

The Great Central Railway in Nottingham

Then and now in pictures by Graham Woodward.

If you were born after 1970 or first came to the city after then, you probably will not remember the Gt Central Railway. Victoria Station closed to all passenger traffic in 1967 and was demolished soon afterwards, replaced by the Victoria Shopping Centre which opened in 1972.

In 1979 I photographed as much of the remaining railway in Nottingham as I could get access to, but wish now that I had started earlier, as by that time all of the track had been lifted.

This article looks at what was left in 1979 and compares the pictures with the same sites today. In some places it is hard to work out where I stood when I took the pictures, as the landscape has changed beyond all recognition. In a few cases I have used Google Earth pictures to show the site now, as the view at ground level is too far removed from the original. I have also included a few older photos to fill gaps in my own collection.

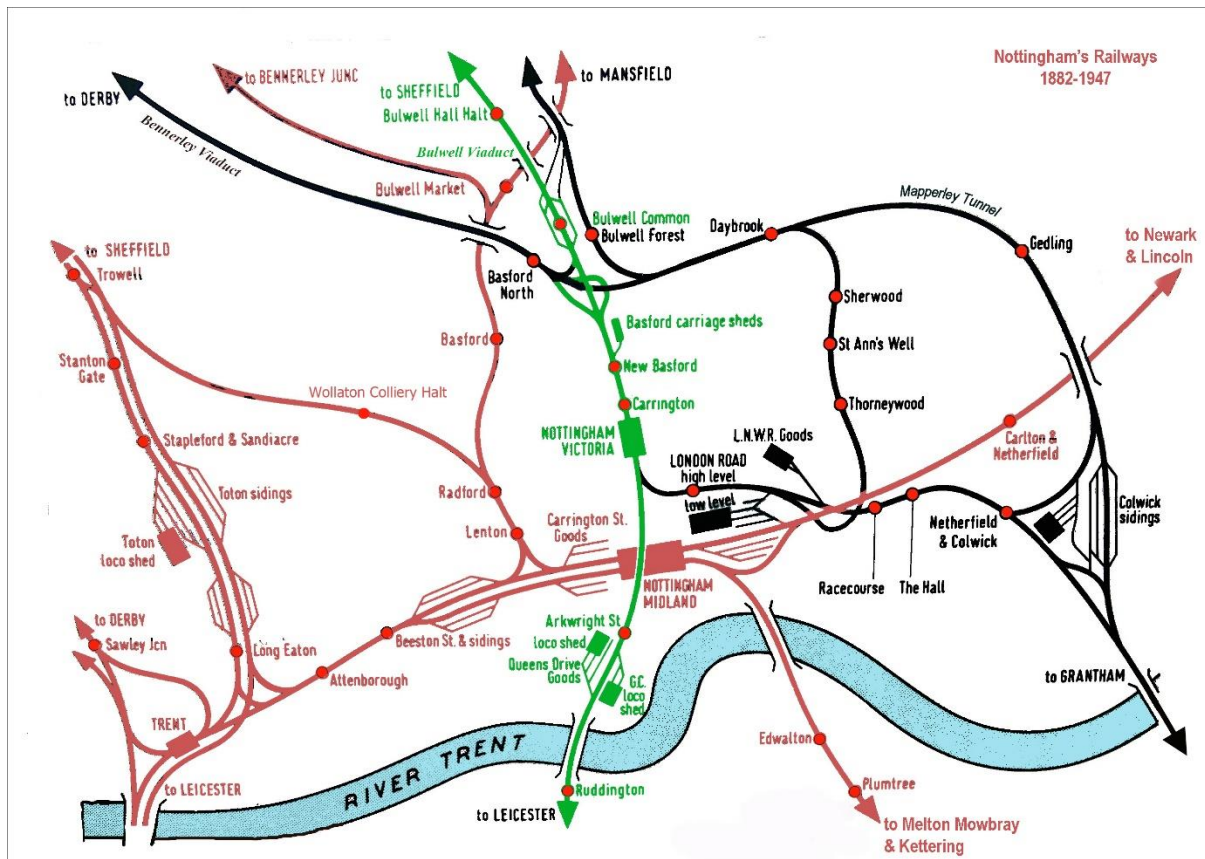


The Manchester, Sheffield and Lincolnshire Railway (MSL) was established in 1847 and had a network of lines between Manchester and Grimsby. The MSL's General Manager and later Chairman, Sir Edward Watkin, was a dynamic businessman who had great plans for the company. He was keen to obtain a dedicated line to London and envisaged a railway from Manchester to Paris through a tunnel under the English Channel. On 1 August 1897, the company changed its name to The Great Central Railway.

Watkin's plan meant building a London Extension, running from Annesley, nine miles north of Nottingham, to Quainton Road near Aylesbury, Bucks where it would meet up with the Metropolitan Railway (of which he was Chairman), and then run into Marylebone Station.

Watkin began work on a channel tunnel in 1881 at Shakespeare Cliff between Folkestone and Dover, while his partner, Alexandre Lavalley, began on the French side. After only 1.2 miles (1.8km) had been dug on the English side and 1-mile (1.6km) on the French side, the project was stopped by the British government who feared that the tunnel could be used to invade Britain.

Construction of the London Extension began in 1894 and the line was completed in 1899. The first section of the line, Contract No.1, about 18 miles (28km) from Annesley to East Leake, was priced at £684,451, about £55 million in today's money.



The map above shows the line of the railway (green) through Nottingham, and its proximity to the other lines in the city. The red lines belonged to the Midland Railway and the black lines were owned by the Gt Northern. The Gt Central shared its new Nottingham station with the Gt Northern, intending to call it Nottingham Central, but the Gt Northern preferred the name Nottingham Joint Station. As it was opened on Queen Victoria's birthday, 24 May 1900, it was decided to call it Victoria Station. The first train into Nottingham was the 02.15 Manchester London Road to London Marylebone express, followed later by the 05.15 Marylebone to Manchester service.

On its way to London, the line entered the city just north of Bulwell. The route through the northern part of the city ran on a large viaduct at Bulwell, then in deep cuttings and on high embankments. From Haydn Road the line entered the Sherwood Rise Tunnel, 665yds long (608m), followed by the Mansfield Road tunnel, 1,189yds long (1087m), into Victoria station.

The 13 acre site of Victoria Station meant that 1,300 houses had to be demolished along with 20 pubs, a church, a school and the Union Workhouse. The station cost £1 million to build. Another

tunnel under Thurland Street, 393yds long (359m), led to Weekday Cross where a major viaduct carried the line south over Midland Station and the Meadows district towards the River Trent.

There were five stations in the city: Bulwell Common, New Basford, Carrington, Victoria and Arkwright Street. There was also a halt at Bulwell Hall. The Gt Northern Railway moved its Nottingham passenger services to Victoria Station. At Basford they built links from the Gt Central main line to their Derbyshire and Staffordshire line to Derby Friargate (the Back Line) and at Weekday Cross they built a High Level line linking the Gt Central to their Grantham line, built in 1850.

There were many critics of the line. By the 1890s, all the easy railway routes to London had been used up and the Gt Central's large embankments, viaducts and tunnels made it costly to build and maintain. Most engineers said that it was built to a very high standard but did not go anywhere. The only two major cities it served between Manchester and London were Nottingham and Leicester and as they were already well provided for by the Midland Railway it was doubtful if they would provide sufficient income to make the line profitable.

One advantage of the elevated, straight line construction was that the average gradient was low (1 in 176, or 5.7%) and the curves wide (a 1 mile radius), perfectly suited to the running of fast express trains, providing extra income. In 1939, six fast express trains a day made the journey from London to Sheffield in 3hrs 6mins – today the average journey time is 2hrs 38mins, only 28 minutes quicker. Practically every station was an island-platform site with the track running on the 'outside' of the platforms. This avoided the cost of duplicate buildings, such as waiting rooms and toilets and reduced the need for pedestrian footbridges etc. It also allowed for a wider track-bed and for extra 'fast' lines to be added later without the expense of altering the stations.

