

DERBYSHIRE MISCELLANY



N. W. view of DUFFIELD CHURCH.

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Derbyshire Archaeological Society

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Autumn 1982

Part 6

DERBYSHIRE MISCELLANY

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EDITORS

Miss J. C. Sinar
Derbyshire Record Office
County Offices
Matlock
DE4 3AG

Mr. D. V. Fowkes
Staffordshire Record Office
County Buildings
Eastgate Street
Stafford
ST16 2LZ

TREASURER

Mr. T. J. Larimore
43 Reginald Road South
Chaddesden
Derby
DE2 6NG

NOTE BY MRS. A. A. NIXON IN THE COVER ILLUSTRATION OF VOL. IX

The picture of Duffield Church is taken from a larger lithograph belonging to the D.A.S. and housed at the County Record Office at Matlock. The full lithograph shows the old Vicarage and it is by Moses Webster, a Derby man, 1792 - 1870, who painted flowers on Derby porcelain.

THE RAILWAY NETWORK OF SOUTHERN DERBYSHIRE

by Christopher J. Swair

1. Introduction

The main aim of this article is to give the picture of the railway network in the area around Derby and to show the development of a comprehensive railway system in this area. Railways do not take notice of county boundaries and consequently in addition to the "southern" part of Derbyshire, the area covered extends into North-West Leicestershire and East Staffordshire. In respect of the Derbyshire portion of the area, I have taken a certain amount of license and included the area south of a line between Ashbourne and Pye Bridge.

An article of this nature contains reference to many dates and I hope that the reader will forgive my recording the appropriate dates in as many instances as possible in order to present a complete record of the growth and decline of the railway facilities in the area covered.

2. Derby - Three Main Lines

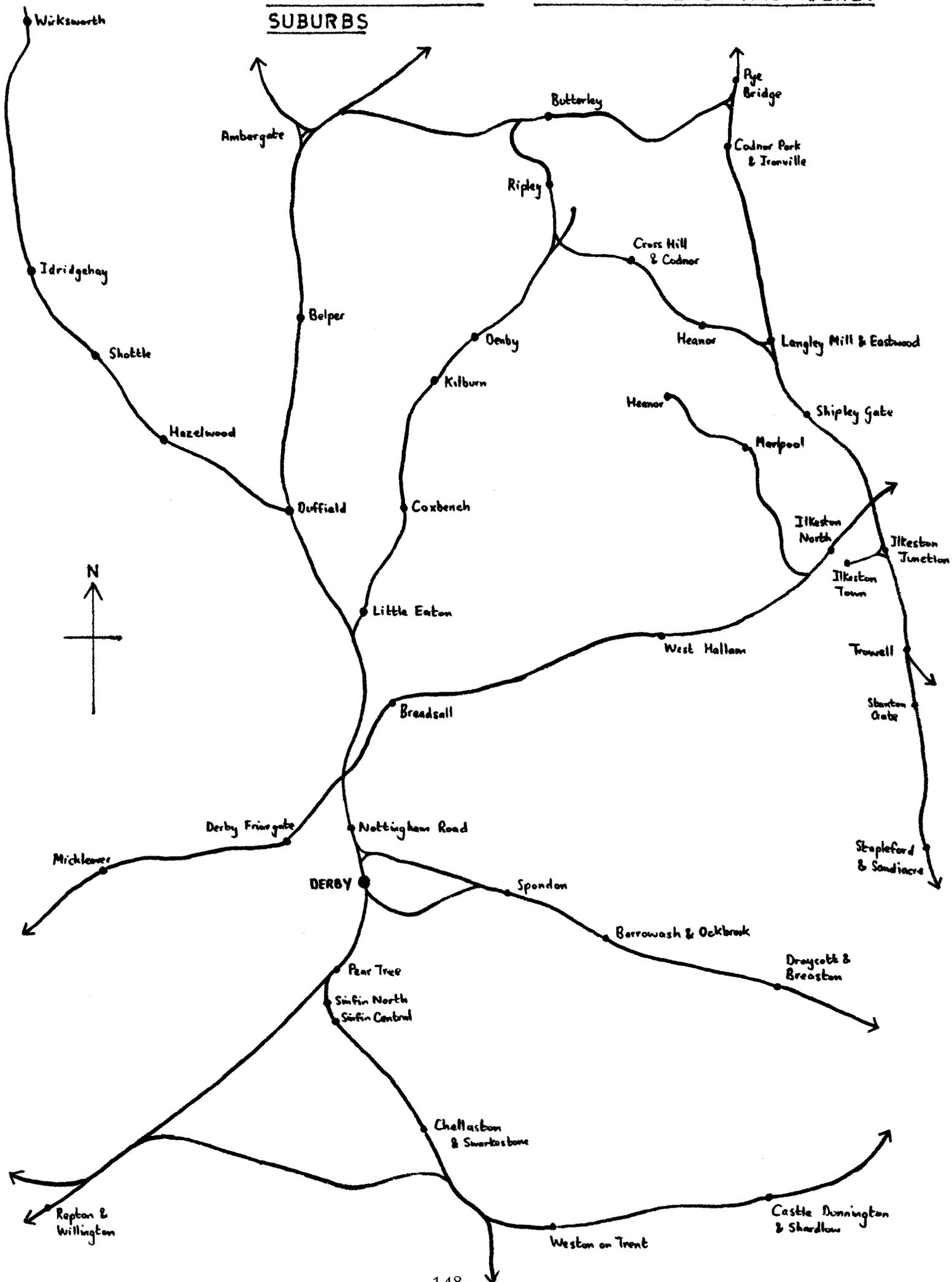
It is an established fact that Derby is a major railway centre and this has been so since the railway arrived in Derby for, during the twelve month period from June 1839 to May 1840, three major railway routes were opened by three railway companies. On 4 June 1839 the Midland Counties Railway introduced a public service to Nottingham although the official opening had taken place on 30 May. This line had been authorised on 21 June 1836 and left Derby in a northerly direction before turning south-east towards Spondon passing near to Chaddesden.

Shortly afterwards, on the 12 August 1839, the Birmingham and Derby Junction Railway was opened from Hampton-in-Arden on the London and Birmingham Railway, the latter company allowing trains to run into Birmingham until a direct line was opened on 10 February 1842. The public opening on 12 August followed the formal opening on the 5th of that month and the initial service provided to Birmingham consisted of three trains each way during the week and two on Sundays. This line was authorised on 19 May 1836 and approached Derby from the direction of Burton-on-Trent.

The North Midland Railway was authorised on 4 July 1836 and was the last to be opened into Derby on 11 May 1840 from Masborough. The line was opened to Leeds on 1 July 1840. This line, a total of 72 miles in length, passed by way of Belper, Chesterfield and Rotherham, Sheffield being connected to the line by an agreement between the North Midland and the Sheffield and Rotherham Railway in 1841.

