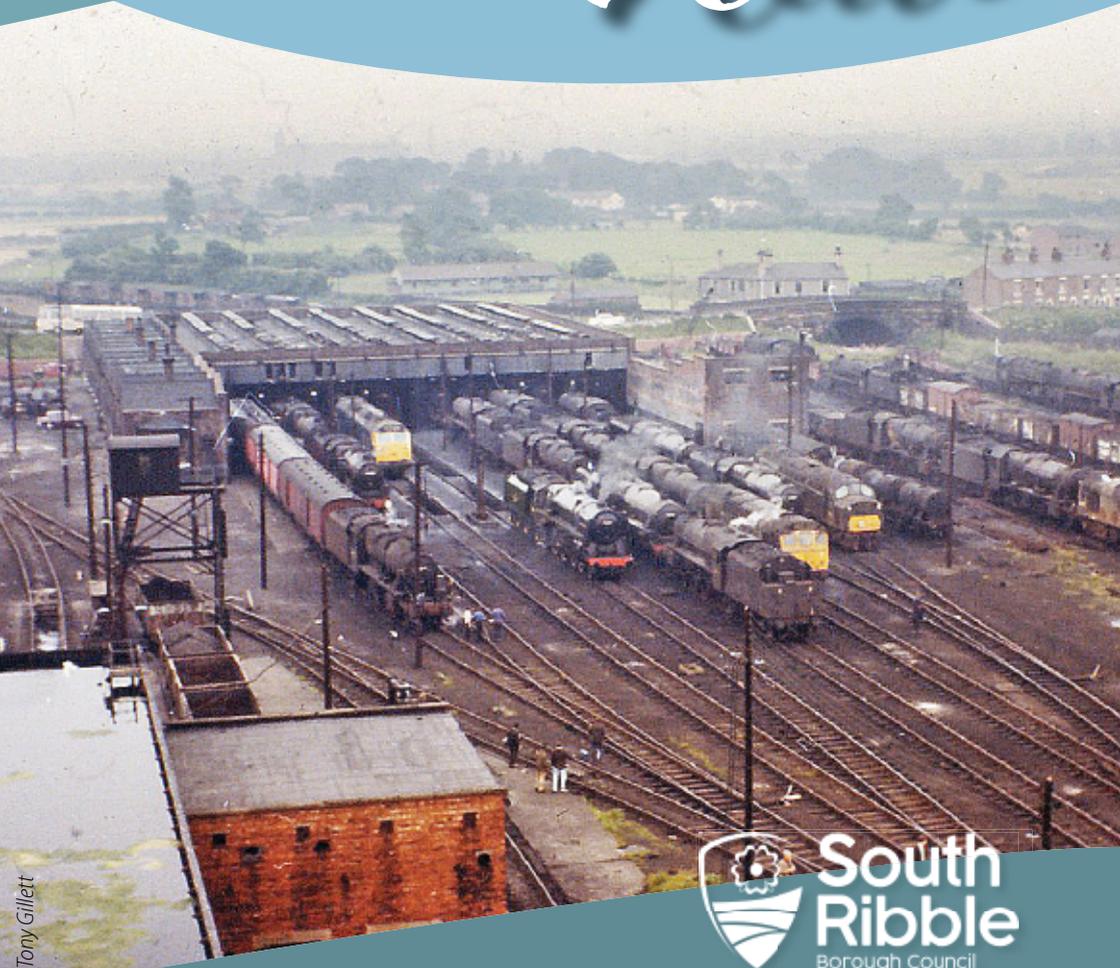


LOSTOCK HALL & FARINGTON

# Heritage Trail

*Discover the Railway Heritage  
of Lostock Hall & Farington  
on this 3.5 mile Circular Walk*