Through trains at Victoria included services from Newcastle to Swansea and even a Penzance to Aberdeen service. This made Victoria a main-line station as opposed to the Midland station which was effectively on a branch line off the main Sheffield to Leicester Erewash Valley line. Seasonal services to Skegness, Mablethorpe, Scarborough, Llandudno, Kent and Sussex and the Isle of Wight were regular services, along with a daily Bournemouth to York service.

When the line became controlled by the London Midland Region of British Rail in 1958, it was viewed as a duplicate line to the older Midland mainline routes. Express passenger trains were discontinued in 1960 and by 1963 most of the rural stations had closed. The Beeching Reports in 1963-65, that proposed closure of a third of the UK's 18,000 miles (29,000 km) of track, nailed the last spike in its coffin and the last service, Rugby to Nottingham Arkwright Street, closed on 3 May 1969.

Some of the road bridges on the Gt Central were low, in some cases as low as 13ft 6in (4.1m) when today most bridges are at least 16ft (4.8m) high. This was not a problem in 1899 but when road haulage traffic increased in size after the Second World War, the bridges became major obstacles. Some bus companies developed 'Low-decker' buses to get under the bridges. The South Notts bus company at Gotham had these on their Loughborough route to get under the low bridge on Wilford Lane. Most of the low bridges were demolished soon after closure.

Now, in 2020, it is very hard to see where the line ran through Nottingham. These photos track the line from north to south through the city and hopefully they will help to preserve the memory of this once great railway.



The first major bridge to be built where the line entered Nottingham from the north was Bulwell Viaduct. This picture, taken in 1979, shows where it crossed Hucknall Lane. Squires Avenue is on the left and the view is looking north towards Moor Bridge. The viaduct was 420yds (384m) long, 44ft (13.4m) high and contained 6.5 million bricks. A & R Marshall & Sons had a big road haulage yard on the right where a Morrison's supermarket is now located.

The picture below shows the same view today. When the viaduct was demolished in 1981 the road was widened considerably, and it is only the blue-brick wall on the left next to the bus shelter that gives away any hint that the viaduct was here.





Bestwood Road, Bulwell. After crossing Hucknall Lane, Bulwell Viaduct crossed the River Leen and then the Midland Railway's line to Mansfield and Worksop (behind the red-brick building on the left) before crossing Bestwood Road, as seen here. There is now nothing left of the viaduct on the west side of the road.





At Bestwood Road, Bulwell, the arches of Bulwell Viaduct were quite high, so the viaduct survived until the early 1980s when the area on the south side of Hucknall Lane was being redeveloped as a retail park. All that remains of the viaduct today is a brick base (below) for one of the main pillars on the east side of the road.





(Above) This picture shows the sheer majesty of Bulwell Viaduct. It was over a quarter-of-a-mile long. The train is a southbound Manchester to Marylebone Up express in the 1950s. The track in the foreground was part of the Gt Northern and Gt Central joint line to Bestwood Colliery that left the main line just north of Bulwell Common Station. (Below) This view is looking north towards Bestwood Road from the southern end of where the viaduct stood. St Alban's Road is on the left behind the trees. The curve to the northeast (right) of the former Gt Northern Bestwood Colliery link is still visible at ground level, near where the tall poplar tree is in the distance.





(Above) This was the Station Master's House at Bulwell Common Station, on the east side of St Alban's Road, Bulwell Forest. It was a 'standard' design, repeated at Haydn Road and rural stations to the south. Swale Close was an unnamed road when the railway was built. (Below) The entrance to the station was by a flight of stairs from the south side of the road down to the island platforms - the brick infill shows where the entrance was.



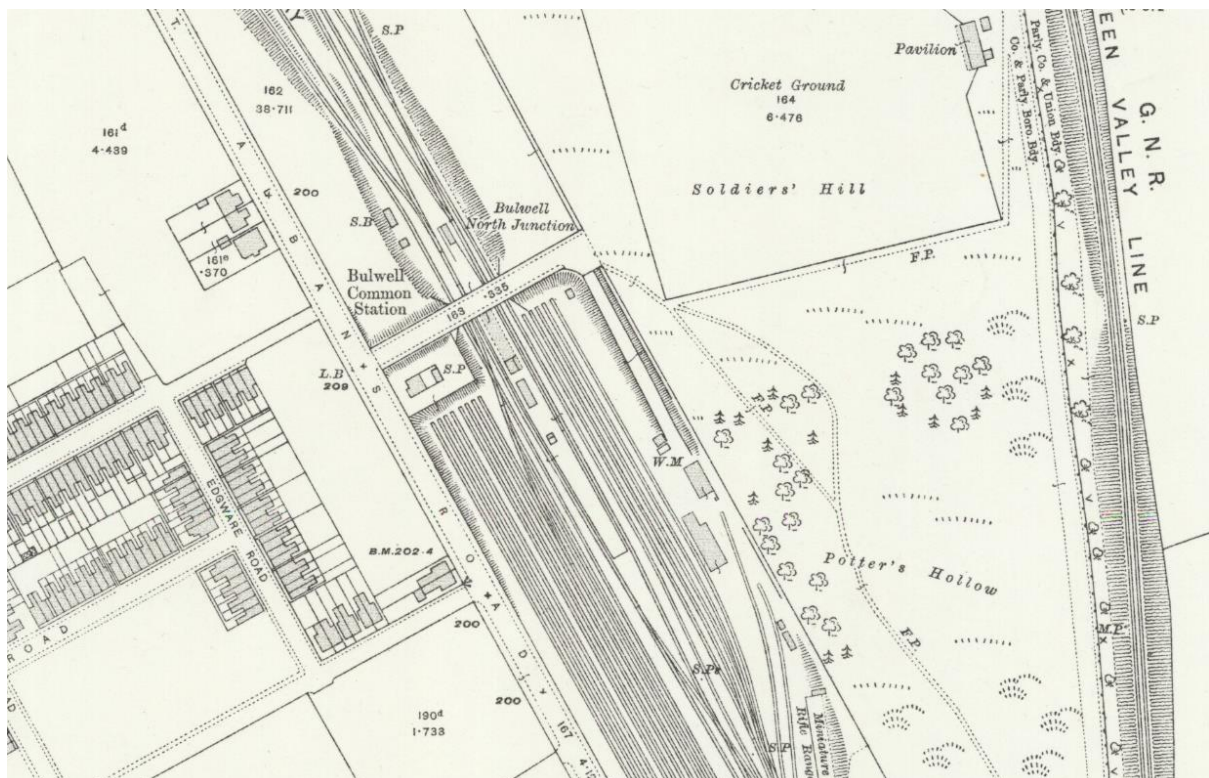


(Above) This bridge is at Swale Road, Bulwell Forest. Bulwell Common Station was on the other side (south side) of the bridge. A new housing development called Fairway Drive was being built when this picture was taken in 1980. Bulwell Common Golf Course and Bulwell Recreation Ground are to the left. (Below) The same view today, with no clues at all that in the past very fast express trains and millions of tons of coal roared through what is now someone's lounge.





(Above) This is the south side of the bridge at Bulwell Common Station. The station was on the left. The bridge is now called Swale Close, but when the line opened it was not a named road. (Below) This extract from the 1915 OS Map shows the site as it was then. (North is towards the top of the map.) The Leen Valley Line on the right ran alongside what is now Hucknall Road and served Bestwood Colliery. The station site is now part of the Turnberry Road housing development.



