

WEST LANCASHIRE'S HISTORICAL COMMUNITY STATIONS

PARBOLD STATION



Parbold Station 1950s with Up Name Board with Dick Taylor, Station Master - Photo courtesy of Tony Graham



Parbold Station and staff, 1911 - Photo courtesy of Parbold Library



Parbold Cabin and level crossing 15.08.72 - Photo courtesy of J. A. Somerfield



142094 approaches Parbold Station, March 2019 - Photo courtesy of John Sloane

A BRIEF HISTORY OF PARBOLD STATION

The Douglas Valley provided a natural route for the railway between Manchester and the coast at Southport and with the completion and opening of the line on 9th April 1855, Parbold became both a commuter area for the better-off and a recreational area for the less so. To accommodate the economic activity of the village, sidings were established below the quarry on Parbold Hill, by the brickworks, and immediately to the east of the station where coal and general goods were handled. Customers for the railway included Platt & Magnall, H&R Ainscough and Winnards. (Source - JM Virgoe: A history of Parbold 1994)

The railway through Parbold was authorised by the Manchester and Southport Railway Act of 22nd April 1847 but construction was delayed, and it was not until 9th April 1855 that the Lancashire and Yorkshire Railway completed and opened the line. The station building was built of stone excavated from the cuttings towards Gathurst and is still in use as a waiting room and ticket office. The adjoining former station master's house is no longer part of the station and the various ancillary buildings and canopies on the platforms have all been removed since the 1970s. The subway was constructed in 1904.

The adjacent cabin is a Type 9 Saxby & Farmer box from 1877 and is grade 2 listed. The Lancashire & Yorkshire Railway uniquely referred to their signal boxes as cabins and Parbold Cabin is the only one still to carry such a name board. The cabin also operates the adjacent barrier level crossing which replaced the gates in 1989.

Parbold remained a Lancashire & Yorkshire station until amalgamation with the London and North Western Railway shortly before the London Midland and Scottish Railway was formed in 1923. On nationalisation it became a part of the London Midland Region and later part of Regional Railways prior to privatisation.

In 2005, the railway station underwent a £250,000 restoration project which saw the ticket office restored to its former glory and new fences and CCTV installed.

The station has had several changes of names in the past - 'Newburgh', 'Newburgh for Parbold', 'Parbold for Newburgh' and from 1973 simply 'Parbold'.

Text by Mark Dowding, Friends of Parbold Library, August 2020

