

The pudsey railway
was a particularly
difficult line to
build??? to what
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Pudsey Railway??? The Pudsey Railway was a particularly difficult line to build??? To what extent is this view confirmed by the evidence you have studied? In this essay I will be writing about Pudsey railway and whether or not it was difficult to build. In this essay I will be considering the 4 Factors; Economic, Geographic Social and Political. For a quarter of a century Pudsey had to depend on Stanningley for its railway accommodation until 1870 when a local committee was formed to make a new railway line that would go from Lower Wortley and Farnley to Bradford via Pudsey. The reason why Pudsey needed a railway was that Pudsey was a growing town and was still getting bigger and the closest railway to Pudsey was Stanningley but even that was too distant to meet the requirements.

Pudsey Railway was an 2.25 mile long track that was built and opened on the 1st of April 1878 but still had other tracks added on in the future. One of the first political difficulties for building any railway is getting planning permission from the local council. This was quite hard for the Pudsey line as they had to purchase around 250 plots of land from around 32 owners which added greatly to the economic impact. After getting planning permission they then had to get someone to pay for all the building of this railway line. They were first refused by London and Northwest Railway Company because of the difficulties of crossing the Tong Valley which was the greatest difficulty in this line. They then went on to ask Lancashire and Yorkshire Railway Company who accepted to build the railway. One of the economic difficulties was that at first they were refused by London and Northwest Railway Company because they said it was too expensive this is because they had to

buy land from around 32 owners which was very expensive it was approximately 250 plots of land.

Another is that they had to purchase 4-5 acres of land to buy for lowtown station and they had to purchase Park spring quarry which would them cost around 103, 000The social factors of the railway is that the building the railway meant that people had to be employed to build to railway tracks and then they had to employ people to work in the train stations and drive the trains once they were built. Another social factor is that when the railway had been built it would attract more people to Pudsey as it would have been easier to access this town and this would increase the money going into Pudsey. Another impact is that they had to buy the land of 32 owners which meant 32 people had to lose their land and some of them people would have had to lose their houses because it was needed to build the railway line on. There was a lot of places that had to be built around Pudsey and each of them had their own Geographical difficulties. The first difficulty for Lowtown was that the Lowtown station was built on an area that was cut into a hill which meant that it had to be made into flat land so that the station could be built there. Another is that they had to build a steel bridge at one end of Lowtown to carry Lowtown road over the line. Around the Crimbles the difficulty was that it all had to be made into flat land so that the track could be laid down. The track then went from Lowtown to Greenside which had to have lots of cuttings through it as it was another hill and also 5 bridges had to be built as a result of the track so that there were still roads there.

For Greenside Station it was a hill again so the land had to be cut out and made into flatland for the station the amount of land cut out was a lot larger than before it was built. This land was needed for 2 platforms and to build extensive sidings. From Greenside station to Greenside tunnel the difficulties there was that there was deep and steep cuttings to the tunnel and this made it more difficult because underneath the land there was solid layers of rock that had to be cut through for the track to be built. Another is that Carlisle road had to be made into an extremely large and high bridge so that there was still a road there.

The difficulties with greenside tunnel was they could not afford to buy all the houses that were on top so they had to build a tunnel underneath that was brick lined and was 560 metres long with one air shaft. In conclusion I found that Pudsey Railway line was not a very hard to build. It did have its difficulties like having to make certain places into flatland and having to cut through stones and having to make cuttings in certain places e. g.

one cutting in the Pudsey track was 78ft long and had to be made 32 ft deep so that it could be built on. Also they had to make sure that Pudsey still had all its public right of way so people could still walk around pudsey the main difficulty of Pudsey railway was that they had to bridge Tong Valley so that the track could be built this was very hard and also very costly. But compared to other railway lines such as the Sankey Viaduct in the Liverpool and Manchester line was it was a very trench like valley and they had to make a nine arched bridge with a 50 ft span from massive sandstone slabs and thousands of tons of marl and moss toad height of the embankment this

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cost around ? 45, 000. But all in all Pudsey was not a very hard line to build compared to others and also while the track was being build there was no deaths or major fatalities. By Alex Cowell