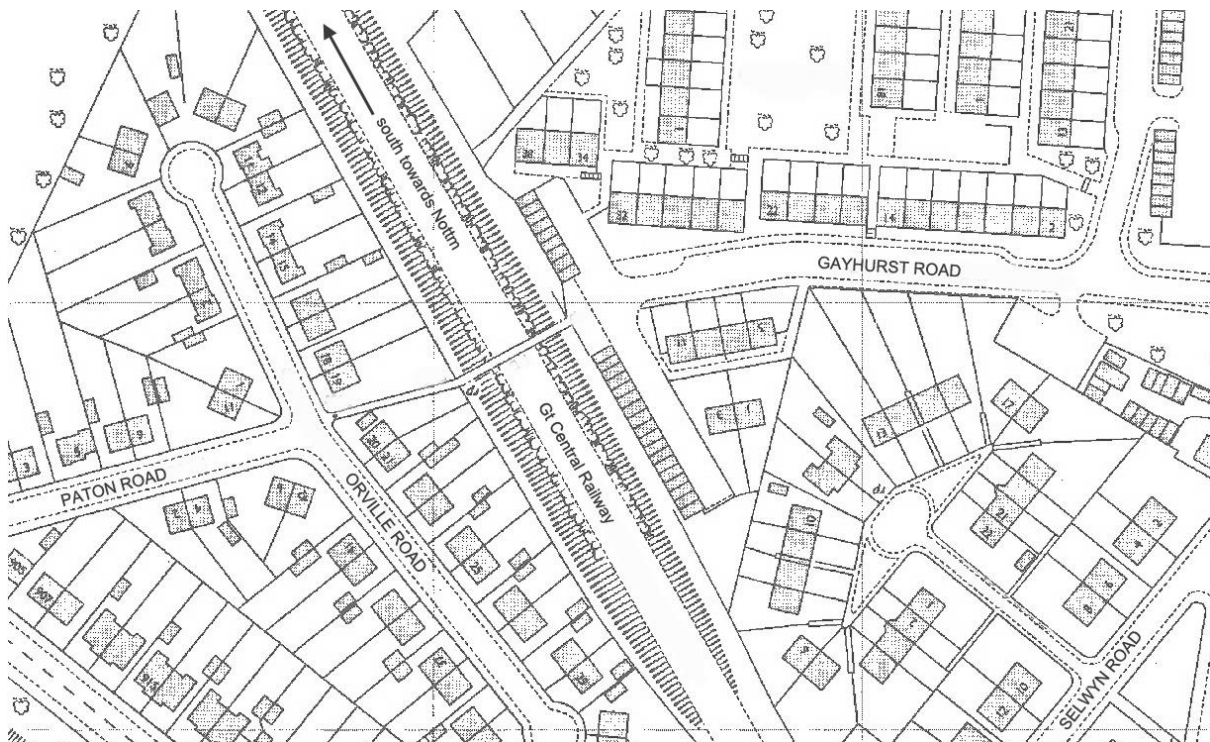


Kersall Drive bridge. The view above is looking south towards what is now Avalon Close beyond the bridge. The houses on the right are on the corner of St Albans Road and Hucknall Road is on the left behind the white fence. The track-bed has been filled in here and houses built on the site with only a blue-brick wall (below) giving away the fact that a railway was once here.





This picture is looking south from the site of Avalon Close, just south of Kersall Drive. The metal footbridge linked Paton Road (left) to Gayhurst Road (right). The church spire in the distance is St Andrew's church on the corner of Mansfield Road and Mapperley Road, 2.4 miles (3.9km) away. The 1970s extract OS Map below shows the line of the footbridge in relation to the roads it linked. The top of the map is to the south so as to match the photograph. Gayhurst Road has now been extended beyond the garages and onto the site of the old track-bed.

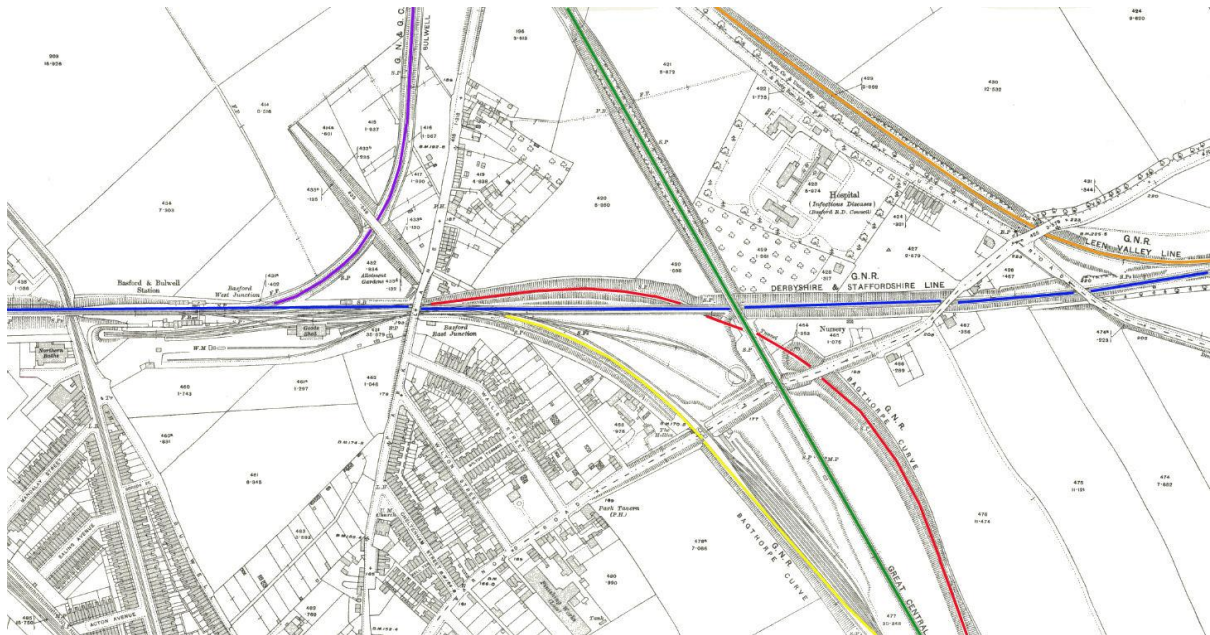




(Above) This Google Earth view looking south shows, by a red line, where the footbridge was. The two large buildings in the centre of the picture are next to the old track-bed at Arnold Road.

(Below) This picture shows the footbridge from the south. The bridge in the distance is Kersall Drive between St Alban's Road and Hucknall Road.





Arnold Road, Basford. The complex set of railway lines and junctions at Arnold Road can be very difficult to visualise. This 1915 OS Map extract will hopefully put the various lines in context. The green line was the Gt Central main line running north-south (north is at the top of the page). The blue line was the Gt Northern's Back Line running east-west from Colwick to Derby Friargate. The red line was the southern Bagthorpe Curve that allowed trains from Derby to pass south from the Back Line onto the Gt Central mainline and on to Victoria Station. The yellow line allowed northbound trains from Victoria Station to turn west onto the Back Line to Derby. The purple line allowed northbound trains from Derby to turn north towards Bestwood Colliery, and the orange line on the right was the Gt Northern Leen Valley Line to Bestwood Colliery.

(Below) This photo shows three coupled engines travelling north towards Bagthorpe Junction north of Valley Road from where the photo was taken. The bridge in the far distance is the Back Line to Derby, just north of Arnold Road. The twin-track line straight ahead is the Gt Central. The single track on the left is the north Bagthorpe Curve to Derby and the single track on the right is the south Bagthorpe Curve coming south towards Nottingham. The road on the right is Harmston Rise.





(Above) This is the north side of Arnold Road where the Gt Central main line crossed on a bridge, demolished before I started taking my photos. To the north of this wall, housing in Mallard Close and Britannia Avenue has replaced the line of the track.

(Below) This is the south side of Arnold Road. The side road on the left beyond the bus shelter is Fenton Road. The main line ran south along the embankment behind the trees.





(Above) This small bridge carried Arnold Road over the southbound Bagthorpe Curve. The Curve passed through a short tunnel called the Rat Hole that allowed trains on the Gt Northern Railway's Back Line to turn south onto the Gt Central mainline and head towards Victoria Station. When the bridge was demolished and the track-bed filled in, the road was widened considerably.

