

This was my second journey over the majority of this line. LNWR. FR. LNWR.

21/6/62 Watlington Main - Penitth - Lancaster Castle. First journey from Watlington Junction - Brigham. The most noticeable thing I discovered was that the track had almost all been singled. Another railway enthusiast was on the train & I gathered from him that Cockersmoor once had a NER goods depot for trains running direct from the Eden Valley line (spur now removed). Also that a Windermere - Barrow is to be run one or two weekends via the Silverdale branch. LNWR. CRP LNWR

18/6/62 Ingleton - Kirby Lonsdale MID - LNWR

After buying my liberative concert in the morning (Halens) I set off on a 1.44 bus to Ingleton. We went a very devious route, but got there in the end. I first of all met the station master. He had evidently been out to Florida, U.S.A. where his son works on an airline or something, but after a year had found the heat too much and had come back to the railway in England. He had worked in many of the local stations including Morcombe Promenade. I gathered from him that there is a train every day at about mid-day. He gave me permission to cross the viaduct and as I did so I met a maintenance trolley going south to Clapham. There was going to be an excursion on the following Sunday from Leeds to Ingleton but unfortunately I wasn't able to make this.



14 maintenance trolley at the North end of Ingleton Station (MID)



Ingleton Viaduct - I took this before I got to the station!

9 or 10 years. M.S. 14 1/2
Lower quadrant signal
on North end of viaduct
Dawmac concrete sleepers.
At a maintenance
hut I met a main-
Ingleton L.N.W.R. station - Now just a coal depot behind!

Table 166 LOW GILL, INGLETON AND CLAPHAM — Weekdays only.
Winter 1953 Timetable

Miles	LOW GILL						Miles	INGLETON					
	a.m. dep.	a.m. arr.	p.m. dep.	p.m. arr.	p.m. dep.	p.m. arr.		a.m. dep.	a.m. arr.	p.m. dep.	p.m. arr.		
0	7 7	9 25	3 42	8 38	0	8 14	12 48	1 30	1 55	3 12	4 55		
4 1/2	7 17	9 32	3 52	8 45	4 1/2	8 15	12 48	1 38	2 3	5 28	6 50		
10 1/2	7 28	9 43	4 3	8 56	9 1/2	8 24	12 48	2 9	2 9	5 28	6 52		
13 1/2	7 34	9 49	4 9	9 10	12 1/2	8 30	12 48	2 19	2 19	5 28	7 2		
19	7 44	9 59	4 19	9 10	17 1/2	8 43	12 48	2 25	2 25	5 28	7 8		
23 1/2	7 47	10 2	4 45	6 15	21 1/2	8 51	12 48	2 36	2 36	5 28	7 19		
27 1/2	7 55	10 10	4 53	6 23	25 1/2	9 0	12 48	2 44	2 44	5 28	7 27		
30 1/2	8 0	10 15	5 0	6 30	29 1/2	9 8	12 48	2 52	2 52	5 28	7 35		

B—By changing at Low Gill passengers can arrive Tebay 7.41 p.m.
 Z—Passengers change at Low Gill.
 SO—Saturdays only.
 SX—Saturdays excepted.
 a—a.m. p—p.m.
 Passengers to or from the Ingleton Branch change at Tebay or Low Gill, according to the service of trains by which they travel.

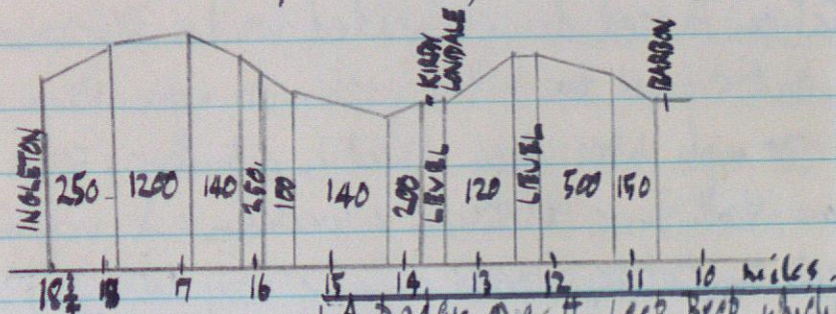


On one end of the viaduct there was a Midland notice, and on the other an L.N.W.R. one. It was L.N.W.R. bridge 29. Another recollection - we'll get nowhere at this rate! - the station master told me the line had been closed to passengers for

pushed on, only to find when I got to the bottom of the 1 in 140 gradient that I had left my map. When I got it back I gathered from the shop keeper that there were no more buses after 5.00 from Sedburgh so I decided to get one from Kirby Lonsdale. At this station I recorded the following gradient sheet at a grand frame:-

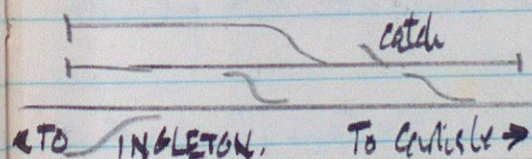


Kirby Lonsdale station. Grand frame + gradient sheet can be seen.



A bridge over the Leek Beck which I just thought would picture!

mainance man, so I had to say I had seen the station - master a Ingleton and he said that was alright + then suggested I walked on the right hand side of the line, as that was correct. At Conan bridge (no station) I got some refreshment and



Above is the track layout of Kirby Lonsdale.