Tony Gillett

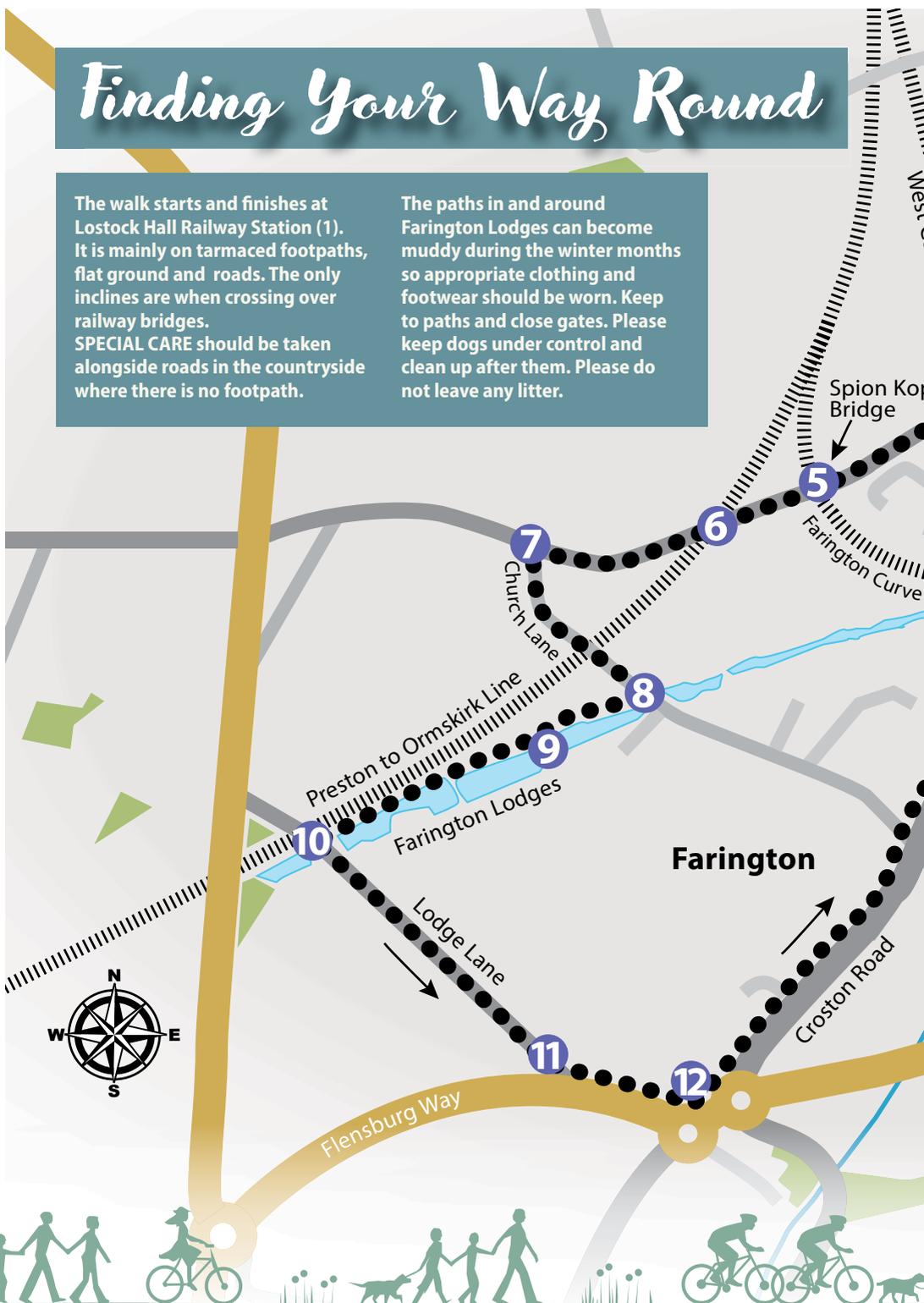


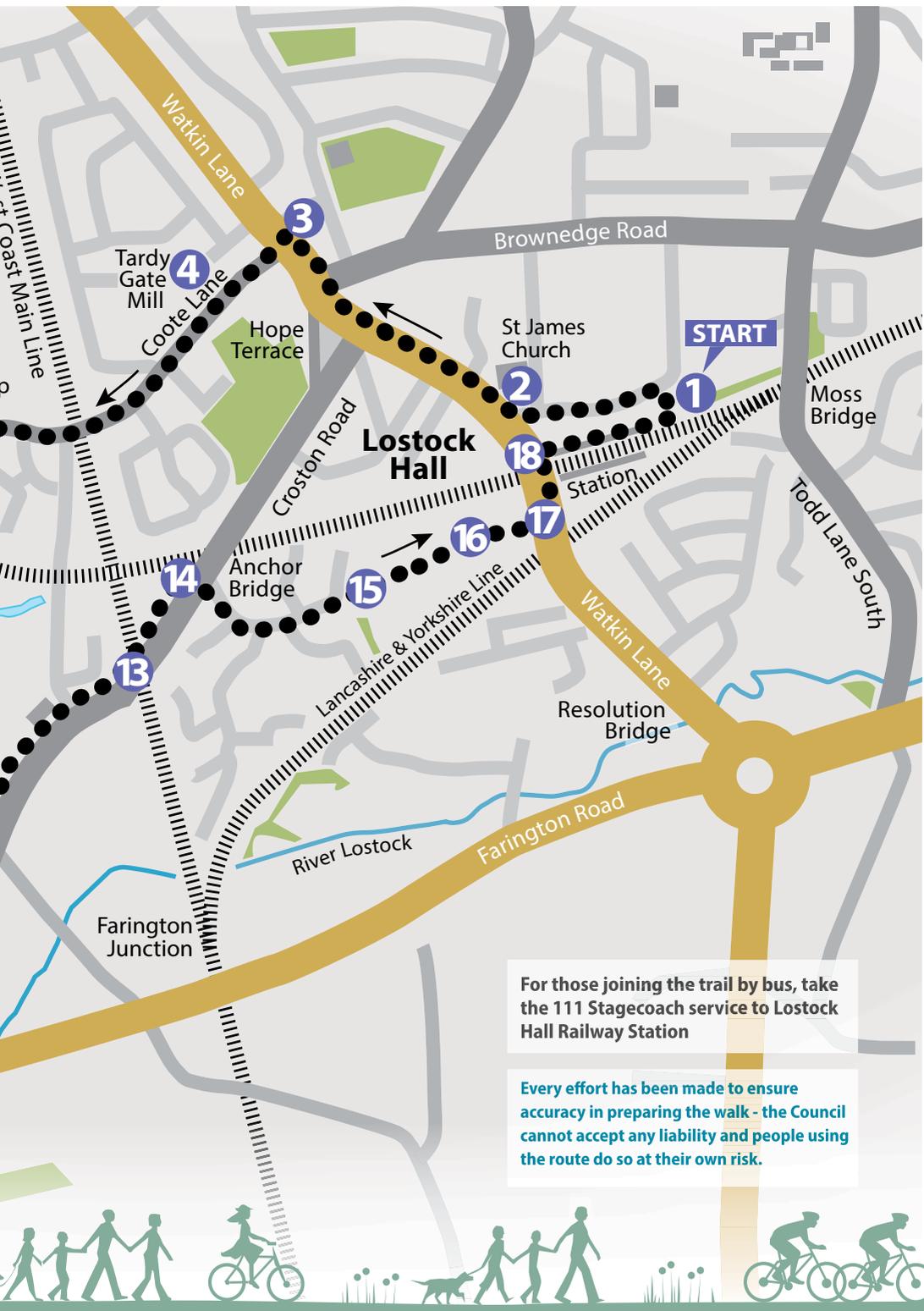
**South  
Ribble**  
Borough Council

# Finding Your Way Round

The walk starts and finishes at Lostock Hall Railway Station (1). It is mainly on tarmaced footpaths, flat ground and roads. The only inclines are when crossing over railway bridges. **SPECIAL CARE** should be taken alongside roads in the countryside where there is no footpath.