(Below) This picture shows all that remains of the northbound Bagthorpe Curve approaching Arnold Road. It crossed Arnold Road on a bridge and allowed trains from Nottingham to turn west onto the Derby Friargate Line and into Basford and Bulwell Station near Northern Baths. The site is between Roman Drive (left) and Rani Drive (right). The Gt Central main line was on the right.





Valley Road did not exist when the line opened in 1899; the road was built between 1920 and 1922. This view is looking east towards the City Hospital. The height of the bridge shows how much embankment work was needed to keep the line level. Bagthorpe Junction was to the left in the picture and to the right led to Perry Road. All that remains of the bridge today (below) is a small part of the brickwork on the right beyond the bus shelter.





These two views are looking north from Perry Road. The shutters across the old track-bed are at Valley Road bridge. The bridge in the far distance is just north of Arnold Road, Basford and carried the Gt Northern Railway's Back Line from Colwick to Derby Friargate. Today these views cannot be recreated, as later housing development at 284-290 Perry Road, where the pictures were taken from, has blocked the sight line. The photo shows just how deep the Perry Road cutting was.





This was the bridge carrying Perry Road, New Basford, over the line. The cutting here was over 30 feet deep and getting down from the road to take this picture was something of a challenge. The cutting has now been filled in and houses built on the north side of the bridge (No.284-290 Perry Road). On the south side is a new development, Sheridan Way, shown in the foreground of the Google Earth image below. The line ran between the two blue bus-stop markers in the image.





The next road south was Haydn Road. New Basford Station was on the right, up on the embankment, accessed through an entrance underneath the bridge next to the £50 sign. This was a common access method on all elevated Gt Central island-platform stations. The white van in the distance is on the corner where George Brough built his famous motorcycles, and later luxury cars. (Below) Haydn Road has changed considerably since the bridge was demolished. The new houses on the right are where the bridge crossed the road, with the track-bed passing through what is now the front concours of the Vertu Honda showrooms on the left.





(Above) This was the Station Master's House at New Basford Station on Haydn Road. The station and railway bridge was to the left in the picture. The house was built to a 'standard' design. Similar houses locally can be found at Bulwell Common, East Leake, Quorn and Rothley.

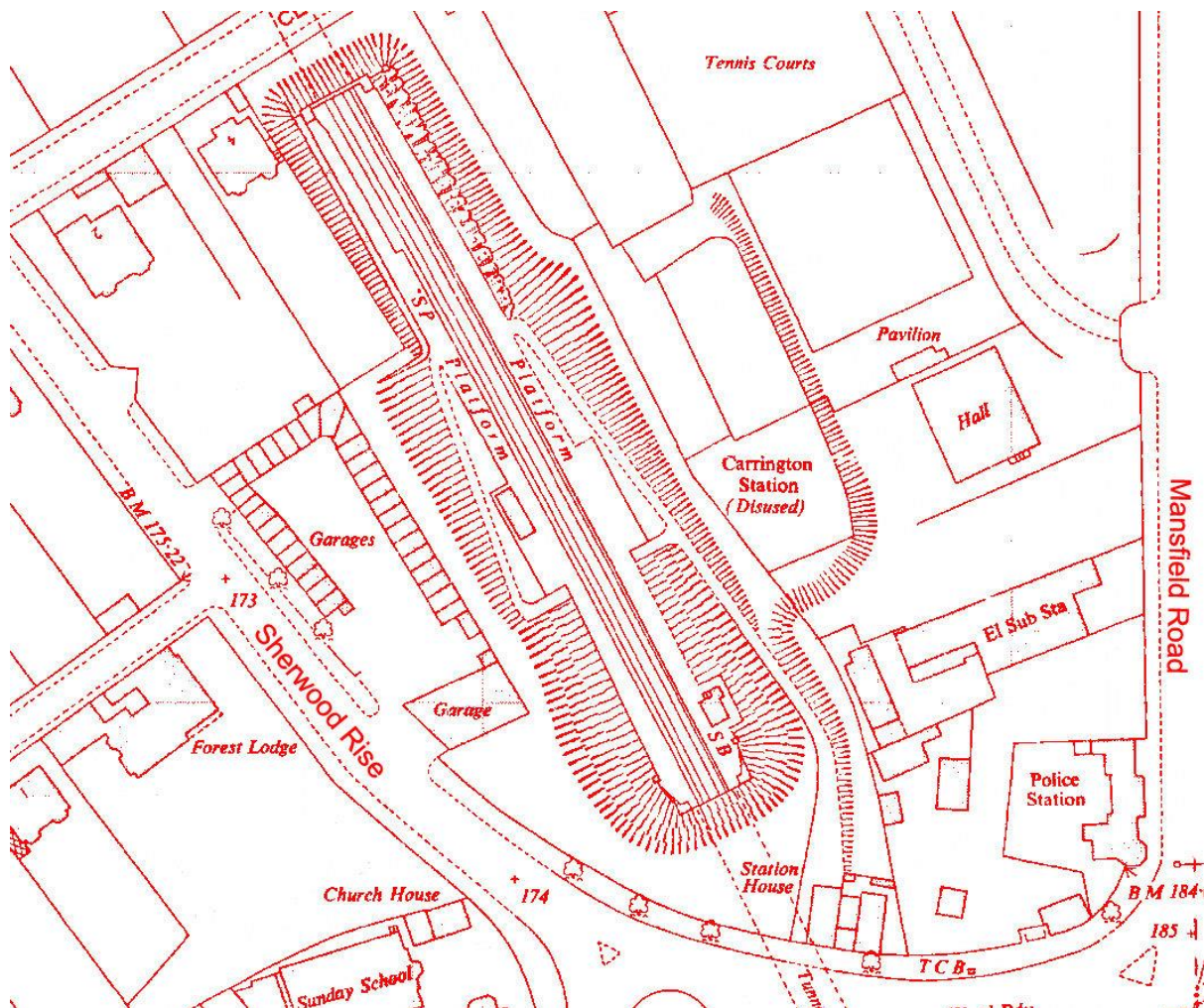
(Below) New Basford Station was an Island Platform station. The Sherwood Rise tunnel can be seen to the south in the distance. The 'Up' line to Nottingham is on the left.





After Haydn Road the line ran south in a sandstone cutting (above) before entering the Sherwood Rise tunnel, the north portal of which (below) was beneath Elton Road North, off Herbert Road. Sherwood Rise tunnel was 665yds long (608m) and emerged at Carrington Station. It was the first of two substantial tunnels that carried the line into Nottingham Victoria Station.





This 1954 OS Map shows the layout of Carrington Station (below). This was one of only two stations on the London Extension that were not based on an island-platform layout – the other was at Arkwright Street. Carrington Station was the last open section of the line before the Mansfield Road tunnel to Victoria Station. Sherwood Rise tunnel can be seen behind the train.





Carrington Station. The southern end of Sherwood Rise Tunnel opened out at Carrington Station, located in a cutting between Clumber Avenue and the junction of Gregory Boulevard and Mansfield Road. The station building (above) was at street level. The central doorway gave access to the booking office and waiting room and a long path that went down to the platforms. The section on the right was the Station Master's house. The cutting has been filled in and the site of the station building is now occupied by a new building (below) belonging to The Open University.





