

# **Boroughbridge Station in the News**

**The history of Boroughbridge Station from the first proposal meeting in 1844, through to the second 'New station' in 1875 with news stories as reported in the newspapers at the time.**

Peter Audsley

**PROPOSED BRANCH RAILWAYS TO BOROUGHBRIDGE,  
KNARESBRO', HARROGATE, RIPON, AND RICHMOND.**

A special general meeting of the proprietors of the Great North of England Railway, was held in the Company's Office, at Darlington, on Tuesday last, "for the purpose of taking into consideration the propriety of authorising the directors of the Company to make application to Parliament in the ensuing session, for to power to construct a branch line of railway from a point in their main line, at or near Pill Moor, to Boroughbridge, Knaresbro', and Harrogate, with an extension of the same from Boroughbridge to Ripon; and for the purpose of determining upon the mode of raising I the necessary capital for constructing such branch line of railway; and for authorising the directors to take such steps and to enter into, such arrangements with reference to the sold undertaking as the meeting might decide to be expedient or proper."

There was a numerous attendance, the shareholders being allowed to travel on the line to and from the meeting free of charge. R. Wilkinson, Esq., chairman of the board of directors, presided. Major Parker, the Secretary, opened the proceedings by reading the advertisement convening the meeting.

The CHAIRMAN then made some observations relative to the objects for the promotion of which the meeting had been called. He said when the Great North of England Railway was first projected, a line to Harrogate and Leeds was contemplated, and in point of fact, it formed a part of the original scheme, when the line was surveyed. Circumstances, however, prevented it from being formed, and the matter stood over until the 5th of September 1843, when instructions were given to Mr. Stephenson to survey a branch line to Harrogate and Ripon. and he (the Chairman) entertained no doubt that it would prove remunerative and would greatly tend to increase the prosperity of the Great North of England Railway. Some gentlemen might say, that in the prosperous condition in which they were at present, it might be well to rest contented; but he would remind them that whilst they stood still other parties would be moving; and while such parties were appearing to make branch lines only, they might In reality be forming lines to compete with that in which the present company was interested. As a measure of self-defence, therefore, even if there had not been a prospect of a good return, it was desirable to form the lines contemplated. It was proposed to leave the main, line a little to the east of Sessay, then to pass over Pill Moor, and across the river Swale a little to the north of Helperby, and afterwards to proceed direct to Boroughbridge, where a station is proposed to be formed on the north side of the river, near to Stead's mill. After crossing the river Ure, the line is to proceed direct to Knaresbro'. Thence it is to cross the river Nidd near Plumpton Rocks, and proceed to Colling's Cottage, within about a mile of the town of Harrogate. The length of the branch to Harrogate will be about twelve miles. At the point where the Boroughbridge station is to be formed, it is proposed to make another branch by the north of Earl de Grey's park, to Ripon, a distance of five miles. After alluding at some length to the advantages that would be

derived from the formation of these branches, the Chairman I said it had long been the intention of the company also to construct a branch line to Richmond, and they might eventually carry the line still further to the north-west. This line had been surveyed. and the gradients

had been found to be as good as those from Pill Moor to Harrogate and Ripon. The Richmond branch would pass from near to Cooper-house, about five miles from Darlington, and would proceed direct to Richmond, the distance being about nine miles and three quarters. About £200,000 would be required for the Harrogate and Ripon branches, and about £100,000 for the Richmond branch. The directors, therefore, proposed to raise £300,000 by the creation of ten thousand shares of £30 each, the Chairman then proposed a series of resolutions inserted in our advertising columns, by which the objects of the meeting were unanimously resolved to be carried out. Mr. Adams, of Thirsk, inquired whether it was the intention of the directors to allow the shareholders to travel on the line free of expense, in order to attend the future meetings of the company. The CHAIRMAN replied in the affirmative. After some observations from Mr. Oaley, Mr. Richardson, Mr. Peat, Mr. Metcalfe, Mr. Barstow, Mr. Baker. Mr. Oldfield, Colonel Antson, Mr. Adams, Mr. H. Pease, Mr. Plews, and other, gentlemen, a vote of thanks was passed to the Chairman, and the meeting separated, the entire proceedings having been marked by great unanimity.