The site of the station in the town became a contentious matter and originally the Midland Counties Railway favoured a site in Derwent Street whilst the North Midland Railway looked towards a site near Nottingham Road. The Birmingham and Derby Junction Railway planned a terminus to be built at The Holmes, a rather restricted site. However, a joint station was suggested by

RAILWAY NETWORK - NORTH OF DERBY AND DERBY
SUBURBS



the Town Council and the site chosen was at Castle Fields. The plans of the station were available in March 1839, the architect being Francis Thompson of the North Midland Railway. The station consisted of a single long platform behind a 1050 ft. facade with short bays at either end for use by the Midland Counties Railway and the Birmingham and Derby Junction Railway. The station was the property of the North Midland Railway and was completed during 1841.

The amalgamation of the three companies on 10 May 1844 created the Midland Railway, the above mentioned routes forming the basis of the initial system (the Midland Counties line to Rugby via Loughborough and Leicester having opened on 4 May 1840 as far as Leicester and on the 30 June 1840 to Rugby).

Until 1 October 1868 when the London Extension to St. Pancras was opened, it was of little consequence that the former Midland Counties line left Derby to the north. However, the advent of through trains from London to Manchester, via the Peak Forest Line completed in 1867 (see next section), meant that reversal at Derby would be inconvenient and this led to the construction of a connecting line from Spondon to the former Birmingham and Derby Junction line to the south of the station. This opened on 27 June 1867. The Chaddesden line became mainly a goods line with important marshalling facilities being developed, although it did see use for passenger services, mainly excursions and expresses. The Manchester to London express, known as the "Midland Pullman", commencing on 4 July 1860 and running until 1966, used this line as did the Tamworth to Lincoln Travelling Post Office until a reorganisation of the T.P.O. system in that area caused its cessation on 6 January 1966. Until the introduction of diesel multiple units on the Lincoln to Derby route, these services used this line to avoid reversal in Derby station. This line has now been severed and Chaddesden sidings completely abandoned.

3. The North - towards Ambergate

The former North Midland Railway to the north was engineered by George Stephenson and included a number of difficult engineering aspects such as Milford Tunnel, no less than ten bridges through Belper and a bridge over the Derwent some 600 feet in length.

The first station from Derby was a mere three-quarters of a mile away at Nottingham Road and there was a station at Duffield, which is now only a shadow of its former self. The original station at Belper was off Derby Road and catered for both passenger and freight facilities. The station in the centre of Belper was opened in 1872 being a fine stone-built station with a large cobbled yard, the original station being demolished during November 1878.

Ambergate has witnessed three stations albeit on two sites. The original station of 1840 designed by Francis Thompson was replaced by an enlarged replica in 1863 which remained in use until December 1876 when the famous triangular station was constructed.

On the 4 June 1849 a branch from Ambergate to Rowsley was opened by the Manchester, Buxton, Matlock and Midland Junction Railway which was of course to form the first section of the Midland main line to Manchester which came into being on the 1 February 1867 with the opening of the line to Manchester Central (the Midland's own station opening on 1 July 1880).

The next branch to open off the stretch from Derby to Ambergate left the main line at Little Eaton and terminated at Ripley. This branch was opened by the Midland Railway on the 1 September 1856 and in addition to providing a passenger service, the collieries at Denby and Marehay were able to use the facility.

On 1 October 1867 the other branch from the main line opened, this time leaving the line at Duffield and serving the town of Wirksworth and the villages along the Ecclesbourne Valley. This line was to have become a through line to Rowsley, but the securing of the control of the line from Ambergate to Rowsley on the 1 July 1871 by the Midland Railway made the northerly extension of this branch unnecessary.

During the building of many lines, it was necessary to make arrangements and agreements with the various Turnpike Trusts where the line was to cross such a road. One such interesting arrangement had to be made with the Ashbourne to Belper Trust when the Wirksworth branch was constructed. At a meeting of the Trustees at The Green Man Inn at Ashbourne on 10 September 1866, it was reported that the Midland Railway proposed to erect a new toll house near Turnditch Bridge in lieu of the present toll house, the site of which was required for the Duffield and Wirksworth Railway and that compensation would be paid. It was also provided that a box should be made available on the opposite side of the road to the old toll house for the Collector to take tolls whilst the new one was being erected and also to provide rent-free accommodation for the Collector during this period. The railway company was given two months in which to erect the replacement toll house.

This branch also supplied another unusual example of a common feature on the railways. Accommodation tunnels and bridges were built to enable local farmers to reach land on both sides of the railway without crossing the line itself. One such example was situated near to Shottle where a fine 19-arch viaduct was built. The local farmer, by the name of Travis, used a number of the arches for storage and the structure became known as Travis's Folly. However, during 1933, the bridge was demolished by the Royal Engineers thus putting an end to the free storage and cattle shelter that had been provided at the expense of the railway.

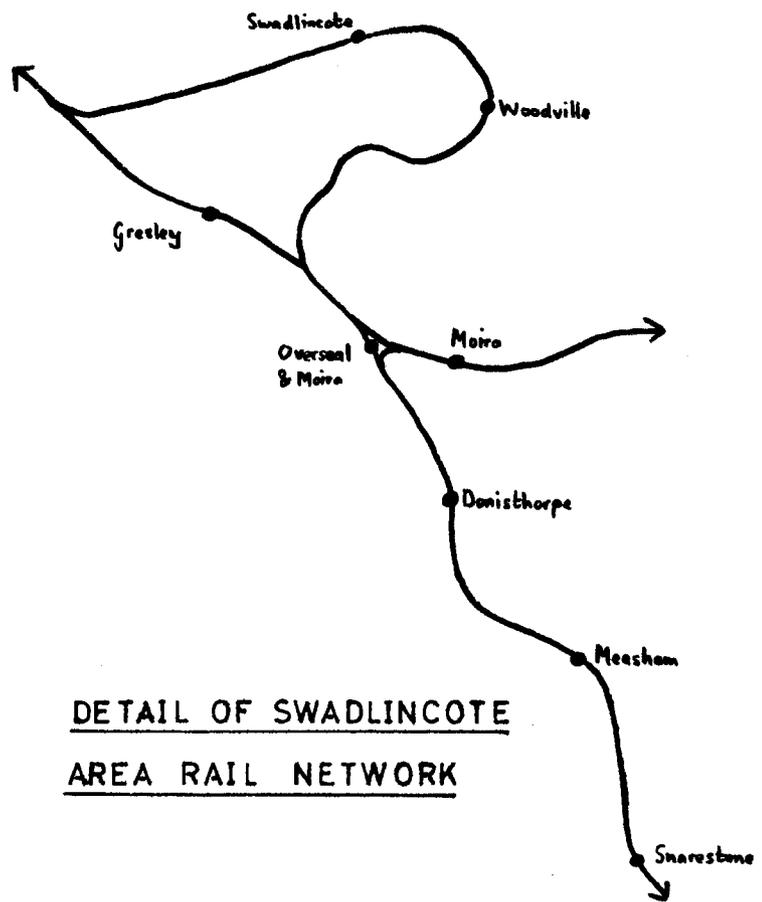
Passenger services on the Ripley branch were withdrawn on 1 June 1930, although Ripley had seen some changes since the opening of the line (see Section 4). The line remained in use for excursion trains and goods trains, the section between Ripley and Marehay closing completely on 1 April 1963. Coal traffic remains to Denby, the remaining section north of there closing on 29 July 1968.

