

= Manchester and Bolton Railway =

The Manchester and Bolton Railway was a railway in the historic county of Lancashire , England , connecting Salford to Bolton . It was built by the proprietors of the Manchester , Bolton and Bury Canal Navigation and Railway Company who had in 1831 converted from a canal company . The 10 @-@ mile (16 km) long railway was originally to have built upon most of the line of the canal , but it was eventually built alongside the Salford and Bolton arms of the canal . The Act of Parliament also allowed the construction of a connection to Bury , but technical constraints meant that it was never built .

The railway required significant earthworks , including a 295 @-@ yard (270 m) tunnel . The railway termini were at Salford railway station and Trinity Street station in Bolton . The railway was opened in 1838 to passenger and freight services . In 1841 it was extended to Preston , and in 1844 to Victoria railway station in Manchester . It amalgamated with the Manchester and Leeds Railway in 1846 .

The railway is in use today as part of the Manchester to Preston Line , although some of the original stations are no longer in use .

= = History = =

= = = Background = = =

In the 1820s a number of proposals for a railway between Manchester and Bolton were made , some well advanced enough to be submitted to Parliament . One , in 1825 , was for a line from New Bailey in Salford , to Park Field in Bolton , and included a branch line to the Mersey and Irwell Navigation . The plan included the use of an inclined plane at Clifton to allow the railway to access the higher ground from thereon . Another scheme was to connect with the planned Liverpool and Manchester Railway near Eccles , and would reach Bolton via Moorside and Farnworth . Neither of these schemes progressed beyond the early stages of planning . In 1830 two more proposals to connect the towns were made . The Manchester to Preston Railway was unsuccessful , leaving open the way for the second scheme , which would become known as the Manchester and Bolton Railway .

= = = Manchester , Bolton & Bury Canal Company = = =

In 1830 the Manchester , Bolton & Bury Canal Company , led by chairman John Tobin , began to promote the construction of a railway along the line of their canal , from Salford to Bolton and Bury . Alexander Nimmo was employed to assess the proposal , and reported that it was possible " so far as he expressed himself capable of judging from his present cursory view of the canal " . The shareholders then sought a bill for a railway from Bolton to Manchester and on 23 August 1831 obtained an Act of Parliament to become the " Company of Proprietors of the Manchester , Bolton and Bury Canal Navigation and Railway Company " . The act authorised the abandonment of the canal between the Irwell basin and Prestolee , and empowered the company to build a line from Manchester to Bolton and Bury , " upon or near the line of ... the Canal " . Two branch lines were also authorised , one from Clifton Aqueduct through to Great Lever , and the other from Giants Seat through to Radcliffe and Bury . Due mainly to the objections of local mine owners who would have lost access to the canal and therefore their supply route , and who also would not have had branch railways built for them , the company agreed to an amending bill which would keep the canal and allow the new railway to be constructed alongside it . In 1832 the company obtained an Act that allowed it to build the railway along the new alignment . The Act also allowed for an extension of the railway to New Bailey Street in Salford , and from Church Wharf (the terminus of the canal at Bolton) to Bridge Street . Smaller branches in Bolton and Salford were also allowed .

Construction of the railway started in 1833 , from Salford . The company attempted to alter the

route of the Bury branch , and also to extend it to Rawtenstall , but they did not receive Parliamentary approval for this . In July 1834 the committee of management applied to Parliament for " an act to amend the line of the railway between Manchester and Bolton " . The amendment would take the railway along much the same course as that proposed by the Manchester to Preston Railway and was authorised by Parliament in 1835 . Work proceeded so slowly that further clauses were added to the proposed act , including a continuation of the railway from Bolton , to Liverpool . Although this continuation was never built , the Liverpool and Bury Railway built such a connection in 1848 . A line from Clifton to Bolton , authorised in 1835 , did not materialise . The connection to Bury was never built , due mainly to the objections of the company 's engineer , Jesse Hartley . The Bury branch would have required a 1 @, @ 100 @-@ yard (1 @, @ 000 m) tunnel on a gradient of 1 in 100 , at the time a difficult and expensive proposition .

Initially there were to have been three tracks , one for goods and another two for passengers , but only two were built . Work proceeded at a slow pace , in a piecemeal fashion , with contracts awarded for portions of the work as occasion demanded . Advertisements in the Bolton Chronicle appealed to Quarrymen for quantities of stone blocks to support the rails , and for excavators to construct parts of a proposed addition to the embankment from Agecroft towards Clifton Hall . Another advertisement in November that year advertised for tenders for contracts for the construction of bridges , viaducts , culverts and other structures to finish the line from Irwell Street in Salford , to Bolton . A difficult section of the railway was at Farnworth , where a tunnel was required to cut through the hillside . A double @-@ bore tunnel 295 yards (270 m) long was built between 1835 and 1838 , driven from both sides , with a large vertical shaft in the centre . This was later joined by a narrower single @-@ bore tunnel , through which the down line was routed . Traffic along the upline was routed through the original tunnel .