**Leeds Mercury** , Saturday 19 October 1844

**BOROUGHBRIDGE BRANCH RAILWAY.** —This line which is a branch from the York and Newcastle Railway, was opened for general traffic, on Thursday, in the last week, as briefly noticed in our last. It is five miles and three quarters in length and forms a junction with the Great North Eastern Railway on Pill Moor, south of the Sessay station. Leaving the parent line, it takes a westerly direction across Pill Moor, an extensive waste, the junction being on a curve of forty chains radius, the line runs nearly on a level and then proceeds in a straight line towards Brafferton where there is an ample station in course of erection. Passing this station, a cutting is entered, about one-third of a mile in length through a loose sand and gravel strata, the extreme depth being thirty six feet The high-road from Brafferton to Thornton Bridge is carried over the railway in this cutting by a handsome viaduct of three arches. On emerging from the cutting a very beautiful country opens out to the view, the line immediately approaching and crossing the river Swale, over which it is carried by a noble stone bridge of three arches, each of fifty feet span. This a skew bridge at an angle of twenty-and-a-half degrees. The village and beautiful church at Brafferton, present, from this point an interesting view in the rear of the traveller. After the Swale has been passed, the line again takes the level and proceeding perfectly straight, it traverses a beautiful and luxuriant country. After crossing the high- way from Kirkby Hill to Myton, the line takes a curve, of three quarters of a mile radius, to the south, and then proceeds straight for about four hundred yards, passing Milby on the right with the truly historical town of Aldborough

the left. Then taking a curve, of three-quarters of a mile radius to the north it terminates in a straight run of about three hundred yards to Boroughbridge Station. Excepting the Brafferton cutting and the works at and in connexion with the Swale bridge, the entire line is nearly on the level and has been most easy construction. It opens a connection with a very important agricultural district, of which the ancient town of Boroughbridge is in the centre. The station is within two hundred yards of the magnificent bridge being on the north side of the town, in the township of Langthorpe, on Earl de Grey's estate. It is one hundred and fifty-nine feet long, and was designed by G.T. Andrews, Esq. of York. It is in the Grecian style of architecture, with an elegant arcade in front. The fabric is of brickwork with stone dressings, and it comprises of first and second class waiting rooms, booking offices, station masters apartments, and other conveniences. There are also adjacent an engine house, merchandise warehouse, cattle dock, and carriage landing, the whole establishment comprising an area about seven acres. The works at the stations have been executed by Messers Burton of London. The contractor of the line was Mr. Richard Cail of this town and the resident engineer Mr Joseph Stephenson.

**Newcastle Journal** – Saturday 26 June 1847

### **Opening of the Boroughbridge Branch of the York and Newcastle .**

This branch was opened on Thursday, the 24th June. Its length is five miles and three quarters, and it forms a junction with the Great North of England Railway on Pill Moor, south of the Sessay station. Leaving the parent line it takes a westerly direction across Pill Moor, an extensive waste, the junction being on a curve of forty chains radius, the line runs nearly on a level, and then proceeds on a straight line on towards Brafferton, where there is an ample station in course of erection. After crossing the highway from Kirby Hill to Myton the line then takes a curve of three quarters of a mile radius to the south, and then proceeds straight for about 400 yards, passing Milby on the right, with the truly historical town of Aldborough on the left, then taking a curve of three-fourths of a mile radius to the north, it terminates in a straight run of about 300 yards to Boroughbridge station. The station is situated within 200 yards of the magnificent bridge, being on the north side of the town, in the township of Langthorpe, on Earl de Grey's estate. It is in the Grecian style of architecture. The opening day was one of great moment to the inhabitants of Boroughbridge, and the town band attended each train to the junction.

**Morning Post** – Friday 2 July 1847

## **NORTH EASTERN RAILWAY.**

(YORKSHIRE NEW LINES AND WORKS.)