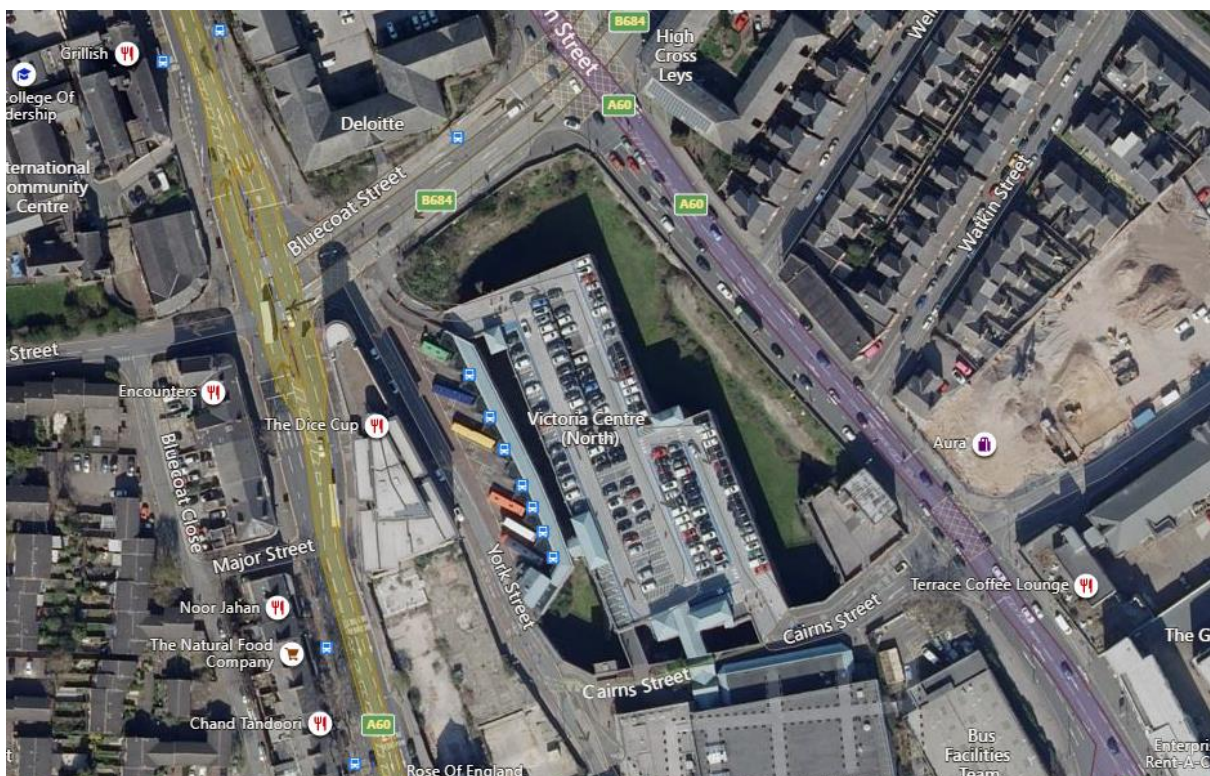
Mansfield Road tunnel was 1,189yds (1.08km) long and 120ft (36m) below ground where it passed under the junction of Forest Road and Mansfield Road. Inside it was 20ft (6m) high, lined with brick. The south portal (above) opened out into a large chasm where Victoria Station was built. The site comprised 13 acres and was 58ft (17m) deep. It was excavated after over 1,300 poor class houses were demolished, extracting over 600,000 cu yds of earth and rock. Woodborough Road is above the portal and Huntingdon Street is on the right. (Below) Today, it is hard to see the portal exit, as a large car park now occupies the site.

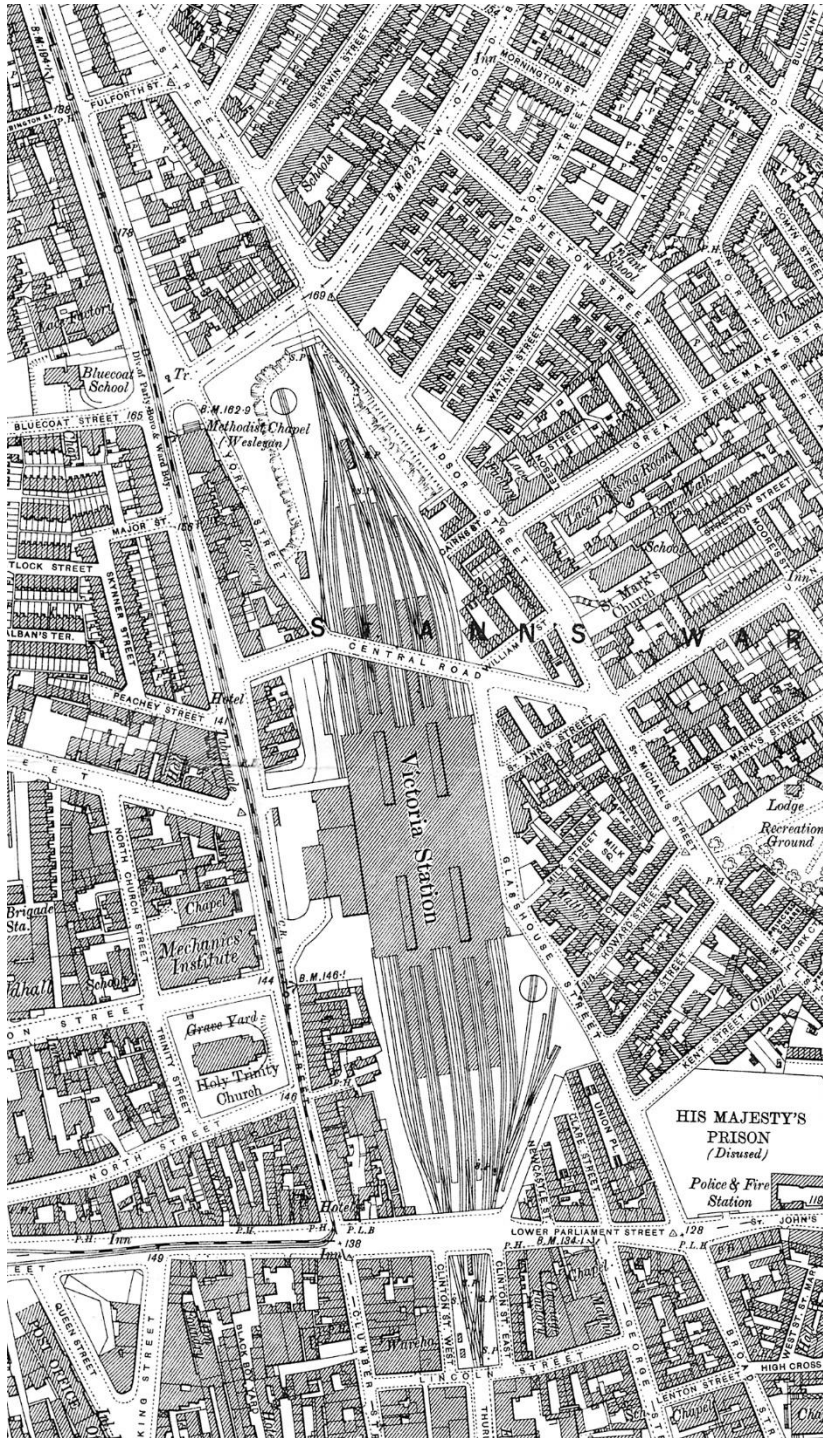




(Above) These abutments on the west side of the cutting support York Street. The bus station is to the right and the entrance to the Victoria Centre car park to the left.

(Below) This MS Bing Map image shows the northern part of the station site, now occupied by a large car park and a bus station. The abutments above are at the corner of York Street and Cairns Street.





This 1901 edition OS Map extract gives you some idea of the sheer scale of the Victoria Station site.

From the southern portal of the Mansfield Road tunnel at Woodborough Road to the exit under Lower Parliament Street in the south was 1,740ft (530m). At its widest point, the site measured 460ft (140m).

The passenger entrance, where the 100ft high clock tower stands today, was through the building on the left fronting Milton Street, opposite the chapel and the old Mechanics' Institute.

At ground level, apart from the clock tower, the blue-brick walls alongside York Street and Windsor Street, (now called Huntingdon Street) are visible reminders of the station. There are two small blue-brick walls behind the Mansfield Arms pub, now called the Six Barrel Drafthouse, and some small sections of railway brickwork at the side of the Victoria Hotel.



