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THE RAILWAY CORRESPONDENCE
AND TRAVEL SOCIETY
(EAST MIDLANDS BRANCH)
PRESENTS



*The Railways
of Nottingham*



AN EXHIBITION
COVERING 130 YEARS
(1839 - 1969)
AT WOLLATON HALL
NOTTINGHAM

17th MAY to 22nd JUNE 1969 3/-

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**THE RAILWAY CORRESPONDENCE AND
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THE OBJECTS OF THE SOCIETY are to extend interest in railways, and to afford members every opportunity of studying various aspects of railway history, operation and development.

THE ACTIVITIES OF THE SOCIETY are many and the following facilities, etc., are available to all members. Rail Tours over lines operated by British Railways and industrial organisations; also frequent visits are made to railway installations such as locomotive and carriage works, motive power depots, control and communication offices, signal boxes and docks, etc. Industrial plants, including coal mines and steel works, are also visited. To record changing conditions on the railways, traffic surveys are held in selected areas. Any member can partake of facilities provided by any *Branch*, subject to any restriction on the size of parties imposed by the various authorities, although if necessary, first consideration will be given to members of the organising *Branch*.

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The annual subscription is 30/- (No entrance fee).

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THE RAILWAYS OF NOTTINGHAM

presented by the EAST MIDLANDS BRANCH

of

THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

at

Wollaton Hall, Wollaton Park, Nottingham

17th May - 22nd June, 1969

The Modernisation Programme of British Rail, coupled with the 'Beeching Plan' and the consequent dramatic changes to the national railway system has made a most marked impression on the Nottingham scene with the cessation of services from Nottingham Victoria station and the resulting redevelopment of the site.

This focussing of public attention to the centre of the city of Nottingham convinced the East Midlands Branch of the RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY that now is the opportune time to present to the public a comprehensive historical résumé of the growth and decline of the railway network in an area which has been of immediate importance to the development of Nottingham.

With considerable co-operation from members and other bodies the Society is able to present this Exhibition portraying as far as is pictorially possible the railway scene over the years in and around the City, and to supplement this with relics of the era, timetables, tickets, etc. The following pages contain a condensed historical study which has been produced in an effort to bridge the gulf of time that has elapsed since Nottingham's first railway station opened in May 1839 and to permit a clearer understanding of the photographs etc. on display.

A BRIEF OUTLINE OF THE RAILWAYS IN THE NOTTINGHAM AREA THEIR DEVELOPMENT AND DECLINE

EARLY BEGINNINGS

Wollaton Hall is an appropriate location to hold this exhibition as the first known 'railway' was probably that which ran from the coal-pits at Wollaton and Strelley to the River Trent. This line, built late in the 16th century by Huntingdon Beaumont, was a forerunner of several similar "tramroads", as they became known, built elsewhere from about 1605 onwards. It had 'rayles' fashioned from baulks of timber, and it seems quite possible that at least some of the stone required for the construction of Wollaton Hall was brought up river and hauled up this line. Coal from the local pits was taken down to the river.

THE RAILWAY REACHES NOTTINGHAM

Nottingham's first railway was conceived at a meeting of coalowners in the Sun Inn, Eastwood on 16th Aug. 1832 (a plaque on the wall still commemorates the event). Parliamentary approval for a line from Nottingham to Derby with a branch from Long Eaton to Rugby was given on 21st June 1836, and work commenced on the Nottingham-Derby section first. During June 1838 it is recorded that over 4,000 men and 385 horses were employed on construction work.

The formal opening of the line took place in Nottingham at noon on Thursday 30th May 1839 and a contemporary report speaks of "thousands of spectators in the park and meadows, spires of churches, trees and buildings. At 27½ minutes to one o'clock the band played "God Save the Queen" and the first train departed for Derby". The public opening took place five days later, when 500 passengers were carried. There were four trains each way on weekdays, two on Sundays. The original Nottingham terminus of the Midland Counties Railway faced Carrington Street on the site of the present Goods Depot, and there were 4 intermediate stations which included Beeston and Long Eaton.

In May of 1840 the line was extended from Long Eaton (the original site of which was near the present Long Eaton Junction signal box) to Leicester with a connection from Sawley Junction to Trent Junction allowing through running between Derby and Leicester.

THE MIDLAND RAILWAY EXPANDS

The next line was that to Lincoln opened for public traffic on 4th August 1846. This required the building of a new station in Nottingham on the site of the present one, but with the entrance in Station Street. It was opened on 22nd May 1848, and the original terminus closed. The year 1847 saw the opening on 6th September of the Erewash Valley line from South Erewash Junction

(Trent) to Codnor Park, with a curve from Long Eaton Junction to North Erewash Junction. The opening of the Erewash Valley line involved crossing on the level the original Nottingham-Derby line at a point known as Platt's crossing, the site of which may still be traced.

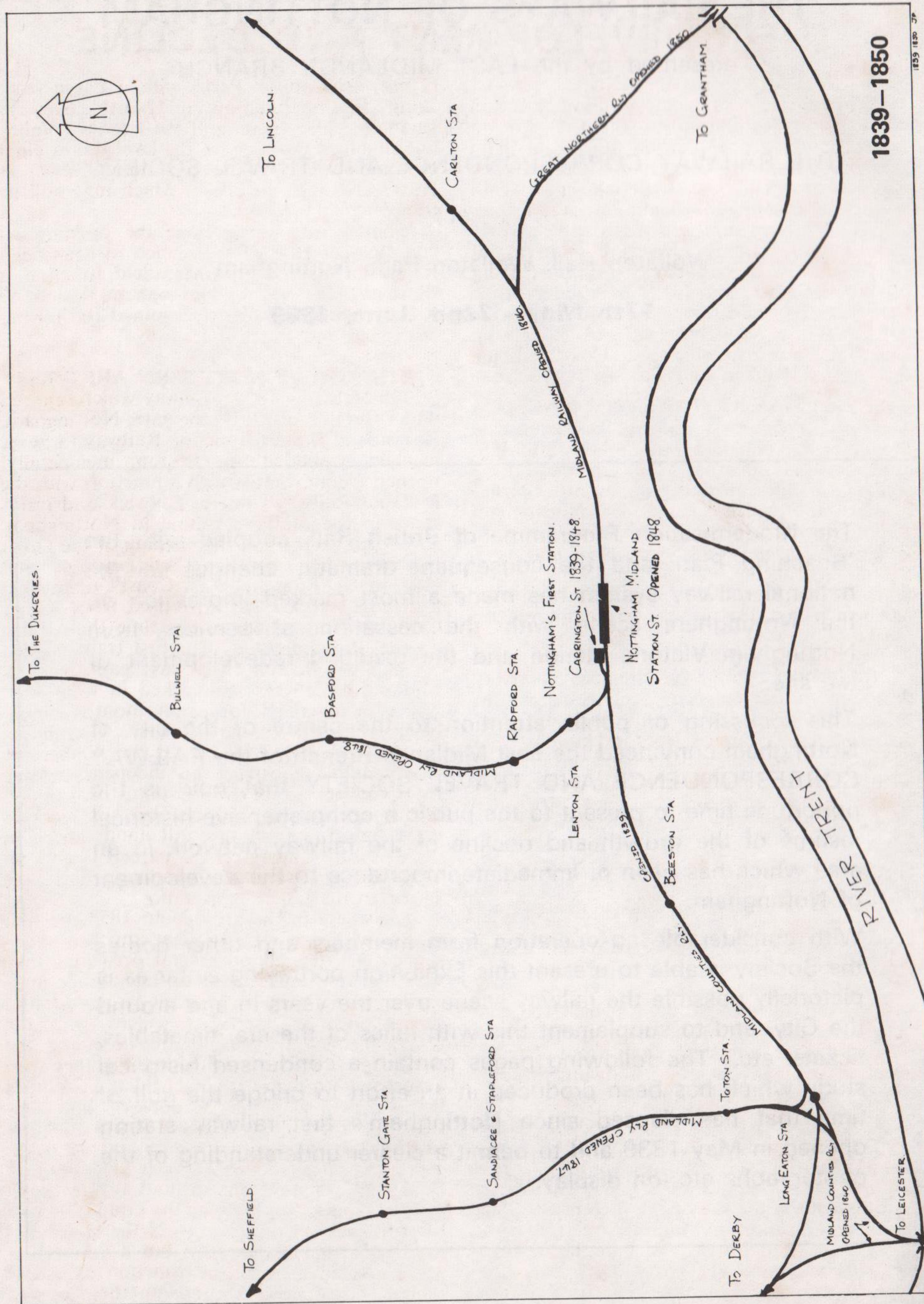
Shortly afterwards came the opening on 2nd October 1848 of the branch to Mansfield. It ran northwards from Mansfield Junction, a short distance west of Nottingham station, to Kirkby-in-Ashfield where it joined the former Mansfield and Pinxton Railway.

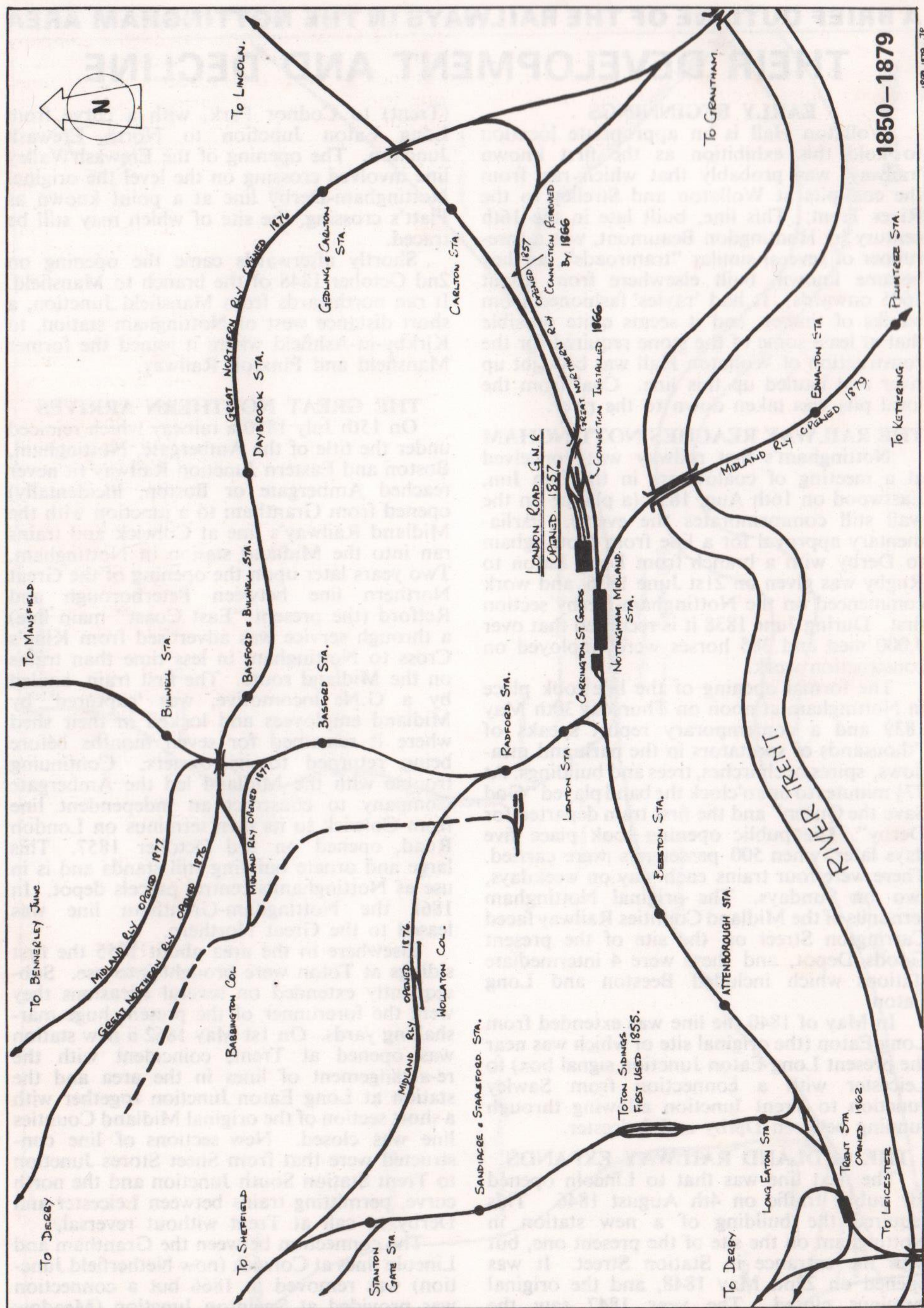
THE GREAT NORTHERN ARRIVES

On 15th July 1850 a railway which rejoiced under the title of the Ambergate, Nottingham, Boston and Eastern Junction Railway (it never reached Ambergate or Boston, incidentally) opened from Grantham to a junction with the Midland Railway's line at Colwick and trains ran into the Midland station in Nottingham. Two years later upon the opening of the Great Northern line between Peterborough and Retford (the present "East Coast" main line) a through service was advertised from King's Cross to Nottingham in less time than trains on the Midland route. The first train, hauled by a G.N. locomotive, was 'captured' by Midland employees and locked in their shed where it remained for seven months before being returned to its owners. Continuing trouble with the Midland led the Ambergate Company to construct an independent line from Colwick to its own terminus on London Road, opened on 3rd October 1857. This large and ornate building still stands and is in use as Nottingham's central parcels depot. In 1861 the Nottingham-Grantham line was leased to the Great Northern.

Elsewhere in the area about 1855 the first sidings at Toton were brought into use. Subsequently extended on several occasions they were the forerunner of the present huge marshalling yards. On 1st May 1862 a new station was opened at Trent, coincident with the re-arrangement of lines in the area and the station at Long Eaton Junction together with a short section of the original Midland Counties line was closed. New sections of line constructed were that from Sheet Stores Junction to Trent Station South Junction and the north curve, permitting trains between Leicester and Derby to call at Trent without reversal.

The connection between the Grantham and Lincoln lines at Colwick (now Netherfield Junction) was removed in 1866 but a connection was provided at Sneinton Junction (Meadow Lane). The connection at Netherfield was to be relaid almost a century later as part of the





plan to close Nottingham Victoria.

Little major construction work took place for several years, the most notable opening being the branch from the Erewash Valley line to Stanton Ironworks opened in December 1872. However, the Great Northern was determined to capture some of the lucrative coal traffic from the Derbyshire coalfield to London and set out to build a number of lines which would be in direct competition with the Midland Railway, and in the 1872/73 sessions of Parliament approval was given for a number of G.N. lines to be constructed. The first of these was opened from Colwick to Pinxton for goods traffic in September 1875 together with a number of branches to collieries and ironworks. A passenger service commenced on 1st February 1876 from London Road station to New Basford, the name being changed to Basford & Bulwell on 1st August on the extension of passenger services to Pinxton.

During this period, however, the Midland Railway was not standing still and a new line from Radford to Trowell giving a more direct route to the north was opened in January 1876. Additional sidings were provided at Beeston and several new goods lines, for example between Stanton Gate and Ilkeston Junction, were constructed about the same time. A line from Basford Junction to Watnall Colliery was opened in December 1877, but by far the most important event was the opening of their new direct line to Melton Mowbray (goods traffic 1st November 1879, and to passenger 2nd February 1880). Through express services to London via this route started on 1st March 1880.

THE COMPETITION GROWS

During the latter part of the 19th century competition between the Midland and the Great Northern became intense. The Great Northern opened the Leen Valley line from Leen Valley Junction (between Daybrook and Basford & Bulwell) to Annesley and other collieries in the Leen Valley on 1st October 1882. This line was in direct competition to the Midland's Mansfield branch; in their passage up the valley the lines crossed and re-crossed and were never more than a few hundred yards apart. A passenger service also commenced between London Road, Nottingham and Newstead.

Also in 1882 the Great Northern built a branch to serve Stanton Ironworks, again in direct competition with the Midland Branch. A passenger service was started by the Midland between Nottingham and Ilkeston Junction via Basford Junction and Watnall in the same year. This was to be a short lived service for it was withdrawn on 1st January 1917. In 1887 the London and North Western Railway opened its only station in the city, a goods station in Manvers Street, reached by running powers

over the Great Northern. In 1886 a company known as the Nottingham Suburban Railway was incorporated to construct a line 3½ miles long from Trent Lane Junction to Daybrook. Agreement was reached with the Great Northern to work and maintain the line and it was opened on 2nd December 1889 with stations at Thorneywood, St. Ann's Well, and Sherwood. It cut through one of the most hilly parts of Nottingham and included four tunnels totalling 1103 yards, together with a number of substantial bridges.

THE LAST MAIN LINE

In 1893 the Manchester, Sheffield and Lincolnshire Railway which had been extended southwards to Annesley the previous year obtained an Act to build its London Extension, and four years later the railway changed its name to the Great Central Railway. Within the next two or three years it was to radically alter the appearance of Nottingham as enormous earthworks were required.

The city was entered from the north in deep cuttings and tunnels whilst to the south the line was carried on viaducts until it crossed the R. Trent by an imposing girder bridge. A Committee was set up to build a Joint Station (G.N. and G.C.) and a large area of poor class housing was demolished to make way for this.

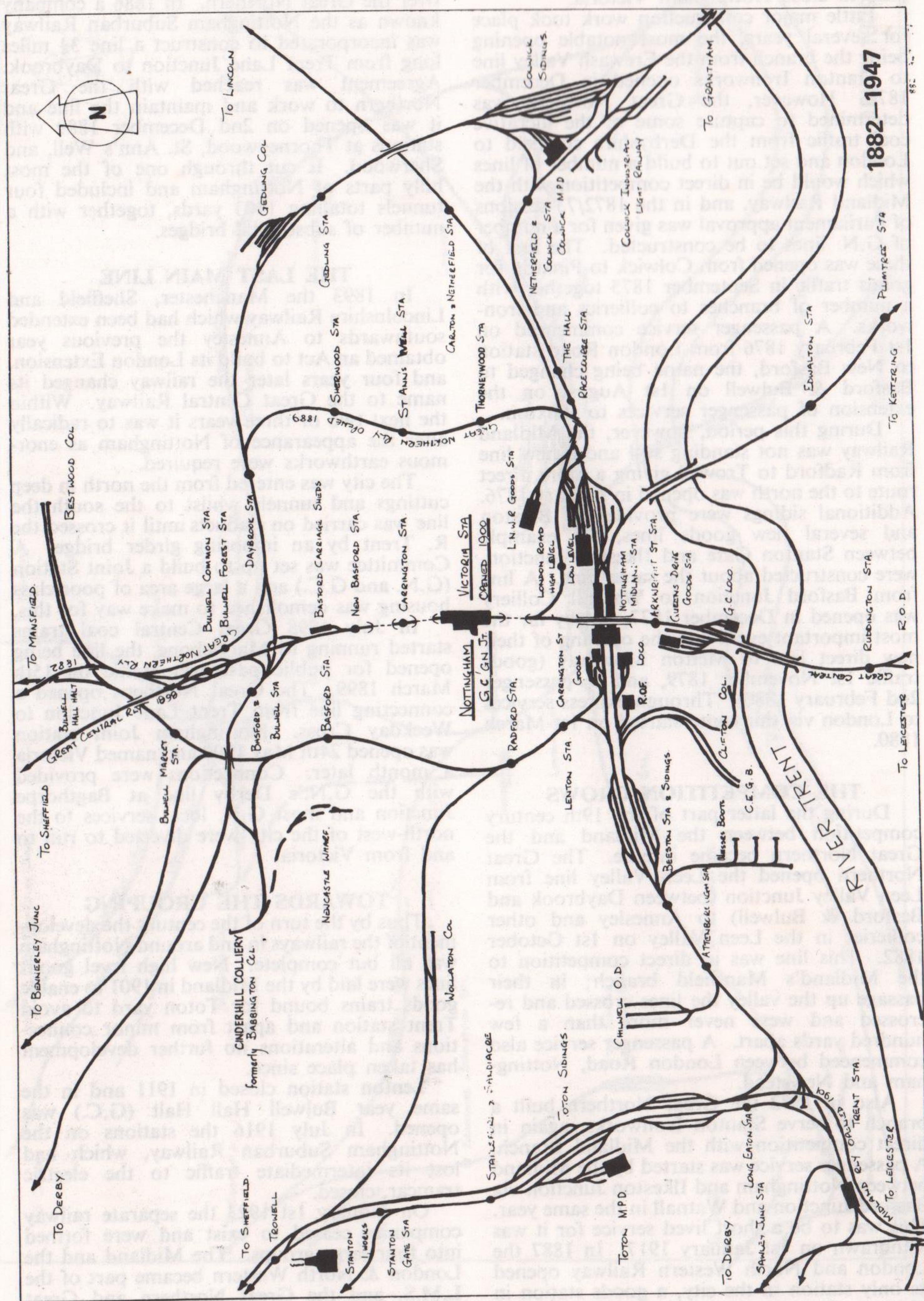
In July 1898 Great Central coal trains started running to Marylebone, the line being opened for public passenger traffic on 15th March 1899. The Great Northern opened a connecting line from Trent Lane Junction to Weekday Cross. Nottingham Joint station was opened 24th May 1900 and named Victoria a month later. Connections were provided with the G.N.'s Derby line at Bagthorpe Junction and most G.N. local services to the north-west of the city were diverted to run to and from Victoria.

TOWARDS THE GROUPING

Thus by the turn of the century the development of the railways in and around Nottingham was all but complete. New high level goods lines were laid by the Midland in 1901 to enable goods trains bound for Toton yard to avoid Trent station and apart from minor connections and alterations no further development has taken place since.

Lenton station closed in 1911 and in the same year Bulwell Hall Halt (G.C.) was opened. In July 1916 the stations on the Nottingham Suburban Railway, which had lost its intermediate traffic to the electric tramcar, closed.

On January 1st 1923 the separate railway companies ceased to exist and were formed into four large groups. The Midland and the London & North Western became part of the L.M.S. and the Great Northern and Great Central became part of the L.N.E.R.



A NEW COMPETITOR—THE OMNIBUS
 During the 1920's the motor 'bus began to play an increasingly important part in the transport of people on local journeys, and the railways began to lose this type of passenger.

At first only intermediate stations began to close, Carrington in 1928, Bulwell Forest in 1929 and Bulwell Hall Halt in 1930, but in 1931 passenger services were withdrawn from the Leen Valley Line.

The southern section of the Suburban Railway was damaged by enemy bombing during the 2nd world war and never repaired; local freight trains continuing to use it from the Daybrook end.

No further closures took place in the Nottingham area until 22nd May 1944 when the original Ambergate Co's terminus on London Road was closed to passengers but remained open to freight.

NATIONALISATION

From 1st January 1948 the railways were nationalised, the four 'groups' being replaced by six railway regions. Nottingham found itself on the edge of the London Midland Region with the Eastern Region starting "just down the line" at Netherfield.

