

Station Name: BUBWITH

Date opened:	1.8.1848. The line opened from this date but it is uncertain when the first train used the station. It is likely that trains called at the station on market days and first appeared in timetables in October 1949 as Dubwith.
Location:	Platforms east side of Brighton Road
Company on opening:	York & North Midland Railway
Date closed to passengers:	20.9.1954 (Used for excursions until 1957 or later)
Date closed completely:	27.1.1964
Company on closing:	British Railways (North Eastern Region)
Present state:	The stationmaster's house and booking office are in private occupation and largely unaltered apart from an extension to the booking office. Both platforms are extant although now heavily overgrown. Railway fencing remains at the back of the platforms as are the concrete posts that supported the nameboards. To the west of the level crossing the cattle drops and coal drops are also extant and accessible from the Bubwith Rail Trail which passes through the station. The trail ends at the River Derwent to the west of the station.
County:	Yorkshire
OS Grid Ref:	SE713357
Date of visit:	4th May 2010

Notes: Although the line opened on 1st August 1848 it is unclear when Bubwith station actually opened. It may have opened with the line, but probably only on market days and with limited or no facilities. The station first appeared in public timetables in October 1849 when it is shown as Dubwith which is assumed to be a spelling error. At this time trains might have only called at the station on market days. A daily train service is first shown in timetables in November 1851.

As the line was originally single-track there was only one platform on the east side of the level crossing when the station opened. There was a low platform in front of the station buildings but this wasn't used for boarding trains. A second facing platform was added when the line was doubled c.1889. The station buildings were on the down side of the line to the west of the level crossing. There was a two storey brick stationmaster's house at right angles to the track with a single storey brick booking office with a short canopy at right angles to the house. A timber shed alongside may have been for parcels.

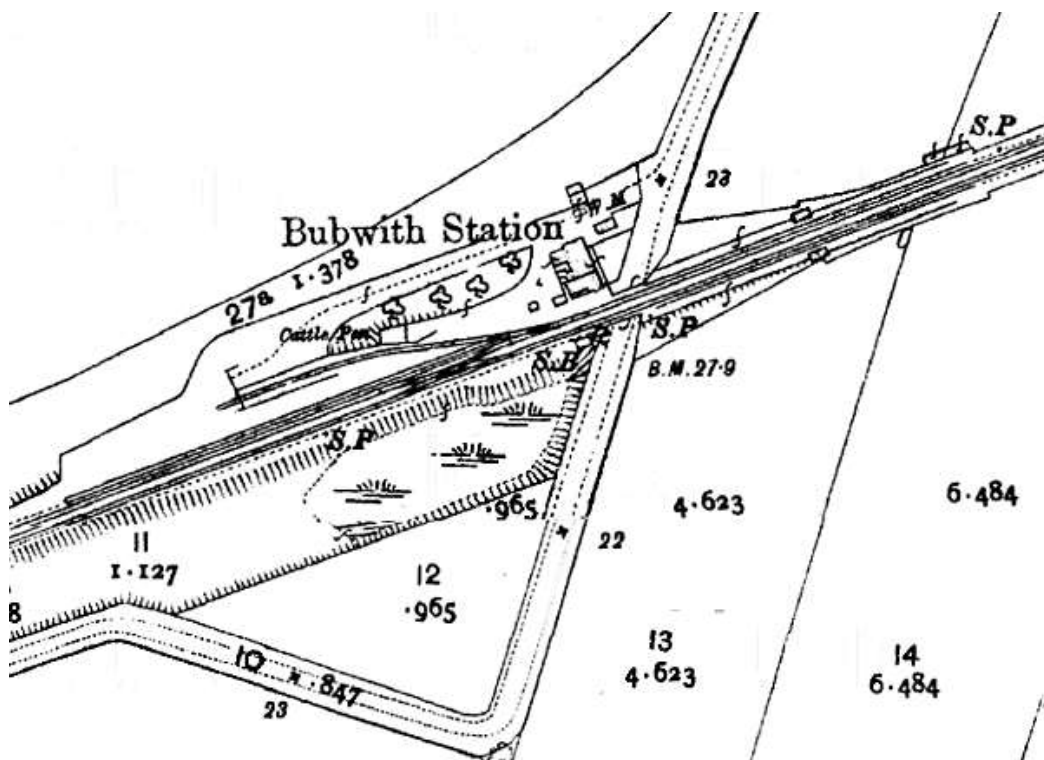
Both platforms had timber waiting shelters, built to the standard NER design. One of these has been resited to the Wetwang Cricket Club ground where it is believed to be still in use. An 11-lever signal box was sited on the west side of the level crossing opposite the station buildings. This controlled the crossing gates and access to the small goods yard which was on the down side of the line west of the station buildings. This comprised two sidings; one serving a cattle dock with cattle pens and coal drops.

Timothy Glennan was stationmaster in 1872. In 1911 the station had a total catchment area with a population of 561; the station served the villages of Bubwith to the north and Brighton to the south. 6,054 tickets were sold that year, and the main freight handled was potatoes with 478 tons, hay/clover 228 tons and timber 150 tons being dispatched from the station. In 1913, 104 wagons of livestock were loaded at the station, in that year George Wood was the stationmaster. During WW2 munitions for Brighton airfield which was immediately south of the station, were unloaded at the goods yard. RAF Brighton was a bomber airfield that opened in 1942 and closed in March 1964.

Bubwith station closed to passengers on 20th September 1954 but was retained for summer passenger excursions until at least 1957. The last recorded excursion to use the station was on 4 August 1957, but there may have been later excursions. The station remained open for goods traffic until 27 January 1964. The North Eastern Railway nameboards survived throughout the station's life and at least one of them was still there in 1976. The signal box survived into the 1990s.



Bubwith station a small low platform in front of the station buildings. This was not for boarding trains; passengers used conventional height platforms which were sited on the far side of the crossing. The down platform is seen here looking east c. early 1950s.





Bubwith station looking east in April 1961.



Bubwith station looking west from the up platform in August 1971.



Bubwith station looking west from the down platform in April 1976.



Name board still in place on the up platform in April 1976. Notice how the nameboard is apparently too small for the 'grips' on the stanchions. Unlike that at High Field it isn't the original NER board: it was probably installed by the LNER, but not one of their raised letters type.



Bubwith station looking west in May 2010. Both platforms are extant although heavily overgrown. The Bubwith Rail Trail runs through the station.



Coal drops in the Bubwith goods yard in May 2010.