(Left) The north side of Lower Parliament Street, now a Boots the Chemist store, was previously open with an entrance to the station. The Milton's Head Hotel on the corner of Milton Street was a late 18th century inn.



(Above) This picture dates from 1901. Victoria Station was regarded by many as one of the finest provincial stations of its era. Designed by Albert Edward Lambert it was so grand that the Midland Railway decided that it needed to replace its rather dull station on Station Street with a more expressive building. It opened in 1904 on Carrington Street and was designed by the same architect.

Victoria had 12 platforms, of which four were double bays. The longest platform was 1,270 ft (390m) long. Even the booking hall was big, 100ft (30m) long and 66ft (20m) wide. Demolition began almost as soon as the line closed, with the new Victoria Centre opening in 1972.



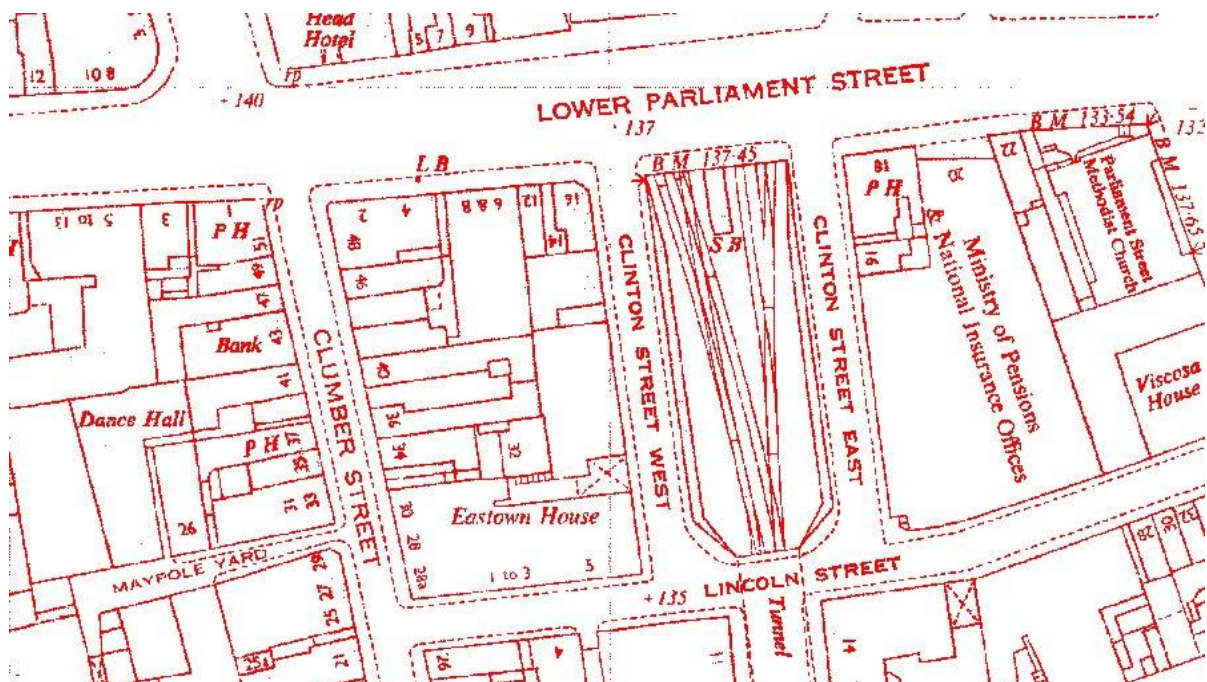


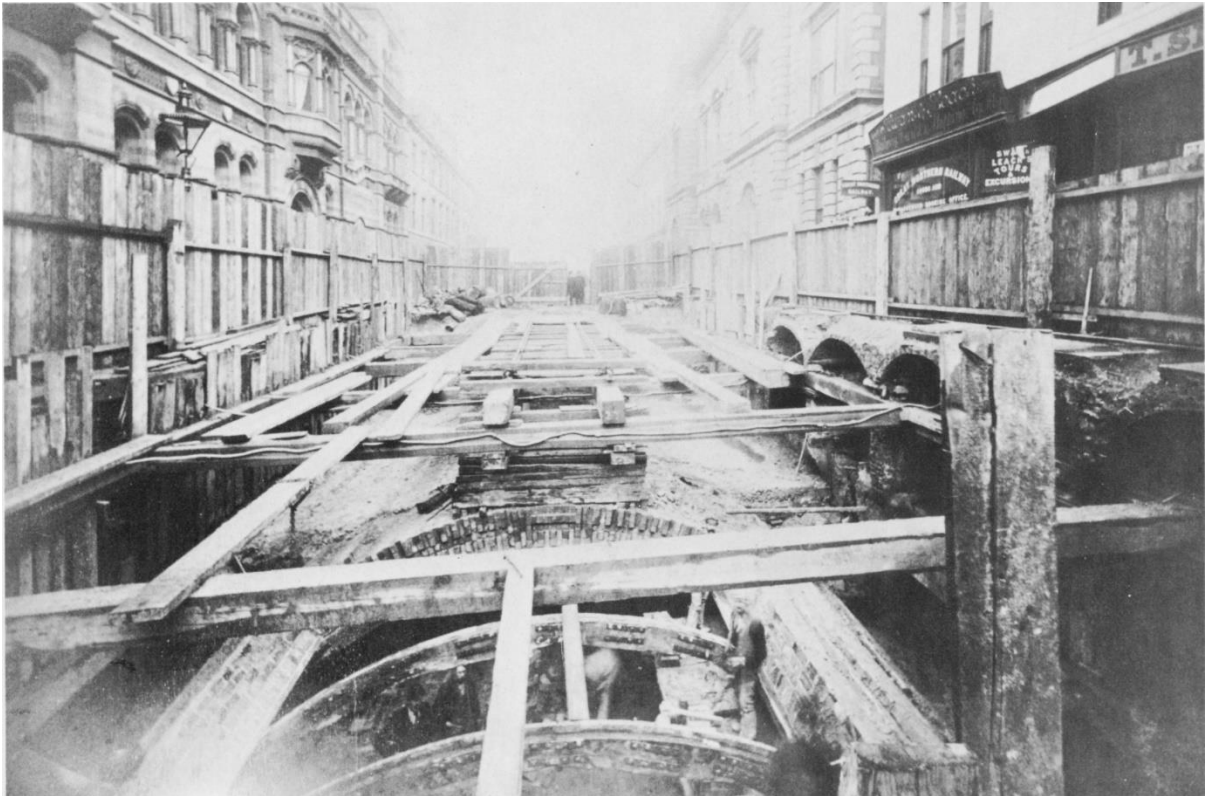
When Victoria Station was demolished, the 100ft high clock tower was retained, as was the Victoria Hotel (right). This 1982 picture shows the site in all its 1970s concrete glory, fronting Milton Street. The picture below was taken in 2015 when the centre was being revamped. Recently (2020) it has been further upgraded and is now much improved. The flats are the tallest building in Nottingham, at 256ft (72m) tall.