During the next decade there was little change in the railway geography of the area, the only 'casualty' being the remaining portion of the Suburban Railway from Daybrook to Thorneywood which closed to goods traffic, and therefore entirely, from 1st August 1951. All traffic through Mapperley tunnel, on the Colwick-Daybrook line was suspended from 4th April 1960, a temporary bus service replacing the passenger trains. Increasing competition from both private car and heavy lorry made it obvious that some changes would

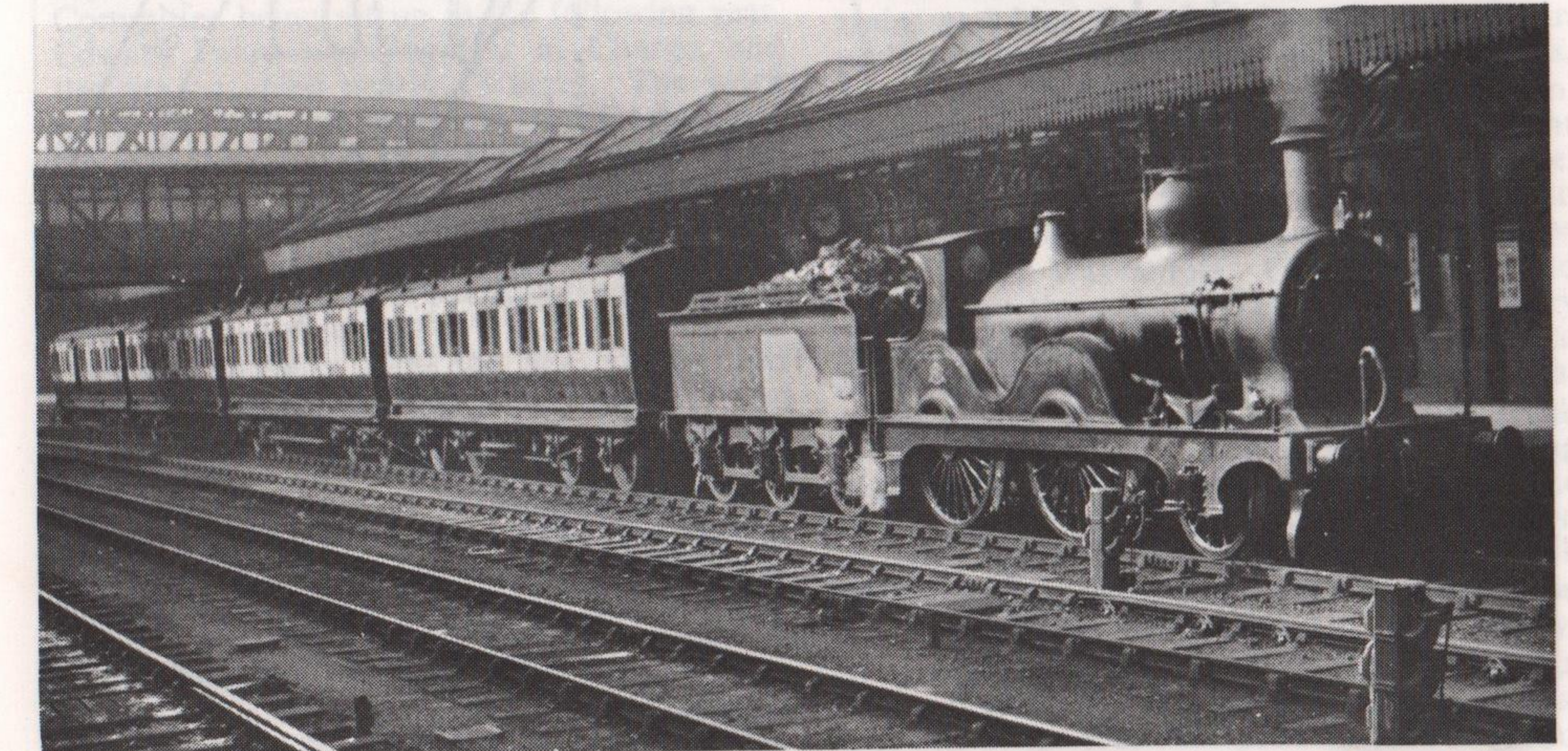
have to come and in March 1963 the "Beeching" Report recommended development of high speed "inter-city" passenger and freight services and the discontinuation of most stopping passenger trains, including most of those in the Nottingham area.

The report also made it plain that where duplicate routes existed between the same places one would be closed. In the Nottingham area the choice of the planners meant that much of the Midland Railway system would remain whilst most of the Great Northern and almost all the Great Central would disappear.

Through expresses between Marylebone and Manchester and some local services had been withdrawn prior to this but from 1964 the closures came fast and furious. The G.N. Nottingham Victoria-Derby Friargate service ceased from 7th September 1964, the Nottingham-Mansfield service over the Midland line following five weeks later.

Despite a long battle waged by devotees of the Great Central line all passenger services north of Nottingham Victoria ceased from 5th September 1966. A new connection was put in at Netherfield near the site of the one removed almost a century before, thus allowing trains from Grantham to run along the former M.R. line to Nottingham Midland (originally used by passenger trains on Sundays only from 10th January 1965), all Grantham trains began to use it from 3rd July 1967. To permit Victoria station to be closed Arkwright Street was re-opened on 4th September 1967 to deal with the remaining sparse service of trains to Rugby.

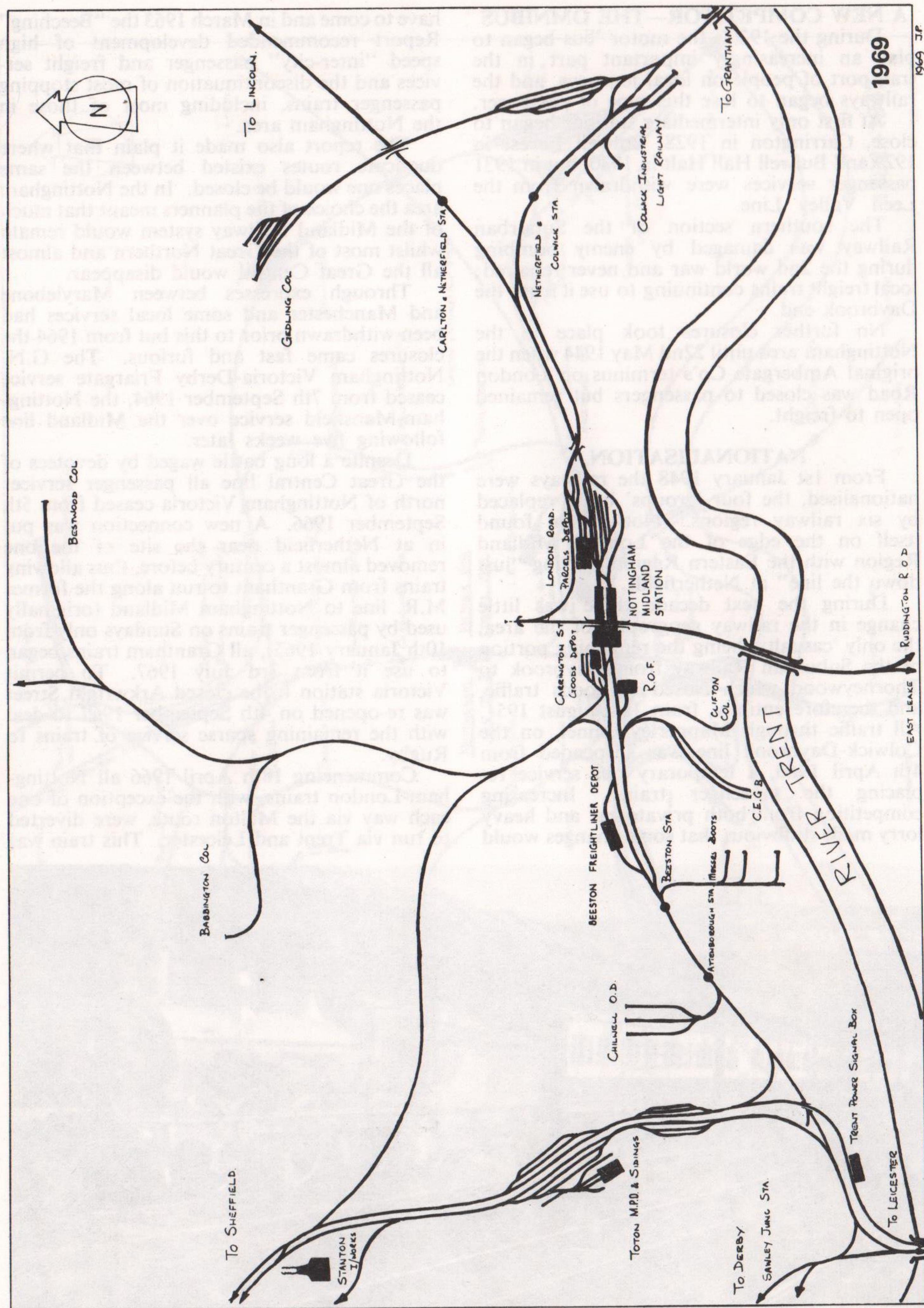
Commencing 18th April 1966 all Nottingham-London trains, with the exception of one each way via the Melton route, were diverted to run via Trent and Leicester. This train was



Photograph]

M.R. 184 on L.N.W.R. coaches at Midland

[T. G. Hepburn



also diverted a year later, and the line is now closed completely from Nottingham to Old Dalby.

The decision to build a power signal box at Trent necessitated major track alterations in the area. Through expresses via the Erewash Valley between Trent and Trowell were diverted to call at either Derby or Nottingham, whilst local services from Nottingham to Chesterfield also disappeared. The original curve from Long Eaton Junction to North Erewash Junction and Trent north curve were both removed, and Trent Station was completely demolished to allow tracks to be realigned.

North of Nottingham the G.C. line was abandoned and during May 1968 an even more drastic reorganisation of railway facilities in the area pruned away all the G.N. lines north of Nottingham, coal and other traffic being diverted to the former M.R. Mansfield and Erewash valley lines. The remaining G.C. local service between Arkwright Street and Rugby is due for withdrawal from 5th May

NOTTINGHAM VICTORIA STATION

Regular passenger train services on the Great Central main line commenced on Wednesday 15th March 1899 with the 2.15 a.m. from Manchester London Road to London Marylebone and the 5.15 a.m. from Marylebone to Manchester. Other trains on that day left London at 9.15 a.m., 1.15 p.m., 5.15 p.m. and 10.15 p.m., and Manchester at 10 a.m., 2 p.m., 5 p.m. and 7.30 p.m. It should be noted that at this time Nottingham Joint Station was not ready for use and trains called at Arkwright Street Station. The Great Central and Great Northern Railway Companies had reached agreement over the design of the station in September 1896, the Nottingham Joint Station Committee being set up in the following year. Edward Parry was Engineer in Charge, and the site occupied nearly 13 acres. The work was on a vast scale involving the excavation of 600,000 cubic yards of material, mostly sandstone, and the demolition of many streets, the truncated remains of some of these can be seen to this day. Land alone cost no less than £473,000, the total cost of the station exceeding one million pounds.

On 24th May 1900 the new station was opened without ceremony, the first train being a Great Central express from Manchester to Marylebone followed by another express in the opposite direction fifteen minutes later. Until this time the Great Central and Great Northern companies has been unable to agree upon a suitable name for the station. The Great Central naturally wanted to call it Nottingham Central whilst the Great Northern headed its tickets with the uninspiring title "Nottingham Joint St'n". The matter was settled amicably by a suggestion that as the station was opened on the Queen's Birthday

1969, providing alternative 'bus licences have been granted. Thus, with the competitors of the previous century largely swept away the Midland reigns supreme again.

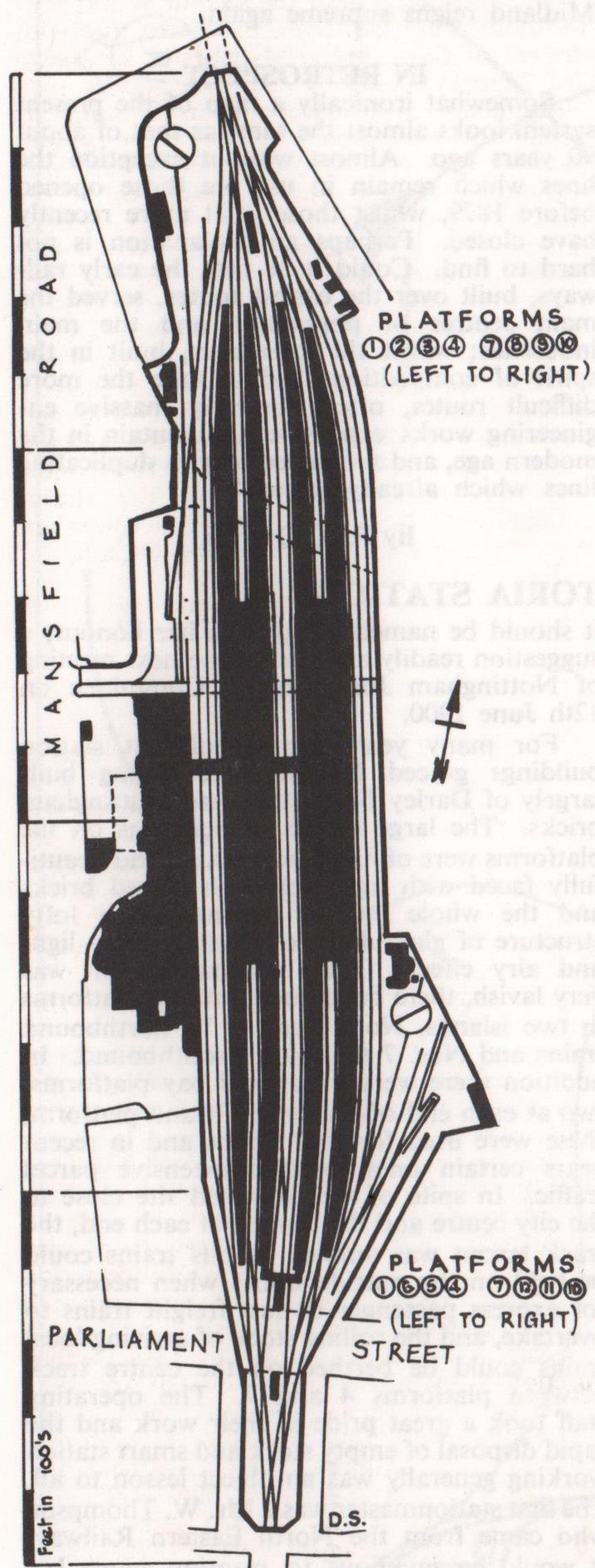
IN RETROSPECT

Somewhat ironically a map of the present system looks almost the same as that of about 90 years ago. Almost without exception the lines which remain in use are those opened before 1879, whilst those built more recently have closed. Perhaps an explanation is not hard to find. Could it be that the early railways, built over the easiest routes, served the main centres of population and the main industries; whilst the later ones, built in the spirit of competition, had to take the more difficult routes, often involving massive engineering works expensive to maintain in the modern age, and succeeded only in duplicating lines which already existed?

By F. A. QUAYLE

it should be named Victoria in her honour, a suggestion readily adopted at the next meeting of Nottingham Joint Station Committee on 12th June 1900.

For many years the magnificent station buildings graced Milton Street being built largely of Darley Dale Stone and Nottingham bricks. The large blocks of buildings on the platforms were of handsome design and beautifully faced with light yellowish glazed bricks and the whole rooved elegantly in a lofty structure of glass and iron giving a very light and airy effect. Train accommodation was very lavish, there being four through platforms in two islands, Nos. 1 and 4 for northbound trains and Nos. 7 and 10 for southbound. In addition there were 8 terminal bay platforms, two at each end of each main island platform, these were used for local trains and in recent years certain ones handled extensive parcel traffic. In spite of the restricted site close to the city centre and the tunnels at each end, the track layout was ample. Goods trains could be held on the outside tracks when necessary for express passenger or fast freight trains to overtake, and the rolling stock of arriving local trains could be berthed on the centre track between platforms 4 and 7. The operating staff took a great pride in their work and the rapid disposal of empty stock and smart station working generally was an object lesson to all. The first stationmaster was a Mr. W. Thompson who came from the North Eastern Railway. It would be invidious to mention names but many of the staff remained for long periods, and one of the foremen spent his entire railway career at the station. Many brilliant railway officers were trained here and owe their success



to the thorough grounding in basic railway operating given to them by the station inspectors. Hydraulic power was used for the parcels lifts and the buffer stops in the bay platforms, the strange rumbling sound from the power house having mystified many passengers and visitors. Until replaced by electric timepieces an enormous clock was mounted on the passenger footbridge between platforms 4 and 7, its dimly lit faces giving an eerie effect when shrouded in clouds of steam. Traffic was controlled from four signal boxes and many of the original Great Central signals lasted until the closure. Two turntables were provided, but unlike most of the facilities of the station these were barely adequate, being a tight fit for the largest Great Central engines and requiring careful placing of the engine to balance the table. The largest L.N.E.R. and occasional visiting large Great Western engines could not be turned.

Many and varied were the services using "The Vic." to give the station its popular name, pride of place was that from London to Manchester. Always noted for its extreme punctuality this service was a great favourite with the travelling public, it was no use turning up at 8.21½ to catch the 8.21 in the morning to London as such tardy travellers would only be in time to see the tail lamp lose itself in the murk of Victoria Street Tunnel. Large numbers of commuters used the service between Nottingham and Leicester. Less popular, at least north of Nottingham was an infrequent service from Marylebone to Bradford, but it did provide a service from Leicester and Nottingham to such important towns as Huddersfield and Halifax. A variety of long distance trains added colour to the Victoria scene, the chocolate and cream of Great Western coaches and the green of the Southern Railway being everyday sights. Within a few minutes of each other in the early afternoon there was a through train from Newcastle to Swansea and one in the reverse direction. It ran until shortly after the outbreak of war in 1939, and again for a while after the war. An improbable facility was a through coach in each direction from Penzance to Aberdeen, a distance of 792¼ miles which was attached to a heterogeneous collection of passenger and parcels vehicles apparently from almost everywhere in the South to almost everywhere in the North. Probably the most popular train to use the station was that affectionately known as "The Bournemouth" which ran every weekday throughout the year from Bournemouth to York (Newcastle in summer), composed on alternate days of London & North Eastern and Southern Railway stock.

Seasonal holiday trains ran to Skegness, Mablethorpe, Scarborough, Kent and Sussex coast resorts, Portsmouth (for Isle of Wight) and Llandudno.

Excursions at very low fares ran on summer Sundays to East Coast resorts and occasionally further afield and there were excursions to other cities such as Liverpool and Hull. Football excursions ran to places as far apart as Portsmouth and Glasgow.

Local traffic was never heavy, but Grantham line trains loaded well by virtue of connections there for the North of England and Scotland. Other local trains served such places as Newark, Mansfield, Chesterfield, Sheffield, Pinxton, Ilkeston, Derby, Burton-on-Trent, Uttoxeter, Stafford, Basford (via Gedling), Shirebrook (via Nottingham Suburban line), Leicester and Rugby.

Less in the public eye was the freight traffic which passed through in endless streams, coal from the Nottinghamshire and Derbyshire pits, ironstone for the works at Stanton and Staveley, steel products from Sheffield and Teeside, vegetables from the West Country, and valuable liquid cargoes from Burton-on-Trent and Ellesmere Port. Amongst the passenger train parcel traffic which arrived in enormous quantities in the early evening could be seen

the products of many famous Nottingham light industrial firms.

Decline set in after the second World War, its momentum gathering pace after the withdrawal of the London-Manchester service on 3rd January 1960. A semi-fast service from Nottingham to Marylebone lasted until 3rd September 1966 upon which day "The Bournemouth" and the York-Swindon trains were withdrawn, leaving only stopping railcar services to Grantham and Rugby. The Grantham railcars were transferred to Nottingham Midland station with effect from 3rd July 1967 and from 9th September, the Rugby to Nottingham local service terminated at Arkwright Street. So ended the passenger services from one of the finest railway stations in the Midlands, and a noteworthy Nottingham landmark. Freight services ceased running through the station on 25th May 1968, and a few days later, demolition of the station commenced. Now, only the clock tower and the retaining walls of the cutting remain.

By R. W. SHEPPARD

THE "BACK LINE"

"Basford via Gedling" stated the indicator board at Nottingham (Victoria) Station, pointing to the train standing in Platform 10. It was a summer afternoon 35 years ago and as the traveller made his way to the old varnished teak coaches, one might wonder why he was making so improbable a journey. The train was the 5.10 p.m. leaving the south end of the station, through Victoria Street Tunnel and over the Great Northern Railway's Grantham line as far as Netherfield and Colwick, where the train turned away to the north past Colwick locomotive sheds and sidings on the right, and climbed until Gedling station was reached. Here the majority of passengers alighted, and the rest of the journey was passed in solitude. A long climb then ensued past Gedling Colliery Halt and on into the gloomy depths of Mapperley Tunnel. The summit of the line was reached soon after leaving the tunnel, and the train gathered speed down the falling gradient into Daybrook. Just as the station was being entered a single line could be noticed coming in from the south, this was the Nottingham Suburban line about which more will be said later. At Daybrook few passengers alighted and fewer boarded the train, as after a journey of 7½ miles, the train was only 3¼ miles from the Nottingham terminus. Now the train descended again and a slow line appeared on the right or up side and a down or westbound slow line could be seen shortly afterwards on the left. This four track section continued as far as Leen Valley Junction near the City Hospital, where the Leen Valley line

to Hucknall (Town) and Annesley branched off to the north. A further sharp descent brought the train to the end of its journey at Basford and Bulwell, where the spurs off the Great Central main at Bagthorpe Junction and Bulwell Common converged.

The 5.10 p.m. was by now one of the few passenger trains which traversed the route on weekdays, though at one time it had been quite an important passenger line. The portion between Netherfield and Basford was known locally as the "Back Line" and in spite of its sparse passenger service, in latter days, it still carried quite a heavy coal and goods traffic, which lasted until April 1960.

The line was built by the Great Northern Railway Company from their main Grantham to Nottingham line at Colwick to Pinxton (completed 1875) and on from Kimberley through Derby (Friargate) to Egginton Junction on the North Staffordshire Railway (completed 1878). Branches were laid down in 1881 from Ilkeston to Heanor and from Leen Valley Junction through Hucknall (Town) to Annesley, where the line formed an end-on junction with the Manchester, Sheffield and Lincolnshire Railway thus giving access to Sheffield and Manchester. On December 2nd 1889 the Nottingham Suburban Railway was opened from Trent Lane Junction, outside Nottingham to Daybrook. This line was built by a group of Nottingham business men and provided a much quicker route from Nottingham to Daybrook and beyond than the circuitous journey via Gedling.

