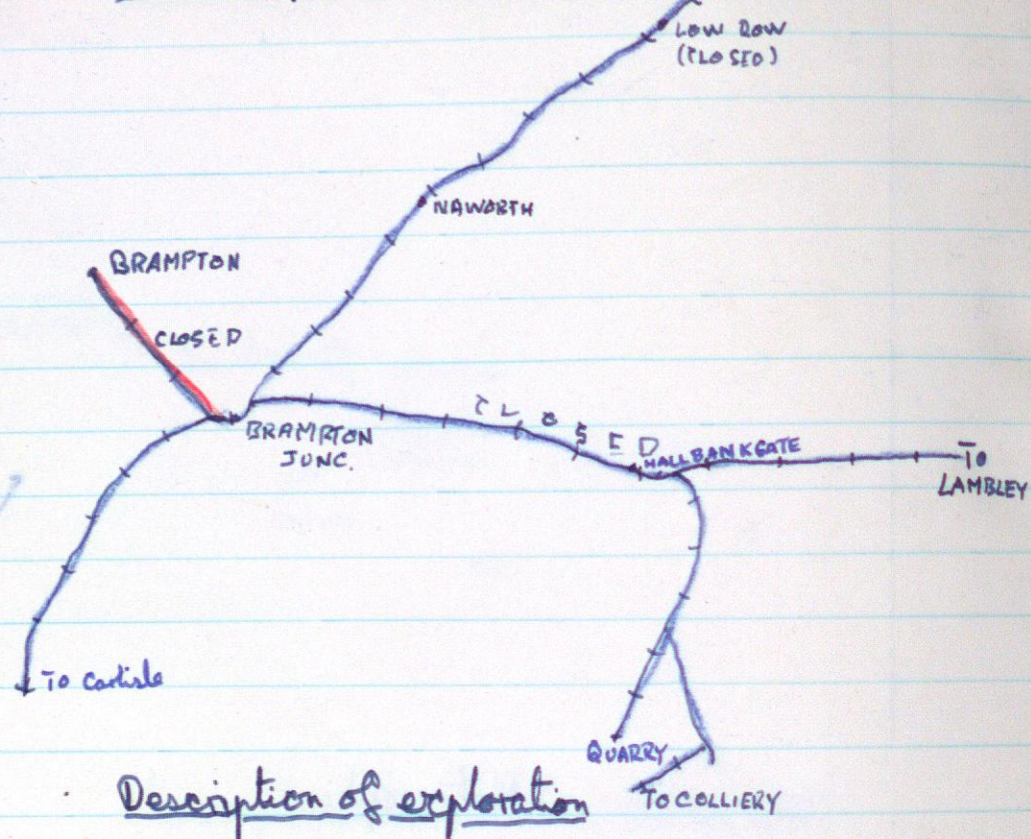


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The Brampton town & junction old railway



Description of exploration

We did this after the Migeholm railway exploration with the usual trio. When we had got to Brampton junc. we took our bikes over the platform and onto the old railway. There was not an awful lot to be seen but it was pleasant countryside and by now the weather was just the sort we wanted for walking. We came through a cutting to the bridge and here left the line for the station on the other side was almost certain to have been demolished being in someone's garden. We went back by Lanercost Priory, paying a visit there, and then back over the higher road. In doing this we passed along the course of the Roman wall for about five miles and we looked at the more obvious parts.

Photographs. HISTORY

"Brampton town station, originally known as Brampton Coal Staith, and the Railway connecting it with Hallbankgate were begun in 1792. The whole of the permanent way was wood. By 1810 it was relaid with wrought iron rails 1 1/2 inches square, spiked through the centre on to wood. In 1832 the first passenger train known as the Dandy was used, drawn by a horse. When the Newcastle and Carlisle Railway was being made it was decided to divert the Brampton line. The work was commenced in 1834 and finished in 1836, the engineers being George Stephenson and James Thompson. Horses continued to work both mineral and passenger traffic until 1861 when Mr Thompson acquired a larger train of three old L.N.W.R. carriages and a locomotive called Dandy Dimont. This worked until 1890 when passenger traffic ceased owing to the Board of Trade objecting to the signalling arrangement" NER Magazine in N+CR

I apologise for the crash here. At the time of exploration we did not realise the railway's age.

HISTORY. See also p. 61 - Brampton & Hartleyburn Rly

This line was built originally in 1790 or thereabouts as a plateway from Brampton town to Hallbankgate. When the N+CR cut it in half it is probable that it stopped operating through services, as Lord Carlisle Wagonway had been completed from Lambly to Hallbankgate and both limbs poured traffic onto the main line (the western one handling passenger traffic). If we are fanciful there is nothing to stop us supposing that Stevenson's Rocket might have run over this line as it was working on the Brampton and Hartleyburn Railway for certainly it must have risen local interest and curiosity. But its age is the call for its famousness, for it is quite possible that this was one of the oldest passenger carrying railways in the world!

I This is untrue. See above.