*Power to construct Railways from Knaresborough to Boroughbridge; at Pilmoor and Malton; between the Middlesbrough and Guisbrough and Cleveland Branches; the Ayton and North Yorkshire and Cleveland Branches; and at and near York, with a Station there. Alteration of Road at York, Selby, and Hull; purchase of additional Lands; additional Capital; Amendment of Acts, and other purposes.*

**NOTICE IS HEREBY GIVEN,** That application will be made to Parliament, in the next Session, for an Act to enable The North Eastern Railway Company, hereinafter called "The Company," make and maintain the Railways following, with all proper Stations, Works, Conveniences, and Approaches connected therewith, that to say:-

A Railway commencing in the township and parish of Knaresborough, in the West Riding of the County of York, a Junction with the York and Knaresborough Branch of the North Eastern Railway, at and on the east side of the bridge which carries road called the Back Lane over that Branch, thence passing from, through into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Knaresborough, Scriven with Tentergate, Ferrensby, Farnham, Walkingham Hill, Hill with Ockany, Ockany, Arkendale, Staveley, Copgrove, Minskip, Aldborough, Roecliffe, Boroughbridge, and Milby, in the said West Riding, and Kirby on the Moor, Langthorpe, Aldborough, and Milby, in the West and North Ridings of the said County of York, or one of them, and terminating in the township of Milby and parish of Aldborough, in the said West and North Ridings, or one of them, Junction with the Boroughbridge Branch of the North Eastern Railway, near to the Boroughbridge Station thereof, at point about 520 yards eastward of the terminus of that Branch.

**Yorkshire Gazette** – Saturday 18 November 1865

## **BOROUGHBRIDGE .**

**RAILWAY SERVANT KILLED.** — On the 8th inst, a coroner's Inquest was held on the body of James Dickenson, of Roecliffe, aged 55 years. It appeared the deceased was assisting in shunting some goods waggons at Boroughbridge station warehouse on Monday the 7th, and by some means or other he was knocked down between the rails, several goods waggons passed over him apparently without doing him any damage, but he was caught by the fire-box of the engine (which is only a few Inches

from the ground), and forced forward some distance until he came to some 'points' which he could not pass, and he was crushed and mangled in so frightful manner that he died immediately. Neither the engine-driver nor station master nor any of the other servants knew that deceased was amongst the waggons, and therefore no blame was attached to anyone. Verdict, "Accidentally killed." Deceased had been in the Railway Company's service at the station for 16 years; he was a faithful servant and much respected.

**Leeds Intelligencer** - Saturday 12 August 1865

### **DISTRICT NEWS BOROUGHBIDGE.**

**Accident** .— On Wednesday last, as Mr. Boddy, iron founder, of this town, was delivering a steam flour mill at Boroughbridge station, whilst the large fly wheel was being hoisted from the waggon by the Railway Company's crane, the chain broke, and Mr. Boddy standing with his hand on the waggon, the large wheel fell upon it and crushed it in a frightful manner. Medical aid was at once obtained, and on examination it was found necessary to amputate the thumb and two first fingers. It should be stated that the chain was Mr. Boddy's own property, which he had selected as being particularly capable of bearing such a weight.

**York Herald** – Saturday 27 February 1869

### **NORTH-EASTERN RAILWAY EXTENSIONS. OPENING OF BRANCH LINES.**

Yesterday three important extensions of the North- Eastern Railway system were opened for traffic, namely, the Knaresbro' and Boroughbridge, the Kirbymoorside and Pickering, and the Saltburn and Lofthouse branch lines. As we have recently described these lines and given full descriptive notice of the country through which they pass, we need do no more than here briefly indicate the objects and chief features of each extension.