During 1931, work was carried out to widen the line at Ambergate and this involved the opening of Longland tunnel and the building of a second bridge over the main road and the Derwent. This eased the situation at this important and increasingly busy junction.

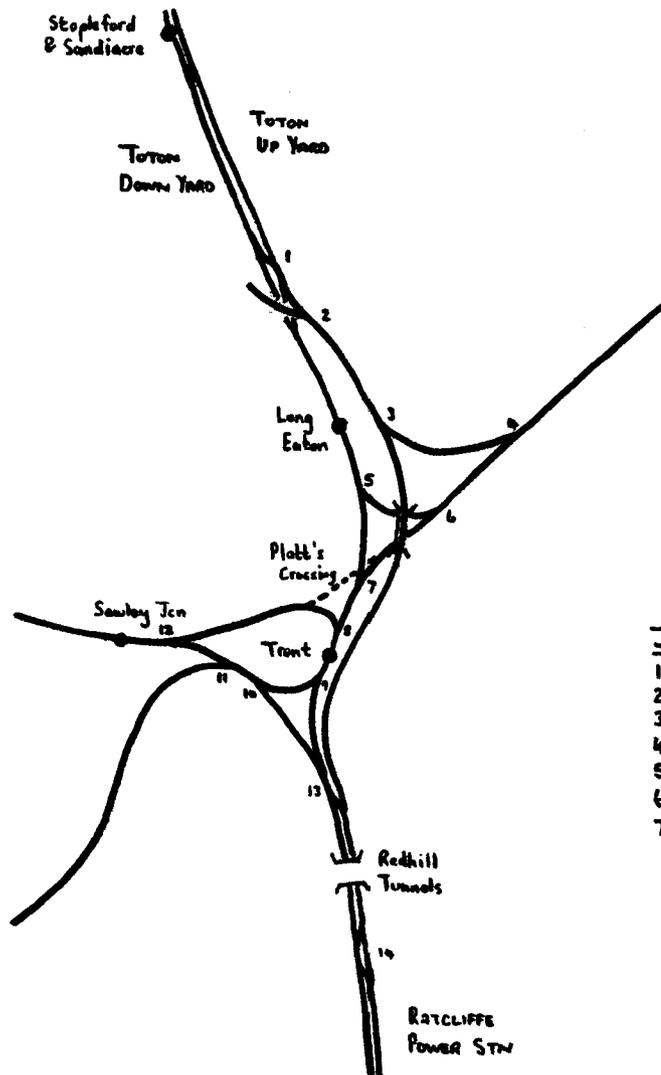
The last passenger train to run on the Wirksworth branch was on 1 January 1949, but the line remains open for freight traffic.

The branch from Ambergate to Rowsley, which had become the main line to Manchester, was dieselised by the use of diesel multiple units in 1956. Local passenger services were withdrawn on 6 March 1967 but expresses continued to use the line to Manchester until 1 April 1968. However, passenger trains still run to Matlock following the re-instatement of local service, although the line is now only a single one and a shadow of the former Midland route to Manchester. Matlock Bath station having closed on 6 March 1967 was reopened as an unstaffed halt on 1 May 1972.

The scene at Ambergate station is very different today to that in its heyday. Only one platform remains in use, that being for the local service to Matlock. Here the crew of the diesel multiple unit now request the token from an electronically operated tablet exchange linked to the Power Signal Box at Derby to enable them to proceed along the single line to Matlock. This is a far cry from the hustle and bustle of this important junction station.



TRENT JUNCTIONS



Junctions

- | | |
|-----------------|-----------------------|
| 1 Toton | 8 Trent Station North |
| 2 Toton East | 9 Trent Station South |
| 3 Meadow Lane | 10 Sheet Stores |
| 4 Attenborough | 11 Castle Donnington |
| 5 North Erewash | 12 Sawley |
| 6 Long Eaton | 13 Trent |
| 7 South Erewash | 14 Ratcliffe |



4. To the East of Ambergate

The Midland Railway saw the need to divert the increasingly heavy freight traffic away from the route from Trent to Ambergate and Manchester via Derby and consequently during 1865 a line was authorised from Pye Bridge on the Erewash Valley line to Ambergate (Crich Junction). This line opened to freight traffic on 1 February 1875 and a passenger service was introduced on 1 May of that year. The line also served a number of local collieries and excursion traffic from the Nottingham area was popular.

Butterley was the only station on this branch and a line to link with Ripley was authorised in 1884. This was followed, in 1886, by the authorisation of a single line from Ripley to Heanor. These lines were opened on 2 June 1890 and the line was extended on 1 October 1895 by a branch to Langley Mill station where a bay platform was provided at the Erewash Valley station. The branch then continued to join the main line at Heanor Junction. The branch from Derby to Ripley was connected to the Heanor line at Pease Hill and a new station, in the centre of Ripley, was built to replace the original station which became a goods yard.

On 1 January 1917, trains from Ripley to Langley Mill were withdrawn because of the difficulties of the war and these were followed on 1 October of that year by the withdrawal of the services from Butterley to Ripley but they were all reintroduced on the 3 May 1920. The General Strike caused their withdrawal again on 4 May 1926 and the service between Ripley and Langley Mill was never reintroduced. Goods traffic continued on the Heanor branch until 1 September 1951. As mentioned in the last section, passenger services from Butterley and Ripley to Derby were withdrawn on 1 June 1930 and on 16 June 1947 passenger services on the Ambergate to Pye Bridge line were ended. The latter line remained open for excursion traffic and a local service to connect at Ambergate with holiday trains was introduced on Saturdays from the summer of 1958 to that of 1959. The line was closed completely on the 2 November 1964 and Butterley station is now the home of the Midland Railway Trust.

5. To the South East of Derby

As mentioned in section 2, the Midland Counties Railway opened between Derby and Nottingham on 4 June 1839 and to Leicester on 4 May 1840. The junction of these lines was at Trent, which is near to Long Eaton close to a point where the rivers Trent and Erewash meet. The Midland Railway opened the Erewash Valley Line to the north from Trent to Codnor Park on 6 September 1847 with stations at Shipley Gate and Langley Mill (for Heanor), although the line was mainly a coal line. On 9 October 1849 the line had opened as far as Pinxton. On 6 September 1847 a branch, three quarters of a mile in length, to Ilkeston, was opened.

A branch from Trent to Weston-on-Trent was opened on 6 December 1869 and it was decided to extend the branch to the Birmingham line at Stenson Junction, this opening on 3 November 1873.

A branch to link Derby with Ashby-de-la-Zouch was authorised on 5 July 1865. It opened in stages and the first stage, from Pear Tree to Melbourne, opened on 1 September 1868. This was extended to Worthington, opening on 10 October 1869. It was not until 1 January 1874 that the line, having been built over part of the Ticknall Tramway, opened into Ashby.

