

= Avonmouth (BPRP) railway station =

Avonmouth railway station was the terminus of the Bristol Port Railway and Pier , a self @-@ contained railway which ran along the River Avon in Bristol , England . The station , which opened in 1865 , was adjacent to a pier on the River Severn at Avonmouth . It had two platforms and an adjacent hotel , as well as an engine shed and water tank . The station was closed in 1902 as the land was required for the expansion of Avonmouth Docks , although it remained in use for workers ' trains until 1903 . The hotel continued in operation until 1926 , when it too was demolished to make way for the docks . The station site is now in the middle of Avonmouth Docks .

= = History = =

= = = Construction = = =

The station was opened on 6 March 1865 when services began on the Bristol Port Railway and Pier (BPRP) , a self @-@ contained railway owned by the Bristol Corporation . The line ran along the north bank of the River Avon in Bristol , England , to a deep water pier on the Severn Estuary at Avonmouth . The route was 4 ft 8 1 2 in (1 @, @ 435 mm) standard gauge and mostly single track , with Avonmouth being the line 's northern terminus , 6 miles 74 chains (11 @. @ 1 km) from the southern terminus at Hotwells . Avonmouth had two tracks , aligned roughly north / south , with a platform on either side . The western platform was 265 feet (81 m) long , the eastern one 200 feet (61 m) . The eastern platform had a booking office , and was connected by a path to the neighbouring Avonmouth Hotel . A gate led to a pontoon and floating bridge across to a 300 feet (91 m) -long pier , which opened on 3 June 1865 . The western platform fell out of use early in the station 's operation . The station also had an engine shed and water tank .

= = = Operation and closure = = =

The BPRP ran in to trouble by 1871 when the terminal pier at Avonmouth became difficult to use due to a build @-@ up of silt . With no prospect of a proper dock being funded without a connection to the national rail network , the Clifton Extension Railway (CER) was approved . This was a joint venture by the BPRP , Great Western Railway and Midland Railway . It ran from Sneyd Park Junction , south of Sea Mills , via Clifton Down , to join up with the national network at Narrowways Hill Junction . The new line opened in 1877 , but passenger trains from the national network terminated at Clifton Down as the link from Clifton to Sneyd Park Junction was not cleared for passenger use until 3 August 1878 . Even after services were allowed to run , the Midland and Great Western Railways did not think the BPRP track was in a suitable condition and so refused to run any passenger trains beyond Clifton Down . When through services finally began operation in 1885 , they did not reach the original Avonmouth terminus , instead running to Avonmouth Dock (the modern day Avonmouth station) , 1 mile 62 chains (2 @. @ 9 km) back down the line towards Bristol . Despite the increased traffic the BPRP suffered financially , and was taken over by the CER in 1890 . A single @-@ track , freight @-@ only line was built past the Avonmouth railway station in 1900 , linking to the Bristol and South Wales Union Railway at Pilning .

The expansion of Avonmouth Docks , and particularly the construction of Royal Edward Dock , led to the closure of Avonmouth station , as the land was required for construction . Services for the general public were withdrawn on 1 October 1902 , but the station was used for unadvertised workers ' trains until 15 May 1903 , with the official closure the following day . After the closure of the station , all trains terminated at Avonmouth Dock . The station site is now in the middle of Avonmouth Docks .

= = = The Avonmouth Hotel = = =

When the station opened , the surrounding area was almost entirely rural , and would remain so throughout the station 's existence . Indeed , in 1902 , John L Dunk wrote in The Railway Magazine that he could not think why trains ran only to an inn and a few cottages . The area did however see some development , as the Avonmouth Hotel was built adjacent to the station , as well as 10 acres (40 @, @ 000 m2) of pleasure gardens . The gardens boasted a concert hall , as well as an ornamental lake , and hosted fêtes at Easter and Whitsun . Despite excursion trains to the gardens , they were not viable financially .

The hotel remained in business after the station 's closure , albeit isolated from public transport . It provided accommodation for many Europeans emigrating to the Americas via Avonmouth , and during the First World War it housed the Women 's Army Auxiliary Corps . It was finally demolished in 1926 when the Royal Edward Dock was expanded .