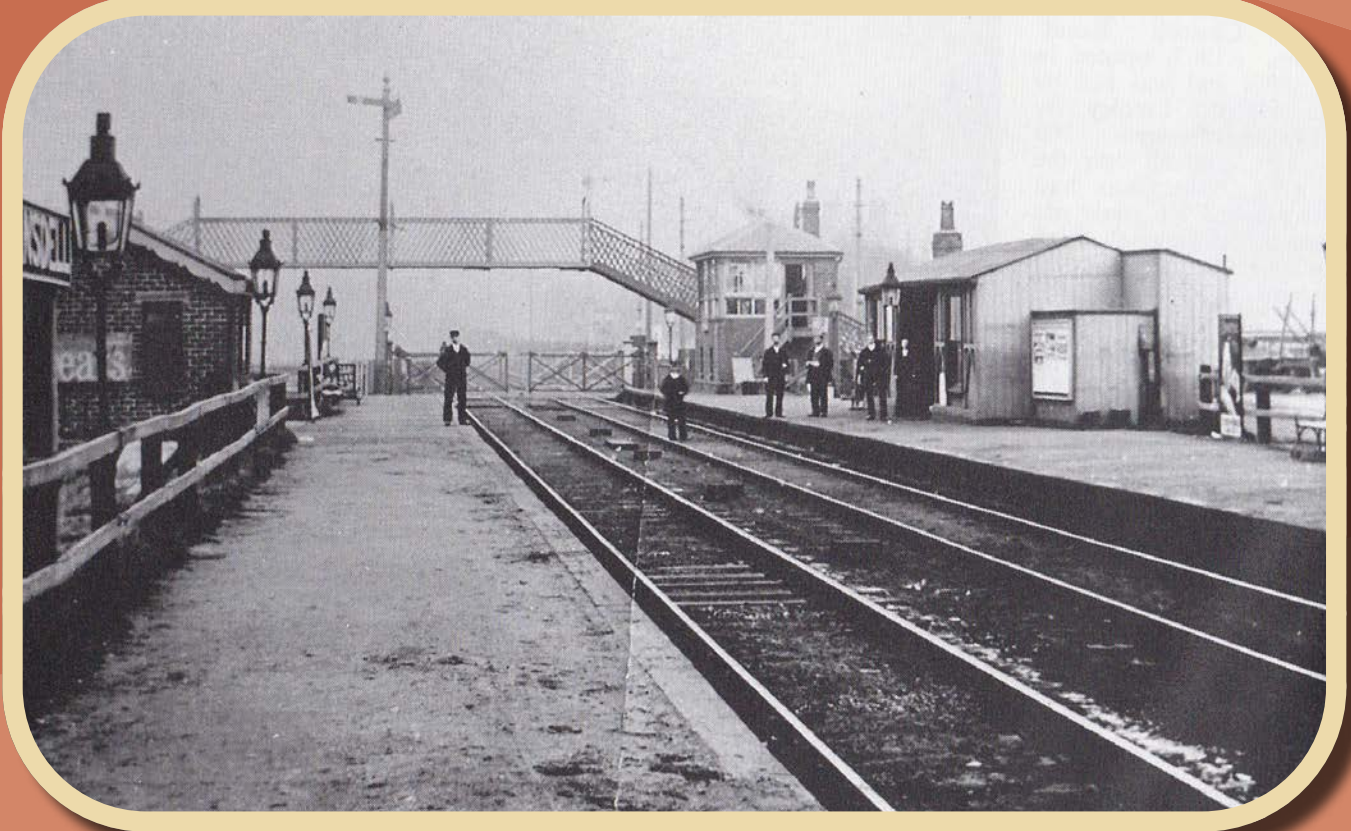
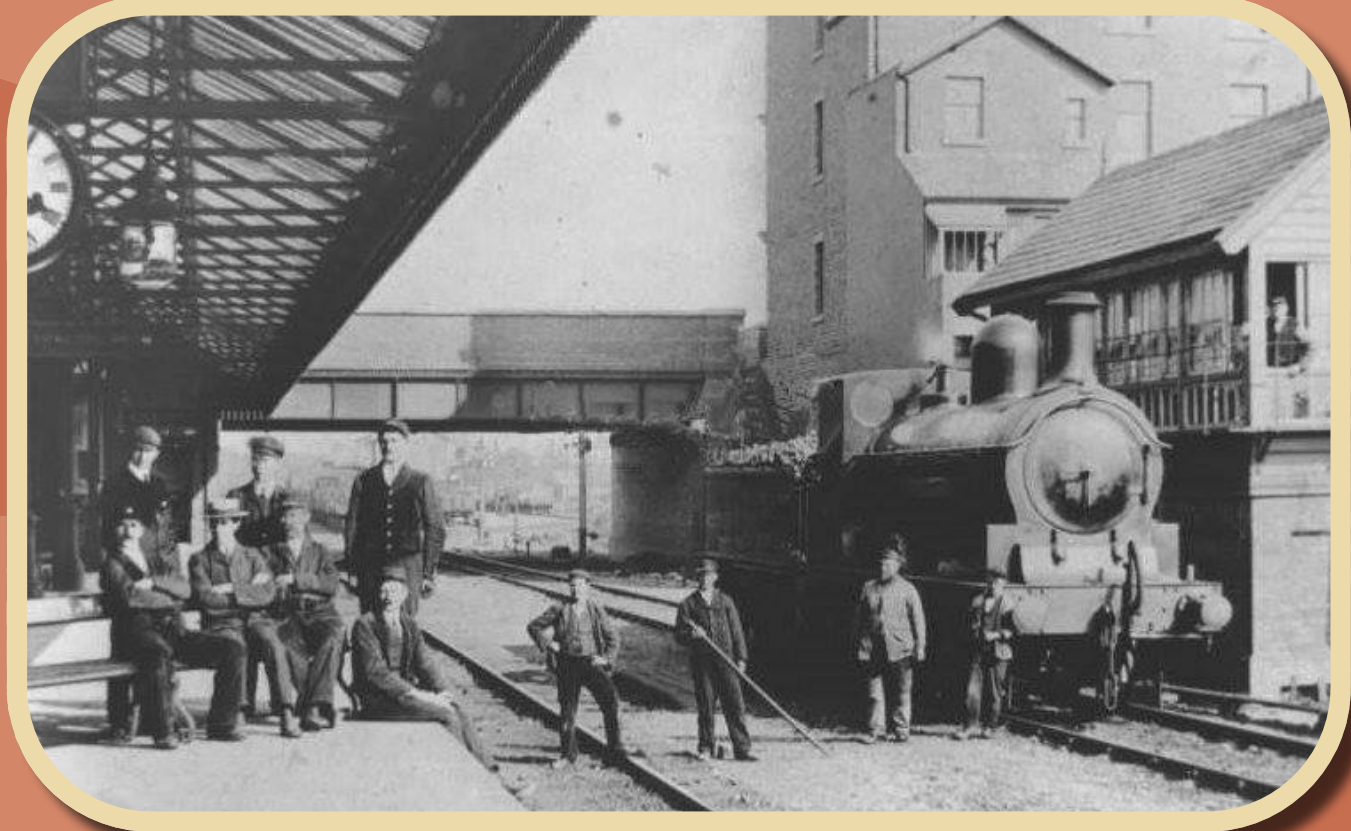