Trent consisted of an interesting series of junctions, the original ones, Sawley Junction in the West, Long Eaton Junction in the east and Trent Lock

Junction (now Trent Junction) in the south being formed by the original Midland Counties Railway lines. The opening of the Erewash Valley line created another road at Long Eaton Junction and South Erewash Junction on the Leicester line was created. This additional line had no access from Derby and created a crossing over the Derby to Nottingham line known as Platts Crossing which became dangerous as the Erewash Valley traffic increased. It was not until 1862 that the Trent junctions were remodelled. Trent station was opened on 1 May 1862 and a new curve was added from the south of the station (Trent Station South Junction) to the Leicester to Derby line at Sheet Stores Junction thus enabling the line to Platts Crossing to be diverted to the north of Trent station (Trent Station North Junction) and Platts Crossing to be removed. There was now access to the Erewash Valley line from Derby and the Derby to Nottingham trains were able to use Trent station along with those to Leicester using the Platts Crossing replacement curve. Castle Donington Junction was created when the line to Weston-on-Trent was opened in 1869. Further modernisation of the junction took place in 1901 when a goods line from Toton formed a high-level crossing, with a spur to the Nottingham line at Attenborough Junction. The new goods line had separate spans over the river and a separate tunnel at Red Hill.

The local passenger services over the Weston-on-Trent branch and the Ashby branch were withdrawn on 22 September 1930. The southern part of the Ashby branch was taken over by the Melbourne Military Railway from 19 November 1939 to 31 December 1944 when it was returned to L.M.S. possession.

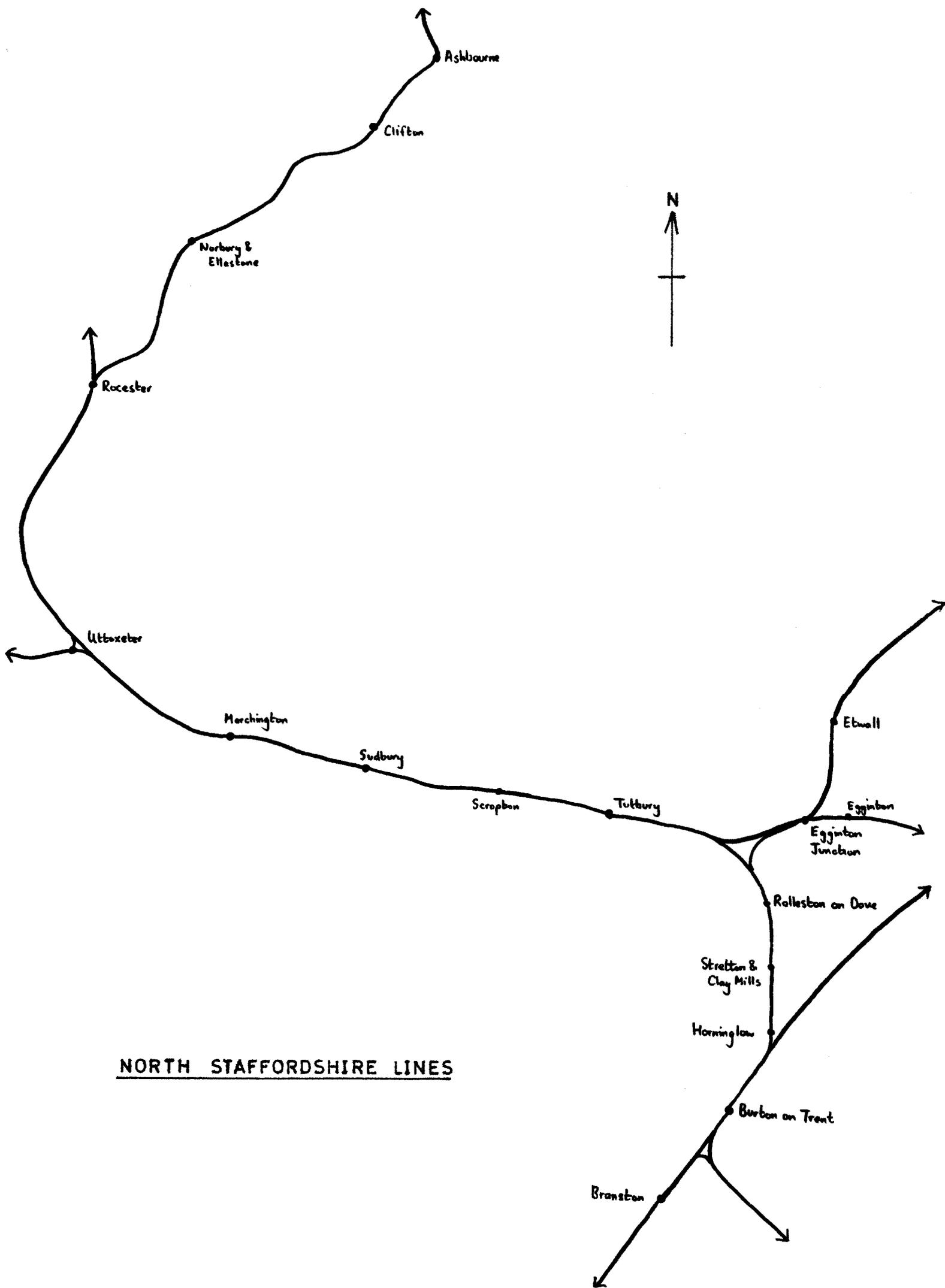
The Ilkeston branch lost its passenger service on 16 June 1947, although a goods service was retained until 15 June 1959. It is worthy of note that passenger services had been withdrawn on 2 May 1870 but reinstated on 1 July 1879 with improved station facilities.

The primary function of the Toton Yards, the nerve centre for the distribution of coal from the Nottinghamshire and Derbyshire coalfields, is to sort loaded coal wagons, which arrive at the yard from the collieries for various destinations, into direction order to enable full train loads to be assembled. Separated by the running lines is the Down Yard, mechanised in 1939 which deals with empty wagons on their way to the collieries. The remodelling and conversion to mechanised operation of the Up Yard took place in 1951 when the whole of the 16 miles of track was taken up and replaced by 27 miles of new lines; all the work involved was carried out without stopping the flow of traffic completely.

All stations along the Erewash Valley line closed on 2 January 1967. This line still carries a considerable amount of freight traffic in addition to the express passenger trains.

The line from Trent to Stenson Junction is an important route for coal traffic to the various power stations in the area. However, little now remains of the Ashby branch. The section from Ashby to Lount was closed soon after the end of World War Two and the section from Lount to Worthington closed in 1968. Limited facilities remained through Melbourne to the Cloud Hill quarry. However, two new stations, Sinfin North and Sinfin Central, were opened at the Pear Tree end of the branch on 4 October 1976 and provide a peak-hour works service in connection with the Matlock route, although the line has been lifted from Sinfin Central to the former junction with the Trent to Stenson Junction line.

Trent station closed on 1 January 1968 thus ending a situation where both London and Manchester trains could be seen leaving the station in either direction. Long Eaton has had three stations of that name during the period under consideration. The first was the Midland Counties station to which the word "Junction" was added when the Long Eaton station on the Erewash Valley line was opened in 1847, although during the period 1852 to 1862, this latter station



NORTH STAFFORDSHIRE LINES

was called "Toton for Long Eaton". In 1862 on the opening of Trent station, the original Midland Counties station closed and the Erewash Valley station became known as Long Eaton. The situation remained until 1967 when the Erewash Valley station closed and the name Long Eaton was given to Sawley Junction station which had opened in 1888.

