



**Isle of Man**  
Government

*Reillys Ellan Vannin*

**DEPARTMENT OF LOCAL GOVERNMENT AND THE ENVIRONMENT**

**TOWN AND COUNTRY PLANNING ACT 1999**

**THE REGISTERED BUILDINGS REGULATIONS 2005**

NOTICE IS HEREBY GIVEN that at a meeting held on the 7th April 2008, the Department of Local Government and the Environment, in pursuance of its powers under the above Acts and Regulations REGISTERED

**Railway Station Victoria Road Castletown Isle Of Man IM9 1EE**

as represented by the buildings delineated on the plan hereto attached, in the PROTECTED BUILDINGS REGISTER by reason of its special architectural and historic interest.

THE EFFECT OF THIS REGISTRATION IS IMMEDIATE and prohibits the alteration or demolition of the structure or appearance of any part of the building except in compliance with an obligation imposed by or under any statutory provision or with the prior written consent of the Planning Committee.

Dated this 8th April 2008,  
By Order of the Department

**E J Callow**  
**Secretary, Planning Committee.**

1<sup>st</sup> Floor, Murray House,  
Mount Havelock,  
Douglas,  
IM1 2SF.

**NOTE :**

***Under The Town and Country Planning Act 1999;***

**Schedule 2  
The Protected Buildings Register**

*Notifications of entries on register etc.*

2. (1) As soon as may be after a building has been entered in the register, or the register has been amended by removal of a building from it, the Department shall serve a notice on the owner and the occupier of the building stating that it has been entered in or removed from the register.
- (2) The owner or the occupier of, and any other person having an interest in, a building which has been entered in the register may apply to the Department to remove the building from the register-
- (a) within the prescribed period after service on him of a notice under sub-paragraph (1);
- (b) after the expiration of the prescribed period after the decision of the Department on a previous request under subsection in relation to the building.

***Under the Registered Building Regulations 2005***

**3. Periods for purpose of Schedule 2 paragraph 2(2)**

- (1) The period specified for the purposes of paragraph 2(2)(a) of Schedule 2 to the Act (period after notice of registration, within which owner or occupier may request de-registration) is 21 days.
- (2) The period specified for the purposes of paragraph 2(2)(b) of Schedule 2 to the Act (period after initial period, during which owner or occupier may not request a de-registration) is 5 years.

To: **Property Owner – FILE COPY**

Civic Centre, Farrants Way, Castletown, IM9 1NR,  
Director, Manx National Heritage