SOUTH FYLDE'S HISTORICAL COMMUNITY STATIONS

ANSDELL AND FAIRHAVEN STATION



The 1873 first Ansdell station seen looking towards Lytham circa 1890 showing the level crossing on Ansdell Road and the original footbridge. Photographer unknown.



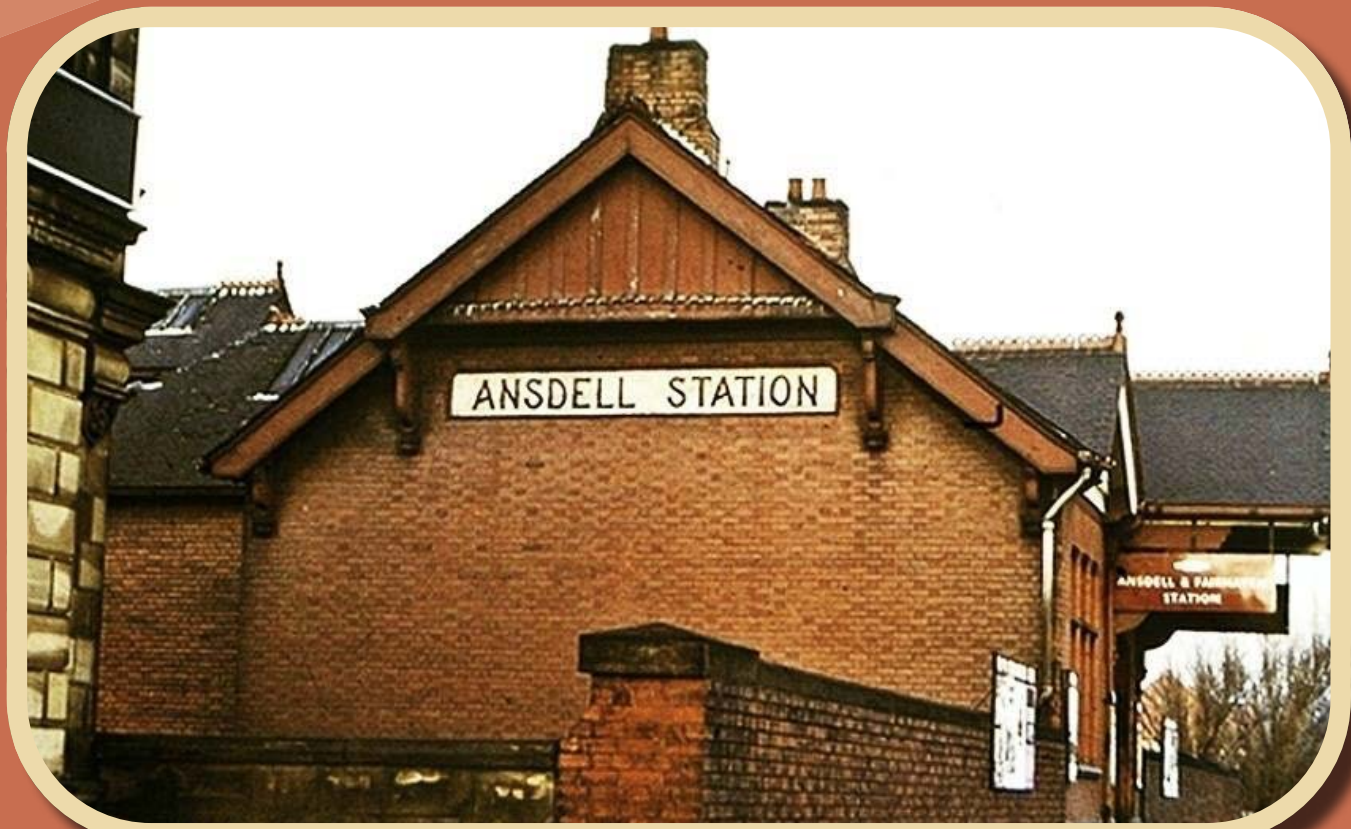
The second Ansdell and Fairhaven station of 1902 seen c.1910 with Woodlands Road Bridge and the goods yard in the background. A Lancashire & Yorkshire "A" class loco is shunting the local goods train – Photographer unknown.