In 1900 Nottingham Victoria station on the Great Central main line from London was opened, being jointly owned by the Great Northern Railway which thus obtained direct access to Basford via New Basford and a spur from Bagthorpe Junction, and to the Leen Valley line by a connecting line from Bulwell Common to Bestwood Junction. Nevertheless a passenger service still continued from Nottingham to Basford via Gedling and a number also ran via the Suburban Line to Basford and to stations on the Leen Valley line although the intermediate stations on the Suburban Line-Thornycroft, St. Ann's Well and Sherwood—were closed on 13th July 1916 as a wartime economy, never to be re-opened. The Suburban Line trains now ran non-stop from Nottingham London Road (High Level) to Daybrook with a 13 minute journey between Nottingham Victoria and Daybrook, an interesting comparison with to-day's bus times. By July 1931 only one passenger train was using this route, this was the 5.5 p.m. Nottingham to Shirebrook which made its last run on 14th September 1931. One further passenger train did, however, penetrate the Suburban Line to Thornycroft, a special chartered by the Railway Correspondence and Travel Society on Saturday, 16th June 1951. Many amateur gardeners left their labours to gaze at the spectacle of this trim little train of London & North Eastern Railway varnished teak coaches hauled by an immaculate Great Northern tank engine built in 1899 and not withdrawn from service until 1958. Shortly after this the remaining goods service was withdrawn and the track lifted.

Prior to 1939 the passenger service on the "Back Line" comprised nine trains on week-days in each direction between Nottingham and Basford with one less on Saturdays and no service on Sundays. The trains were composed of Great Northern Railway rolling stock which had seen better days on other parts of the system and hauled by tank and tender engines of many types from Colwick shed. Two of the services in each direction were operated by steam railcars which were stationed at Colwick at that time. Up to 1934 two colliers' trains ran in each direction for the use of miners at Gedling colliery, and these were composed of even more ancient wooden-seated coaches. The afternoon one was often hauled by a large 0-8-2 tank locomotive which towered above the coaches and had remarkable powers of acceleration with its light load. During and after the war the service consisted of only five passenger trains in each direction, some rather more modern coaches being used but the motive power was still mainly ageing L.N.E.R. locomotives. As has already been said goods and coal trains were the main traffic. During the morning trains were mostly in the west-bound direction consisting of empty wagons which, gathering speed down the bank, rattled through Daybrook in fine style unless stopping there for water. In the early afternoon the loaded coal trains commenced coming through in the opposite direction. If they were on the slow line they were usually held by the signal at the entrance to Daybrook station where the slow line ended and before long there was a continuous procession of trains, brake van to engine, each one awaiting its turn to ascend

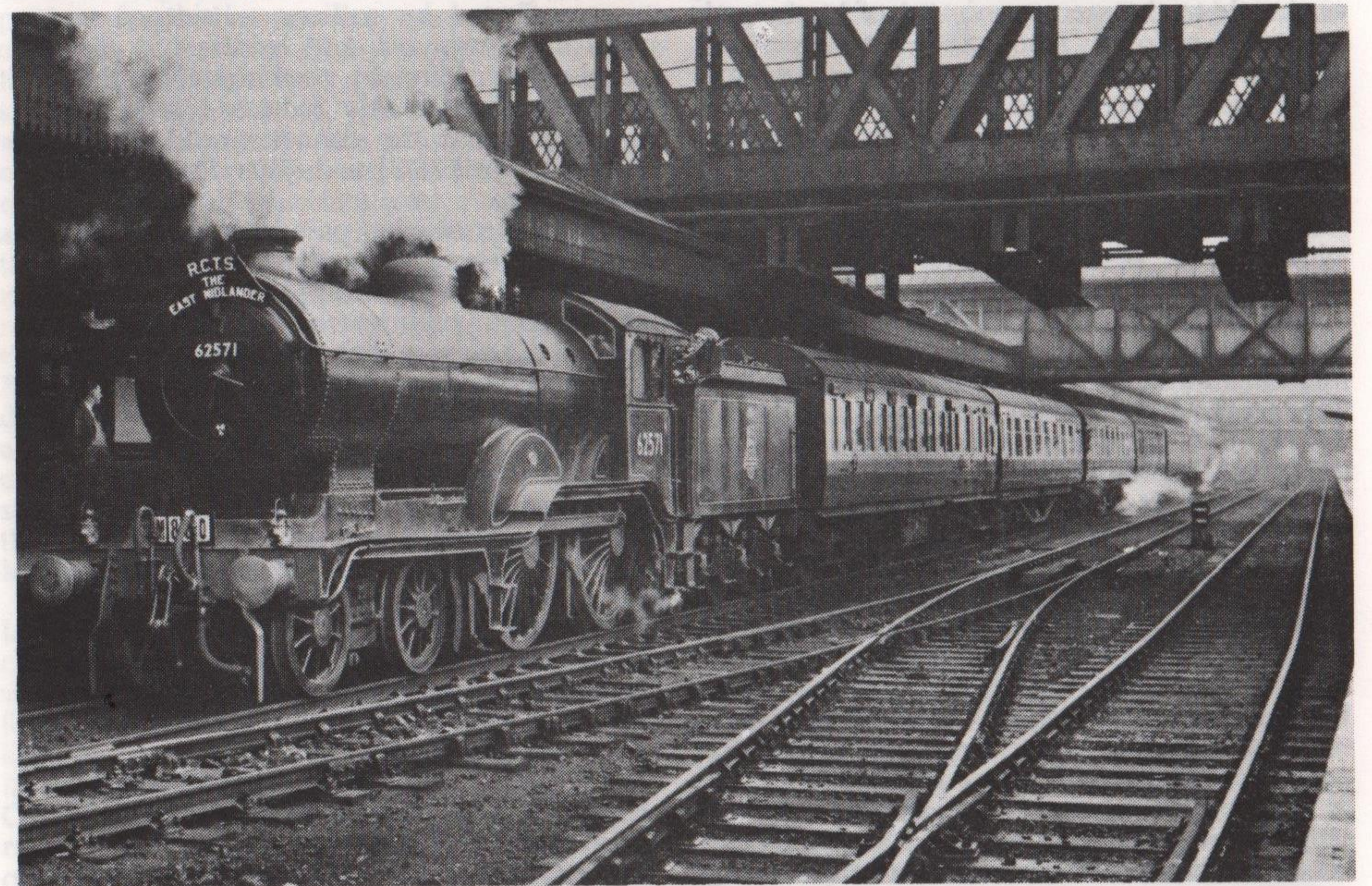


Photograph]

Jubilee 45557 "New Brunswick" leaving Midland for St. Pancras via Melton Line (latter now taken up)

[J. F. Henton

RAIL TOURS FROM NOTTINGHAM



Photograph]

G.E.R. 4-4-0 62571 on East Midlander No. 3 Rail Tour at Midland Station

[J. F. Henton



Photograph]

30925 "Cheltenham" and L.M.S. 40646 on East Midlander No. 5 at Victoria

[J. F. Henton

the bank to Arno Vale. As the locomotives used were rarely of modern design, the ascent was made to the accompaniment of loud vocal efforts re-echoing from the cutting, some engines sounding at their last gasp by the time the summit was reached. In wet weather the performance was enlivened by violent slipping. Apart from the coal traffic ordinary goods trains were quite numerous, including heavy trains of iron ore for Stanton Iron Works which would come rumbling down through the night shaking all buildings near the track.

During the summer months a number of excursion and seasonal trains were run from intermediate stations on the Derby and Pinxton lines to the Lincolnshire coast towns, running via the "Back Line" to Colwick North Junction, thus avoiding Nottingham (Victoria) station. They were very popular and on a fine Sunday as many as eight trains would run to the coast returning late at night or in the small hours. Some stopped at Daybrook and the platform was often crowded with trippers in contrast to its usual deserted state. One regular Saturday train from May to September was from Birmingham (New Street) to Skegness which was about the nearest approach to an express passenger train to ever grace the line.

The only other time when an express passenger train could be seen was if a derailment occurred or when track maintenance was being carried out between Nottingham Victoria and Bagthorpe Junction, causing traffic to be diverted over the Leen Valley line and by way of Daybrook and Netherfield into Nottingham, where a reversal took place.

In the opening paragraph mention was made of Mapperley Tunnel and it was this which finally sealed the line's fate. It had been troublesome for many years and on January 23rd 1925 a length of roof collapsed, blocking the line. Whilst this was being repaired some

NOTTINGHAM'S INDUSTRIAL RAILWAY

Although the railways in and around Nottingham helped considerably in the development of many of the trades in the area, the industries themselves were responsible for a not insignificant amount of track mileage being added to the railway map over the years. In fact, one of the earliest recorded railways in the world is said to have run from coal pits near Strelley down to the River Trent in the late 16th century.

Mining and quarrying surrounded Nottingham and penetrated quite near to the heart of the City, the need for rail outlets bringing about the building of a considerable number of industrial sidings and in several cases quite lengthy railway systems.

Many people, only occasionally glimpsing trains of mineral wagons alongside city road

coal and passenger traffic had to pass over the Nottingham Suburban line. In the late 1950's it was affected by colliery subsidence and a speed limit imposed, and by the end of 1959 the number of freight workings over the line had been considerably reduced. It was then announced that the tunnel would be closed from 4th April 1960 and all traffic diverted to other routes.

The last ordinary passenger train was the 6.10 p.m. from Nottingham Victoria on 4th April 1960, the last freight train passing over the line about midnight on the same day. It is on record however that two private excursions ran from Daybrook to Cleethorpes on 21st May 1961 and 10th June 1962 via the Leen Valley line.

Although this was the end of through services, a daily goods train ran to Daybrook from the Basford end of the line. As the passenger service had been withdrawn so suddenly, a replacement bus service ran for some months calling at the various stations, railway tickets being issued at the station booking offices. The section of line between Colwick yard and Gedling Colliery remains in use to the present time.

During the next few years spare coal wagons were stored on both lines between Daybrook and Mapperley Tunnel, and also on all except the east bound slow line at Daybrook itself. The daily goods train to Daybrook ceased on 1st June 1964 and shortly after all wagons were removed and the track partially taken up, but lifting was not finally complete until early in 1966.

The site of the line west of Mapperley Tunnel has now been sold for building development and soon little trace of this once busy line will remain.

By A. G. CRAMP

and railway routes can be forgiven for not realising that in many cases these same short lengths of line, disappearing behind industrial buildings and houses, were in fact connected to form long industrial railways. After all, these lines were not to be travelled upon by the public and an intimate knowledge of their route can only have been gained by those working on them or students of such transport needs.

Coal mining was, of course, the main cause of industrial railways in the district, collieries having systems of varying length requiring rolling stock of a similar variety.

Industrial organisations having railway sidings were fairly consistent in having them laid out in a fan shape radiating from the access point with the main line and serving the various

factory divisions as needed. These layouts were usually on the level but a notable departure from this practice was employed at collieries. Here the empty wagons were delivered by British Rail past the full wagon sidings and the pithead, and left in the empty wagon sidings which were situated at the top of a slope. This slope was used to allow the empty wagons to gravitate over a weighbridge and under the coal preparation plant where they were charged to their capacity, and then moved on to be weighed again before finally routing to their respective departure road in the full wagon sidings. From this point the British Rail engine and brake van which had delivered the empty wagons would couple on and take away the pre-consigned train. The colliery's own locomotives were used for any subsequent train re-arrangement and to move the wagon loads of materials to their off-loading positions.

One's notice can best be directed to a very long and interesting industrial system by centering on Cinderhill Colliery. At this point sidings and locomotive sheds have been sited for many years and connections made with lines of the former Great Northern and Midland Railways just west of Bulwell. At Cinderhill the colliery lines crossed nearby roads by bridges and level crossings, one line once travelling west to serve more collieries at Broxtowe, Kimberley and Babbington before again making connection with the M.R. as far away as Ilkeston Junction.

Another line from Cinderhill Colliery crossed principal and side roads within the city boundary on its journey south through White-moor (for very many years a coal wharf adjoining Nuthall Road), across what is now Western Boulevard and so to a wharf alongside

the canal south of Wollaton Road. Yet another junction was made with the M.R., this time at a point where sidings were constructed between Radford and Wollaton.

A system of this size quite naturally required locomotives and rolling stock for 'internal' working in addition to coal wagons for transit over main lines. A considerable number of 'internal' wagons have been used, plus brake vans for journeys to other collieries and wharves. The locomotive stock, some dating from 1850, included such names as NAPOLEON, GENERAL, ADMIRAL and COLONEL. For a very short time in the late 1940's, a 3 ft. 0 in. gauge system operated at Cinderhill Colliery employing two 0-4-0 well-tank engines.

Westward from the junction with the Cinderhill Colliery line, the G.N.R. and M.R. routes to Kimberley ran quite close in places and served several industries. Sidings from a Pottery and a Colliery connected with the Midland line on the outskirts of Bulwell, and at Watnall the M.R. constructed a branch towards the colliery system of the Barber Walker Company. The G.N.R. was also connected with this system at Watnall at a point later used by the Opencast Executive of the National Coal Board. Although mainly out of the immediate Nottingham area, it is worthwhile mentioning the extensive colliery railway system with which the two main-line companies connected at Watnall and which ran for many miles forming a link between colliery after colliery in the Eastwood district before reconnecting with both the G.N.R. and M.R. at Langley Mill. The colliery system was complete, with small stations served by passenger trains at one time (for miners), one such station being at the Watnall Wharf terminus, near to the old Midland station.



Photograph]

Trent Station down platform

[J. F. Henton

At Nuthall near to the actual G.N.R. junction and sidings from this colliery system there lay some sand-pits, served by their own 3 ft. 0 in. gauge railway and for some time worked by a steam locomotive 'STANTON No. 19'.

Another colliery line forming a connecting line of rails between main line railways, although not so extensive as the systems previously described, was the one serving Clifton Colliery. Situated on the north bank of the River Trent near Wilford Toll Bridge, the colliery took its name from its owners. From the Midland Railway at Lenton South Junction the private line ran east, south and east in a double reverse curve to just beyond the pithead itself. At Lenton South Junction also, branches left the M.R. to the North Wilford Power Station and the Royal Ordnance Factory.

Clifton Colliery was also served by the Great Central Railway who built a line for 40 chains from their goods sidings at Queen's Walk, crossing the approach to the Toll Bridge on the level (the passage of trains over this long crossing being safeguarded by flag-men) and terminating at a junction with the colliery line.

Locomotives working the colliery line over the years have included an ex-North London Railway 4-4-OT, the Power Station line employing both steam and electric traction at one time, a large portion of its length having overhead wire installation. The Ordnance factory sidings were generally worked by one or other of the diesels which became familiar to users of the Midland line, being named GERT and DAISY.

Collieries lying immediately adjacent to the lines of the large railway companies only

needed sidings and train assembly areas, such being the case at Radford and Wollaton, but others required lengthy connections which were built by either the main-line company or the colliery owners. At Bestwood, a colliery with its own station on the G.N.R. Leen Valley line and rail connection thereto, there was also an internal system of fair size and a rail link to the line of the former Midland Railway. A little further north of these points in more recent years we have seen new junctions constructed for the British Railways branch to Calverton Colliery. The one to the former Midland Railway Mansfield branch being used up to the present time for this colliery's output, the other to the Leen Valley line having never been brought into use.

Finally, a colliery line of moderate size but having the distinction of a rope-worked incline. At Gedling the pit proper lay to the east of the Daybrook-Colwick line of the G.N.R. with which it made a connection. (There was also a passenger halt for miners.) Colliery railway sidings lay on the west of the G.N.R. in addition to the main railway installation on the east, but the former were at a higher level and reached by a bridge over the railway company's tracks. The chief interest in the colliery system however, lay in its method of serving a coal wharf high up on the Mapperley Plains by using a rope-worked incline. The wharf was shunted by a steam locomotive (for many years CATHERINE) which, when required, was hauled up or lowered over the incline between the colliery and the high-level. The present diesel still uses this method.

A totally different mineral quarried in the area and requiring railway lines and an outlet to the main-lines was clay, and not far from Gedling lay another rope-worked incline used

for this purpose. The brickworks and quarries at Mapperley were at the high level, clay from the quarries being taken over narrow-gauge tracks to the works. The connection with main railways was by means of a steep incline down to Sherwood Station on the Nottingham Suburban Railway. Further south along the suburban line, this time at Thorneywood, connection was made with a short industrial line from another brickworks through a tunnel in the east wall of the station yard, passing under Porchester Road.

Extensive ballast workings have progressed alongside Colwick Marshalling Yards, making use of narrow-gauge industrial tramways to convey material to the works and involving passage under the Yards to reach them. The Trent Concrete Company had standard gauge steam locomotives working their sidings for a time, their works being at the southern end of a whole string of industrial installations running parallel to the Great Northern line from the River Trent towards Netherfield and Colwick. The line serving most of these industries was the Nottingham Colwick Estates Light Railway. Although some of the factories and works like the Sugar Beet Factory had their own locomotives for shunting, motive power for use on the Light Railway was generally that provided by the main-line company.

Near to this point we have seen the construction of one of the few railway lines to be added to the system in recent years. From a point on the Radcliffe-on-Trent side of the river a new line was built to serve Cotgrave Colliery.

The Nottingham Corporation had several industrial lines in addition to the Power Station line it owned before Nationalization. There were Council Depots and Gasworks at Basford, Eastcroft and Radford with railway connections, the gasworks at the first two lasting into the nationalization of that industry and having rail systems worked by steam and later diesel locomotives, (at Basford the two steam engines—and later the two diesels—were often glimpsed from the top of a trolleybus passing along Radford Road or a train bound for Old Basford; in both eras they were named VICTORIA and IRENE). There were narrow-gauge lines at Stoke Bardolph Sewage Works and a diesel-worked standard gauge siding at the Trent Navigation Depot.

Two industries directly connected with the work of the main-line railways had special systems. William Rigley & Sons Ltd., Wagon Repairers, were to be found at several places near to freight sidings, but at Bulwell Forest they had a system requiring the use of steam,

and later an internal combustion locomotive. At Beeston, the L.M.S. had a Creosote Works and a narrow-gauge system for handling sleepers and chairs. The metre-gauge lines ran along the same track-bed as standard-gauge metals in places, both gauges using a common rail. A steam locomotive was used for narrow-gauge shunting.

Other manufacturing industries having their own railway systems included Boots Pure Drug Co. Ltd., at Beeston where 'fireless' locomotives were used, being recharged with a fresh supply of steam from time-to-time from a factory boiler. Taylor Bros., Engineers, of Sandiacre also possessed their own engine to work sidings, this time a Sentinel vertical-boilered locomotive which could often be seen from the station.

The War Department railway system at Chilwell has been fairly vast over the years, particularly during the periods of national emergency. W.D. rolling stock of all manner of sorts has been seen there, shunting in the early days being done by an interesting selection of steam locomotives and from later in the last war, by standard 'Austerity' saddle-tank engines. Passenger trains of main-line stock have worked direct in to the factory area from the L.M.S. lines and goods wagons from other military railways could often be seen in various sidings. There has also been a government establishment with siding connection, this time to the ex-Great Central Railway lines at Ruddington.

Finally, the largest industrial railway system in the area. The Stanton Ironworks have had rail connections with Great Northern and Midland lines, together with through rails to nearby collieries. A line also ran to mineral workings at Dale Abbey and there were railway tracks to all parts of the works including furnaces, foundries, pipe-spinning plants, concrete works and stock-yards. A favourite sight for many was the engine rushing its slag trucks up the ridge of a mountainous heap, speed ever-decreasing but the sound echoing louder and louder as the 'toy' engine worked hard, silhouetted against a bright orange sky illuminated by the furnaces. Over thirty locomotives were employed at one time including some most interesting crane engines.

Economic considerations have influenced the industrial zone of railway development in just the same way as their main line counterparts and many of the original works sidings have vanished as no doubt will others as time progresses. Those that do remain will probably exist in a modified form.

By J. R. BONSER



Photograph]

Trent. 3F 0-6-0 43826 on typical coal train to Birmingham

[J. F. Henton

CATALOGUE OF PHOTOGRAPHS

No.	Location.	Details.
1	VICTORIA	Station forecourt, showing canopy. Aug. 1967
2	VICTORIA	Headboard advertises "Basford", with a train via Gedling, a G.N.R. 4.4.2T locomotive about to leave. c.1920
3	VICTORIA	In winter conditions "The Master Cutler" prepares to depart from the south end of the station.
4	VICTORIA	"Valour"—named in memory of G.C.R. employees who fell in the 1914-18 war. 4.6.0 express passenger locomotive.
5	VICTORIA	Express leaving south end of platform 10 in 1940, behind L.N.E.R. Class V2 2.6.2. Note—member of Local Defence Volunteers on duty, with rifle!
6	VICTORIA	"Rolleston Hall" of the G.W.R. on a through train from the south of England to Sheffield and the north.
7	VICTORIA	Grantham-Derby train entering Mansfield Road tunnel—Note the building date 1896 over tunnel mouth.
8	VICTORIA	Grantham train in platform 12 (south end bay). 1962
9	VICTORIA	South-bound freight emerging from Mansfield Road tunnel, and passing North signal box behind class 01 2.8.0. 1955
10	VICTORIA	South end pilot (or shunting) locomotive—ex G.C.R. 0.6.2T locomotive of class N5. 1939
11	VICTORIA	A train of north-bound newly painted empty stock, hauled by 'Director' class 4.4.0 "Purdon Viccars", also recently repainted. 1939
12	VICTORIA	Former G.C.R. 4.6.2T locomotive simmers at south end of station on pilot duties. 1939
13	VICTORIA	A visitor from the North-east! Pre-war Sunday excursion from Newcastle, hauled by ex N.E.R. class B16 locomotive. Aug. 1939
14	VICTORIA	Great Central type signals on the through freight roads, looking north. 1955
15	VICTORIA	1.55 p.m. departure to South Wales. Pre-war Newcastle-Cardiff/Swansea express, via G.C. and G.W. railways, hauled by L.N.E.R. B17 'Sandringham' class locomotive "Arsenal". Apr. 1939
16	VICTORIA	South end pilot (shunting) locomotive—0.6.2T of class N1. Apr. 1939
17	VICTORIA	South end pilot (shunting) locomotive—ex G.N.R. 4.4.2T of class C12. May 1939
18	VICTORIA	Great Central 4.6.0. "Sutton Nelthorpe" (class B8) shunting after bringing a stopping train from Chesterfield. Apr. 1939
19	VICTORIA	Derby-Grantham train. Aug. 1939
20	VICTORIA	Former G.C.R. 4.6.0 mixed traffic locomotive waiting to take over a South Wales express.
21	VICTORIA	Looking north in late 1968, after removal of the last tracks. The white ballast on the right indicates where temporary tracks had been laid to continue through freight workings. Note—foundations for new development already commenced.
22	VICTORIA	Manchester (London Road)—Marylebone express, due to depart 4.21 p.m. with L.N.E.R. A.3 class "Solario". May 1939
23	VICTORIA	Newly painted green, ex G.N.R. class K2 2.6.0. in early B.R. days. Sept. 1948
24	VICTORIA	Sheffield-Leicester (Central) slow train with ex G.N.R. Class C1 'Atlantic' type locomotive. Aug. 1939
25	VICTORIA	Sunlight and shadows. Morning parcels train to the south about to leave platform 4 hauled by ex L.M.S. 'Jubilee' class "Barham". 1963