6. The Story so Far

All the lines discussed so far were either built or passed to the Midland Railway and these, together with other lines to be discussed in later sections, form a comprehensive network in this area.

However, two other railway companies were on the scene, those being the North Staffordshire Railway and the Great Northern Railway. Both of these railways served Derby, the latter with its own station, and both served Burton-on-Trent, an area which will be dealt with in the final sections, together with the presence of the London and North Western Railway.

7. The North Staffordshire Railway - The 'Knotty'

The North Staffordshire Railway used the Midland Railway's stations in Derby and Burton-on-Trent following the authorisation of the lines from Stoke during 1846. The line into Burton from Uttoxeter opened on 11 September 1848 and the spur from Marston Junction to Willington Junction allowing running into Derby opened on 13 July 1849. On 13 June 1849 the Churnet Valley line from Uttoxeter (Dove Bank) opened, which was connected to the Stoke line near the Uttoxeter racecourse. From Rocester on this line, the branch to Ashbourne ran and this opened on 31 May 1852 with a length of just over six miles, five of which were single track.

During 1850, goods trains for private sidings connected to the Midland Railway's lines in Burton were commenced by the North Staffordshire Railway and this resulted in a formal agreement dated 1 January 1851 which gave that company running powers over all the Midland Railway's branches. On 4 February 1862 a local collection and delivery service using horse drays was introduced and there were three goods agents in the town, more than in any other North Staffordshire Railway town.

In Derby, there was a town office, shared with the London and North Western Railway, situated at 13 The Corn Market and a separate goods station, there being agents at the passenger station.

An act of 13 July 1863 gave powers for a line in Burton from Stretton Junction to Hawkins Lane Junction, this line bridging the main Midland line by a bridge which can still be seen today although unused. On 1 April 1868 this line opened and entry was gained into the London and North Western Railway's Horninglow Street goods depot by running powers to the depot beyond Hawkins Lane Junction.

Developments at Uttoxeter station took place in 1881 to replace the exchange platform which had been constructed to serve the Dove Bank station on the Churnet Valley line and the Bridge Street station on the Stoke line. A new line was built from Uttoxeter North to Bridge Street, a new station being built on the site of the latter with platforms for both lines. Although the exchange platform was demolished, the line remained to form a triangle. These developments came into use on 1 October 1881.

The North Staffordshire Railway station at Ashbourne was replaced by a new station built jointly with the London and North Western Railway when the latter's line from Parsley Hay arrived at Ashbourne, opening on 4 August 1899. The new station had two platforms and the lines formed a passing loop. The Midland Railway provided a through coach service to St. Pancras, it being attached to the 11.55 am departure from Ashbourne (arriving at St. Pancras at 4.30 pm). The evening arrival in Ashbourne at 6.42 pm had left St. Pancras at 2.00 pm. Local services to Ashbourne connected at Rocester with the Churnet Valley trains.

The North Staffordshire Railway's main line was that to Derby, rather than to Burton, and this was dieselised on 16 September 1957.

Passenger services were withdrawn on the Rocester to Buxton line on the 1 November 1954 although there had been opposition to their withdrawal. The line was, however, used for excursion traffic as far as Parsley Hay until the 7 October 1963. Final closure came on 1 June 1964. The Churnet Valley line to Uttoxeter was closed to passengers on 4 January 1965, complete closure following on the 25th of that month. At Uttoxeter the 1881 curve closed on 30 January 1966, the line from Uttoxeter East to Uttoxeter North had closed days earlier on the 3rd of that month.

Details of the closure of the Burton area lines will be given in the next section which deals with the effect of the Great Northern Railway in the area under study.

8. The Great Northern Railway

Much to the chagrin of the Midland Railway, the Great Northern Railway moved into Derbyshire from Nottinghamshire with its own line to Derby and on to Egginton Junction. The western limits were Stafford and Burton-on-Trent where the North Staffordshire Railway and the London and North Western Railway, as well as the Midland, would be met. Opening came in 1878, during January for goods traffic and on 1 April for passengers. A junction was provided with the North Staffordshire Railway at Egginton where the main Derby to Stoke line was joined and then crossed at Dove Junction with a spur to the North Staffordshire line to Burton. The Stafford and Uttoxeter Railway had been worked by the Great Northern from its opening on 23 December 1867 and therefore through running to Stafford was commenced immediately, the North Staffordshire Railway giving running powers from Egginton Junction to Bramshall Junction. Through passenger workings did not appear until the Great Northern bought the line on 1 August 1881 when a service from Nottingham to Stafford was introduced.

The North Staffordshire Railway also gained running powers over the Great Northern line to Nottingham, although these were only used for excursion traffic and goods to Colwick.

The Great Northern Railway station at Derby was near to the town centre in Friargate and that roadway was crossed by a fine locally made cast-iron bridge. There were four platforms and a small wooden office block and a comprehensive service to Nottingham was provided up to the closure. A town centre receiving office was situated at 3 St. James's Street, Derby.

A branch left the Derby to Nottingham line at Stanton Junction near Ilkeston and ran to Heanor. Coal traffic as far as Nutbrook Colliery commenced during June 1886 and the line opened throughout to passengers on 1 July 1891, goods facilities at Heanor being provided on 1 January 1892. Marlpool was an intermediate station on this branch which was $3\frac{3}{4}$ miles in length. Passenger services were withdrawn on 30 April 1928 but they continued as unadvertised workmen's services although Marlpool station remained closed. Advertised services were reintroduced on 2 October 1939 but had a short life being withdrawn on 4 December 1939. Goods facilities continued until 1963 when on 7 October Heanor goods yard closed and Nutbrook Sidings to Stanton Junction closed on the 16 December.

The services from Friargate to Burton-on-Trent and Stafford were also withdrawn on 4 December 1939 although holiday trains and excursions used the line to Egginton Junction until the 3 February 1964. Breadsall station, which had a lady stationmaster, closed on 6 April 1953 although passenger services to Nottingham and beyond continued until the 7 September 1964. The goods facilities at Friargate were closed on 4 September 1967 and goods traffic, which had been run down, ended on 6 May 1968.

In the Burton area, the closures of the lines following the withdrawal of passenger services on the Great Northern in 1939 were incorporated with the closures of the North Staffordshire Railway lines. Closure to passengers of the intermediate stations on the branch took place on 1 January 1949 thereby avoiding the calls at Horninglow, Stretton and Clay Mills and Rolleston-on-Dove stations. The 1957 dieselisation of the main Stoke to Derby line failed to generate more passengers on the Tutbury to Burton shuttle service and consequently passenger trains were withdrawn on 13 June 1960. Goods traffic between Burton and Marston Junction (N.S.R.) and Egginton Junction (G.N.) was cut back in stages viz:

- 4 April 1966: The half mile southern end of the Tutbury branch between Horninglow and North Stafford Junction was closed. This left the North Staffordshire Railway fly-over the only access to this branch.
- 30 January 1967: A half mile stretch between Horninglow and Stretton on the branch which had been retained as a single siding was closed.
- 6 May 1968: The section between Stretton and Egginton Junction (which included the Great Northern curve) was closed.
- July 1968: The section between Marston Junction and Dove Junction (this completed the closure of the northern end of the branch) and the section between Stretton Junction and Hawkins Lane Junction (completing the closure of the southern end of the branch) were closed.