jurisdiction

Castletown Commissioners

code

CA/H/C/C

location

26826800

ownership

Public

origin



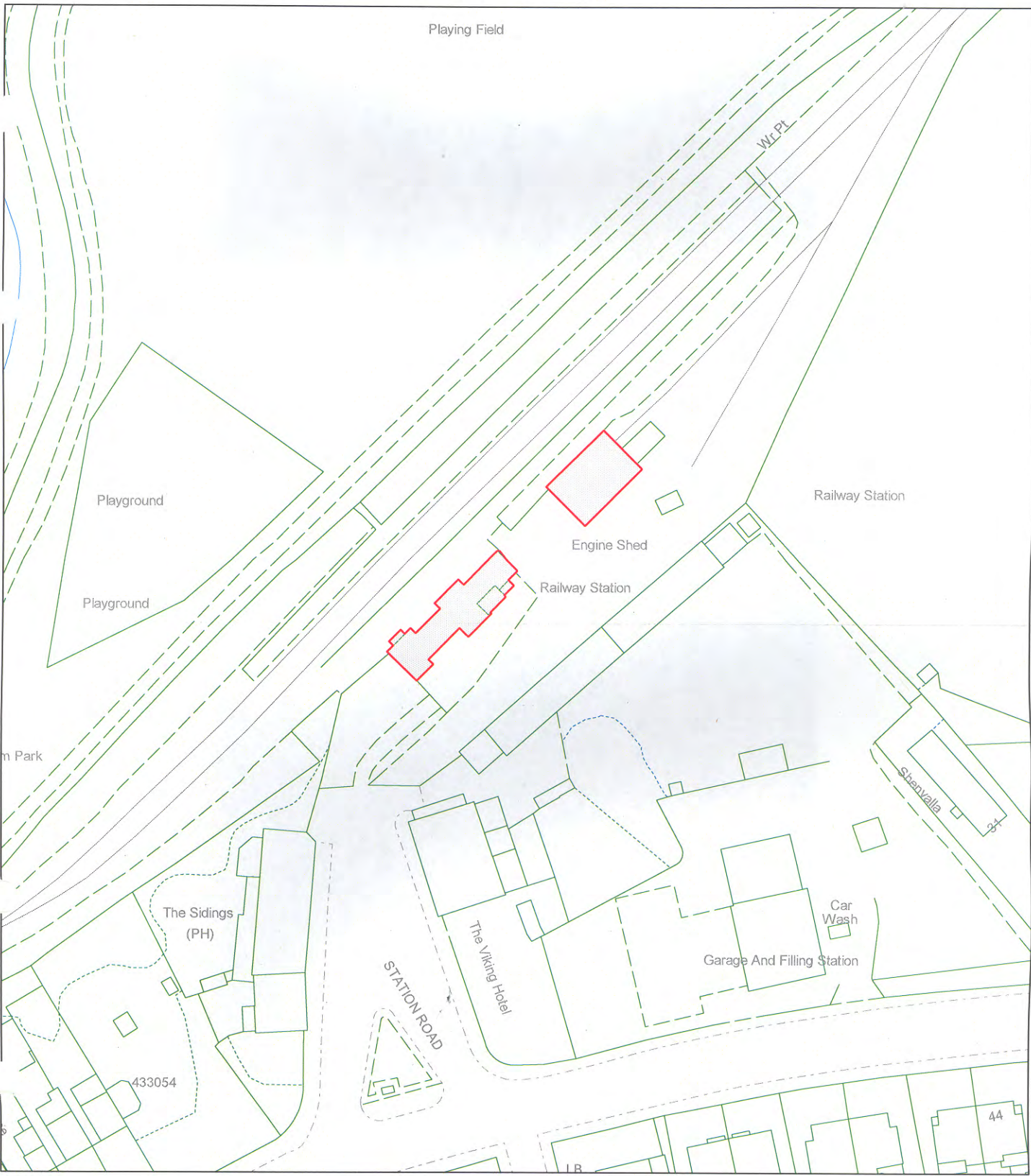
description

Castletown Railway Station

recommendation

# Department of Local Government and the Environment

## Directorate of Planning and Building Control



1:862

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<b>Comments</b>	07/00257/REGBLD
<b>Date</b>	08 April 2008

## REGISTERED BUILDING CONFIRMATION

**NAME:** Castletown Railway Station  
**ADDRESS:** Victoria Road, Castletown  
**POST CODE:** IM9 1EE  
**LOCAL AUTHORITY:** Castletown Commissioners  
**GRID REF:** 268 679

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### Introduction

The Douglas to Port Erin railway opened to the public on the 1<sup>st</sup> August 1874, one year after the Douglas to Peel line opened. Originally, Castletown Station was to be situated on Malew Road, some distance from the town. Residents were not pleased with this, and it was agreed that the station could be moved to its current location providing that the connecting road 'would be formed by the Memorialists'.

Towards the end of the construction period, stringent economies were necessary to allow the line to be completed. The station list, dated October 1872, provided for all station buildings on the line to be of wooden structure, and Castletown was to be provided with a third class station. This was in contrast to Douglas, where a first class station was to be provided, and Port Erin where there was to be a second class station.

It is likely that some time between October 1872 and the opening of the railway in 1874, the question of stations was re-examined. It would appear that the two stations for Castletown and Port Erin were originally constructed in stone, and they were later described as 'permanent'. An early photograph of the first Port Erin station shows it to be very similar in appearance to Castletown. Some commentators' state that Castletown originally had a wooden station, but it is considered this is improbable, and that the stone station that exists today was for the most part constructed around 1874. It is unlikely that the station was completed in time for the opening, as it was only at a board meeting on 9<sup>th</sup> March 1874 that the final position for the station was approved.

Following the success of the line, a programme of station-building replacement was commenced. The first station to be rebuilt was Douglas, where in 1891 the timber station was replaced with a building in Ruabon brick. Port St Mary followed in 1998, and Port Erin in 1903/1904, with an extension being added in 1911. These three stations, on the Douglas to Port Erin line, have an important common factor in that they are all constructed in red Ruabon

brick. Douglas was designed by James Cowle, whilst George Kay was responsible for Port St Mary and Port Erin.

It was decided in 1901 that the Castletown station would be renovated, and in 1902 J W Corrin was engaged to erect a wooden veranda that carried a balcony on eight pillars, the cost being £134. It Castletown had been provided with a timber station, as was originally proposed, it is considered highly unlikely that its stone successor would have required refurbishment and extension when there is only a twenty-eight-year period between 1874 and 1902.