No.	Location.	Details.
26	VICTORIA	B.R. Britannia class pacific "Apollo" being prepared at south end turntable to work a London express. 1962
27	VICTORIA	Excursion to Mablethorpe taking water at platform 10 with L.N.E.R. B1 class locomotive. 1963
28	VICTORIA	5.15 p.m. express to Marylebone waiting to leave platform 10 with ex L.M.S. Royal Scot class locomotive "Civil Service Rifleman". 1963
29	VICTORIA	The last Bournemouth-Newcastle through train via G.C.R. metals, hauled by Brush Type 4 diesel locomotive. 1966
30	VICTORIA	Destination !!
31	VICTORIA	Last day of steam and last train to Marylebone, complete with wreath! Ready to depart from platform 10 at 5.15 p.m. with ex L.M.S. Stanier class 5 locomotive. 3 Sept. 1966
32	VICTORIA	A view looking south along platform 1 in 1957.
33	VICTORIA	Derby Friargate-Grantham train pauses at platform 4 with ex G.N.R. class J6 locomotive. 1958
34	VICTORIA	Unusual Visitor! ex G.W.R. 4.4.0 locomotive "City of Truro" passes through to the north. Aug. 1959
35	VICTORIA	Two ex W.D. 'Austerity' 2.8.0's on passing freights. 1964
36	VICTORIA	First of the class—ex G.C.R. 4.6.2T of class A5 at north end of station, after working a train from Grantham. 1957
37	VICTORIA	Former G.N.R. 2.6.0 on pilot duties waits for entering 2.6.2 class V2 locomotive on London bound "The Master Cutler".
38	VICTORIA	Derby (Friargate)-Grantham stopping train entering at north end hauled by L.N.E.R. class L1 2.6.4T locomotive.
39	VICTORIA	Class 01 locomotive heads a northbound train of empties towards the Mansfield Road tunnel.
40	VICTORIA	L.N.E.R. class V2 locomotive working "South Yorkshireman" express from Bradford-Marylebone. 1958
41	VICTORIA	A diesel unit leaving the south end bay platform for Grantham, before this service was transferred to the Midland Station.
42	VICTORIA	"Mons", G.C.R. 4.4.0 'Director' class locomotive waiting between spells of duty. c.1920
43	VICTORIA	Unusually lettered L. & N.E.R. 'Atlantic' locomotive on Sheffield-Kings Cross Pullman express. 1923
44	VICTORIA	"Sir Edward Fraser" (nameplate on exhibition). G.C.R. 'Director' class 4.4.0 locomotive c.1920
45	VICTORIA	Destination board indicates Newark, G.N.R. 2.4.0 locomotive ready to depart from platform 7. c.1920
46	VICTORIA	Ex L.M.S. class 1 2.6.2T locomotive, fitted for automatic train working, on turntable at south end after working a train from Northampton (Castle). 1948
47	VICTORIA	Summer-Only holiday train from Poole-Sheffield hauled by Royal Scot class locomotive "The South Wales Borderer". 1964
48	VICTORIA	Ex G.N.R. 0.6.0 locomotive waits for platform space with train for Grantham. 1939
49	VICTORIA	Ex G.N.R. 4.4.0 locomotive, L.N.E.R. class D2, picking up horsebox vans for Nottingham Races. 1938
50	VICTORIA	Summer-Only holiday express from Bournemouth-Bradford hauled by ex L.M.S. 'Jubilee' class locomotive "Bihar and Orissa". 1964
51	VICTORIA	Former G.N.R. 0.6.0 locomotive on a Pinxton local train. 1950
52	VICTORIA	1.55 p.m. departure to South Wales. Newcastle-Cardiff/Swansea express, via Banbury and the G.W.R. ready to depart, behind an ex G.C.R. Atlantic type locomotive. Aug. 1939

No.	Location.	Details.
53	VICTORIA - - -	Sheffield (Victoria)-Leicester (Central) stopping train with G.C.R. class D10 locomotive "Walter B. Gain". 1949
54	VICTORIA - - -	Sheffield (Victoria)-Leicester (Central) stopping train in later years with ex L.M.S. class 5 locomotive. 1963
55	VICTORIA - - -	Morning sunlight. Typical view towards north end of station from platform 7.
56	VICTORIA - - -	Manchester (London Road)-Marylebone express with L.N.E.R. class B1 locomotive working throughout. 1950
57	VICTORIA - - -	Stopping train to Leicester Sept. 1938
58	VICTORIA - - -	Evening train (6.25 p.m.) to Northampton (Castle) behind ex M.R. class 2P 4.4.0 locomotive — (Note L.M.S. on tender). 1949
59	VICTORIA - - -	Engine change. Summer-only Skegness-Leicester (Central) train with B.R. class 9F locomotive having taken over train on platform 4. 1965
60	TOTON - - -	Looking south from Stapleford. Footbridge on right, over lines to Meadow sidings, now removed.
61	TOTON - - -	Northbound coal empties behind Garratt locomotive. Coaling tower at locomotive depot, seen on right, was removed in 1969.
62	BULWELL - - -	Summer-Only 8.33 a.m. Nottingham (Mid)-Scarborough express passing under Great Central viaduct. L.M.S. 2.6.4T piloting B.R. Class 5 locomotives. 1963
63	BULWELL - - -	Local trip train passing under G.C.R. viaduct behind L.M.S. class 4F locomotive. 1960
64	VICTORIA - - -	EAST MIDLANDER No. 7. "City of Nottingham" on R.C.T.S. special train for Eastleigh and Swindon at platform 10. 9 May 1964
65	BULWELL COMMON -	Approaching the summit of the climb from Victoria. G.C.R. class J11 (Pom-pom) 0.6.0 locomotive on local freight.
66	NUTHALL - - -	Iron Ore train approaching Watnall tunnel, behind 2.8.0 locomotive.
67	MIDLAND - - -	EAST MIDLANDER No. 8. L.N.E.R. 4472 "Flying Scotsman" passing under Wilford Road on R.C.T.S. special train for Clapham Museum and Swindon.
68	BAGTHORPE - - -	Leaving the "rathole". Empty iron ore train from Stanton Works behind L.M.S. class 8F locomotive. 1966
69	VICTORIA - - -	L.M.S. class 5 locomotive on coal train passing through platform 10 with 12.25 p.m. diesel unit to Marylebone in background. 1966
70	BAGTHORPE - - -	Freight train from Annesley with B.R. 9F locomotive passing signal box. 1964
71	VICTORIA - - -	Between Parliament Street bridge and Thurland Street tunnel. 1966
72	NEW BASFORD - - -	W.D. Austerity class 8F locomotive passing carriage sidings. Perry Road bridge in background. 1965
73	NEW BASFORD - - -	Light engine, "Flying Scotsman", heading north with New Basford tunnel in background and station sidings and warehouse on right. 1965
74	CLIFTON - - -	Ex M.R. 0.6.0T locomotive working at Colliery, on loan to National Coal Board whilst own locomotive under repair. Note the short chimney fitted by N.C.B. for colliery clearances. 1964
75	VICTORIA - - -	Train of coal emerging from the north end tunnel. 1966
76	CARRINGTON - - -	North-bound freight passing through the closed station. 1965
77	NEW BASFORD - - -	Annesley-Woodford 'Cutter'—coal for the south drifting down to Victoria behind a B.R. class 9F locomotive. 1965
78	NEW BASFORD - - -	Summer-only Bournemouth-Bradford express with L.M.S. Jubilee class locomotive "Alberta". 1964

No.	Location.	Details.
79	NEW BASFORD - - -	Very unusual motive power north of Nottingham Victoria. G.W.R. "Woolston Grange" en route to Bradford (locomotive actually worked through to Huddersfield). 1964
80	VICTORIA - - -	A north-bound freight emerging from Thurland Street tunnel. 1966
81	BASFORD VERNON -	Up coal passing Lincoln Street crossing, with trolley-bus in background on Vernon Road. 1964
82	BASFORD NORTH -	Return holiday train from East Coast passing through en route to Derby (Friargate) behind L.N.E.R. B1 locomotive "Geoffrey Gibbs". 1964
83	BASFORD NORTH -	Local train descending to the tunnel below the 'Back Line' prior to joining Great Central main line at Bagthorpe Junction. 1964
84	CARRINGTON - - -	A train of coal empties leaving Mansfield Road tunnel. 1965
85	CARRINGTON - - -	Tunnel portal at north end of closed station. Note 1896 building date. 1965
86	BASFORD VERNON -	L.M.S. 8F locomotive hauling coal empties to Kirkby. 1964
87	INDUSTRIAL - - -	A full load of coal leaving the pithead for the main line behind an old M.R. class 2F locomotive. 1954
88	NAMEPLATES - - -	Rebuilt Royal Scot class locomotive No. 46112 "Sherwood Forester", in B.R. livery.
89	BULWELL - - -	Station in Midland Railway days. c.1922
90	NOTTINGHAM - - -	Former M.R. Grain warehouse. c.1922
91	NAMEPLATES - - -	L.M.S. Royal Scot class locomotive No. 6112 "Sherwood Forester" before rebuilding.
92	CARRINGTON - - -	Station under construction in 1896.
93	TOTON - - -	Up sidings in 1910.
94	TOTON - - -	Further view of Up sidings in 1910, showing (on right) coaling stage for use by shunting locomotives. M.R. 0.6.0 tender locomotives in foreground and on left.
95	LONDON ROAD - - -	Low Level station in 1965, before conversion to parcels depot.
96	MIDLAND - - -	EAST MIDLANDER No. 3. G.E.R. 4.4.0 of class D16 entering platform 5 on R.C.T.S. special train for York (via the Hull & Barnsley section). 12 May 1957
97	TROWELL - - -	Typical Midland Railway express approaching Trowell. Note the clerestory roofed coaching stock. c.1912
98	MIDLAND - - -	Copy of Midland Counties Railway timetable dated 1st August 1842.
99	LENTON - - -	View looking north from North Junction signal box, before construction of Abbey Bridge. 1913
100	LENTON - - -	EAST MIDLANDER No. 6 with L.M.S. 'Crab' 2.6.0 on R.C.T.S. special train to Crewe and Horwich passing Lenton South Junction box. 13 Oct. 1963
101	NOTTINGHAM - - -	Looking west from Mansfield Junction signal box in M.R. days. Note absence of Ordnance depot on left. 1913
102	TRENT - - -	Track layout, down main line, looking towards Nottingham. 1938
103	TRENT - - -	Similar view as No. 102. 1954
104	TRENT - - -	Station and track layout, looking south. 1954
105	TRENT - - -	Up line track layout, looking towards Nottingham. 1938
106	WOLLATON - - -	EAST MIDLANDER No. 3. R.C.T.S. special train en route to the Hull & Barnsley and York. 12 May 1957
107	TRENT - - -	St. Pancras-Manchester (Central) express emerging from Redhill tunnel and crossing the Trent bridge behind M.R. class 2P 4.4.0 piloting a Jubilee class locomotive. 1954
108	LONG EATON - - -	Station Street level crossing. 1911
109	LONG EATON - - -	Track view of level crossing and footbridge. 1911
110	MIDLAND - - -	Track and platform layout at east end, from London Road bridge. 1959

No.	Location.	Details.
111	MIDLAND - - -	Reconstruction of station in May 1903, looking east. Platforms shown later became Nos. 4 and 3.
112	MIDLAND - - -	Exterior view of station frontage. 1930
113	MIDLAND - - -	Early print of first station on present site, with entrance in Station Street.
114	MIDLAND - - -	Station Street entrance. 1903
115	MIDLAND - - -	Station Street entrance.
116	MIDLAND - - -	Station Street entrance.
117	MIDLAND - - -	Station Street entrance. (Note G.C.R. bridge over Station Street.)
118	MIDLAND - - -	Station Street entrance.
119	MIDLAND - - -	The M.R. signal gantry at the eastern approach. 1904-07
120	CHILWELL - - -	Workmen's train to Mansfield awaiting departure from the Ordnance depot.
121	LENTON - - -	L.M.S. Royal train approaching South Junction behind two immaculate L.M.S. class 5 locomotives.
122	VICTORIA - - -	Exterior view. 1952
123	VICTORIA - - -	Central platforms, looking north. c.1960
124	VICTORIA - - -	Timber panelled facade to Booking Office. 1950
125	MIDLAND - - -	Tiled facade to Booking Hall. 1950
126	MIDLAND - - -	Looking east along platform 3. 1930
127	BEESTON - - -	Narrow-gauge locomotive No. 1 at the Creosote Works.
128	BASFORD NORTH -	9.15 a.m. Summer-Only holiday special to Skegness hauled by L.N.E.R. class B1 locomotive. 1963
129	BASFORD NORTH -	East of station—tunnel gauging train with ex L.M.S. class 2 mixed-traffic locomotive. 1965
130	BULWELL - - -	G.C.R. 2.8.0 locomotive on empty wagon train approaching Leen Valley Junction from Bulwell Forest. 1958
131	BULWELL - - -	Beer train from Burton behind L.N.E.R. class K3 locomotive near Leen Valley Junction. 1958
132	BASFORD NORTH -	Local passenger train heading towards Daybrook on the 'Back Line' with G.N.R. class K2 locomotive.
133	BASFORD NORTH -	Stopping train to Derby (Friargate) arriving behind L.N.E.R. class L1 2.6.4T locomotive.
134	BULWELL FOREST -	G.C.R. class 04 locomotive on freight train.
135	COLWICK - - -	Locomotive depot scene. 1964
136	WEEKDAY CROSS -	B.R. class 5 locomotive on 5.15 p.m. Victoria-Marylebone express passing Weekday Cross Junction, with Grantham line leaving to the left.
137	BASFORD NORTH -	Empty oil train from Colwick to Ellesmere Port passing through station behind B.R. (Crosti) class 9F locomotive. 1966
138	BASFORD NORTH -	10.35 a.m. Derby (F)-Nottingham (V) stopping train leaving behind L.M.S. class 4MT locomotive. 1963
139	NUTHALL - - -	Iron ore train en route to Stanton Ironworks behind L.M.S. class 8F locomotive. 1966
140	BASFORD NORTH -	4.00 p.m. Nottingham (V)-Derby (F) entering station, with 4.15 p.m. departure to Victoria (via Gedling) at platform. Lines on left show the connection to Bulwell Common. 1960
141	MEADOW LANE - -	Excursion from Leicester (Mid.)-Skegness prior to reversal on to G.N.R. metals at Low Level. L.N.E.R. locomotive waiting in background to take over. 1963
142	BASFORD NORTH -	6.20 p.m. from Nottingham (V), via Gedling, arriving behind G.N.R. class J6 freight locomotive. 1957
143	BASFORD NORTH -	6.25 p.m. from Nottingham (V)-Derby (F) hauled by L.M.S. 4MT locomotive (tender first) Note tablet-catcher on tender cab side. 1964
144	DAYBROOK - - -	View from station footbridge, looking west. Condemned locos. in background are awaiting removal to Wm. Rigley's works at Bulwell Forest for scrap. 1964

No.	Location.	Details.
145	DAYBROOK - - -	Looking east with 6.20 p.m. Nottingham (V)-BASFORD North, via Gedling arriving behind L.N.E.R. class L1 2.6.4T. 1959
146	COLWICK - - -	Coal train from Gedling colliery arriving. 1951
147	SNEINTON - - -	Transfer freight from Colwick to London Road behind ex G.N.R. class J52 locomotive. Suburban railway bridge in background. 1952
148	ARKWRIGHT STREET -	Annesley-Woodford coal train passing the closed station. 1965
149	WILFORD - - -	Up freight train passing site of new ring road bridge on G.C.R. main line. 1962
150	WILFORD - - -	Up "South Yorkshireman" express passing Brick Sidings. 1953
151	ARKWRIGHT STREET -	L.N.E.R. A3 class Pacific "Sir Frederick Banbury", painted blue, on up "Master Cutler" express with first train of newly painted stock in B.R. livery May 1949
152	WILFORD - - -	4.21 p.m. from Victoria, Manchester-Marylebone express, crossing the bridge over the River Trent behind L.N.E.R. K3 locomotive. 1951
153	SNEINTON - - -	Trent Lane Junction showing divergence, to right, of Suburban railway from the Nottingham (V)-Grantham line. 1954
154	LONDON ROAD - -	Erewash Valley stations-Skegness Good Friday holiday excursion train in the Exchange sidings (M.R.-G.N.R.) near Low Level station. L.N.E.R. class B1 locomotive. 1952
155	LONDON ROAD - -	Coalville-Mablethorpe excursion on Good Friday in the exchange sidings (M.R. to G.N.R.) near Low Level station. G.N.R. class J6 locomotive. 1952
156	WEEKDAY CROSS -	Empty stock train with L.N.E.R. class B1 locomotive with early B.R. numbering (E1298) and carrying disc headcode in lieu of lamps. 1949
157	LONDON ROAD - -	Looking down on High Level station showing an empty iron ore train passing through. 1965
158	LONDON ROAD - -	Low Level station, with an ex L.N.W.R. "Cauliflower" 0.6.0 on a passenger train from Northampton (Castle). c.1920
159	LONDON ROAD - -	A G.N.R. "Atlantic" shunting stock outside Low Level station. 1932
160-195	MIDLAND - - -	Reconstruction of Midland Railway station. 1903-04
196	WEST BRIDGFORD -	Reconstruction of Radcliffe Road bridge, on the M.R. Melton line to London . . . view from road level. 1919
197	WEST BRIDGFORD -	Ditto . . . view from track level. 1919
198	CLIFTON - - -	General view of colliery from North Wilford Power station, showing city landmarks in background. 1968
199	MIDLAND - - -	Train from Derby at platform 3, with double-chimneyed mixed-traffic locomotive in early B.R. livery.
200	RADFORD - - -	12.20 p.m. Nottingham (Mid)-Mansfield train leaving on a bleak January day behind Stanier class 3 tank locomotive. 1959
201	STAPLEFORD - - -	Up coal! Garratt locomotive heading for Toton sidings. 1957
202	NEW BASFORD - - -	Train of 'flats' viewed from Perry Road bridge, passing New Basford carriage sidings, behind B.R. 9F locomotive. 1963
203	NEW BASFORD - - -	Britannia class Pacific "Oliver Cromwell" emerging from New Basford tunnel on Bournemouth-Newcastle express. 1960
204	BASFORD VERNON -	L.M.S. class 4F locomotive shunts the station yard. 1963
205	LENTON - - -	Train of coal from the Kirkby pits moving from slow to fast line behind an L.M.S. class 8F locomotive. 1963

No.	Location.	Details
206	CINDERHILL	Saddle tank locomotive "Philip" at work near the colliery.
207	WILFORD	0.4.0 Saddle tank locomotive at North Wilford Power station.
208	COLWICK	0.4.0 Saddle tank locomotive No. 1 at work at Sugar Beet Factory.
209	CINDERHILL	Saddle tank locomotive "Philip" at work at the colliery.
210	BESTWOOD	0.4.0 Sentinel shunting locomotive at Bestwood Colliery.
211	CINDERHILL	Tank locomotive "Michael" working at the colliery, showing disused lines in the foreground.
212	EASTCROFT	E.M.G.B. 0.4.0 diesel No. 1 at Gas Works, with G.N.R. Nottingham (V)-Grantham line on viaduct in background.
213	MIDLAND	Lincoln-Derby semi-fast train entering platform 4 behind an ex G.C.R. 4.6.2T locomotive. 1958
214	BASFORD NORTH	G.C.R. main line freight crossing G.N.R. connection (BASFORD NORTH-BAGTHORPE JUNCTION—"RATHOLE"). 1962
215	BULWELL COMMON	B.R. class 9F locomotive on train of empty wagons passing odd-shaped North Junction signal box. 1961
216	BULWELL COMMON	Freight trains passing North Junction on G.C. main line. 1961
217	NEW BASFORD	Looking north from Perry Road bridge, with a diesel hauled coal train heading for Colwick. 1968
218	BASFORD VERNON	Typical Nottingham (Mid.)-Mansfield stopping train hauled by ex L.T.S.R. 4.4.2T locomotive. Trolley bus on Vernon Road, beyond wall in background. 1954
219	WATNALL	Ex M.R. 0.4.0T locomotive on loan to National Coal Board opencast site. 1954
220	BULWELL	G.C.R. viaduct, over Hucknall Lane. 1966
221	BULWELL COMMON	Nottingham (Vic.)-Manchester excursion train leaving station hauled by unusual motive power—ex L.M.S. 'Crab' 2.6.0. 1959
222	BULWELL COMMON	Northbound "South Yorkshireman" (Marylebone-Bradford Exchange) passing Burton-York beer train, latter with ex N.E.R. class B16 locomotive. 1959
223	BULWELL FOREST	Shirebrook-Skegness excursion hauled by L.N.E.R. class K3 locomotive. 1958
224	MIDLAND	An un-named Jubilee class locomotive ("Keith") on London excursion, via Melton line, at east end of platform 6. 1935
225	MIDLAND	Mansfield train on arrival at platform 4 behind ex L.T.S.R. tank locomotive. Note the M.R. clerestory roofed coach behind the locomotive. 1935
226	MIDLAND	"Silver Jubilee" waiting to take over the 11.15 a.m. non-stop express to London St. Pancras from platform 3. 1935
227	MIDLAND	EAST MIDLANDER No. 8. Coupling up "Flying Scotsman" on R.C.T.S. special train to Swindon at Platform 5.
228	MIDLAND	Britannia class Pacific "John of Gaunt" at platform 6 with R.C.T.S. special train for tour of North Lincolnshire lines.
229	TRENT	Edinburgh-St. Pancras express approaching in M.R. days behind 3P 4.4.0 locomotive. 1920
230	MIDLAND	Summer-only express to Cromer, Lowestoft and Yarmouth climbing up to bridge over River Trent behind M.R. 0.6.4T piloting M. & G.N.Jt.R. 4.4.0 locomotives. 1933
231	MIDLAND	Up coal train hauled by M.R. (outside framed) 0.6.0 locomotive on the climb up to the bridge over River Trent. (St. Mary's Church in the background). 1932
232	MIDLAND	Yarmouth/Lowestoft-Manchester restaurant car express dropping down to the Midland station from the Melton line, hauled by M. & G. N. Jt. R. 4.4.0 No. 56. 1932