The former Great Northern line from Egginton Junction to Mickleover remains in use for use by the British Rail Research Centre.

9. Burton-on-Trent - and to the East

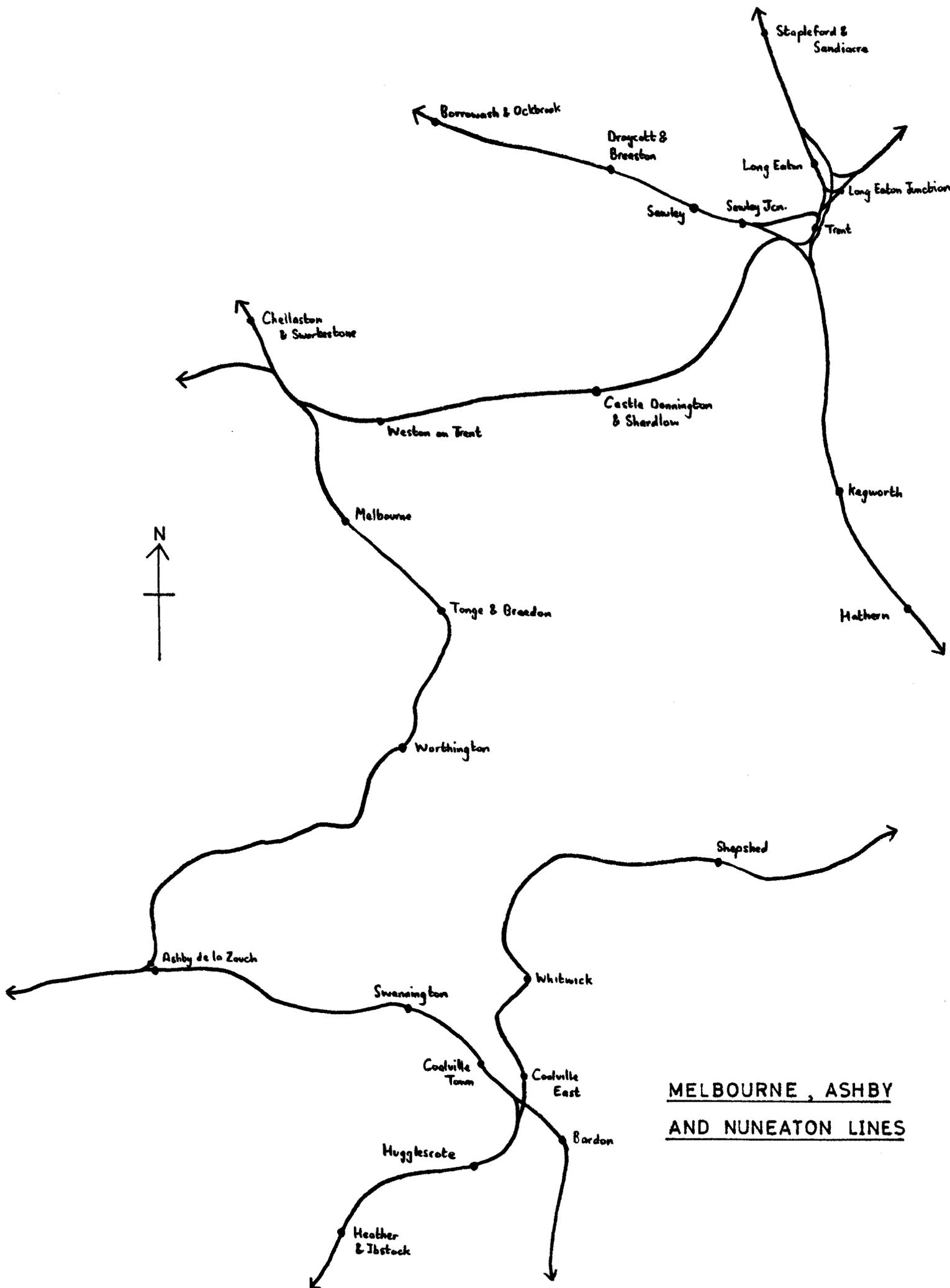
The Birmingham and Derby Junction railway came to Burton on 12 August 1839, the original station being built on a site to the north-east of the present station. Station Street was crossed by a level crossing and it was not until 29 April 1883 that the station on the present site was opened, a bridge having been built to carry Station Street over the railway.

On 11 September 1848, the North Staffordshire Railway entered the town as outlined in section 7.

The Midland Railway opened the Burton to Leicester line throughout on 1 August 1849 and the same year saw the London and North Western Railway receive running powers over Midland lines from Wychnor Junction to Burton providing a link to Lichfield and Walsall. The London and North Western Railway commenced an express service from Birmingham to Derby on 1 May 1885 and the workings provided for connections to be made at Burton for Uttoxeter.

Developments took place on the Burton to Leicester line in the form of two branches which left the line. The first, opening on 1 July 1851, ran up the Cadley Valley to the town of Swadlincote and the second ran from Swainspark near Overseal to Woodville and this opened on 1 April 1859. The two branches were later joined to form a loop and the Swadlincote to Woodville link opened to goods traffic on 12 April 1880 and for passenger services on 1 May 1883.

Between 1859 and 1874, many Acts of Parliament were passed authorising the various railway companies, in particular the Midland Railway, to build lines, carried over the streets of Burton by level crossings, to reach the breweries of the town. The larger breweries also built their own lines and sidings which added up to an impressive 25 miles for Bass, Ratcliffe and Gretton and 10 miles for Allsops by the year 1910. The position in the early nineteen-fifties was that the town possessed 92 private sidings with in excess of 50 miles of lines, 27 level



MELBOURNE, ASHBY
AND NUNEATON LINES

crossings (24 of which were railway controlled, the others being in charge of brewery staff) and 14 railway yards. There was also considerable traffic in cattle, Burton being the second largest cattle grading centre in the country. Cattle were brought in, graded by the then Ministry of Food and despatched for slaughter to various parts.

The London and North Western Railway showed an interest in 1866 in the proposals of a coalfields railway between Nuneaton and Ashby and the Midland Railway, realising this fact, applied to Parliament to revive an 1846 power for a similar line. Finally, the two companies formed a joint railway (The London and North Western and Midland Joint Railway) and built a line from Hinckley to Ashby via junctions with the Leicester line at Moira. At Shackerstone, a branch left the line and ran to Coalville. These lines opened on 1 September 1873 for passengers, goods traffic having commenced during the previous month. An extension of the Coalville branch was built by the London and North Western Railway alone and ran to Loughborough (Derby Road). This line was opened on 14 April 1883 and formed a feeder line for the joint railway.

Services of the Great Northern Railway from Derby (Friargate) and beyond entered Burton on 1 April 1878 thereby providing an alternative route to Derby.