**THE KNARES BRO' AND BOROUGHBIDGE LINE** is the one nearest York. It was officially inspected and passed on Monday last, and the announcement that yesterday it would be opened for traffic gave much satisfaction to the residents in the neighbourhood. The distance between

Knaresbro' and Boroughbridge is only seven miles by road, but hitherto, owing to the absence of a direct line of railway, the journey between these two adjoining towns could not be made by rail except by making a long detour and circuitous route via York or Thirsk. Now that the railway has been opened facility is afforded for convenient and rapid transit between these two old Yorkshire towns. There were no special proceedings yesterday at either Knaresbro' or Boroughbridge to celebrate the opening, which has been so long desired, the only unusual features being a much larger number of passengers by each of the trains, the congregating of a number of persons at the stations on the route to watch the arrival and departure of the trains, the display of flags, and decking of the engines with evergreens and flowers. The day being beautifully fine, many persons made a holiday trip on the new line. Amongst the officials who yesterday superintended the opening were — Mr. Welburn, the district passenger superintendent; Mr. P. Falconer, the traffic inspector; Mr. John Jackson, the signal inspector; Mr. Nelson (of the firm of contractors for the line); Mr. Burleigh, of the architect's office, etc. The engineers and a number of the directors had previously passed over the line, which is a single one, but if the requirements of the district should justify such a step, a second line of rails could easily be added, sufficient land for the purpose having been purchased by the railway company, and the bridges built of ample width. The new line is but seven and a quarter mile in length, commencing a short distance from the present railway terminus at Boroughbridge. and extending in an almost straight line to Knaresbro'. It is many years since the Pilmoor and Boroughbridge line was opened, and for a long time the extension to Knaresbro' was contemplated and has at last been happily completed. The contractors were Messrs. Nelson, of Carlisle and York, who have satisfactorily completed their contract. The scenery is not particularly interesting but improves as the neighbourhood of Knaresbro' is reached by the passenger from Pilmoor. The dreary-looking old station at Boroughbridge is now the terminus of the goods sidings at that place. There is a marked contrast between the dull and cheerless aspect of the old and the admirable arrangements and fittings of the new station. In the first place, the latter, though some five hundred yards beyond the old station, as we approach from Pilmoor, is more conveniently situate than the present station. It has a much better approach and presents a very comfortable appearance. It is built of red brick, and comprises commodious offices, first-class ladies' and gentlemen's waiting-rooms, general waiting-room, &c. A broad and good carriage drive has been made to the new station from the foot of the old stone bridge over the Ure. At the station the line is a double one, with large platform on either side. The station at Staveley is smaller than at Boroughbridge but fitted up on a similar scale. It is but a short distance from the Tillage, and a good approach has been formed. In connection with the station at Staveley, there is a coal depot, goods warehouse, and sidings. The line



near the Boroughbridge station crosses the two highroads from Thirsk and Ripon. Two substantial oblique arches of brick, with stone buttresses, surmount these roads, the station being between the two. There is a wrought iron bridge over the river Ure at Boroughbridge. It is of two spans, with piers in the centre of the river, each span being 125 feet in width. About two miles nearer Knaresbro' there is another iron bridge, with girders over the Tut, a tributary of the Ure. The other bridges are of brick with stone buttresses, and although the line is so short it crosses no less than 25 bridges. As showing the flat nature of the country, and the easy gradients of the line, it may be stated that there are only ten changes of gradient between the two towns, and these are very light, ranging from 1 in 500 to 1 in 120, which is the steepest gradient. The construction of the line has presented no engineering difficulties, nor any very heavy cuttings. The most important of the latter was near Knaresbro', where a 'long cutting through limestone 36 feet deep had to be made. In the parish of Ferensby, also, a cutting half a mile in length was necessary, but in this instance the work was easier, as instead of rock the hill was hard soil. This cutting varied from 20 to 25 feet deep. The new line joins the York and Knaresbro' branch at about a quarter of a mile from the Knaresbro' station. The junction is affected some little distance from the tunnel under the town on the east of the station. During the latter portion of the line several villages are skirted, namely, Ferensby on the left, and Scotton, Farnham, and Scriven, and others on the right. Messrs. Nelson have also the making of another short line of railway — a deviation from the Pilmoor and Boroughbridge branch to the Malton and Thirsk line. The new line will be a mile and a half in length, and commences about midway between the Brafferton and Pilmoor stations on the Boroughbridge branch, and, after crossing the north line, will join the Malton and Thirsk branch, and be more convenient than proceeding by way of Pilmoor Junction.

**York Herald** — Friday 2 April  
1875