No.	Location.	Details.
233	MIDLAND	Coal for London! Two ex M.R. class 3F locomotives in harmony on the climb out of the city. 1934
234	MIDLAND	One of the M.R.'s handsome 'single wheelers', resplendent in new L.M.S. livery, with new crest, piloting a London express from platform 3. c.1924
235	MIDLAND	A 4.4.0 locomotive of class 1, in Midland days (note crest on cab side), at platform 3. c.1920
236	MIDLAND	Station pilot! M.R. (outside framed) 2.4.0 at the east end in early L.M.S. days with a backcloth of the earlier buildings of Boots, the Chemists. c.1924
237	MIDLAND	The original M.R. Compound locomotive fitted for oil-burning in the coal strike of 1926.
238	MIDLAND	A M.R. 2.4.0 (outside framed) waiting to work a Lincoln train from platform 3 in early L.M.S. days. c.1925
239	MIDLAND	A 2.4.0 in M.R. livery waiting to take over a northbound express with the help of a 2P 4.4.0. c.1920
240	MIDLAND	Bradford-St. Pancras express leaving platform 3 in early L.M.S. days with newly built Compound 4.4.0 locomotive. c.1928
241	MIDLAND	Newly built Baby Scot class locomotive "E. Tootal Broadhurst" about to depart for St. Pancras, via the Melton line. c.1933
242	MIDLAND	Bradford-St. Pancras express leaving at mid-day, with L.M.S. class 5 locomotive. 1951
243	MIDLAND	"Sherwood Forester" at platform 6 on the occasion of the presentation of new nameplates. 18 Sept. 1948
244	MIDLAND	Stopping train for Mansfield/Worksop in early B.R. days. Note B.R. numbering but still retaining lettering L.M.S. 1948
245	MIDLAND	1.10 p.m. to Derby at platform 5 with new B.R. class 4 type mixed traffic locomotive. 1958
246	MIDLAND	8.15 a.m. "Robin Hood" express with Jubilee "Prince Edward Island". 1953
247	MIDLAND	8.20 a.m. to St. Pancras semi-fast, via Melton line, with dynamometer car on special coal test. 1955
248	MIDLAND	8.15 a.m. to St. Pancras taking the Melton line outside the station, with Jubilee class locomotive "Prince Edward Island". 1953
249	MIDLAND	Sheffield-St. Pancras relief express leaving behind B.R. class 5 locomotive. 1959
250	MIDLAND	Ex G.E.R. 4.4.0 locomotive leaving on stopping train to Lincoln. 1957
251	MIDLAND	Train from Bakewell leaving station for carriage sidings. L.M.S. Compound class locomotive, with tall chimney. 1955
252	MIDLAND	L.M.S. class 5, in early B.R. style of painting with words on the tender, leaving station after working a train from Derby. 1948
253	MIDLAND	Leeds-St. Pancras express leaving behind Jubilee class locomotive "Nigeria". 1954
254	MIDLAND	12.25 p.m. train to Melton Mowbray leaving platform 3 behind a Stanier class 4 tank locomotive. 1957
255	MIDLAND	1.40 p.m. Nottingham-Lincoln (St. Marks) train leaving behind ex G.C.R. class D11 locomotive "Zeebrugge". 1953
256	MIDLAND	1.10 p.m. train to Derby at platform 5 with Fowler class 4 tank locomotive. 1953
257	MIDLAND	An ex M.R. class 3F locomotive at platform 3 after working a train from Mansfield. 1948
258	MIDLAND	A train for Derby hauled by an L.M.S. Compound class locomotive with unusually high lining on the tender. 1949

No.	Location.	Details.
259	MIDLAND - - -	Unusual for station pilot—an ex M.R. class 2F locomotive at the west end waiting to add a coach to an up London express due in platform 3. Note—'3' on coach door! 1939
260	MIDLAND - - -	11.18 a.m. non-stop to St. Pancras, due 1.21 p.m., with a M.R. Compound locomotive (in lieu of a Jubilee 4.6.0) and eleven coaches! 1939
261	MIDLAND - - -	1.10 p.m. Derby train at platform 5, in B.R. style before their crest design. 1952
262	MIDLAND - - -	Train from London (via Trent) heading for the carriage sidings with Jubilee class locomotive "Hong Kong". 1961
263	MIDLAND - - -	G.C.R. 4.6.2T locomotive waiting to work a Lincoln train, with the Birmingham-Cleethorpes express leaving from platform 3. 1958
264	MIDLAND - - -	G.C.R. "Prince Albert"—Director class, leaving on new stock. 1953
265	MIDLAND - - -	Freight from Cricklewood-Leeds dropping down into the station from the River Trent bridge behind a 'Crab' 2.6.0. locomotive. 1953
266	MIDLAND - - -	Jubilee class locomotive "Blake" on a Bradford-St. Pancras express climbing up to the River Trent bridge. 1953
267	EDWALTON - - -	Royal Train (near Boundary Road, West Bridgford) conveying H.M. Queen to Nottingham. 1968
268	MIDLAND - - -	L.M.S. and M.R. class 4F locomotives on a Yarmouth-Derby train entering platform 6. 1950
269	MIDLAND - - -	"Jamaica" on a Sunday Manchester-St. Pancras express crossing the bridge over the River Trent. 1951
270	LONDON ROAD - - -	L.M.S. type 2.6.2T (auto-fitted) on R.C.T.S. special train ready to depart for a tour of local lines. 1959
271	MIDLAND - - -	B.R. 2.6.2T on R.C.T.S. special train at platform 5 for Kegworth, the Gypsum Lines, Gotham branch, etc. 24 Sept. 1955
272	BAGTHORPE - - -	Two L.N.E.R. class B1 locomotives on a Marylebone-Manchester express. 1949
273	EDWALTON - - -	"Up for the Cup!" Special train for Directors and team of Nottingham Forest on the day they brought the Cup back to the city, hauled by Royal Scot class "The Loyal Regiment". 1959
274	LONG EATON - - -	Nottingham-Sheffield train, leaving the Nottingham-Derby line at Long Eaton Junction and taking the curve (this track has now been taken up) to the Erewash Valley. 1952
275	LONG EATON - - -	A Sunday Bradford-St. Pancras express, via Trent. 1953
276	BULWELL - - -	Viaduct on G.C. main line (with a Marylebone-Manchester express), showing connection to Leen Valley in foreground. 1956
277	NEW BASFORD - - -	Summer-only Bournemouth-Sheffield train, composed of S.R. stock, with L.M.S. class 5 locomotive. 1949
278	MIDLAND - - -	L.M.S. Compound locomotive on R.C.T.S. special train for tour of Lincolnshire lines at platform 5, east end. 16 May 1954
279	BEESTON - - -	EAST MIDLANDER No. 2. R.C.T.S. special train to Swindon, with ex M.R. 4.4.0 class locomotive. 6 May 1956
280	LONG EATON - - -	"The Thames-Clyde Express", from St. Pancras-Glasgow (St. Enoch) approaching Long Eaton with a Jubilee class locomotive. 1953
281	TROWELL - - -	Coal train hauled by one of the original Garratt locomotives. 1948
282	BULWELL COMMON - - -	Marylebone-Manchester express, with L.N.E.R. class B1 locomotive. 1952

No.	Location.	Details.
283	LONG EATON - - -	Britannia class "Moray Firth" with the southbound "Thames-Clyde Express". 1962
284	MIDLAND - - -	EAST MIDLANDER No. 5 special train for York, via the Hull & Barnsley Railway, at platform 5. May 1957
285	RADFORD - - -	An ex-MR. 2P 4.4.0 pilots "Frobisher" on a St. Pancras to Edinburgh express, as seen from Western Boulevard. 1952
286	LONG EATON - - -	Level crossing and signal box. 1960
287	STANTON IRONWORKS - - -	Coal from Shipley colliery passing through the Works en route to Toton behind an L.M.S. 4F locomotive. 1962
288	VICTORIA - - -	EAST MIDLANDER No. 7 R.C.T.S. special train to Eastleigh and Swindon with L.M.S. Duchess "City of Nottingham" at platform 10. 1964
289	VICTORIA - - -	Ditto. This was the first and only occasion that this locomotive worked a train from its own city! 1964
290	TROWELL - - -	Glasgow-St. Pancras express with a Jubilee piloted by an ex-M.R. 2P locomotive. 1948
291	LONDON ROAD - - -	R.C.T.S. special train at Low Level station for a tour of the "Joint Line". 1963
292	LONG EATON - - -	Bradford-St. Pancras (via Trent) Sundays express 1953
293	MIDLAND - - -	EAST MIDLANDER No. 2 R.C.T.S. special train showing coach head-board and ex M.R. 2P locomotive ready to leave for Swindon. 1956
294	VICTORIA - - -	EAST MIDLANDER No. 4. R.C.T.S. special train with the original Midland 4.4.0 Compound locomotive leaving for Swindon via the G.C. route—this locomotive is now preserved in Clapham Museum. 1960
295	BULWELL COMMON - - -	Train of sleepers for relaying work on Leen Valley connection. c.1964
296	BASFORD NORTH - - -	Pinxton-Nottingham (Vic.) train entering the "Rathole".
297	ARKWRIGHT STREET - - -	Victoria-Leicester (Cen.) stopping train leaving behind ex L.N.E.R. class B1 locomotive. 1955
298	NEW BASFORD - - -	A train of rails heading north behind a W.D. "Austerity" locomotive. 1959
299	BULWELL - - -	EAST MIDLANDER No. 5 special train for the R.C.T.S. passing Bulwell Common with S.R. "Cheltenham" and ex L.M.S. 2P locos. 1962
300	WOODTHORPE - - -	R.C.T.S. special train on the Suburban Railway leaving Ashwells tunnel (under Woodthorpe Park) en route to Thorneywood. 1951
301	THORNEYWOOD - - -	R.C.T.S. special train at limit of Suburban Railway. 1951
302	WOODTHORPE - - -	R.C.T.S. special train leaving Ashwells tunnel and passing Woodthorpe Park en route to Daybrook. 1951
303	DAYBROOK - - -	East coast day excursion, running on 'wrong line' owing to engineering works. Ex G.N.R. K2 class locomotive. 1951
304	BULWELL - - -	"The South Yorkshireman" on the Great Central viaduct. 1952
305	LONDON ROAD - - -	L.N.W.R. 'Renown' class "Galatea" at Low Level station ready to depart for Northampton Castle, via the Joint line.
306	LONDON ROAD - - -	L.N.W.R. 'Precursor' class 4.4.0 on a train from Northampton at Low Level station.
307	LONDON ROAD - - -	The original L.N.W.R. 'Jumbo' 2.4.0 storms away from Low Level on a train of antique stock to Northampton. 1925
308	LONDON ROAD - - -	M.R. 2.4.0 No. 20002 (re-numbered from No. 2) after arrival at Low Level on the evening train from Northampton.
309	EDWALTON - - -	Smoke and steam! An up coal train climbing the gradient with L.M.S. class 7F 0.8.0 locomotive. 1933

No.	Location.	Details.
310	EDWALTON - - -	"Prince Edward Island" hurrying with the morning express to St. Pancras. 1961
311	EDWALTON - - -	A heavily loaded summer-only Yarmouth train with two class 4F locomotives in charge.
312	EDWALTON - - -	L.N.W.R. Claughton class 4.6.0 "Lord Faber" with the pre-war up "Thames-Forth Express". 1934
313	WEST BRIDGFORD -	St. Pancras-Bradford express approaching Wilford brickyard with a Midland 2P piloting a Compound locomotive. 1932
314	EDWALTON - - -	3.12 p.m. Nottingham (Midland)-Yarmouth via Bourne and the M. & G. N. with an L.M.S. 2.6.4T piloted by an M. & G. N. locomotive (note lettering on latter's tender). 1933
315	EDWALTON - - -	Afternoon stopping train from Spalding with ex G.N.R. class K2 locomotive in early B.R. livery. 1949
316	EDWALTON - - -	Newly-built 'Baby Scot' climbing away from Nottingham to London.
317	WILFORD - - -	G.C. freight train crossing the River Trent (Note the Toll Bridge in the background).
318	LONDON ROAD - -	Approach and entrance to High Level station. 1950
319	MIDLAND - - -	7.43 a.m. Saturdays to Plymouth at platform 5 with double-chimneyed class '5' locomotive. 1964
320	MIDLAND - - -	7.22 a.m. Saturdays to Blackpool at platform 4 with L.M.S. Class '5' locomotive. 1964
321	MIDLAND - - -	7.43 a.m. Saturdays to Plymouth at platform 5 with Jubilee class "Saskatchewan". 1964
322	MIDLAND - - -	7.35 a.m. Saturdays to Bournemouth at platform 6 with Jubilee class "Punjab". 1964
323	MIDLAND - - -	A rare sight—Garratt 47987 heading a train of iron ore through the station for the Melton line. 1952
324	CARRINGTON STREET-	Location of the original Midland Counties station of 1839—now the goods offices.
325	MIDLAND - - -	"The Waverley" from St. Pancras to Edinburgh runs into platform 5 non-stop from London with an L.M.S. 2P piloting a Jubilee 4.6.0. 1957
326	MIDLAND - - -	Cup Final special conveying Directors and Team hauled by 'Royal Scot' class locomotive "The Loyal Regiment". 1959
327	MIDLAND - - -	Empty train from carriage sidings to form 5.08 p.m. to Mansfield. 1957
328	MIDLAND - - -	A decorated Compound 4.4.0 locomotive heads the morning Bradford-St. Pancras express on Silver Jubilee day. 1935
329	MIDLAND - - -	An ex M.R. class 3P locomotive on the 11.25 a.m. to Lincoln at platform 3. 1938
330	MIDLAND - - -	"The Robin Hood", non-stop via Leicester to London, at platform 4 with Patriot class "Illustrious".
331	NEW BASFORD - - -	A Marylebone-Manchester express headed by a V2 class locomotive heads north.
332	NEW BASFORD - - -	Iron ore for Stanton Works. A W.D. 'Austerity' trundles steadily up the gradient from the Victoria station. 1962
333	BULWELL COMMON -	Returning from east coast on holiday train, taking curve to Basford North.
334	DAYBROOK - - -	THE MERCIAN. R.C.T.S. special train with an L.M.S. Class '5' locomotive.
335	SHIPLEY - - -	R.C.T.S. special train of open wagons hauled by ex Mersey Railway locomotive, "Cecil Raikes".
336	LONDON ROAD - -	A M.R. class 1 locomotive after arrival from Northampton (C). 1935
337	LONDON ROAD - -	An L.N.W.R. class 1 locomotive "Duchess" after arrival on a train from Northampton (C). c.1924

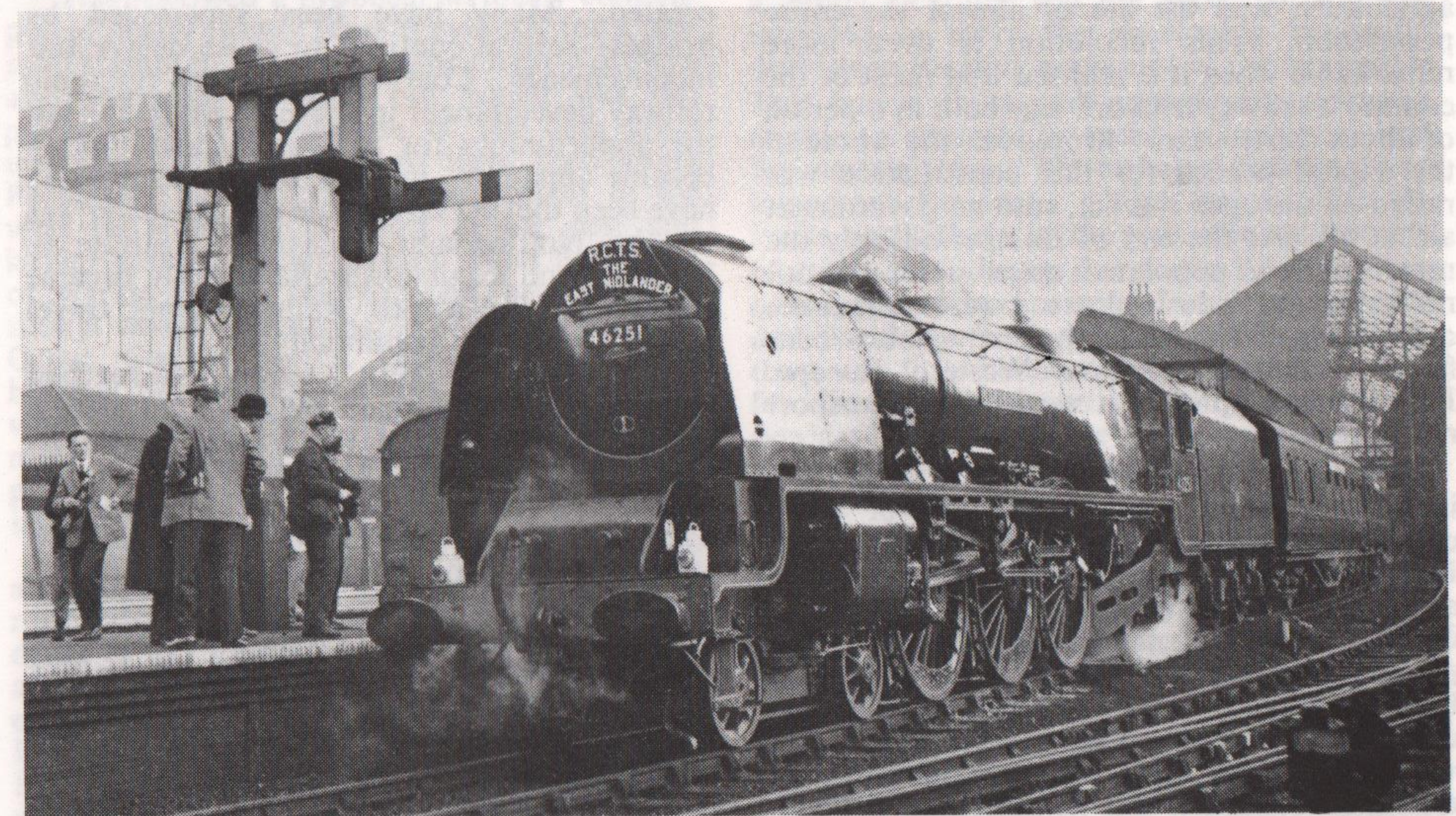
No.	Location.	Details.
338	COLWICK - - -	Occupants of the L.N.W.R. shed yard. c.1920
339	SNEINTON - - -	Grantham-Victoria train passing under former Suburban Railway bridges at Trent Lane Junction.
340	LONG EATON - - -	An immaculate M.R. 2P 4.4.0 locomotive, painted red, with numbers on tender, on a Chesterfield-Nottingham train. 1929
341	MIDLAND - - -	Royal Scot "The West Yorkshire Regiment" taking water at East box. 1960
342	MIDLAND - - -	First ever visit by a G.W.R. "Castle" class! "Clun Castle" heading for the carriage sidings from platform 4. 1965
343	VICTORIA - - -	The two companies' initials on entrance gates at north end. 1966
344	CARRINGTON - - -	Closed station (in 1929)—view in. 1968
345	CLIFTON - - -	"Philip" in steam. 1968
346	BULWELL - - -	M.S. & L.R. 4.4.0 on stopping passenger train—note the six-wheeled coaching stock. c. 1919
347	CINDERHILL - - -	M.R. junction signal box, showing Babbington colliery branch. 1962
348	COLWICK - - -	A B1 4.6.0 on a Derby (Friargate)-Skegness holiday train passing Colwick Woods. 1957
349	COLWICK - - -	G.E.R. D16 class passing Colwick Woods on the 11.25 a.m. from Nottingham (Midland)-Lincoln (St. Marks). 1957
350	WILFORD } - - -	The daily goods train from Queens Walk (G.C.) to Clifton Colliery crossing the road at Embankment/Toll Bridge/Wilford Road junction. Ex G.C.R. J11 0.6.0. 1957
351	WILFORD } - - -	
352	COLWICK - - -	
353	QUEEN'S WALK - -	Express from Marylebone-Manchester. 1957
354	NETHERFIELD - -	Engineering train, hauled by a small ex G.E.R. tank locomotive. 1959
355	MAPPERLEY - - -	A summer-only Mablethorpe train leaving Mapperley tunnel. 1955
356	DAYBROOK - - -	Local freight, climbing out of Daybrook with an old G.N.R. locomotive. 1952
357	MAPPERLEY - - -	The summer-only Birmingham/Skegness service, via the 'Back Line' and avoiding the city centre, hauled throughout by ex L.M.S. class 4F locomotive. 1956
358	BASFORD NORTH -	A rare visitor for this location. Ex L.N.W.R. 0.8.0 on a mixed goods. 1959
359	DAYBROOK - - -	G.C. class A5 tank locomotive on a local passenger train. 1959
360	BASFORD VERNON -	Lincoln Street crossing, looking towards Mansfield. 1960
361	BULWELL - - -	Southbound coal train passing under the G.C. viaduct, headed by an L.M.S. 8F locomotive. 1963
362	BASFORD VERNON -	Nottingham (Mid.)-Mansfield passenger train ready to leave. 1964
363	BASFORD VERNON -	R.C.T.S. special train for tour of lines in North Notts. and South Yorkshire. 1966
364	NEW BASFORD - - -	EAST MIDLANDER No. 5 storms through Basford en route to Darlington and York. 1962
365	MIDLAND - - -	EAST MIDLANDER No. 1 at platform 5 on R.C.T.S. special train for Crewe Works behind ex G.E.R. B12 class 4.6.0. 1955
366	TOTON - - -	Diesel Maintenance Depot—North entrance, from high level.
367	TOTON - - -	Diesel Maintenance Depot—North entrance ground view.
368	TOTON - - -	Diesel Maintenance Depot—Fuelling point.
369	TOTON - - -	Diesel Maintenance Depot—Interior view.
370	TOTON - - -	Diesel Maintenance Depot—Interior view.
371	TOTON - - -	Diesel Maintenance Depot—Heavy repair bay. c.1961

No.	Location.	Details.
372	TOTON - - -	Diesel Maintenance Depot—Lifting a main-line diesel.
373	TOTON - - -	Diesel Maintenance Depot—South entrance.
374	MIDLAND - - -	Southwell branch train leaving on a Monday morning, after maintenance to coach, en route to Rolleston Junction to resume duties. M.R. class 1 tank locomotive. 1953
375	TRENT - - -	A view which shows the convenience of the north curve. A Derby-St. Pancras excursion, calling at Trent, behind a Compound 4.4.0 locomotive. 1953
376	TRENT - - -	Jubilee class "Camperdown" on a Sunday Manchester-St. Pancras express, entering via the north curve. 1951
377	TRENT - - -	Toton-Brent (London) coal train passing on the freight avoiding line with a Garratt at speed. 1955
378	TRENT - - -	"Uganda" approaching from the Nottingham direction and passing under the high-level goods flyover lines. 1956
379	TRENT - - -	"Basutoland" on the up "Thames-Clyde Express" approaching Trent Junction and Redhill tunnel—Derby lines in the foreground. 1955
380	TRENT - - -	B.R. 9F (to be named "Black Prince") and 75029 en route from Crewe, via Stoke, Derby and Cricklewood, to the Longmoor Military Railway, for preservation. 1968
381	TRENT - - -	1.25 p.m. Nottingham-St Pancras, via Leicester, hauled by B.R. class '5' locomotive. 1952
382	LONG EATON - - -	Derby-St. Pancras (via Nottingham) excursion passing Long Eaton Junction. Note M.R. signals, now removed. 1954
383	TRENT - - -	Bridges over the River Trent, from Redhill tunnel, passenger line on left, freight on right. 1953
384	TRENT - - -	During the A.S.L.E.F. strike, "Galatea" heads a Leeds-St. Pancras express, taking the Leicester line. 1955
385	TRENT - - -	Lincoln-Derby express hauled by ex G.C. Director class "Somme" heading towards a set of M.R. signals—note the splitting distant for the Castle Donington line. 1957
386	RADFORD - - -	Nottingham-Worksop train leaving with Stanier class 3 tank locomotive. 1959
387	RADFORD - - -	Workmen's service train from Chilwell Ordnance Depot to Mansfield leaving. 1957
388	STANTON - - -	"Holwell No. 15" 0.4.0 Saddle tank locomotive shunts a train of slag.
389	STANTON - - -	"Holwell No. 22" 0.6.0T locomotive stands idle at week-end in Works yard.
390	STANTON - - -	"Stanton No. 12". R. & Hawthorne 0.4.0ST on shunting duties in Works yard.
391	STANTON - - -	Utilising small wheel-base, 0.4.0T negotiates siding layout.
392	STANTON - - -	"Stanton No. 1", 0.6.0ST with full head of steam.
393	STANTON - - -	0.4.0ST pulls train of slag tippers to top of slag-heap.
394	STANTON - - -	Two tank locomotives wait between spells of duty amongst trains of slag tippers.
395	STANTON - - -	Unusual combination. 0.4.0 crane tank locomotive, combining shunting and lifting facilities.
396	TRENT - - -	11.20 a.m. Derby/Nottingham pulls out behind ex M.R. 2P locomotive. 1957
397	TRENT - - -	11.05 a.m. Nottingham/Derby entering with an L.M.S. 4P Compound locomotive. 1957
398	TRENT - - -	A freight train passing Trent on the goods line takes the Nottingham route with ex M.R. 3F locomotive. 1960
399	MIDLAND - - -	A half-day excursion to Dudley Zoo passing under Wilford Road behind Jubilee "New Brunswick". 1963