The paths in and around Farington Lodges can become muddy during the winter months so appropriate clothing and footwear should be worn. Keep to paths and close gates. Please keep dogs under control and clean up after them. Please do not leave any litter.





**START**

**Lostock Hall**

For those joining the trail by bus, take the 111 Stagecoach service to Lostock Hall Railway Station

Every effort has been made to ensure accuracy in preparing the walk - the Council cannot accept any liability and people using the route do so at their own risk.



# Lostock Hall

The building of the East Lancashire and Liverpool railway lines in 1846 gave importance to Lostock Hall as a railway town. In around 1900, one in ten of the male population were employed on the railways. Although it is known locally as a station; Lostock Hall in 1846 was unmanned and had no buildings and offered no services, it was actually a 'halt'. A new station was built in 1883 on the west side of Watkin Lane and included a Booking Hall, Clerks Office and Station Masters office. Staff included a Station Master, a Booking Office Clerk and Porter. The waiting rooms on either platform were identical. Amid protests, the station was sadly closed on 7th August 1968 but was later re-opened in 1984 with new buildings on the east side of Watkin Lane.



**1. The Trail begins and ends at the Car Park of Lostock Hall Railway Station, Watkin Lane, PR5 5RD. From the station car park turn left on to Moss Lane.**

**2. Proceed along Moss Lane until you reach the junction with Watkin Lane.**

*A 1930s map showing the extensive railway network at Lostock Hall and Farington*



## St James Church

St James Church will be on your right as you turn the corner. The foundation stone was laid on 6 June 1891 and the first service was held on 6 February 1892. The church hall foundation stone was laid on 16 November 1907.



**3. Turn right and proceed along Watkin Lane until you reach the junction with Cooto Lane.**

**4. Turn left and walk down Cooto Lane where you will pass Tardy Gate Mill on your right hand side.**

## Tardy Gate Mill



Tardy Gate Mill was built in 1908 by the 'Tardy Gate Manufacturing Company'. It was bought out and greatly expanded by Thomas Moss &

Sons during the 1920's and produced calico and linen until its demise in the late 1970s. The mill also owned the local cricket pitch and sponsored the cricket team. There was also a Ladies' hockey team that was originally made up mainly of workers from the weaving sheds and offices. The mill now houses Todd's Motorhomes, a snooker hall, and a number of other small businesses.

**As you continue along the lane on the same side of the road, the first bridge you cross takes you over the West Coast Main Line.**

**5. Proceed along Cooto Lane passing a mini roundabout. When you reach the top of the hill, you will cross Spion Kop Bridge which straddles the Farington Curve which serves the East Lancashire line from Preston to Colne.**

## Spion Kop Bridge

There are a number of bridges and football terraces up and down the country known as Spion Kop, or simply Kop, in memory of the battle of Spion Kop. The battle took place on a steep hill in the Natal Province of South Africa during the Boer War. The battle was fought between 23 & 24 January 1900 and saw 322 British soldiers lose their lives.



## Farington Curve

At this point you can see the Farington Curve. If you look towards the right from the curve you can make out a line of trees which mark the path of the now de-commissioned Preston to Liverpool Line which ran through Lostock Hall.

*The 'Fellsman' at Farington Curve*



## Old Pumping Station

Approximately 100 yards along the path, you will pass the old pumping station which used to pump water out of the lodges and pipe it through to the Lostock Hall Motive Power Depot for use on the tenders.



