

= Yatton railway station =

Yatton railway station , on the Bristol to Exeter Line , is in the village of Yatton in North Somerset , England . It is 12 miles ( 19 km ) west of Bristol Temple Meads railway station , and 130 miles ( 209 km ) from London Paddington . Its three @-@ letter station code is YAT . It was opened in 1841 by the Bristol and Exeter Railway , and served as a junction station for trains to Clevedon and Cheddar , but these lines closed in the 1960s . The station , which has two platforms , is managed by Great Western Railway , the seventh company to be responsible for the station , and the third franchise since privatisation in 1997 . They provide all train services at the station , mainly hourly services between Bristol Parkway and Weston @-@ super @-@ Mare , and between Cardiff Central and Taunton .

The line is not currently electrified , and there is local support for electrification as an extension of the Great Western Main Line upgrade programme . A community centre and café was opened at the station in 2011 .

= = Description = =

The station is located in the north end of the village of Yatton , North Somerset , just west of the B3133 road between Clevedon and Congresbury . The station is on the Bristol to Exeter Line , 130 miles 28 chains ( 209 @. @ 78 km ) from London Paddington and 11 miles 77 chains ( 19 @. @ 25 km ) from Bristol Temple Meads . It is the fourth station along the line from Bristol . The station is oriented along an axis at 57 degrees to the meridian .

There are two platforms , on either side of the two tracks through the station . The southern platform , platform 1 , is 162 metres ( 177 yd ) long and serves westbound trains ( towards Weston @-@ super @-@ Mare ) ; the northern platform , platform 2 , is 121 metres ( 132 yd ) long and serves eastbound trains ( towards Bristol ) . The line through the station has a speed limit of 100 miles per hour ( 160 km / h ) . Access to the two platforms is step @-@ free from car parks on each side of the station , accessible via short roads from the B3133 . There is an uncovered footbridge between the two platforms , but disabled passengers must go the long way round via the B3133 . A ticket office is provided on platform 2 , staffed every morning except Sundays . Ticket machines are available , allowing the buying of tickets for on @-@ the @-@ day travel , and collection of pre @-@ bought tickets . There are waiting rooms on both platforms , with toilets on platform 2 , but none suitable for wheelchairs . " Next train " dot matrix displays and an automated public @-@ address system announce approaching services .

There is a car park on each side of the station , managed by APCOA , with a total of 80 spaces . Parking costs £ 2 @. @ 10 for the day at peak times and bank holidays , £ 1 @. @ 40 at other times , with stays of up to 21 days available at a price of £ 2 @. @ 10 per day . There are bus stops nearby on the B3133 . Cycle storage is available on the access roads .

The station is the start point for the Strawberry Line , a foot and cyclepath built mostly on old railway land to Axbridge . The start of the path is marked by a 6 @-@ metre @-@ high ( 20 ft ) arch . The Strawberry Line Café , run by a local community group , is located on platform 1 , and is open most days from 7 : 30 am to serve commuters .

Just beyond the station , to the west , are a pair of relief lines to allow slower trains to be overtaken . There are also some cross @-@ over points , allowing trains to terminate on the westbound relief line and then return eastwards .

= = Services = =

The station is managed by Great Western Railway , who also operate all rail services from the station . The basic service consists of two trains in each direction per hour . One is the Bristol Parkway to Weston @-@ super @-@ Mare service , calling at all stations ; the second is the faster Cardiff Central to Taunton service , non @-@ stop between Bristol Temple Meads and Nailsea & Backwell . Some westbound services are extended to Exeter St Davids or Plymouth . There is one

service to Avonmouth on weekday evenings . Each Sunday there are two services to and from the Severn Beach Line . During summer months these terminate at Severn Beach ; the rest of the year only one does , the other terminating at Avonmouth . The typical journey time to Bristol Temple Meads is 16 ? 20 minutes .

The local services described above are formed using Class 150 , 153 and 158 diesel multiple @-@ unit trains . Until 2012 , Class 143 Pacer units were a regular sight , but these have been moved south to work in Devon and Cornwall following a cascade of Class 150 / 1 units from London Midland and London Overground .

Services between London Paddington and Weston @-@ super @-@ Mare call at Yatton in the early morning and evening , running non @-@ stop between Bristol Temple Meads and Nailsea and Backwell . All such services also stop at Nailsea and Backwell , but not always at Worle or Weston Milton . From Monday to Friday there are five morning services and one evening service to London , with seven services from London , all in the evening . Saturday sees three services to London , all in the morning , and four services from London , all in the evening . There are seven services to and six from London on Sundays , spread throughout the day . These intercity services are formed of High Speed Train sets , which are longer than the station , so passengers in the front carriage have to move to a different carriage to get out . Passengers are prevented from getting out onto the tracks by a selective door @-@ opening system . The typical journey time to London is 2 hours 10 minutes .