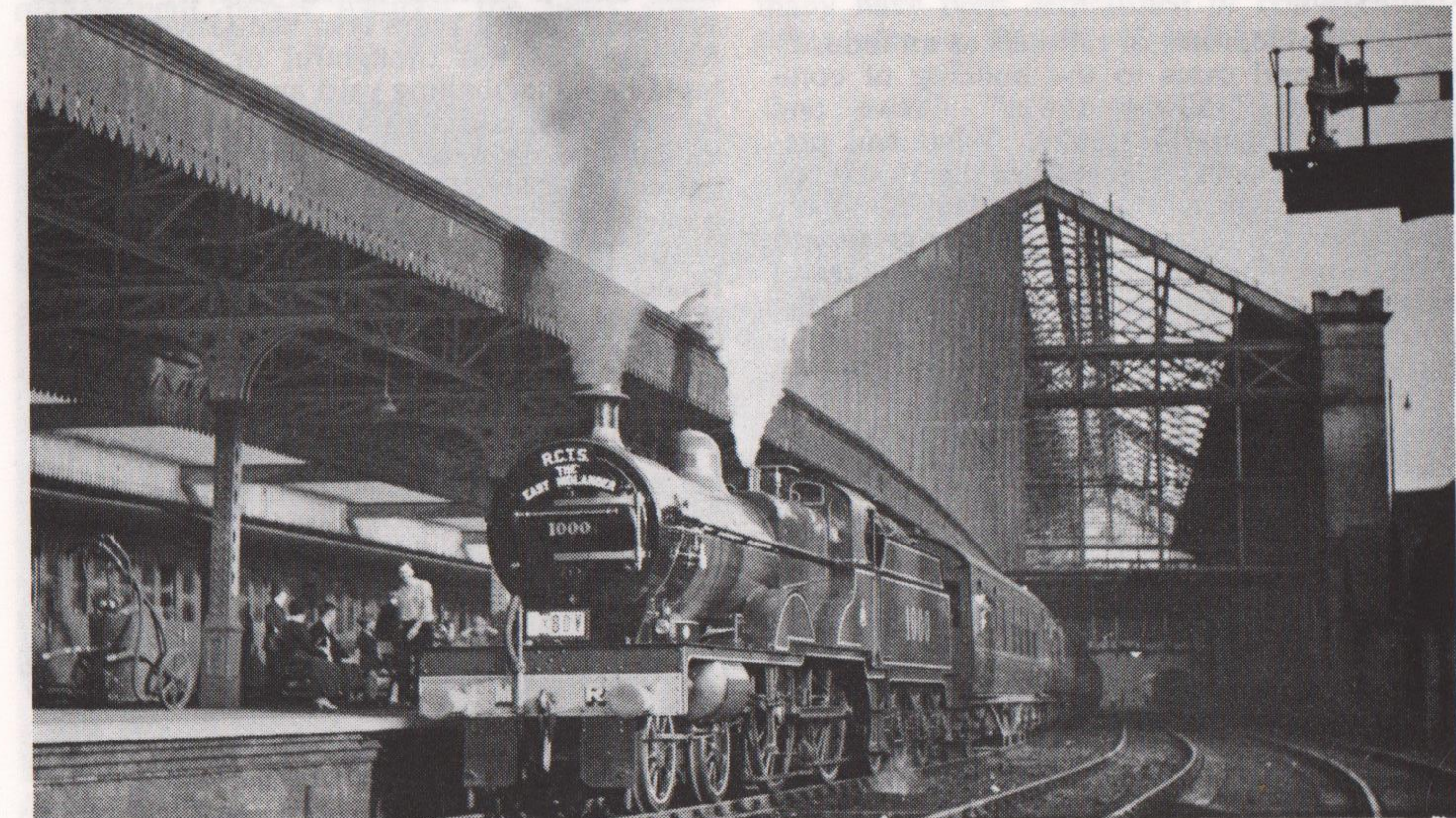
No.	Location.	Details.
400	TRENT - - -	The 'Up' platform. 1967
401	TRENT - - -	Drinking Water! bearing date of 1865. 1967
402	TRENT - - -	Station clock! 1967
403	TRENT - - -	Freight train emerging from Redhill New Tunnel (170 yards) behind ex M.R. 4F locomotive 1955
404	TRENT - - -	Nottingham/Derby stopping train leaving behind L.M.S. Class '5' locomotive. 1964
405	TRENT - - -	Coal train from Toton to Birmingham with an ex M.R. class 3F locomotive. 1955
406	TRENT - - -	"The Royal Warwickshire Regiment"—Royal Scot class —on a Bradford-St. Pancras express. 1959
407	TRENT - - -	Morning express from Cleethorpes to Birmingham, via Leicester, with ex L.N.E.R. B1 heading for Redhill tunnel. 1958
408	TRENT - - -	A Garratt, on a heavy coal train for London, pauses for a drink at Trent Junction. 1952
409	TRENT - - -	"Barbados" with a clear road via the Erewash Valley and on to Leeds. 1955
410	TRENT - - -	The 'Down' platform. 1965
411	TRENT - - -	Coal train approaching from the Nottingham line. 1952
412	TRENT - - -	Stopping train for Leicester crossing the River Trent near Redhill tunnel. 1957
413	TRENT - - -	Lincoln-Derby train storming away behind an L.M.S. 4P Compound locomotive. 1957
414	TRENT - - -	A London express which did not stop—Jubilee class "Tyrwhitt" passes on the through line. 1956
415	TRENT - - -	Leicester train pauses whilst roof repairs are in progress. 1950
416	TRENT - - -	"Newfoundland" on the "Thames-Clyde Express" leaving. 1956
417	TRENT - - -	Jubilee "Malta G.C." pulling away to the north via Long Eaton and the Erewash Valley line. 1957
418	TRENT - - -	A diesel unit leaves for Derby via the north curve. 1960
419	TRENT } - - -	L.M.S.R. 6100 "Royal Scot", renovated and repainted
420	TRENT } - - -	in red, being towed from Crewe Works to Butlin's Camp at Skegness 1963
421	TRENT - - -	View taken after demolition of platform and all buildings. 1968
422	LONG EATON - - -	An excursion hauled by an L.M.S. 'Crab' takes the spur from the Nottingham/Trent line round to Long Eaton. 1955
423	ATTENBOROUGH - - -	Peak district excursion returning to Nottingham. 1965
424	ATTENBOROUGH - - -	Heavy freight train with an outside-framed class 1F piloting a 3F locomotive. 1925
425	BEESTON - - -	Pulling away for Leicester behind a Stanier class 3P tank. 1948
426	BEESTON - - -	'Running in' from Derby Works—a 3-cyl. tank locomotive on a passenger train. c.1932
427	BEESTON - - -	2.50 p.m. to Ilkeston Town. Midland class 1 tank locomotive on a two-coach push/pull set. 1933
428	BEESTON - - -	Next stop Nottingham—a class 2P pulls away over the level crossing which is shortly to be replaced by a bridge. 1948
429	BEESTON - - -	Another view of the level-crossing, showing signal box, both of which are to go in 1969.
430	BEESTON - - -	Another view of the level-crossing, showing signal box, both of which are to go in 1969.
431	LENTON - - -	Chesterfield train passing the South Junction with Nottingham Castle in the background. 1962
432	WILFORD - - -	When the railway stopped—flood scene from Wilford Road bridge, looking west. 1932
433	MIDLAND - - -	A heavy load for Blackpool Illuminations, behind M.R. 4F class locomotive. c.1927

No.	Location.	Details.
434	TOTON - - -	"The Thames-Clyde Express" behind Jubilee "Tasmania" threads its way through the maze of sidings. 1962
435	CITY - - -	1881 proposal for a Nottingham Central station.
436	CITY - - -	1881 General map of town and district.
437	CITY - - -	Extract from "Nottingham Review" 31st May 1839 regarding the opening of Midland Counties Railway, Nottingham/Derby.
438	CITY - - -	Extract from "Nottingham Journal", 31st May 1839 re the opening of Midland Counties Railway, Nottingham/Derby.
439	CITY - - -	Editorial from "Nottingham Journal" regarding opening of Midland Counties Railway, Nottingham/Derby.
440	CITY - - -	Extract from "Nottingham Review", May 1839; Midland Counties Railway timetable and list of charges.
441	CITY - - -	Extract from "Nottingham Review", 7th June 1839—construction details regarding Midland Counties Railway, Redhill tunnel, etc.
442	CITY - - -	Extract of illustration of No. 441.
443	CITY - - -	Interior of Nottingham (M.C.R.) station, opened May 1848.
444	CITY - - -	Timetable for the Amber Gate, Nottingham, Boston, and Eastern Junction Railway, July 1850.
445	CITY - - -	Page 8, "Nottingham Daily Guardian", 24th May 1900, regarding opening of Nottingham Joint station.
446	CITY - - -	Editorial from "Nottingham Guardian", 21st May 1900, regarding opening of the new Central railway station.
447	CITY - - -	Letter to Editor "Nottingham Guardian", 22nd May 1900 regarding railway facilities.
448	MIDLAND - - -	Aerial view of station. c.1927
449	COLWICK - - -	Aerial view of Colwick motive power depot, etc. c.1930
450	TOTON - - -	Aerial view of Toton sidings. c.1930
451	VICTORIA - - -	Interior view. c.1900
452	CITY - - -	Map of Nottingham. 1844
453	CITY - - -	Painting of Nottingham's first railway station. 1839
454	MIDLAND - - -	Nottingham Midland station in early days.
455	VICTORIA - - -	Victory parade outside Nottingham Victoria. 1918
456	CARRINGTON STREET-	Midland Counties Railway opening notice. 1839
457	COLWICK - - -	Construction of Colwick road bridge, near Colwick racecourse.
458	VICTORIA - - -	Parliament Street bridge, under construction. 1897
459	LONDON ROAD - - -	View of Low Level station. 1897
460	CITY - - -	View from Castle Rock of flooded Meadows area showing stranded locomotives. 1875
461	WEEKDAY CROSS - - -	Construction of Weekday Cross Junction. 1897
462	VICTORIA - - -	Victoria station under construction. 1897
463	VICTORIA - - -	Shirebrook train at the south end of platform 7. 1910
464	MIDLAND - - -	Frontage of station. 1925
465	BOBBERS MILL - - -	Former crossing on Alfreton Road.
466	CARRINGTON - - -	Construction of station. 1896
467	VICTORIA - - -	Excavations for station. 1897
468	VICTORIA - - -	Interior view. 1901
469	MIDLAND - - -	View along Station Street from G.C.R. bridge. c.1903
470	VICTORIA - - -	G.N.R. entrance to station on Parliament Street.
471	MIDLAND } - - -	The G.C.R. viaduct under construction, crossing the Midland Station. December 1896
472	MIDLAND } - - -	
473	MIDLAND } - - -	
474	WILFORD - - -	Constructors of the G.C.R. erected a temporary bridge across the River Trent to assist in construction of new railway viaduct. View shows temporary bridge, and river frozen over. Feb. 1895
475	WILFORD - - -	G.C.R. viaduct across River Trent nearing completion. The temporary bridge appears on the right. Dec. 1896

No.	Location.	Details.
476	LONDON ROAD } - - -	Goose Fair crowds in the concourse of Low Level station. c.1898
477	LONDON ROAD } - - -	
478	MIDLAND - - -	
479	MIDLAND - - -	The completed G.C.R. bridge crossing the Midland station. c.1898
		A view of Station Street, including G.C.R. overbridge, with Midland Railway station entrance on right. c.1896



Photograph] [J. F. Henton
46251 City of Nottingham on East Midlander No. 7 Rail Tour at Victoria



Photograph] [J. Procter
M.R. No. 1000 on East Midlander Rail Tour to Swindon at Victoria

THE SOCIAL ASPECTS OF RAILWAYS

Of all the great social and economic changes which took place in Britain during the nineteenth century, the development of railways was one of the most important. Arising from the demands of industry for better transport, railways revolutionised almost every aspect of life, the organisation of industry, finance, agriculture, and the life of almost the entire population. This revolution is even more remarkable when it is realised that most of the country's railway network was built in a period of about thirty years. Moreover, the whole of the capital needed for this construction was raised on the open market, with no government aid at all. At the end of this period only the most sparsely populated areas were without railways, and industrial areas were sometimes over served. This development was not confined to Britain, or even Western Europe. Railways were part of a world wide transport revolution.

Railways themselves became an important industry making great demands for both capital and labour. The population of Great Britain increased by almost 50% between 1821 and 1851. Although the rapid increase in industry absorbed a great deal of this extra man power, there was still a large pool of surplus labour available for railway construction and operation. This was just as well, as railways were constructed with the very minimum of mechanical aids. Vast engineering projects were undertaken by sheer man power and Great Britain not only led the world in industrial development, but also in civil engineering.

The development of railways as an industry led in several cases to the building of completely new "railway towns" - Crewe and Swindon are good examples. What had previously been small villages rapidly developed into large towns entirely dependent upon the new railway industry. Moreover, the growth of industry plus the advent of railway travel caused a rapid flow of population from the country to the towns. Up to about 1840, Nottingham was almost entirely confined to the area inside the old city walls, but soon after, it began to expand beyond these boundaries. Such rapid expansion of the railway industry resulted in large numbers of men being recruited to the service. Often, they were attracted from other industries, but more often, they came from the land. Railwaymen subject to a strict discipline necessary for safe and orderly operation became a respected elite, and morale was usually high.

Railways came relatively late to Nottingham, possibly because of its concentration on light industries and the network of canals which extended the Trent Navigation. The earliest lines from Trent to Nottingham, later

extended east to Lincoln and north to Mansfield, followed the easiest route along the valley of the Trent or its tributaries, serving the hitherto self-contained industrial villages near the city. Following valleys these lines required few spectacular engineering features but were notable for the number of level crossings they created. Many have been superseded by bridges—several continue to cause delays and inconvenience. Coal was the reason for rapid railway development in the East Midlands but the opportunities for passenger travel quickly became apparent—in 1840 what is claimed to have been the first large scale rail excursion was run by Nottingham Mechanics' Institute to Leicester and excursion traffic quickly became a feature of rail travel. Railways made travel a widely available commodity.

The Great Northern Railway had reached the City from Grantham in 1852 and after a hostile reception from the Midland built its own station adjoining London Road. In the 1860's this company determined to enter the rich Nottinghamshire and Derbyshire coalfield extending their line from Colwick in a north-westerly arc, skirting the City with extensions eventually reaching Shirebrook, Pinxton, Heanor, Derby and Stafford. To handle this traffic a marshalling yard and locomotive depot was built at Colwick around which grew up a railway community—Nottingham's nearest approach to a railway town. Later the London and North Western Railway company utilised the Great Northern to enter the coalfield and extended the Colwick facilities. The old engine shed and a terrace called L.N.W. Terrace survive. Twenty years later the Great Central Railway was less thoughtful or less affluent, building a marshalling yard and engine shed at Annesley but making no provision for accommodation. As a result a workmen's service, known as "The Dido", ran for many years between Bulwell Common and Annesley.

In 1873 the Great Northern extended a branch line from Firsby, into Skegness and in that year the first excursion ran from Nottingham, inaugurating the Lincolnshire coast's close connection with the East Midlands. Many Nottingham people will have vivid memories of day, half-day or evening excursions to Skegness, not always in comfort but usually eventful and certainly cheap.

During the final decade of the 19th century occurred the greatest railway upheaval in Nottingham. The erstwhile Manchester, Sheffield and Lincolnshire Railway had gained approval for its plan to build a main line from Annesley to the outskirts of London. Previous railways had skirted the city, seeking easier and less costly routes but the newcomer had to be competitive and direct, and accordingly a central and highly expensive route was chosen right through the centre of the city. Centre-

piece of this new line by the Great Central Railway (which the M.S. & L.R. had by then become), was the extensive and equally expensive, Victoria Station which was to be shared with the Great Northern. To make way for the new station a notorious nest of slums was demolished, the people being rehoused in New Basford.

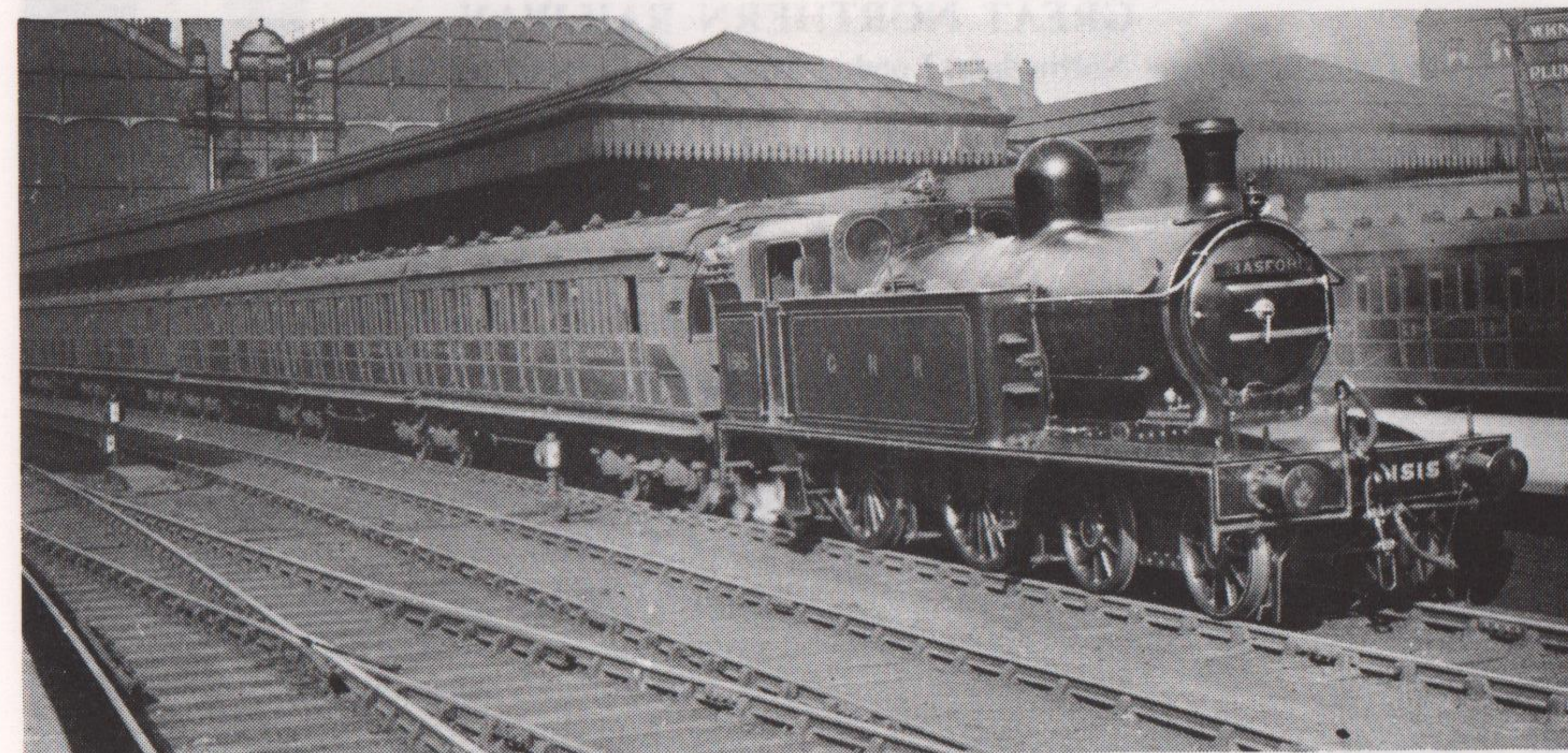
This followed a proposal seriously contemplated nearly twenty years previously for a new joint station to be served by the Great Northern and Midland Railways but which was not pursued probably because of the high costs involved. This site was to have been along Parliament Street from Market Street in the west to Huntingdon Street in the east and having a station approach on Long Row, east of Market Street. Had this been accomplished then it would be reasonable to deduce that the Great Central would certainly have been hesitant in building the Victoria Station anywhere near the size it was, if at all. Furthermore it would have had an influence upon present day Nottingham very nearly beyond imagination.

The Great Central line is now virtually abandoned but it is interesting to consider its route as an example of the energy and confidence of its builders. Crossing the Leen Valley at Bulwell by a high viaduct, passing through elaborate two level junctions at Bulwell and Bagthorpe, tunnelling and cutting from New Basford to Victoria, itself an enormous excavation (as is now apparent), tunnelling again beneath the Lace Market before crossing the Meadows and the Trent by a long series of arches, bridges and embankments. Lively management barely justified the line's construction—if M.S. & L. meant Money Sunk

and Lost, claimed the cynics, G.C. meant Gone Completely!

Early development of horse buses and electric trams restricted development of extensive local train services though as late as the 1890's the Great Central saw fit to include stations at New Basford, Carrington and Arkwright Street. The only attempt to operate a purely local line was the Suburban Railway, intended to serve the developing residential districts in the hilly areas east of the city centre. This had a short and unprofitable existence, unable to compete in speed or frequency with the electric trams. Nevertheless, railways were important for many places beyond the city limits particularly in the coal mining districts. Nottingham industry demanded large numbers of women workers, many of whom travelled to and fro daily from the mining villages where there was little demand for such labour. On a few lines, this continued up to the time passenger services ceased, closure being approved only when suitable alternative bus services had been arranged.