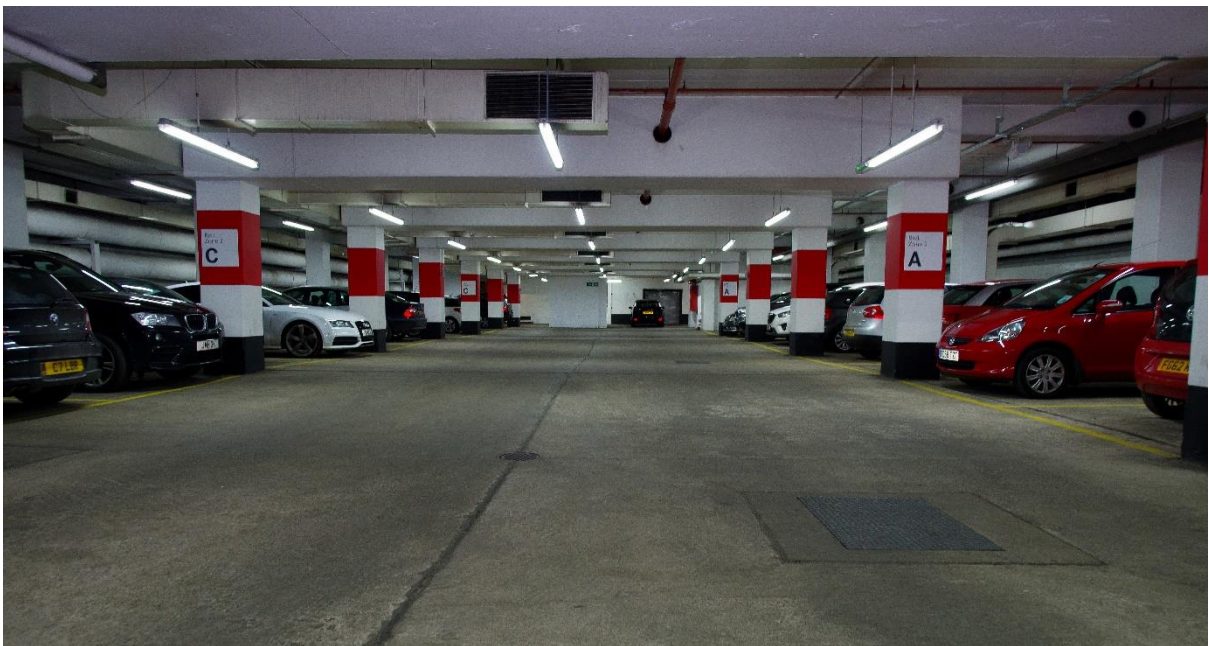


(Above) The line south out of Victoria Station passed under Lower Parliament Street bridge into an open section between Clinton Street East and West. It then entered the Victoria Street Tunnel (right), 393yds (359m) long under Lincoln Street, Thurland Street, Pelham Street and Victoria Street. The 1960 edition OS Map below shows the section at Clinton Street before it was 'capped' by a block of shops.





The tunnel south under Thurland Street was built using a 'cut-and-cover' system, where the road was dug up, the tunnel built, and the top replaced. This view is looking north towards Lincoln Street from Pelham Street, with Watson Fothergill's bank (1877) on the left and TC Hine's Corn Exchange (1849) on the right. The section from Lincoln Street to Parliament Street was originally open and contained a signal box but was later filled in with a large shop unit, recently occupied by Bonmarché and Poundland. The area underneath the shops (below) is now part of the Victoria Centre car park – the tunnel entrance south is where the black car is parked at the far end.





The Victoria Street tunnel, south out of Victoria Station, emerged at Weekday Cross (above) on the site of the original Guild Hall, which was demolished. The road on the left is High Pavement and the former Unitarian Chapel (1876) is now a pub. (Below) The southern portal of Victoria Tunnel has been demolished and the site developed as the Nottingham Contemporary, a rather controversial building. The Cross was erected in 1996 by the Civic Society.





At Weekday Cross the line emerged into the Broad Marsh area. In the picture above, Middle Hill is on the left and High Pavement on the right. The site is now occupied by the Nottingham Contemporary. The same view today (below) sees the art gallery on the site of the tunnel exit. The Old Garner's Hill steps have been rebuilt.





Out of Weekday Cross, the Gt Northern's High Level line (left) branched off east towards Canal Street and London Road. The site is now that of the new Nottingham College. The Gt Central line on the right has been replaced by a NET tramway viaduct (below). The factory in the distance is the former Meadows Mill on Queen's Road, designed by TC Hine in 1865.





(Above) These two pictures show the route south from Weekday Cross. The picture on the left is the Gt Central line viaduct that in a mixture of blue brick and steel carried the line almost a mile (1.6km) to the River Trent. The section down to Canal Street has been replaced by a new concrete structure used to carry the NET tram system. The paved area on the right, sometimes shown on maps as Sussex Street, was at the bottom of Drury Hill and led to Middle Marsh, Broad Marsh and the old open bus station, before the enclosed concrete one was built on Collin Street and Canal Street in the 1970s.

(Below) This picture by Nigel Tout shows both the Gt Central viaduct and the Gt Northern High Level line in 1975. All of this has now been demolished and the new Nottingham College is currently being built on the site. (Nigel has a great collection of railway pictures at www.nigeltout.com).





(Above) In 2003, the Gt Central viaduct down to Canal Street was replaced by a modern, concrete structure to carry the NET tram system. It was extended in 2013 and now crosses over Midland Station.

(Below) To the east of Weekday Cross, the Gt Northern High Level line had its own substantial viaduct to carry it on its way to London Road and ultimately Grantham. This picture is of Maltmill Lane in part of the old Narrow Marsh area. The site is now that of the new Nottingham College.





Canal Street. The Gt Central line passed over Canal Street on this steel lattice bridge. This was replaced in 2003 (below) when Phase One of the NET tram system was built. Trent Street is on the left in both pictures.





(Above) After Canal Street the Gt Central crossed the Nottingham Canal on a brick viaduct alongside Trent Street. It was utilised when the NET tram system was built. Trent Street road bridge over the canal can be seen in the background. (Below) From Canal Street to Station Street the line ran on this brick viaduct, now used for the NET tram system. Loxley House is on the right where the cars are parked.





At the corner of Trent Street and Station Street, which the Gt Central crossed on a lattice bridge, was the Wellington Hotel. The picture dates from 1898. The site was completely redeveloped in 2002 when Phase One of the NET tram system was built. The terminal was altered in 2013 for Phase Two when the tram line was extended over Midland Station and on to Clifton and Beeston.





This is Station Street looking east towards London Road. Midland Station is on the right. The street is now very different with the old railway bridge replaced by a modern tram viaduct, seen below in the distance. The former Granby Hotel on the left (below), built in 1886 by W.D. Pratt, is soon to be redeveloped. Loxley House (1999) and Trent House (Capital One, 1998) can be seen in the distance.





The Gt Central mainline crossed over the Midland Railway line and Midland Station on this huge 430ft (130m) long steel bowstring girder viaduct. It dominated the station and remained for a long time after the railway closed due to the enormous cost and effort required for its demolition. Ironically, it was replaced in 2013 with a similar structure to carry Phase Two of the NET tram system southwards, and includes a new tram stop for Midland Station.



