

EAST LANCASHIRE'S HISTORICAL COMMUNITY STATIONS

BURNLEY MANCHESTER ROAD STATION



Burnley Manchester Road at the turn of the century - Photograph courtesy of LYR Society



Burnley Manchester Road with main platform canopy removed mid 1950's - Photograph courtesy of LYR Society



Burnley Manchester Road Station August 1986 - Photograph courtesy of Brian Haworth



Burnley Manchester Road Reborn - Photograph courtesy of Brian Haworth

BURNLEY MANCHESTER ROAD STATION HISTORY

The branch line from Todmorden to Burnley was proposed by the Manchester and Leeds Railway Company and was authorised to be built on the 30TH June 1845.

It was planned to be built as a single line. Railway engineer and contractor Mr Faviell was awarded the contract to build the line on 20th October 1845 at a cost of £140,000 and construction began almost immediately.

By October 1846 it was decided to build the line double track instead of single track at an extra cost of £66,000.

Work on building the line stopped abruptly on 16th October 1847 due to financial problems and hundreds of manual workers were discharged causing much distress.

Work re started in early May 1848 but the line was single line only to reduce costs.

On 26th June 1849 Mr Faviell was dismissed and the Lancashire and Yorkshire Railway Company took over the contract to complete the works.

By autumn 1849 a single line railway was completed as far as Burnley Thornybank Station which opened on 12th November 1849.

The line was an interesting and well engineered route which took the line on a climb from Burnley Thornybank Station over Copy Pit and down into Todmorden passing through rugged scenery, dark tunnels and over massive stone viaducts.

In 1850 the line from Burnley Thorneybank Station was extended to meet the Colne branch at Gannow Junction at a cost of £10,000.

Work commenced to double the line and this was completed and opened on the 1st July 1860.

In 1866 Burnley Thorney bank was closed and a new station named Burnley Manchester Road was built on the opposite side of the road which opened on November 1st 1866. Burnley Thorney bank Station was demolished and the area turned into a goods yard.

By 1901 the goods yard had a goods shed insitu with a crane capable of lifting rotons.

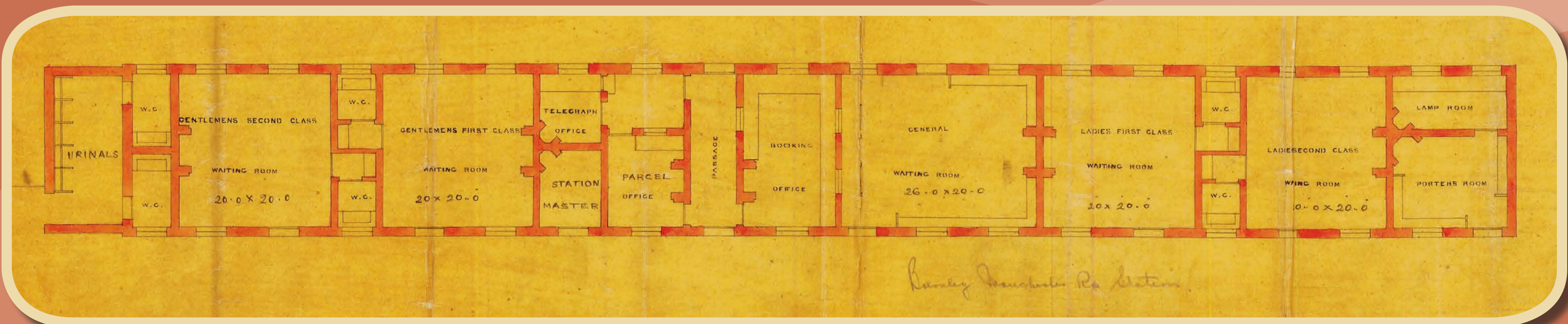
The busy goods yard dealt with goods to and from local mills as well as coal and stone.

Burnley Manchester Road Station was closed to passenger traffic by British Railways on 6th November 1961 but reopened for passenger use on 29th September 1986 with new wooden platforms at a cost of £139,000.

The old station stone buildings, which had been left unused since the closure of the station in 1961, were used by a local dairy distribution company which saved them from demolition.

With the latest station improvement works it had been hoped to bring the now empty building back into railway use but unfortunately due to irreversable damage it was necessary to demolish the building and construct a new one on its footprint. A link from the past, however has been maintained as the stone from the original building has been reused in the new station you see here today.

This fine new building acts as a gateway to the wider rail network and on into Europe via the channel tunnel, something that was not imagined possible when the original station opened in 1849.



Drawing of Burnley Manchester Road 1866