Railways have frequently been responsible for outstanding features of civil engineering and architecture. As previously shown the earliest lines in the Nottingham area had few outstanding features—the G.N. had two long tunnels at Mapperley and Watnall, the Midland a decorative portal at Red Hill, near Trent but it was the G.C. which created the most impressive changes to the landscape with its sweeping line of viaducts, deep cuttings and tunnels. Wayside stations are seldom spectacular but surrounding the city are, or were—for many have been demolished or converted to other uses—a number of buildings revealing



Photograph]

Victoria. G.N.R. 4-4-2T 1515 on Basford via Gedling.
(Note destination board on smokebox door)

[T. G. Hepburn

different styles and ideals; near classical at Thurgarton, pseudo Tudor stone-faced along the Grantham line, massive G.N. buildings on the Derbyshire lines and standardised G.C. 'island' structures. Inter-railway competition was not confined to running the fastest, most frequent and best equipped trains—principal stations had a vital role. It is significant that after the opening of Victoria in 1900 the Midland saw fit to rebuild their station with elaborate detail and inevitably a clock tower. The original G.N. terminus, now London Road parcels depot, is worthy of study as an adequate, earlier example of railway architecture. It is highly probable that when this station was built, an existing building, Eastcroft Hall, designed by T. C. Hind, a local architect, was incorporated in the new structure.

Intense competition to share the profitable coal traffic resulted in over-proliferation of railways, particularly where valleys provided favourable routes and a concentration of collieries. The Leen Valley, north of Nottingham was served by three distinct lines, crossing and recrossing. Small towns and villages were served by three or four stations and collieries by two or three alternative outlets. By the 1920's there were some twenty-six stations and halts serving the fourteen miles between Nottingham and Mansfield. Passenger traffic was of secondary importance to coal and stations were often badly sited in relation to the places they purported to serve, and these quickly succumbed to newly introduced bus services in the twenties, the remainder surviving with meagre traffic often supplemented by 'holiday extras' until

the late fifties and early sixties. Only in occasional 'bus strikes or periods of heavy snow was former activity briefly revived. In the early sixties rationalisation of rail facilities and declining coal output particularly in Derbyshire led to concentration of surviving freight traffic on fewer routes. As a result the Great Central has effectively disappeared after a life of less than seventy years, the whole Great Northern system north and west of Nottingham has been abandoned and the Midland has contracted almost to pattern comparable with that existing 90 years ago.

It is not easy for the modern generation to realise how complete was the dependence of the nation on railway transport up to the time of the first World War. For any journey of more than a few miles, there was little alternative. From the rich, who might well hire a private saloon, to the poor in a crowded third class compartment, all travelled by train. As a result, train services were of a frequency and complexity which now seem hardly possible. A list of departures from two of the Nottingham stations, the Great Northern and the Midland, on an average day, will give some idea of the service which was provided.

Disappearance of Victoria Station serves to remind us how easily the railways can be swept away, yet it will be a long time before the scars of the railway age go completely (surely some of them can be put to new uses) and the beneficial effects of the railway age will never disappear completely.

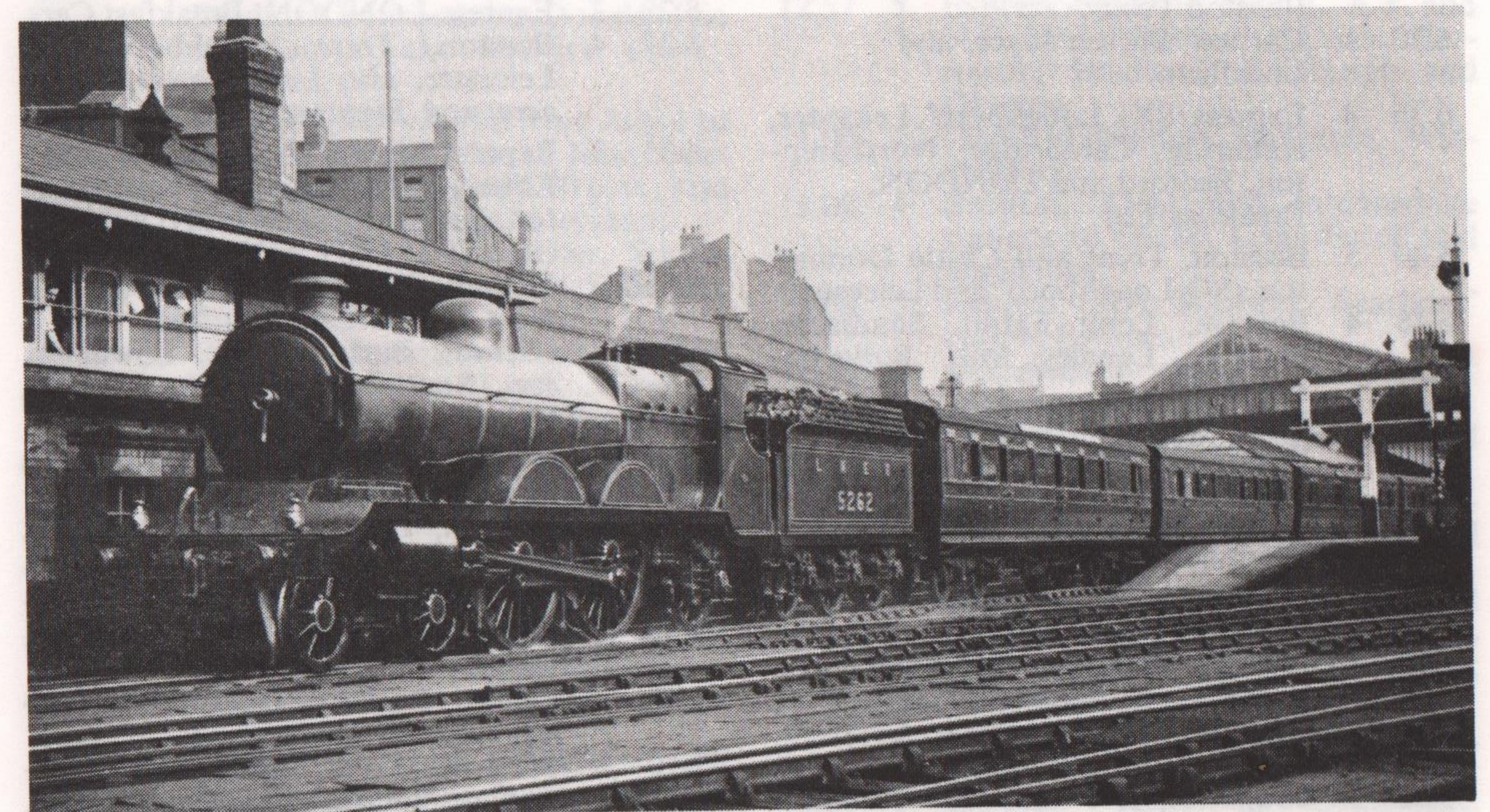
By A. J. CLARKE

GREAT NORTHERN RAILWAY

Train Departures from Nottingham London Road Low Level October 1899 Weekdays

a.m.	a.m.
5.30 Pinxton via Gedling.	10.17 Express, Sheffield-Grantham (New Station).
5.35 Grantham.	10.35 Pinxton via Nottingham Suburban Line, Saturdays only.
5.48 Stafford via Gedling.	10.40 Newark.
7.00 Newark.	10.50 Northampton (L.N.W. Co's train).
7.30 Grantham.	11.05 Grantham Express.
7.45 Daybrook via Gedling.	11.15 Skegby via Nottingham Suburban Line.
7.55 Grantham Express.	11.45 Grantham.
7.57 Burton-on-Trent via Nottingham Suburban Line.	p.m.
8.00 Northampton (L.N.W. Co's train).	12.05 Skegby via Nottingham Suburban Line.
8.25 Newark.	12.12 Express, Manchester Central—London King's Cross (New Station).
8.30 Skegby via Nottingham Suburban Line.	12.15 Derby via Gedling.
8.35 Grantham Express.	12.35 Newark Express.
8.42 Pinxton via Gedling.	12.38 Stafford via Gedling.
8.55 Boston, Wednesdays only.	12.45 Pinxton via Gedling.
8.57 Skegby via Nottingham Suburban Line.	1.03 Skegby via Nottingham Suburban Line.
9.00 Northampton Express (L.N.W. Co's express).	1.05 Radcliffe-on-Trent.
9.30 Grantham.	1.35 Heanor via Gedling, Saturdays only.
9.53 Stafford via Gedling.	1.58 Newark.

p.m.	p.m.
2.10 Grantham express (New Station).	8.20 Pinxton via Gedling. Wednesdays and Saturdays only.
2.30 Northampton (L.N.W. Co's train).	8.20 Daybrook via Gedling. Wednesdays and Saturdays excepted.
2.45 Skegby via Nottingham Suburban Line.	8.38 Bingham.
2.50 Egginton Junction via Gedling.	8.40 Skegby via Nottingham Suburban Line.
3.00 Grantham.	9.30 Burton-on-Trent via Gedling.
3.15 Pinxton via Nottingham Suburban Line. Saturdays only.	9.50 Pinxton via Gedling.
3.15 Derby via Nottingham Suburban Line. Fridays only.	10.00 Grantham.
3.15 Ilkeston via Nottingham Suburban Line.	11.00 Radcliffe-on-Trent. Mondays and Thursdays only.
3.40 Grantham express. Saturdays only.	11.05 Pinxton via Gedling. Saturdays only.
3.43 Stafford via Gedling.	11.15 Bingham. Saturdays only.
4.00 Northampton (L.N.W. Co's train).	11.20 Skegby via Nottingham Suburban Line.
4.23 Express, Manchester Central-London Kings Cross (New Station).	(New Station = London Road High Level)
4.35 Pinxton via Gedling.	a.m.
4.43 Sutton-in-Ashfield via Nottingham Suburban Line.	Sundays
5.00 Grantham Express.	7.50 Burton-on-Trent via Gedling.
5.05 Newark.	9.00 Radcliffe-on-Trent.
5.10 Pinxton via Gedling. Saturdays only.	9.35 Sutton-in-Ashfield via Gedling.
5.40 Daybrook via Nottingham Suburban Line.	11.15 Derby via Gedling.
5.45 Egginton Junction via Gedling.	11.50 Grantham.
6.00 Northampton (L.N.W. Co's train).	p.m.
6.05 Skegby via Nottingham Suburban Line.	12.45 Pinxton via Gedling.
6.10 Stafford via Gedling.	2.15 Grantham.
6.20 Grantham.	2.55 Burton-on-Trent via Gedling.
6.45 Pinxton via Gedling.	3.45 Pinxton via Gedling.
7.05 Newark express.	6.00 Derby via Gedling.
7.10 Skegby via Nottingham Suburban Line.	6.25 Grantham.
7.15 Express, Manchester Central-London King's Cross (New Station).	8.20 Sutton-in-Ashfield via Gedling.
7.25 Grantham.	8.55 Derby via Gedling.
	9.05 Radcliffe-on-Trent.
	10.05 Grantham express.



Photograph]

G.C.R. Atlantic 5262 on Bournemouth—Newcastle at Victoria

[T. G. Hepburn

**NOTTINGHAM MIDLAND STATION
TIME TABLE
JULY, AUGUST AND SEPTEMBER, 1908**

Departures

a.m.	Plat.	a.m.	Plat.
12.05	4	7.26	5
12.45	4		
2.00	5		
3.55	4	7.28	2
4.28	5	7.35	4
5.03	3	7.45	5
5.25	5	7.55	4
5.33	4	8.00	5
5.50	5	8.10	5
5.53	4	8.15	5
6.00	1	8.22	4
6.04	3	8.25	5
6.20	5	8.28	3
6.25	4	8.32	4
6.30	1	8.35	3
6.36	4	8.35	5
6.40	5	8.35	1
6.48	4	8.35	5
6.50	3	8.50	3
7.10	4	8.55	4
7.20	5	8.58	5
7.20	1	9.05	4
		9.10	5

a.m.	Plat.	a.m.	Plat.
9.18	5	11.10	4
9.30	3	11.15	3
9.38	4	11.16	5
9.45	5	11.25	1
9.58	4	11.32	4
10.12	5	11.55	5
10.22	5		
10.30	1		
10.40	4		
10.42	3		
10.44	4		
10.48	5		
10.48	5		
10.54	5		
10.55	2		
10.58	1		
11.00	5		
11.04	4		
11.05	3		
11.07	5		

p.m. Plat.
 1.34 5 Beeston, Trent, Derby, N.S. line, Burton, Birmingham, Bristol, Bournemouth and the West.
 1.45 4 Hucknall, Sutton-in-Ashfield, Mansfield, and intermediate stations. (Also SO, Shirebrook and Elmtun & Cresswell).
 1.50 3 Intermediate stations to Lowdham. (Runs to Newark on WThSO).
 1.50 5 Beeston, Long Eaton, Sandiacre, and Stanton Gate.
 2.00 5 Express.-Loughboro' and Leicester.
 2.05 4 Express.-Beeston, Derby, Matlock, Buxton, Birmingham, Gloucester, Bristol, Bath, and Bournemouth.
 2.05 1 (SX).-Carlton, Burton Joyce, Lowdham, Southwell, Newark, Lincoln, Grimsby, Cleethorpes, and Hull.
 2.06 5 Third Class Corridor Express. (SO-Aug. 1st to Sept. 5th only). Ilkley, Carlisle and Scotland. Luncheon Car.
 2.08 4 Trowell, Ilkeston, Heanor, Pye Bridge, Alfreton, and Chesterfield.
 2.12 1 (SO). Southwell, Newark, Lincoln, Grimsby, Cleethorpes, and Hull.
 2.18 5 Beeston, Derby and most intermediate stations, and intermediate stations to Leicester.
 2.18 3 (SO). Intermediate stations to Newark.
 2.28 4 (WFSO). Beeston, Long Eaton, Sandiacre, and Ilkeston Town.
 2.30 5 Express. - Buxton, Manchester, Bolton, Blackburn, and Blackpool.
 2.40 5 Express.-Chesterfield, Sheffield, Hull (N.E.), N.E. and L. & Y. Lines, Leeds, Harrogate, Bradford, Lake District, Morecambe, Glasgow, and Edinburgh.
 2.45 4 Beeston, Long Eaton, Stapleford, Stanton Gate, Derby, Matlock Line, Manchester, Southport, Liverpool.
 3.00 3 Express. - Kettering, Northampton and LONDON. Luncheon Cars.
 3.05 5 Sutton-in-Ashfield, Mansfield and intermediate stations, Edwinstowe, Worksop and Retford.
 3.08 4 Beeston, Attenboro' and Trent.
 3.10 1 Melton Mowbray, Saxby, Oakham, Manton, Stamford, Peterboro'; also Lynn, Cromer, Norwich, Yarmouth and Lowestoft.
 3.20 5 Trent, Kegworth, Loughboro', Leicester, stations Trent to Derby, N.S. line, Castle Donington, Burton, Birmingham, and Bristol, also Matlock.
 3.23 4 Lenton, Radford, Basford, Kimberley, Ilkeston Town, Heanor, Pye Bridge, Butterley. Alfreton, and Chesterfield.

p.m. Plat.
 3.35 1 Southwell, Newark, Lincoln, and intermediate stations.
 3.48 5 Trent, Leicester, Kettering, Northampton, and Bedford (also, Th.O. Derby, Burton, Birmingham).
 3.57 3 Express.-LONDON only. Luncheon Cars.
 4.00 3 Melton Mowbray, Saxby, Oakham, Manton, Peterboro', Eastern Counties.
 4.00 4 Beeston, Trent, Loughboro', and Leicester.
 4.05 4 Beeston, Long Eaton, Stapleford, Ilkeston, Pye Bridge, etc.
 4.07 5 (SO). Mansfield, Sutton and intermediate stations.
 4.15 5 Express.-Trent, Derby, N.S. line, Burton, Manchester, Bolton, Blackburn, Liverpool, and Blackpool.
 4.40 5 Express.-Chesterfield, Sheffield, Hull (H. & B.), Leeds, Harrogate, Bradford.
 4.45 1 Southwell, Newark, Lincoln, and intermediate stations.
 4.47 5 Bulwell, Sutton-in-Ashfield, Mansfield and intermediate stations, (also SO, Shirebrook and Elmtun and Cresswell).
 4.50 4 Beeston, Trent, Derby, Matlock, Buxton, Manchester, Southport, Liverpool, Hull (N.E.), N.E. and L. & Y. lines, Burton, Birmingham, and Worcester.
 4.55 4 Beeston, Attenboro', Long Eaton, Ilkeston, Pye Bridge etc.
 5.01 3 Express.-Manton, Kettering, Cambridge, Northampton, & LONDON. Restaurant Car.
 5.03 5 Beeston, Kegworth, Loughboro', Leicester, and Lynn.
 5.15 4 Beeston, Trent, Leicester, LONDON; most intermediate stations Trent to Derby; Long Eaton, Stapleford, and Ilkeston, Castle Donington, Ashby; Burton, Birmingham, and Bristol.
 5.40 5 Express.-Chesterfield, Sheffield, N.E. line, Leeds, Harrogate, Bradford, Morecambe and Heysham. Restaurant Car.
 5.45 4 Express.-Hucknall, Sutton-in-Ashfield, Mansfield, Edwinstowe, Worksop, Retford.
 5.48 5 Beeston, Long Eaton, Stapleford, Ilkeston, and Pye Bridge.
 6.07 4 Beeston, Trent, Loughboro', Leicester; and most intermediate stations; Long Eaton, Stapleford, Ilkeston Town, Langley Mill, Pye Bridge, etc.
 6.10 1 Southwell, Newark and intermediate stations.
 6.10 3 Edwalton, and Plumtree.

p.m. Plat.
 6.15 5 Beeston, Trent, Derby, and intermediate stations Trent to Derby; Matlock, Buxton, Manchester, Southport, Liverpool, Bolton, Blackburn, and N.S. line; also Pye Bridge, Chesterfield, Sheffield, and Leeds.
 6.25 4 Bulwell, Hucknall, Sutton-in-Ashfield, Mansfield, and intermediate stations.
 6.30 4 Lenton, Radford, Basford, Kimberley, and Ilkeston Town.
 6.35 5 (SO). Long Eaton, Sandiacre, Langley Mill, Butterley, etc.
 6.40 1 Carlton, Burton Joyce, Lowdham, Southwell, Newark, and intermediate stations, Newark to Lincoln, Grimsby, Cleethorpes, and Hull.
 6.42 2 Plumtree, Widmerpool, Melton Mowbray, Oakham and Kettering.
 6.45 5 Beeston, Attenboro', Long Eaton and Sandiacre.
 6.55 4 Express.-Trent, Loughboro', Leicester, Bedford, and LONDON.
 7.00 5 Beeston, Derby, Castle Donington, Melbourne, Ashby, Burton, Birmingham, Gloucester, Bristol, and the West; also Long Eaton, Stapleford, Ilkeston Town, Pye Bridge, Alfreton, and Chesterfield.
 7.20 4 Beeston, Derby, Matlock, Buxton, Manchester, Southport, Liverpool, Bolton, Burton, and Birmingham.
 7.27 5 Express. - Rotherham (Masboro' station), Hull, Leeds, Harrogate, Bradford, Heysham (for Ireland), L.&Y. and N.E. Lines. Dining Cars.
 7.30 4 Express.- (SO). Hucknall, Kirkby, Sutton Junction, Mansfield, Worksop, Retford.
 7.34 5 Beeston, Trent, Loughboro', etc., Leicester, Long Eaton, Stapleford, Stanton Gate.
 7.45 4 Bulwell, Sutton-in-Ashfield, Mansfield, and Intermediate stations. (SX-Worksop and Retford).
 7.45 1 Southwell, Newark, and intermediate stations (also Collingham and Lincoln on Saturdays).
 7.50 4 Express.-Trent and LONDON (also Castle Donington on SO). Dining Cars, Trent to London.
 8.08 3 Express. - Loughboro', Syston, Leicester and Peterboro'.
 8.12 5 Beeston, Attenboro', Long Eaton, Stapleford, and Stanton Gate.
 8.22 5 Express. - Chesterfield, Sheffield, Leeds, Harrogate, Bradford, N.E. Line and (SX)-Carlisle, Edinburgh, Aberdeen, Perth, and Inverness. Dining Cars.
 8.25 4 Beeston, Trent, Derby, Manchester, and Liverpool.

p.m. Plat.
 8.27 2 (SX). Melton Mowbray, and intermediate stations, Oakham, Stamford, Peterboro'.
 8.28 5 Ilkeston, Langley Mill, Pye Bridge, Alfreton, and Chesterfield.
 8.35 5 Beeston, Attenboro', Trent, Leicester, Kettering, London; Long Eaton, Stapleford, Ilkeston, and most intermediate stations Trent to Derby.
 8.40 4 Bulwell, Hucknall, Kirkby, Sutton-in-Ashfield, and Mansfield (calls at Basford, Linby, Newstead, and Annesley on Saturdays).
 9.10 5 (SO). Basford, Watnall, Kimberley, and Ilkeston Town.
 9.17 4 Derby, Burton, Tamworth, and Birmingham.
 9.20 1 Southwell, Newark, Lincoln, etc.
 9.20 3 (SO). Melton Mowbray, and intermediate stations.
 9.25 4 (SO). Long Eaton, Sandiacre, Trowell, Ilkeston Town, Langley Mill, Pye Bridge.
 9.34 5 Beeston, Trent, Loughboro', Leicester, and intermediate stations.
 9.40 4 Bulwell, Sutton-in-Ashfield, Mansfield, and most intermediate stations; also Shirebrook MTX; and Edwinstowe and Worksop SO.
 9.43 5 Beeston, Trent, Long Eaton, Ilkeston, Langley Mill, and Pye Bridge.
 10.20 4 (SO). Mansfield and most intermediate stations, Sutton-in-Ashfield, and Elmtun & Cresswell.
 10.23 5 (SO). Beeston, Attenboro', and Trent.
 10.38 1 (ThSX). Lowdham and intermediate stations.
 10.45 5 Beeston and most intermediate stations to Derby, Loughboro', Leicester, Kettering, etc.; also Castle Donington on Saturdays.
 10.48 4 (SO). Trowell, Ilkeston, Langley Mill, Pye Bridge, Alfreton, Doe Hill, and Chesterfield.
 11.00 5 (SX). Beeston, Attenboro', Long Eaton, Stapleford Trowell, and Ilkeston.
 11.00 5 (SO). Beeston, Long Eaton, and Sandiacre.
 11.05 3 (SO). Edwalton, Plumtree, Widmerpool.
 11.05 4 Basford, Bulwell, Hucknall, Annesley, Kirkby, Sutton Junction, and Mansfield; also Sutton-in-Ashfield on WSO; and Elmtun & Cresswell on SO.
 11.15 5 (SO). Beeston, Attenboro', Long Eaton, Stapleford, Trowell, and Ilkeston Town.
 11.20 1 (ThSO). Newark, and intermediate stations. Also Lincoln SO.

- p.m. Plat.
 11.25 5 Beeston, Trent, and Derby, Burton, Birmingham, Bristol (also Chesterfield, Sheffield, Leeds, Hull (N.E.), N.E. line on Saturday nights).
 12.00 5 Express.-Leeds, Bradford, Edinburgh, Glasgow, Aberdeen, Perth and Inverness. Sleeping Cars.