Furthermore, Castletown station shows none of the characteristics of the three stations mentioned above that were replaced around the turn of the century, and it is therefore on balance considered that Castletown was built as a stone station around 1874, and that the building we see today is largely original. This conclusion is backed up by reference to the photograph of the first Port Erin Station, which bears a striking resemblance to the Castletown picture taken in 1950, before the over-detailed woodwork to the barge and fascia boards was fitted.

James I C Boyd stated that in 1902: 'The station building, (saved from demolition), was given a wooden veranda at the front to increase its covered accommodation'. Ian MacNab wrote 'Castletown still retains its original station'.

It was also in 1901, that Cannel and Corrin of Castletown were engaged to build a new goods shed at a cost of £297 12s 0d, to replace the original building of 1881, which had become too small.

It is not clear what works the 1902 renovations included, as there are no plans available and all photographs post-date this period. The enlargement of the operation at Castletown station was probably due to Castletown being the second most important station on the line. The seat of Government had only moved from Castletown to Douglas in 1869, five years prior to the line opening, and Castletown still had a busy harbour, the brewery and gas works, all of which were transporting goods by rail.

It would appear the building, prior to an addition on the rear to extend the toilet areas, was symmetrical and is built in the Gothic-style with twin gables. Construction is in dressed carboniferous limestone blocks from Scarlett Point. It has a pitched roof clad in slate. The building has two chimneys, the southern most of which has been increased in height in recent years. The property has timber windows, all of which have been replaced, and some cast iron and some PVC rainwater goods.

In 1993, the building was again refurbished. These works were extensive and included removal of the 1902 canopy and balcony, to return the building to a more original appearance. The roof was replaced, and new highly-detailed barge and fascia boards fitted. The toilet areas were remodelled, this involved creating new ladies and gentlemen's toilets from the area previously occupied by the ladies' toilets and this was done by providing rear extensions with flat roofs.

Today the building has two distinct areas, to the West is the Station Master's/Ticket Office, which was divided in 1993 to also provide a general-purpose room. It contains fittings that either could be original or date from the 1902 refurbishment. These include panelling,

counter/desk unit and ticket hatch. There is a covered central area, which previously had windows at the rear elevation of this area, render has been trowelled to imitate the adjacent stonework. To the eastern side of this covered area is the waiting room. In 1993, the rear door was reduced in size to form a window opening, and the doorway to the toilet area was reopened. The station was provided with raised platforms in 1995.

The goods shed is built in random stone, with red brick quoins and string courses, under a pitched slate roof. It has opening doors to both east and west elevations allowing a train to pull through. Three windows track side have been boarded over. On the western elevation, is a loading door with canopy over. A similar door on the rear (south) elevation has been sealed, as has an opening on the eastern elevation. Internally, there is a raised platform adjacent to the tracks, and the original external goods platform remains in position.

The goods shed could be enhanced by removal of, or rendering over the breeze-blocks that are currently blocking a former aperture on the eastern elevation.

Castletown Railway Station is considered worthy of addition to the Protected Buildings Register by reason of the following:

**Architectural Interest and / or Aesthetic Quality:**

Whilst Douglas, Port Erin and Port St Mary were all reconstructed in Ruabon brick, Castletown is understood to be the only remaining station built in the local limestone.

**Historic Interest:**

Its association with the growth of commerce across the Island associated with the expansion of the railway to the Isle of Man.

**Age and Rarity:**

As it is considered to be the only remaining original stone constructed station on the Douglas to Port Erin Line

**References**

James I C Boyd. The Isle of Man Railway. The Oakwood Press 1962 (revised 1993)  
Ian McNab. The Isle of Man Railway. Ian Allan Limited 1945 (revised by J Joyce 1968)











WELCOME TO  
**CASTLETOWN**  
THE ANCIENT CAPITAL  
OF THE ISLAND  
ALIGHT HERE FOR

**KINGS & LORDS of MANN**  
WITHIN THE ANCIENT FORTRESS OF  
**CASTLE BISHOP**  
ALL THE GREAT AND FAMOUS MONUMENTS OF  
SCOTLAND, IRELAND, ENGLAND & SWITZERLAND

**PIZZA STORE**  
SPECIALS  
SPECIALS

**CAFÉ**  
SPECIALS

**RESTAURANT**  
SPECIALS

CASTLETOWN