The first London and North Western Railway train to arrive at Burton over the Midland joint line from Nuneaton arrived on 1 July 1890 thus opening through working over the North Staffordshire Railway to Ashbourne and then on to London and North Western Railway metals again. The development of these services was as follows:

1 July 1890:	Nuneaton to Ashbourne)	
1 November 1890:	Rugby to Ashbourne)	
1 April 1891:	Rugby to Macclesfield)	via Burton and Uttoxeter
1 July 1891:	Rugby to Manchester)	

Other London and North Western Railway workings over the North Staffordshire Railway included goods from Rugby to Crewe, Rugby to Manchester and Burton to Parsley Hay. The North Staffordshire Railway had a busy goods network between Derby, Egginton and Burton to Liverpool (Edge Hill) running via Crewe and goods were also transported between Burton and Manchester via Leek. There was also a regular mineral working from Alsager to Wellingborough running via Burton, Swadlincote and Coalville. The Midland Railway had powers to reach Stoke from Burton and Willington over North Staffordshire Railway lines.

Closure of the Nuneaton joint line to local passenger trains came on 13 April 1931 along with the branch to Loughborough via Coalville. The joint line remained open for a number of through express services and the Loughborough branch was used for excursion traffic until 1951. Loughborough goods yard closed on 31 October 1955 and the remaining goods services ceased on 7 October 1963 although Shepshed quarry traffic survived until 12 December of that year. Goods services on the joint line were withdrawn in 1964 and the Moira end of the line remains in use for local colliery traffic. Shackerstone station has become the home of a railway preservation society.

The next withdrawal from the Burton area was the passenger services of the Great Northern Railway when services to Derby ceased on 4 December 1939. Passenger services on the Swadlincote loop were withdrawn on 6 October 1947 although a summer Saturday train to Blackpool ran until Saturday 8 September 1962. Goods traffic ceased during 1964, the same year in which passenger services on the Leicester line were withdrawn, that being on 10 September of that year. All that is now left of the Swadlincote loop is a short branch to the Cadley Hill Colliery but the Leicester line still carries a fair amount of local goods traffic.

Passenger services to Wolverhampton via Lichfield ceased during January 1965 and local stopping trains along the main line were withdrawn on 1 March 1968.

On 21 February 1966 new marshalling facilities were brought into use, replacing previous yards at Horninglow Bridge, Old Dixie and Old Wetmore. The Hay Branch from North Stafford Junction to Hawkins Lane Junction was abolished. Subsequent changes to the North Stafford section have been outlined in section 8.

During 1970/1, the railway station at Burton was partially demolished and rebuilt but the road bridge was retained and the cast-iron pillars inscribed "M.R. 1881" remain.

10. Conclusion

The London Midland and Scottish Railway was formed as a result of the grouping under the Railways Act 1921 with effect from 1 January 1923. The companies involved in the area under consideration were the Midland Railway, the London and North Western Railway and the North Staffordshire Railway. The Great Northern Railway became part of the London and North Eastern Railway under the same provisions. Nationalisation of the railways became effective on 1 January 1948 and was contained in the provisions of the Transport Act 1947.

The current passenger network in the area is based on the original three lines into Derby as described in section 2 plus the former North Staffordshire line from Stoke. Other passenger lines have opened and closed but a number of lines still see freight services over all or part of their length, although some lines have been reduced to the now familiar grassy banks and ways which spread over much of the countryside.

The survey of the lines in the area covered is now complete but each individual line could form the subject of an article to portray the character and memories of its operation.

Main Sources

The North Staffordshire Railway - Christiansen and Miller

A Regional History of the Railways of Great Britain - West Midlands - Christiansen
- East Midlands - Leleux

Register of Closed Passenger Stations and Goods Depots - Clinker

History of Burton upon Trent - Stuart

The Forgotten Railways of the East Midlands - Anderson

Bradshaws Railway Guide, 1910

Various copies of "Wyvern" - the journal of the Midland Railway Trust Ltd.

A VISIT TO DERBYSHIRE - BEING PART OF A TOUR THROUGH
ENGLAND MADE BY THOMAS WRIGHT AND OTHERS IN 1750

(by S. L. Garlic, 16 Storforth Lane Terrace, Hasland, Chesterfield)

August 10th. Din'd at Derby saw the silk engines,⁽¹⁾ and in the evening went to Matlock in company with Sr. Robt. Burdet⁽²⁾ and Mr. Lockwood. Stop't at Kidlington⁽³⁾ the seat of Sr. Nathanel Curson the oaks here remarkably fine, many of 5 and 6 feet diametra⁽⁴⁾ made many drawings, but most from memory in the evening, having no other opportunity.

11th. Made several views of Matlock Hills, and in the evening came to Ashbourn, where we stay'd all night.

12th. Set out for Buxton, and in our way saw Mr. Okers⁽⁵⁾ seat, Dove Dale &c. made many sketches; here a fine picture of the Holy Family by Raphael, and a beautiful portrait of a lady in the character of Diana, the hand unknown, and two fine large Vandervelde's. Lay at Buxton, in a very wild and dreary situation, found much company there and a dancing partee.

On ye 13th. Din'd at Castletown⁽⁶⁾ saw ye Peek Cave⁽⁷⁾ and in the evening got to Chatsworth where we stay'd all night.. The number of people attending us at ye Peek, with lights made our entrance into this romantic cavern not unlike the descent into hell as represented by the poets.

On ye 14th. Saw Chatsworth in a very fine morning; more struck with it in our approach than at ye place, the house a very good one and the gardens very expensive but in foreing⁽⁸⁾ taste. Rode over ye adjacent hills to Haddon, a seat of the Duke of Rutland.

Din'd at our inn and lay at Sheffield.

SOURCE. The Reliquary Vol. XV. (1875) 218.

NOTES.

- 1 Silk Mills.
- 2 Sir Robert Burdett, Bart..
- 3 Kedleston.
- 4 diameter.
- 5 Okeover.
- 6 Castleton.
- 7 Peak Cavern.
- 8 foreign.

NEW EVIDENCE REGARDING THE BALCONY FIELD AT SWARKESTONE

by J. A. Young

After leaving Chellaston by the Melbourne road there stands a dignified building, conspicuous by its unusual architecture, isolated in a field on the east side, before the road turns over the historic Swarkestone Bridge. Folklore in Chellaston has it that it was a folly, some knew it to be haunted, some were positive that it was an old tilting ground with a Grandstand but nobody seemed to know when it was built, by whom, what for, or why its architecture has features of a classical style.

Roy Christian in his Derbyshire (1978) excites curiosity by his description. "Opposite the lane to the lock, an impressive pair of stone gateposts crowned by finial balls, guard the approach to a handsome but mysterious building known variously as the Pavilion, Grandstand or Summerhouse. Jacobean in style, it was presumably built for the Harpur family of Swarkestone Hall; but for what purpose? As a pavilion from which to watch bull baiting, or bowls, or just as an eye-catcher or status symbol? Nobody knows; no building record survives; but it is a most pleasing sight".