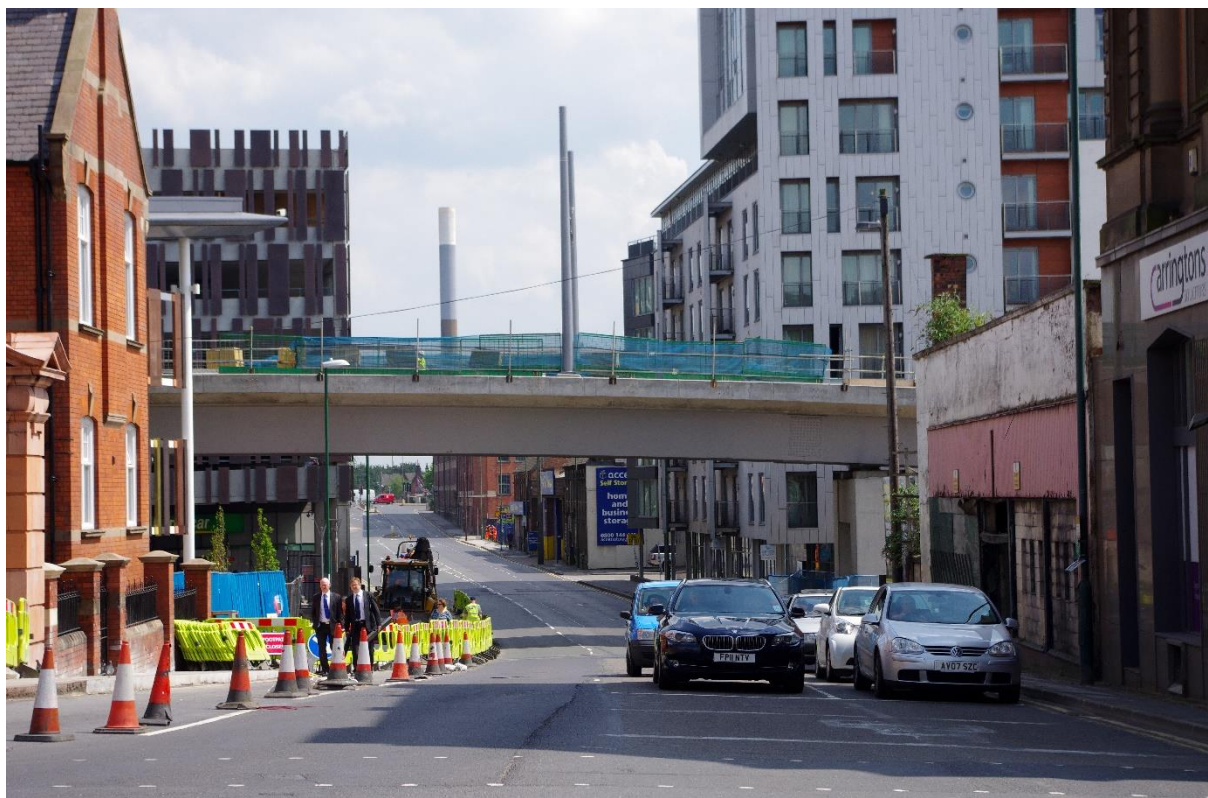


Having taken down the old Gt Central viaduct over Midland Station, in 2013 they had to put up a new one for Phase Two of the NET tram system. Whereas the old Gt Central bridge did not include a station over the top of Midland Station (the Gt Central & Midland were arch-rivals of course) the tram system has one, part of a new transport hub.





Queen's Road was built in 1843 to provide an easy route to London Road when Queen Victoria and Prince Albert came to Nottingham by train on their way to Belvoir Castle. It was a continuation of Carrington Street, built 1828, as Arkwright Street was not built until 1860. The old Gt Central bridge was replaced in 2014 when the NET tram system was extended. The pink building on the right was the Midlands Electric Picture Palace, which opened in 1911, but is about to be redeveloped.





After Queen's Road the line remained on a viaduct all the way to the Gt Central goods yard beside Queen's Walk in the Meadows. The picture above shows the remains of the viaduct where it met Crocus Street, off Arkwright Street. It was demolished in the 1980s and later replaced by the NET tram track shown below. The new Revenue and Customs building (Unity Square) is being built on the left.





The next station south after Victoria was Arkwright Street (above). Whoever took the picture did not let the print dry before picking it up, hence the fingerprint in the bottom left-hand corner: perhaps it is a clever watermark!

Arkwright Street was the only other station on the line, after Carrington, which did not use the island-platform layout. It was also the last station on the Nottingham section to close. When Victoria Station closed, trains for Rugby left from here for a short period of time.

Today it is almost impossible to see at ground level where the station was. The Google Earth image below shows the site, edged with red. It was an elevated station, located on the viaduct. Meadows Way was then called Waterway Street and Arkwright Walk on the right is very close to the line of the old Arkwright Street leading south. After the station, the viaduct crossed Kirk White Street but was demolished in 1975 when work began on the redevelopment of the Meadows.



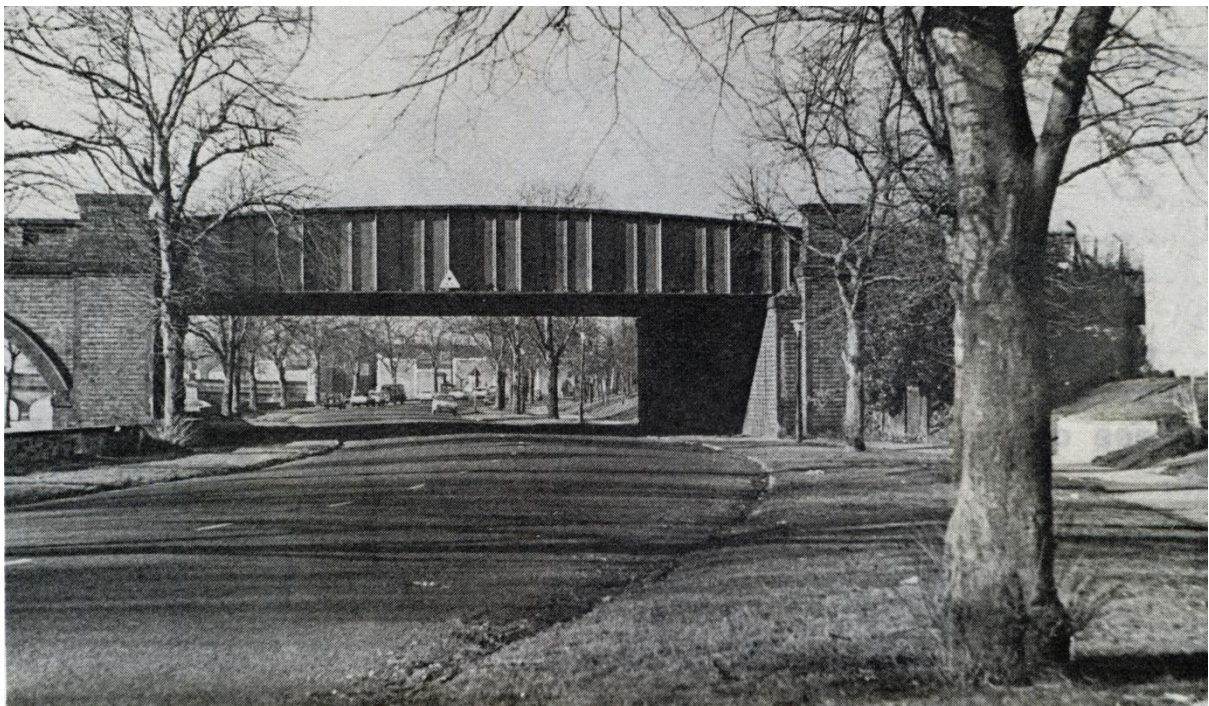


The former Gt Central Goods Offices (above) on Queens Walk, now a community centre, is all that remains of the 33 acre goods yard, shown below on the 1901 OS Map.





(Above) The line crossed Victoria Embankment on this brick and steel girder bridge, east of Wilford Toll Bridge, seen here from the east side with the embankment over the Meadows area to the right. Without an old map it is now very difficult to see where this bridge stood. (Below) This picture by H.B. Johnson, a member of the team from the University of Nottingham study group in 1979, shows the bridge from the same side. Wilford Toll Bridge can just be seen beyond the bridge.





The line crossed the River Trent on this large, four-track bridge that remained standing for a long time after closure. The only sign today that it was there is the asphalt verge (below) and a change in the colour of the stone wall where the gap was filled over 30 years ago when the bridge was demolished. The line left the City of Nottingham when it crossed the Trent – the track-bed south of the river, now part of the NET tram system, was just outside the city boundary.



This last picture is from the internet. I mentioned earlier that some bridges were only 13ft 6in (4.1m) high and this one at Wilford Lane was one of them. The South-Notts bus company used special low-decker buses on this route (Nottingham to Loughborough). It is easy to see why this bridge was demolished soon after the line closed. The site is now a level crossing for the NET tram system. (Copyright reserved where appropriate.)



Graham Woodward
November 2020 (ver 2.5)

See www.gwoodward.co.uk for more guides to Nottingham and Nottingham pictures.

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Bibliography:

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