Class 5 44807 arrives at Ansdell station on 9.05 a.m. from London Euston on 31 March 1967 – Photographer Peter Fitton.



Demolition of Ansdell and Fairhaven Station on 18th May 1972 with no health & safety! Photographer Peter Fitton.



Ansdell and Fairhaven station entrance on Woodlands Road in 1972 shortly before demolition. Note the stylish mosaic station name – Photographer unknown.



Passengers departing Royal Lytham St. Annes Open Golf Championship 2012 – Photographer Paul Nettleton.

A BRIEF HISTORY OF ANSDELL AND FAIRHAVEN STATION

Ansdell and Fairhaven station, along with Blackpool South, Blackpool Pleasure Beach, Squires Gate, St Annes-on-the-Sea, Lytham, Moss Side and Kirkham, is part of the single track Blackpool South to Preston South Fylde Line.

During its long history the station has provided an essential commuter service to Preston and Manchester and a convenient tourist stop for visiting the coast with its pleasures and amusements. However, with the arrival of cars in changing times causing a reduction in passenger numbers, the station has declined from a comprehensive two track one, with splendid buildings and manned by several staff, to a single platform station.

The first Ansdell station is thought to have been built c.1873 by the Preston & Wyre Railway (jointly owned by the Lancashire & Yorkshire and London & North Western Railway companies) after the 1863 Blackpool & Lytham Railway was taken over in 1871. This first station was known as Ansdell's Gate as the line ran just near the home of the artist Richard Ansdell after whom the locality was named. Interestingly the district remains the only area in the country to use the name of an artist.

The line and the station at Ansdell, at that time, was part of the burgeoning development and rapid expansion in the area in the late 19C and early 20C and it soon became necessary to develop the station further. With the development of Woodlands Road and the creation of Woodlands Road bridge the station was moved in 1903, 300 yards west, and renamed in 1906, as Ansdell and Fairhaven station. The inclusion of Fairhaven in the station name follows the continuing development of the community as a residential and tourist locale, including Fairhaven Lake. Fairhaven was named after Thomas Fare, the land agent of the Clifton estate during that period. The old Ansdell Gate facility further east continued to be used as a goods yard.

The 'new' 1903 Ansdell and Fairhaven station was originally designed as an 'island platform' with tracks on both sides of a central island. In common with many of the South Fylde line stations it also had its own booking office, waiting room, goods yard and signal box. The long platform was necessary because the coast route handled services to London which regularly consisted of twelve carriages. Sadly, in 1972, the 'new' Ansdell station built to replace the original one at Ansdell Gate was also demolished, and in 1986, following the sale of land on the Preston side of Woodlands Road bridge by British Rail for housing, the line became a one track system with trains using a single platform.

The Royal Lytham & St Annes Golf Club, host to the Open Championship, is adjacent to the station and during national and international competitions spectators arriving at Ansdell and Fairhaven station are able to gain direct access to the course.

The Friends of Station Group has been involved in developing and maintaining the station's gardens and grounds for a number of years and is a member of the South Fylde Line Community Rail Partnership.

Thanks to the following research sources and colleagues:

Wikipedia, Amounderness, Peter Fitton, Paul Nettleton and to other unknown origins for the remainder of the archive photographs.