**6. Continue along Coote Lane and proceed over a third bridge, which crosses the Preston to Ormskirk Branch Line which is run by West of Lancashire Community Rail Partnership.**

**7. Continue along Coote Lane until you reach the junction with Church Lane where you will cross the road, and turn left. Proceed along Church Lane where you will again cross over the Preston to Ormskirk Branch Line. Continue along Church Lane until you reach Farington Lodges which is on the right hand side of the road, just before the sharp bend.**

**8. Turn right through the gate, into the lodges and follow the path.**

**9. Where the path branches off, go up the slight incline taking the top path.**

This path used to form the track bed for the line that ran from Preston, through Lostock Hall and on to Liverpool that you viewed earlier from the Farington Curve.

**10. Continue along the path, with the Preston to Ormskirk Branch Line on your right and the lodges on your left, until you reach the car park at the end of Lodge Lane.**

Interestingly, Lodge Lane was once called Moss Lane, one of five such named lanes that used to exist in the area.

**11. Proceed along Lodge Lane until you reach Flensburg Way where you will turn left.**



**12. Follow this road until you reach the double roundabouts where you will take the first exit on to Croston Road.**

**13. Proceed along Croston Road where you will cross the West Coast Main Line.**

## Farington Station



Farington Station once stood on the left hand side of this bridge. The station opened on 31 October 1838 under the ownership of the North Union Railway and was originally named Farrington. In October 1857, it was renamed Farington (with single 'r'). It became a junction in 1846 when the Blackburn and Preston Railway opened its line from Blackburn, which joined the main line a short distance to the south. This link only survived in regular use for four years, however a dispute between the East Lancashire Railway and the North Union Railway over access to the main line to Preston, and the sizeable tolls the East Lancashire Railway had to pay to use it, led to the latter company building its own independent route into the city. Thereafter the original Blackburn and Preston Railway link fell into disuse and was severed (though it eventually reopened in 1886 with the main line junction altered to face

south), whilst the station reverted to a purely local role, served by stopping trains between Wigan North Western and Preston on the main line. This was quadrupled at the end of the 19th century and the station expanded to four platforms as a consequence. Farington station was closed by the British Transport Commission on 7 March 1960, (before the Beeching Axe of 1963) and was subsequently demolished. West Coast Main Line trains run through Farington carrying many inter-city and semi-local services.

*Steaming through Farington station*



**14. Continue along Croston Road until you reach Wellfield Road.**

## Anchor Bridge

In the near distance you can see Anchor Bridge which carries the East Lancashire line from Preston to Colne via Lostock Hall. The signal



box for the Lostock Hall Motive Power Depot formally sat on this bridge to the left, the steps of which still remain.

*St Paul's walking day procession passes under Anchor Bridge*



Courtesy of Lancashire County Council's Red Rose Collections

masters office. There were eight terminal roads with inspection pits and the whole building was 221ft long by 139ft in width. Initially 50 locomotives were allocated to the shed and for over eight decades the duties were movement of goods, shunting and local passenger services. It closed to steam engines in 1968. Parts of the site continued to be used for a number of purposes including for carriage repairs and as a fuelling depot until the site was finally closed for business in 1988. Access to the shed was from a 'wicket gate' in a small building on Watkin Lane, referred to as the 'Top Lodge'. This was demolished in 1965 when a banana lorry crashed into it.

**15. Proceed along Wellfield Road until you reach the field gate at the end of the road.**

**16. Follow the path through the field to its end where it joins Watkin Lane.**

## Lostock Hall Engine Sheds



On your right you can see the old Lancashire & Yorkshire Railway Line which is now used for freight and special steam excursions. On your left, is the site of the former Lostock Hall Motive Power Depot (or Engine Sheds) opened on June 3rd 1882 at a cost of 30,000. The opening ceremony began at 2.30pm and was led by three locomotives handsomely decked out with flags. Cake and wine was served in the shed

**17. Turn left and proceed along Watkin Lane. Cross over the road at the double bridges and you will see Lostock Hall Railway Station. Go down the steps on to the Blackburn & Colne platform.**

**18. Proceed along the platform until it meets the car park where you will complete the trail.**



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