In 2008 , one morning northbound CrossCountry service would make a stop at Yatton to serve as a morning peak service , but this operation has ceased . CrossCountry services still pass through the station , but do not stop . Occasional Great Western Railway intercity services between London and Weston @-@ super @-@ Mare or Taunton and Exeter also pass through non @-@ stop .

Bakers Dolphin number 66 bus from Nailsea to Congresbury via Portbury , Portishead , Clevedon and Yatton stops at the station , with seven services Monday to Saturday in each direction . There are also services connecting the station with local destinations towards Bristol and Weston @-@ super @-@ Mare operated by First Somerset and Avon that leave from the main road outside the station .

= = History = =

The first section of the Bristol and Exeter Railway 's ( B & ER ) main line opened on 14 June 1841 between Bristol and Bridgwater . " Clevedon Road " ( as it was then known ) was for a while the second station on the line west of Bristol , the first being Nailsea . The line , engineered by Isambard Kingdom Brunel , was built as 7 ft ( 2 @,@ 134 mm ) broad @-@ gauge . The platform buildings at Yatton are of Brunel style , and it is widely believed Brunel himself designed the buildings . There were significant goods facilities , with a large goods yard and shed to the south of the station . A hotel was provided adjacent to the eastbound platform for people travelling to Clevedon . The station buildings themselves included a ticket office and station master 's office on the eastbound platform . A bookstall was in operation from 1888 . Services were initially operated by the Great Western Railway ( GWR ) on behalf of the Bristol & Exeter .

= = = Junction station = = =

The station was originally built , as the original name suggests , to serve passengers for Clevedon , who would travel on by road . On 28 July 1847 , the B & ER opened a branch line between Yatton and Clevedon , and so renamed Clevedon Road station as Yatton . A bay platform was built on the north side of the station to accommodate branch traffic , with an unusual canopy which covered the entire bay , as well as the eastbound platform . The canopy included louvre ventilation . There was also a connection from the main line , albeit at a 10 miles per hour ( 16 km / h ) speed limit , for the few direct trains from Bristol . This too was built to broad gauge . There were five services each weekday , and two on Sundays . These services were also operated by the Great Western Railway , until 1849 when the Bristol & Exeter took over its own workings . By 1869 the number of weekday

services had increased to nine . From 1867 , Yatton was also served by coal trains for the local gasworks .

Yatton became even more important on 3 August 1869 when the Bristol & Exeter opened the broad @-@ gauge Cheddar Valley Railway , which became famous for the transport of strawberries from stations such as Axbridge and Cheddar . The line was extended to Wells on 5 April 1870 , where it joined with the East Somerset Railway line from Witham , and through services from Yatton to Witham became normal for this line , with between five and seven services daily . To accommodate this new traffic , another bay platform was built , this time on the south side of the station . A canopy similar to the one for Clevedon trains was built for this bay , and for passengers at the end of the westbound platform .

On 1 January 1876 , the Bristol & Exeter was amalgamated into the GWR , who took over the running of the station and services . In 1879 , the Clevedon branch was converted to 4 ft 8 1/2 in ( 1 @, @ 435 mm ) standard gauge . This followed a scheme throughout the GWR to convert its tracks from broad gauge to mixed gauge . The last GWR broad @-@ gauge train operated on 20 May 1892 , after which all tracks were converted to standard gauge . The conversion of the Clevedon line coincided with the opening of an engine shed for branch traffic . A turntable for Cheddar Valley trains was built at around the same time . In 1889 , there were 12 weekday trains along the Clevedon branch , and three on Sundays .

= = = Heyday and decline = = =

By around 1900 , there were between five and seven services operating daily along the Cheddar Valley Line , with a mixed mail train on Sundays . Traffic was to increase from 1901 with the opening of the Wrington Vale Light Railway . Although this line joined the Cheddar Valley Line at Congresbury , most services continued to Yatton . In 1901 there were four passenger trains per day and one goods train , which increased to five passenger trains per day by 1903 . The line was known for the transport of mushrooms .

By 1910 , there were 18 daily services along the Clevedon branch , four on Sundays . A GWR pagoda hut was built in the 1910s at the east end of the eastbound platform , but this was removed some ten years later . By the 1920s Yatton had 40 staff employed , including a boy selling chocolate and cigarettes , and issued almost 60 @, @ 000 tickets . Traffic on the Clevedon branch was still climbing , now up to 21 services on weekdays and five on Sundays . However , despite this success , there were some problems . Better road transport was reducing traffic along the Wrington line , and the main line was stretched to capacity . To combat this latter problem , goods loops were laid either side of the station ? east for 1 @. @ 25 miles to Claverham from 6 April 1925 and west for 1 @. @ 75 miles to Huish level crossing on 26 May 1925 . The station itself however remained a two @-@ track pinch point .