It certainly is a pleasant and imposing building. It has matching, three-storied domed towers between which on the first floor was a large central room from which, legend has it, Elizabethan lords and ladies watched combats in the arena below.. This 'arena' is surrounded by a shoulder-high stone wall with access through a solidly built stone gateway at the end opposite the Grandstand and nearest the Old Hall. Another entrance was adjacent to the building but has long been built up. The enclosure, if its original boundaries are still marked by the stone walls, measures no more than 70 yards by 60 yards, smaller than a modern football pitch. The shorter dimension is across the Grandstand and would appear too small for contests between galloping horses going at full tilt. George Bailey writing in the DAJ in 1909 refers to the Tilting Ground at Swarkestone and the pretty pavilion or pleasure house, but he says, "it may be assumed that it was never a tilting yard". He made this assumption because of the date he thought it was built i.e. at a time when tilting was going out of fashion.

Evidence of a precise date was obtained by Howard Colvin from the Harpur Estate records, to which he had access when preparing his Biographical Directory of British Architects, 1600-1840. In 1630-32 Richard Shepherd was paid £111.12. 4. for building the "Bowl Alley House" at Swarkestone, by the executors of Sir John Harpur. Colvin published his Dictionary in 1978, the same year the revised edition of Sir Nikolaus Pevsner's Buildings of England - Derbyshire appeared. Pevsner says this of the Summer House:

"An extremely odd structure, probably of Jacobean date, connected with the big Harpur mansion which stood at Swarkestone. The function of the building is not clear.* It overlooks the Cuttle, a kind of rectangular enclosure with a low wall. The Summer House is also known as the Grandstand (cf. The Stand at Chatsworth), and it is assumed that bull-baiting and similar sports took place in the arena. The house has two angle towers with bulbous tops and a crenellated three-bay centre with a loggia on the ground floor (Tuscan columns, and, strangely enough, depressed ogee arches). The first-floor windows have one mullion and one transom each. The large room behind them is in ruins. The mansion was demolished after the Civil War when the Harpurs moved to Calke, though Swarkestone Hall is no doubt connected with it."

*Dr Girouard (Robert Smythson, p198) suggests that it might be the 'Bowl Alley House' paid for in 1631-2. He attributes it tentatively to John Smythson.

It can be added that the 'large room' now in ruins measures no more than 16 ft. x 14 ft. the same size as the loggia beneath. It was reached by a staircase in the left-hand tower, signs of which can still be seen in the interior walls, most of which show remains of a plaster coating smoothed over dressed stone. The interior dimensions of the flanking towers are 7 ft. x 7 ft. : the right-hand tower appears to have had a chamber leading from the main room, probably a windowless toilet. In the main room there was a brick fireplace with a simple depressed ogee arch, from which rises an elegant, tall octagonal stone chimney. The building does not appear to have been intended for living, or sleeping in and its facilities suggest that it was probably used to entertain, and impress, a small number of guests, for Sir John died without issue in 1677. He was knighted in 1630 and married a daughter of Henry Howard, third son of the first Earl of Suffolk. Dr. Girouard in his Robert Smythson, says "The date of the marriage does not seem to be known, but Sir John Harpur was still a King's ward in 1623". The Grandstand could not have been built before the marriage, for the heraldry on either side of the loggia is that of Sir John and his wife. Mark Girouard published his Robert Smythson and the Elizabethan Architects in 1966. He

describes the Swarkestone Grandstand as "the one remaining appendage to the vanished great house of the Harpurs, a family connected with the Cavendishes both by blood and by marriage It is reminiscent of the Bolsover Keep". There are illustrations of fireplaces at Bolsover Keep with depressed ogee arches, which Pevsner, in his section on Bolsover, recognises as having an Italian Renaissance source. "They are all copied from Serlio's Book vii".

This is likely to be the reason for the corrupt form of Italianate architecture in the design of the Grandstand at Swarkestone, for Robert's son John was sent to London by William Cavendish in 1618-19. There he made copies of the drawings of Inigo Jones, and others, brought back from Italy. Some of the drawings in the John Smythson collection at the RIBA are marked "Italian".

There are good grounds for Girouard's tentative attribution of the Swarkestone Grandstand to John Smythson, although there are no drawings connected with it. Its style, geography and family connections, as well as the record in the Harpur Estate accounts giving a date and mason, are reasonable evidence.

Features of style consistent with a Smythson design are its compact symmetry, the towers and chimney giving height and a skyline, the ratio of window to wall space, the design of the windows and fireplace hood, classical columns and the predominating linear pattern.

Geographically, the Smythsons were responsible for "the splendid trinity of Wollaton, Worksop and Hardwick". John, like his father, was a mason by trade and, according to Girouard, "is first seen working as a freemason at Wollaton in 1588. But by the 1590's he was probably helping his father in an architectural capacity, and, in 1600, when he was married, he was described in the register of St. Peters, Nottingham as a 'gentleman'. He died in 1634 and in his will he called himself 'Architector', "

Family connections between the Harpurs and the Cavendishes would facilitate the use of Smythson's design, for William Cavendish was John's principal patron.

The evidence suggests that the Grandstand was built by the mason Richard Shepherd for Sir John Harpur to a design by John Smythson in 1630-32. It was called the Bowl Alley House and this reflects its original purpose but which became forgotten when the Harpurs moved from Swarkestone Hall. Although neglected by the 'big house', most of which was demolished, the enclosure would have been used by the 'locals' for other sports and pastimes. When the Bowl Alley House was used to entertain spectators to a game of bowls, it must have been worthy of the host's status, but its size would limit the number using the grandstand to no more than twenty people.

For us today it is much more than "a most pleasant sight". It is an example of eccentric yet whimsical architecture, tentatively attributed to John Smythson who brought to the Midlands and to Derbyshire the influence of the great Renaissance masters. It is also an early example of a building for which there was both a mason and an architect at a time when architecture in England was emerging as a separate profession.

Book Review

The Story of the School of Grace, Lady Manners, Bakewell by R. A. Harvey.
241 pp. 46 plates. Special pre-publication price of £9.95 (plus £1.00
postage and packing) up to 31 January 1983. Available from the Headmaster,
Lady Manners School, Bakewell, Derbyshire. DE4 1JA.

This is a remarkable book by a remarkable man. Equally remarkable is the mere fact that a 241 page hard-back book on the history of a school has been published in 1982 and this reflects great credit on those concerned. Dr Harvey has been associated with Lady Manners School and with Bakewell since 1926 when he joined the school's teaching staff and there can be no one better qualified - or, indeed, better able - to produce this incredibly detailed account of the school's life over the course of this century. No stone is left unturned, with all aspects of school activities - sports, music, drama, speech days, for example - receiving attention, along with substantial biographical details of scholars who have made their mark in the world.

The first Lady Manners School was founded in 1636 but the history of several pre 19th century manifestations of the school are dealt with necessarily briefly as they are virtually undocumented. Dr Harvey also includes background material on the social, economic and educational climate in which the 19th century school developed and the book comes right up to date with a chapter on the reorganisation of secondary education in the Bakewell area with the coming of comprehensive education in the 1970s and the present headmaster's hopes for the future.

One can scarcely pretend that this is a book for the general reader but anyone with the remotest links with either the school or Bakewell will find it compulsive reading. The book is attractively produced and generously illustrated with photographs depicting the development of the school and the range of its activities in the present century. Small quibbles - the barely worthwhile photograph of the foundation deed and a number of avoidable small typographical errors.

D. V. Fowkes