

The Kildwick Rail Crash of 1875

Appendix 1 – The opening of the new Kildwick and Crosshills station

On April 6th 1889, the Craven Herald reported on the new Kildwick and Crosshills railway station, due to come into service a few days later.

The New Station – *The new Kildwick and Crosshills Railway Station is now practically completed and will be opened for traffic on Sunday next. The new buildings are some 100 yards “down” the line, on the Crosshills side of the bridge that carries the Crosshills to Kildwick road over the rails.*

Before the works commenced – a year ago – the line ran through a slight cutting, but on either side of the line up to the bridge this has been filled up for the platforms. These are each 150 yards long and of the regulation height, 2ft. 4in. They are a great improvement on the old platforms, which were but seventy five yards long, too short to accommodate the whole length of many of the trains, and, worse than all, they were only raised some nine of ten inches above the level of the rails.

One of the principal reasons which induced the company to build the new station was the impossibility of extending the old platforms without a very great expense. The new platforms are well-lighted and on each is a waiting shed.



The station buildings are close to the bridge before-named and on the right side looking “up” the line, being placed on a level with the road. They face the road, from which there is direct entrance to the booking hall, a spacious room, from which there is a good view of the valley up to Steeton.

Connected with this is a neatly furnished ladies' room, and beyond the booking clerk's room is the station master's private sanctum, with a connection by speaking tube to the porters' room below. All these rooms are neatly furnished, the fittings being of deal (?), stained and polished. The heating is by open fireplaces. Below these are located the porters' room and also the room for cloaks ad heavy parcels.

From the booking office access is gained to the platform by a sloping road on each side, and these are connected by a substantial footbridge thrown over the line, immediately abutting on the bridge by which the road is carried over. The bridge is of iron, with latticed sides, and is supported on stone parapets, in building which both red sandstone and ordinary stone has been used, making a pretty effect. Both the station buildings and the waiting sheds are of stone, and present a very substantial appearance.

Fixed in the wall of the station, in such a position as to be visible from both platforms, is a suitable clock. Viewed as a whole the station presents a neat appearance. The cost is said to be over £1000.

The platforms, sloping roads, and the bridge have been made and erected by workmen of the company, but the station and waiting sheds have been erected by Mr. W. Binns, contractor, Bradford, the contractor for the Conservative Club at Skipton.

It is proposed to work the signals from the old signal-box, but a complete set of protecting signals for the new station have been fixed.

Strangely this article contains no mention of the crash of 1875, or that it might have been the reason why the station had been moved.