The Wrington Vale line closed in 1931 , with traffic having dropped to only two trains per day with no Sunday service . In 1938 coal traffic to the gas works ended , though there was some through coal traffic along the Clevedon branch . The Cheddar line was not faring well either : the number of tickets sold along the line had decreased dramatically since the early 1900s , although there was still a significant flow of strawberries , milk and cheese to London . The railways were nationalised in 1948 , with the GWR becoming the Western Region of British Railways , but this did not halt the decline . The line was closed to passengers in 1963 , with the only traffic to serve a private siding near Cheddar , but this too closed in 1969 .

The Clevedon branch was seeing increased passenger traffic , up to 26 trains daily and 10 on Sundays by 1958 , and in 1956 the unusual canopy was taken down , replaced by a second @-@ hand canopy from Dauntsey railway station . However , this uptick was not to last : coal traffic along the line ended in 1951 , and by 1963 there were no longer any freight workings . The line closed completely on 3 October 1966 , taking the station 's bookstall with it . The Claverham loops had been closed on 6 September 1964 , and the goods yard at Yatton was closed on 29 November 1965 . The now @-@ redundant bay platforms were converted into car parks , and the canopy on the westbound platform removed along with the two water towers . On 24 January 1972 , the passing

loops to the west of the station were cut back to 0 @. @ 5 miles ( 0 @. @ 80 km ) , and the station 's signal box , which had had 129 levers , closed on 31 January the same year .

= = = Modern times = = =

British Rail was split into business @-@ led sectors in the 1980s , at which time operations at Yatton passed to Regional Railways . In the 1990s , a stop was added at Yatton for a Royal Mail train to provide a more direct link to Bristol Airport . The service was ended in 2004 when the post office stopped transporting mail by train . When the railways were privatised in 1997 , local services at Yatton were franchised to Wales & West , which was in turn succeeded by Wessex Trains , an arm of National Express , in 2001 . The Wessex franchise was amalgamated with the Great Western franchise into the Greater Western franchise from 2006 , and responsibility passed to First Great Western , which was rebranded as Great Western Railway in 2015 .

There was somewhat of a revival of fortunes for the Cheddar Valley Line , which has been converted into a foot and cycle path . A 6 @-@ metre @-@ high ( 20 ft ) metal arch was erected in 2000 to mark the start of walk . The station buildings on the westbound platform have now been converted into the Strawberry Line Café , which opened in 2011 , providing employment and training for people with learning disabilities , as well as snacks for commuters , walkers and local residents .

In March 2005 , Wessex Trains , the company managing the station at the time , introduced car parking charges . It was noted that this resulted in less use of the car parks , more local street parking and caused people to drive to Nailsea and Backwell railway station , where parking was still free . Following local pressure , the charges were reduced in July 2005 , but were increased to their present levels in 2009 by First Great Western .

The eastbound platform buildings were refurbished in 2005 to guard against rising damp . A year later , in 2006 , replica Great Western Railway benches were provided by the National Trust . Hanging baskets were brought to the station in 2011 as a joint effort between the Severnside Community Rail Partnership , Cleve Nurseries and the station 's garden group .

= = Incidents = =

On 7 May 1842 , a steam locomotive ran away from its train without a driver whilst briefly decoupled at Yatton . The locomotive eventually came to a stop when it ran out of fuel approaching Bridgwater .

= = Future = =

First Great Western declined a contractual option to continue the Greater Western passenger franchise ( of which services at Yatton are a part ) beyond 2013 , citing a desire for a longer @-@ term contract due to the impending upgrade to the Great Western Main Line . The franchise was put out to tender , but the process was halted and later scrapped due to the fallout from the collapse of the InterCity West Coast franchise competition . A two @-@ year franchise extension until September 2015 was agreed in October 2013 , and subsequently extended until March 2019 .

With the impending upgrade , the main line from London to Bristol is due to be electrified . However , the electrification will not extend beyond Bristol to Weston @-@ super @-@ Mare , so Yatton will continue to be served by diesel trains . This could entail the removal of direct London services , as electric trains would not be able to operate beyond Bristol . Services could however continue using bi @-@ mode trains . The group Friends of Suburban Bristol Railways supports the electrification continuing to Weston , as does MP for Weston @-@ super @-@ Mare John Penrose . Local services will still be diesel @-@ operated , with " Sprinter " units expected to be replaced by Class 165 and 166 " Turbo " units .

Yatton is on the Weston @-@ super @-@ Mare / Yate corridor , one of the main axes of the Greater Bristol Metro , a rail transport plan which aims to enhance capacity in the Bristol area . The plan calls for longer and newer trains to prevent overcrowding .