Four acts of parliament were required to raise the necessary funds , and the line opened on 28 May 1838 . From a report of the Directors on 9 January 1839 , the railway had carried 228 @, @ 799 passengers since its inception . In 1841 the company had 10 locomotive engines .

In 1845 William Hurst took over as Railway Superintendent for the company .

A branch line was also " to join and communicate with the ... Bolton and Leigh Railway " , at a junction near the Daubhill Stationary Engine , this line was however , not built . The company later shared their railway , including their station at Salford , with the Manchester , Bury and Rossendale Railway Company (MB & RRC) and both worked together to construct a junction at Clifton Junction railway station . In 1846 the company was taken over by the Manchester and Leeds Railway , which itself became the Lancashire and Yorkshire Railway the following year . In 1922 it amalgamated into the London and North Western Railway , and in 1923 this company amalgamated into the London , Midland and Scottish Railway . This company was nationalised in 1948 under the Transport Act 1947 , and became part of British Railways .

= = Route = =

The original terminus was at Salford railway station on New Bailey Street in Salford . Passing through Pendleton , Dixon Fold , Stoneclough and Farnworth the line ended at Bolton railway station . In 1841 the line was extended to Preston by the Bolton and Preston Railway . The route northwards to Blackburn followed four years later , whilst the Liverpool and Bury Railway 's arrival in 1848 gave Bolton links eastward to Bury and Rochdale and westwards to Wigan and Liverpool . From Salford , the line was extended 1 @, @ 290 yards (1 @, @ 180 m) via several bridges and across Chapel Street , to Victoria Station in 1844 . These lines had all become part of the expanding Lancashire and Yorkshire Railway system by 1858 .

= = Design = =

The rails were of broad @-@ based parallel form and weighed 55 pounds (25 kg) per 1 yard (0 @. @ 91 m) . Gauge was 4 feet (1 @. @ 2 m) 8 inches (20 cm) . These rails were later replaced with 68 pound per yard (34 kg / m) rails when the former were discovered to be insufficient to carry

the weight of the trains using them . Significant earthworks were required along the route , and the 295 yards (270 m) tunnel at Farnworth was constructed in favour of a cutting . The tunnels were built through clay , and lined entirely with brick or masonry . Turntables were placed at each terminus .

Thirty three bridges were constructed , along with stone drainage facilities to keep water from the cuttings . The railway company was forced to change the design of some of these bridges , as insufficient room was given for the locomotives and carriages on the track to pass between the bridge supports , which were only 10 feet (3 @. @ 0 m) wide . With only 12 inches (30 cm) of space between some vehicles and the bridge supports , a report by the Inspector of Railways on 11 December 1846 concluded that they were dangerous . On 19 November 1842 a guard named William Parker was killed on the railway , his skull found fractured , and on 26 July 1844 a guard named James Cook was killed as he leant out and was struck by a support . It was also reported that the distance between rails at these bridges was only 4 feet (1 @. @ 2 m) , whereas the normal distance was 6 feet (1 @. @ 8 m) .

= = Locomotive types and coaches = =

The company purchased four Bury Type locomotives from Bury , Curtis and Kennedy , two from George Forrester and Company , and two from William Fairbairn & Sons . Two further Bury 2 @-@ 2 @-@ 0s were acquired by the railway in 1844 @-@ 45 . Coaches were first and second class ; each first class carriage held 18 passengers , and each second class carriage held 32 passengers . Third class carriages were introduced on 11 June 1838 but discontinued on 1 December 1838 after the company found that many passengers were vacating first and second class , for the cheaper third class . The company had 15 first class carriages , and 22 second class carriages .

= = Fares and services = =

Initially , first class passenger fares were two shillings and six pence (2s 6d - " half @-@ a @-@ crown ") for the entire ten mile journey , or 3d per mile . This is the equivalent of at least £ 10 in 2011 values . Second class was 2s , or 2.40d per mile . On 11 June 1838 , a new pricing structure was introduced , with first class costing 2s , second class 1s 6d , and third class 1s . Passenger tickets were taken in transit .

Freight was charged at a maximum rate of 4.02d , and a minimum of 3d per ton per mile respectively .

The first train to use the new line was pulled by the Victoria . It left Manchester at 8 : 00 am , and arrived in Bolton 26 minutes 30 seconds later . The second train was pulled by the Fairfield . The trains originally ran on the right hand set of rails , an unusual practice in England , however the railway later changed to left @-@ hand running with the connection of the MB & RRC at Clifton . Ten trains ran in each direction per weekday , and two on Sundays . The journey from Salford to Bolton took about 35 minutes .