SUNDAYS

Departures

- a.m. Plat.
 12.40 4 Loughboro', Leicester, Bedford, LONDON; Derby, Sheffield, Hull (H. & B.), L. & Y. line, Manchester, Liverpool, Bolton, Blackburn, Southport, Blackpool; Birmingham, Cheltenham, Gloucester, Bath, and Bristol).
 2.00 5 Trent, Leeds, Harrogate, Bradford, Barrow, Morecambe, Carlisle, and Scotland.
 3.55 4 Fiskerton (for Southwell), Newark, Lincoln, Grimsby, Cleethorpes, and Hull.
 4.40 5 Trent, Leicester, Kettering, Bedford, Luton and LONDON.
 6.14 4 Express.-LONDON only.
 6.25 5 Beeston, Long Eaton, Ilkeston Junction, Chesterfield, Sheffield, L. & Y. line, Leeds, Harrogate, Bradford, Buxton, Manchester, and Liverpool.
 6.40 4 Old Dalby, Grimston, and most intermediate stations.
 7.25 5 Beeston, Leicester, and most intermediate stations.
 8.10 5 Beeston, Leicester, Peterboro',

- a.m. Plat.
 Kettering, Northampton, Bedford, and LONDON.
 9.17 5 Beeston, and most intermediate stations to Derby; Burton, Birmingham; Long Eaton, Stapleford, Ilkeston Junction, Codnor Park, Pye Bridge, and most intermediate stations.
 10.05 4 Carlton, Lowdham, Fiskerton (for Southwell), Newark, Lincoln, etc.
 10.20 5 Bulwell, Hucknall, Annesley, Kirkby, Sutton Junction, and Mansfield.
 11.15 5 Beeston, Derby, Birmingham, Cheltenham, Gloucester, Bristol, Newport, Cardiff, Exeter, Plymouth, etc.

- p.m.
 12.50 5 Beeston, Attenboro', Trent, and intermediate stations to Leicester.
 1.07 5 Beeston, most of intermediate stations to Derby, Burton, Birmingham, the West, and Sheffield. (also Matlock line until September 6th).
 1.30 4 Trent, Loughboro', Leicester, Bedford, LONDON; Chesterfield, Sheffield, Leeds, Bradford.
 2.05 5 Beeston, Trent, Derby, Chesterfield, Sheffield, Hull, L. & Y. line, N.E. lines, Leeds, Harrogate, Bradford, Lake District, Morecambe, N.S. Line, Burton, Birmingham, Bristol, Manchester, Bolton, Blackburn, Liverpool, and Blackpool.
 2.45 5 Carlton, Burton Joyce, Lowdham, Fiskerton (for Southwell), Newark etc.
 5.08 5 Beeston, Loughboro', and Leicester; Draycott, Borrowash, Spondon, Derby, and Manchester.

Sundays

- p.m. Plat.
 5.42 5 Beeston, Derby, Matlock, Buxton, Manchester, Bolton, Southport, Liverpool, N.S. line, Ilkeston Junction, Alfreton, Chesterfield and most intermediate stations.
 6.37 5 Express.-Pye Bridge, Mansfield, Sheffield, L. & Y. Line, Hull (N.E.), Leeds, and Bradford. Dining Cars.
 6.50 5 Beeston, Loughboro', Leicester; Derby, Burton, Birmingham, Bristol.
 7.18 5 Beeston, and Trent.
 7.27 4 Express.-Melton Mowbray, Peterboro' line, Kettering, Northampton, Bedford and LONDON. Dining cars.
 8.10 4 Carlton, Burton Joyce, Lowdham, Fiskerton (for Southwell), Newark, Lincoln, etc.
- p.m. Plat.
 8.15 5 Express.-Beeston, Trent, Loughboro', and Leicester.
 8.25 5 Beeston, Derby, Manchester, Chesterfield, and Sheffield.
 8.45 5 Beeston, Loughboro, Leicester, and intermediate stations; and most intermediate stations to Derby.
 9.00 5 Bulwell, Hucknall, Annesley, Kirkby, Sutton Junction, and Mansfield.
 9.17 4 Derby, Burton, Tamworth, and Birmingham.
 11.40 5 Beeston, Derby, Burton, Birmingham, and Bristol.
 12.00 5 Express.-Leeds, Bradford, Edinburgh, Glasgow, Aberdeen, Perth, and Inverness. Sleeping Cars.

NOTTINGHAM MIDLAND STATIONS

The Midland Counties Railway was the first to come to Nottingham; its origin was inspired by the opening of the Leicester and Swannington Railway in 1832 which resulted in a lower price of coal in Leicester and thus the loss of the market to the Erewash Valley coal-owners. Meetings of these gentlemen in the autumn of 1832 resolved to construct a line from Pinxton to Leicester. The capital was not forthcoming until in 1835 Lancashire shareholders came in and suggested a re-surveying of the whole route, now extended to Rugby. To accede to the opposition of the North Midland Railway and to save the scheme an Act was obtained in 1836 for a line from Nottingham to Derby and from Long Eaton to Rugby.

The Nottingham station, engine-house and goods shed was built on an 11 acre site of meadow land formerly belonging to the Nottingham Corporation, the former facing east on to what later became Queen's Road. The opening ceremony of the M.C.R. took place here on 30th May 1839. Three trains of six carriages and one of two were lined up for departure and headed by the engines 'Ariel', 'Mersey', 'Hawk' and 'Sunbeam'. "At half past twelve 'Sunbeam' was set in motion and proceeded steadily along the line to the cheers of the thousands assembled near the spot". Five days later public services commenced, four trains each way per day at a fare of 4/- first class and 2/6d. second class for the whole journey.

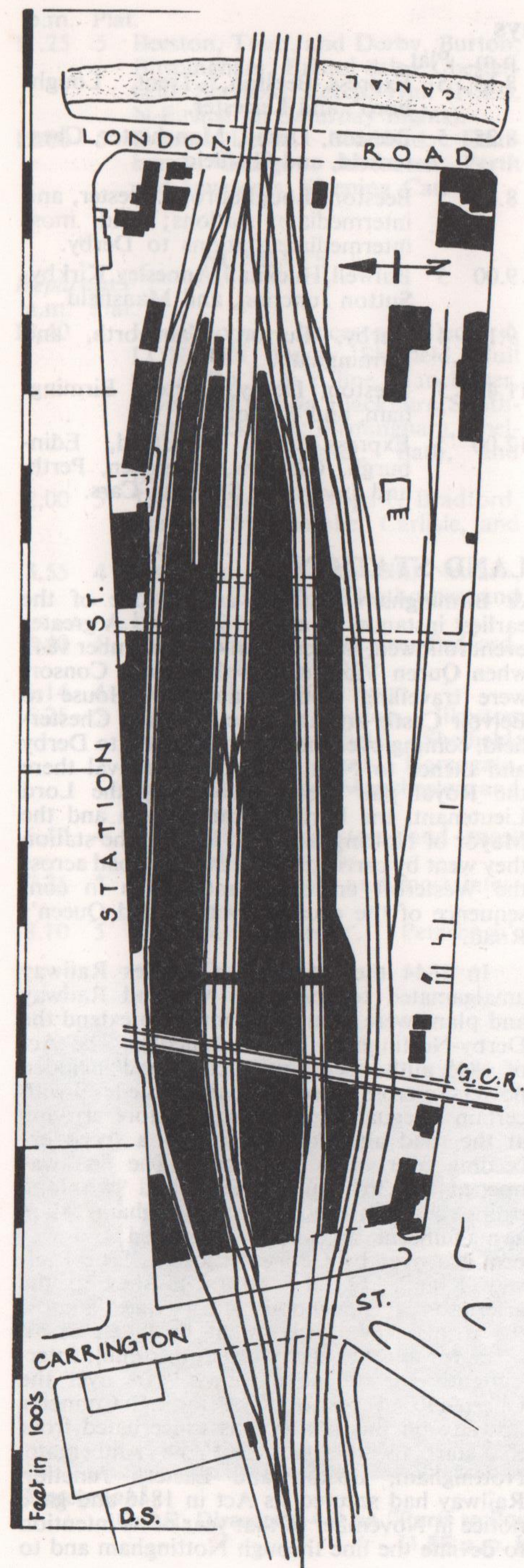
The railway prospered and public confidence grew. On 22nd July 1840 the Dowager Queen Adelaide and her sister entrained at Nottingham en route from Belton House, Grantham to Harewood House. The train included three royal carriages of the London

& Birmingham Railway and is one of the earliest instances of a royal journey. A greater event followed, however, on 4th December 1843 when Queen Victoria and the Prince Consort were travelling from Chatsworth House to Belvoir Castle and took their train at Chesterfield, coming over the North Midland to Derby and thence to Nottingham. On arrival there the Royal pair were received by the Lord Lieutenant, the Earl of Scarborough and the Mayor of Nottingham. On leaving the station they went by carriage along the new road across the Westcroft enclosure and which in consequence of the occasion was named Queen's Road.

In 1844 the Midland Counties Railway amalgamated to form the Midland Railway and plans were soon forthcoming to extend the Derby-Nottingham line to Lincoln. The Act of 1845 authorised construction and included powers to cross Queen's Road on the level with certain safeguards, i.e. to stop before arriving at the road and not to cross at a speed exceeding four miles per hour. The line was opened on 3rd August 1846 and two long trains ran from Lincoln to Nottingham. Here a magnificent luncheon was served and was presided over by George Hudson, "The Railway King". On the return journey in the afternoon a tremendous storm raged almost the whole way. This might be taken as an omen for another storm began to rumble intermittently for the next twenty years over the Queen's Road crossing. The Borough Council's hostility on this matter was exacerbated from the start by the fact that the Ambergate, Nottingham, Boston and Eastern Junction Railway had secured its Act in 1846 and gave notice in November of that year of its intention to deviate the line through Nottingham and to



Photograph] [T. G. Hepburn
 G.C.R. Director 4-4-0 on "Ports to Ports" Express, Newcastle/Cardiff/Swansea
 (1.55 p.m. from Victoria)



cross Queen's Road on the level. However, negotiations were entered into and in March 1847 the Ambergate Railway was ready to abandon the level-crossing in favour of a line carried on arches across the Meadows.

When the Midland Railway's Lincoln line was open it was evident the Midland Counties station would be increasingly inadequate. At first it seems that the Lincoln trains had to back into and out of the old terminus but a temporary improvement was soon provided by a new platform with an all-over gabled roof outside the south wall of the old station and immediately on the west side of Queen's Road crossing. However, an entirely new station was soon put in hand. It faced north on to Station Street and covered an area 600 feet x 94 feet. The frontage included offices and was 180 feet long with a stone portico, 50 feet long by 12 feet high. It was opened on 22nd May 1848.

The Ambergate Railway already referred to, was the outcome of projects to construct a line from the Midland Railway at Ambergate to Nottingham, Spalding and Boston and to form part of a trunk line between Manchester and the East Coast. Construction commenced in February 1847 between Grantham and Colwick, running powers having been obtained over the Midland from that point to Nottingham station. As events turned out only this portion was completed and the remainder abandoned. The Ambergate Railway agreed to terms of purchase by the Great Northern Railway in May 1852 and the latter prepared to work the traffic but the Midland (and London & North Western) obtained an injunction to rescind the agreement. On 1st August a through service was advertised from King's Cross to Nottingham in less time than the Midland trains. The first Great Northern train into Nottingham was drawn by one of their locomotives and this led to the oft-related story of how this engine was surrounded by Midland engines, taken to their shed and had the rails removed behind it, and there it remained for seven months! The Ambergate Company complained that "their engines had been stopped and their booking clerk threatened with expulsion". This situation led to the construction of an independent line from Colwick to a new terminus at the Eastcroft (London Road) opened on 3rd October 1857.

To return to the Midland and the Queen's Road crossing; in November 1848 the Borough Council appointed a committee to enquire into the Midland's right to have two sets of rails across the road. Not much satisfaction ensued and the dispute dragged on. In December 1855 another committee was appointed to "enquire into the evils of the level-crossing over Queen's Road". This time an application was made to the Board of Trade who made an order for a

year that the gates be kept closed across the railway except when trains were passing. In April 1861 agreement was reached to replace the Wilford Road crossing by a bridge and this was completed in 1863. Powers were obtained for a viaduct over the Queen's Road crossing in 1866, work was commenced in 1868 and completed about September 1869. This coincided with improvements at the Midland station, a third platform and separate goods lines on the south side following the acquisition and filling-in of the Westcroft canal.

The viaduct altered the relative levels of road and buildings and two hotels had to be reconstructed and elevated by another floor—the Queen's and the Victoria (now Bentinck). The old station was rebuilt in 1875 into goods offices with the entrance at the new and higher street level. Only the gate-pillars at the goods yard entrance remain as evidence of the Midland Counties Railway.

In spite of Nottingham's growing importance it was not well placed from the viewpoint of railway access. However, with the opening of the Radford-Trowell line in May 1875, followed by the loop line through Melton Mowbray and Kettering in February 1880, it became possible to run through expresses and the Anglo-Scottish trains commenced in February 1882. Thus at last Nottingham was on a main line and the Midland enjoyed a near monopoly for almost another two decades.

At the end of that period, however, the long-threatened expansion of the Manchester, Sheffield & Lincolnshire Railway into a major trunk route had become a reality and by 1899 had come striding through Nottingham and to emphasise the fact crossed the Midland station at right angles by a bowstring girder bridge. With the opening of the magnificent Victoria Station in May 1900 the Midland was compelled to look hard at its early Victorian station now away from the city's commercial centre and to set plans afoot for an extensive rebuilding. The old station was virtually swept away although platform sites were retained and extended. Facing onto the site of the Midland Counties station a new frontage, in red sandstone, was erected on Carrington Street bridge, which was rebuilt and widened. The opening took place on 17th January 1904 and the structure remains substantially the same to this day.

The present generation of travellers probably has little conception of the services provided in the heyday of the Midland Railway, probably achieved in the decade before the first world war. There were, for instance, 35 trains each way per day between Nottingham and Derby, and in an age when all local stations were open there were services to Mansfield, Lincoln, Ilkeston Town, Alfreton,

Chesterfield, Leicester, Melton Mowbray, Kettering and Spalding, and other places as well. During the period of the summer timetables (June-September) there were many extra Saturdays Only trains to holiday resorts, a feature which has greatly declined in recent years. One of the most interesting was a Manchester (London Road) - Lowestoft Restaurant car express on which motive power was provided by a black London & North Western engine to Nottingham and there exchanged for a mustard-yellow Midland & Great Northern Joint locomotive.

Then there was a procession of coal trains over the goods lines to the south of the station and through it at times, mostly taking the Melton line and on to London. Two engines were often needed and their labouring exhaust beats could be heard through the day and long into the night. The Midland practice of piloting persisted too, on express trains and thus for all this traffic an army of locomotives was needed.

Nottingham shed was one of the largest on the Midland Railway and in the economic conditions existing before 1914 all were kept in spotless condition and except for the purely goods engines were painted in the handsome livery of Midland Lake, the tender engines distinguished by the large numerals introduced by Deeley in 1907.

After World War I an attempt was made to keep the old standards under the newly formed London, Midland & Scottish Railway in 1923 but the General Strike of 1926 sounded the knell of the old days and after the subsequent economies of 1928 the appearance of locomotives in particular and railways in general was never the same again. To illustrate the pride of the local shed in a top-link working a lasting memory is of one of Nottingham's compound locomotives (Nos. 925-8, 1092-7), a regular choice for the up Manchester express due away at 11.15 a.m. non-stop to St. Pancras in 2¼ hours, then the fastest time. It would come down from the shed and stand in the middle road, tender high-stacked with picked coal, faultlessly groomed down to the wheel rims. As it set off along the main line it seemed as though this scene could be re-enacted forever. Compound, train, route and the age of steam itself have all gone beyond recall.

Whilst some local services disappeared in the early nineteen thirties others retained much of the old pattern down to 1939. The years from 1950 onwards brought a more drastic decline and apart from the inter-city services, Lincoln - Nottingham - Derby - Leicester, local trains were no more. More serious was the running down of the express services routed via Melton which eventually brought about their withdrawal on 1st May 1967 and the subsequent abandonment of this valuable

alternative route. The effect has been to put Nottingham back virtually to the situation it was in between 1850 and 1857 with the Lincoln and Grantham (since July 1967) trains running in from the east and the remainder from the west. In fact the only through service is now

Lincoln-Derby. He would be a bold man to predict the future of Nottingham's remaining station. Only the keenest determination to give a competitive service will suffice for survival.

By J. P. WILSON



Photograph]

2-8-0 63890 on up freight entering Nottingham Victoria 26.9.55

[J. F. Henton

TRENT STATION

The development of Trent arose out of the junctions formed during the growth of the Midland Counties Railway and subsequently its successor, the Midland Railway, created by an amalgamation with two other lines in 1844. From the Nottingham-Derby line a triangular junction was formed on 5th May 1840 with the opening from Sawley Junction to Trent Junction (and on to Leicester) and from Long Eaton to Trent Junction. Long Eaton Station was situated close to the present Long Eaton Junction on the original Nottingham-Derby line.

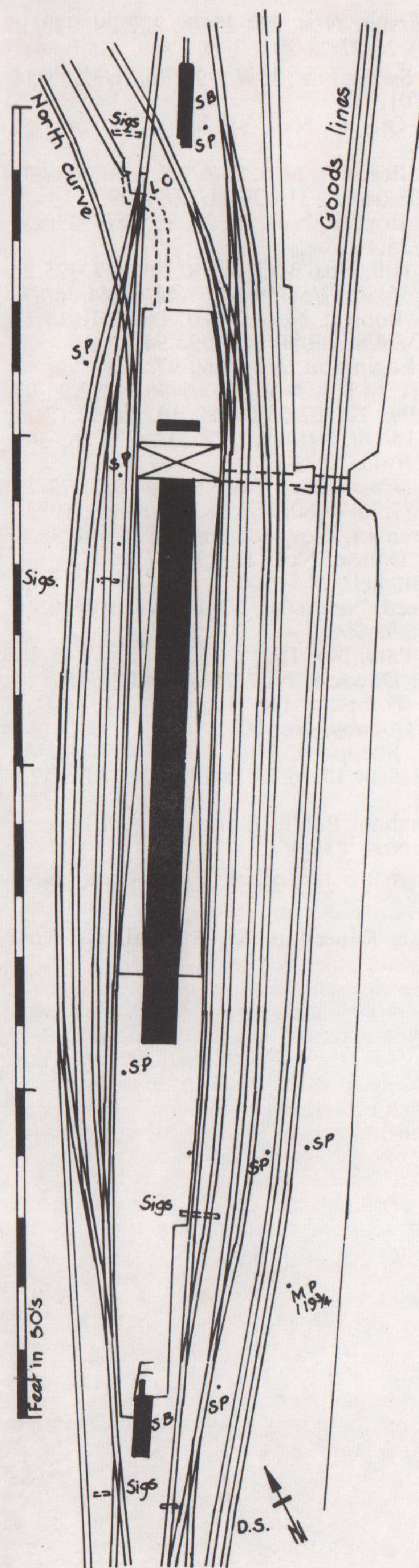
The next stage was in the Midland's thrust up the Erewash Valley from South Erewash Junction (Trent) to Codnor Park and the curve from Long Eaton Junction to North Erewash Junction on 6th September 1847 thus completing a second triangular junction but the opening of the lines involved crossing the Nottingham-Derby line on the level at Platt's Crossing.

The third stage concerns the extensive rearrangement of lines at Trent brought into operation on 1st May 1862 which include the opening of Trent station and the second Long Eaton station on the Erewash Valley line. Connecting lines from Trent Station South Junction to Sheet Stores Junction and Trent North curve came into being, whilst the original Long Eaton station was closed and demolished.

The direct line from that point to Platt's Crossing became a dead-end siding whilst a short stretch of the old line was abandoned between Platt's Crossing and the north end of the new North curve.

From its beginning, therefore, Trent became an important interchange station rather than directly serving Long Eaton on whose outskirts it lay, and for many years had an excellent refreshment room in its island platform. In addition to the Nottingham-Derby and Nottingham-Leicester local trains, many expresses also called, the occasional St. Pancras-Derby causing a deal of confusion to the uninitiated by an almost complete reversal of direction after leaving the station and thence passing over the north curve. Then the intensive local services centering on the Erewash Valley extended southwards to Trent, trains sometimes reversing here to or from Nottingham. Trent north curve has also been distinguished down the years by its use on occasions as a night halting place for the Royal Train.

A further line was opened in this area from Sheet Stores Junction to Weston-on-Trent on 6th December 1869 which enabled trains to either by-pass Derby to the south or to use alternative routes via Melbourne and Pear Tree. This was principally developed as a route for goods trains, many originating in



TRENT STATION—cont.

Toton sidings. The growth of traffic led to the construction of the high-level goods line from Toton to Trent Station South Junction and thus avoiding the station, in 1901.

The period when the decline of Trent's importance began was after the end of World War II from 1950 onwards. The Erewash Valley local services had never regained their popularity and others gradually began to decline, in spite of the hopes engendered by diesel multiple units on the Nottingham-Derby/Leicester services and so finally even its use as an interchange point finally came to a close on 1st January 1968 when it was closed and quickly demolished and the opportunity was taken to ease out the curves and improve the alignment of junctions.

An interesting relic of the Midland Counties Railway survives on the bridge over the River Trent, north of Redhill Tunnel. In the stonework are four cast-iron shields each carrying an emblem of the counties of Leicester, Nottingham, Derby and Warwick. These made up the coat of arms of the Midland Counties Railway, and are the last surviving example.

By J. P. WILSON

ACKNOWLEDGEMENTS

In presenting this exhibition, the Society has endeavoured to see and use as much as possible of the information that has been made available to it. The material included has been chosen by careful selection but should any item have been used in error we should be pleased to learn this. More important, if anyone knows of any information or documents which are proper to the area covered and are not dealt with in this exhibition, we should be pleased to have access to them. We have in mind the compilation of a more complete history of the area through this period to be presented in book form in the future.

We ask anyone who has loaned photographs, documents, tickets, or miscellanea which has not been used, to bear with us in considering the space limitations of the exhibition and we thank them for their kindness. We also thank the many people who have co-operated, for the loan of the items on display and for information given. In particular, we wish to acknowledge the assistance of Mr. H. C. S. Halton, B.Sc., F.M.A., Curator of the National History Museum, Wollaton Hall, Nottingham, and his staff in helping to mount the exhibition.

We also wish to thank the Museums and Libraries Committee of the Nottingham City Council for allowing us to hold the exhibition at Wollaton Hall. Acknowledgement is also extended to the Nottingham Historical Film Unit, Local History Department of the Nottingham City Library, British Rail, Nottingham Industrial Museum, Regimental Secretary

of the Sherwood Foresters, Nottingham Forest Football Club, Mr. John Crawley, Mr. J. H. Platts and Mr. D. N. Keefe who designed the poster and cover.

Any work of this nature necessarily involves the work of many people in its organisation, and this exhibition is no exception. However, two people must be mentioned who stand out above all others in their efforts. Without the endless work and planning of Mr. V. Forster and Mr. D. B. Swale, this exhibition could never have been mounted. No praise can be too much for these two members of the R.C.T.S. Other most valuable assistance has been given by Messrs. J. Procter, W. J. O'Donnell, G. W. Dawson, H. D. Boyden, N. S. Lord, T. J. Edgington, D. C. Ball and M. C. Shaw.

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