

# Mansfield and Pinxton Railway

## Early passenger travel on the Mansfield and Pinxton Railway

**TN**  
TEACHER'S NOTES

### TITLE SLIDE

Students may be surprised to discover how crude the early forms of passenger coaches were, but they very quickly developed into romantic looking coaches and finally into what we see on the railways today. The basis of this lesson is to discover the development of passenger transport on the railways and to discuss both advantages and disadvantages.

We will look at the most well-known of those railway pioneers, George Stephenson, to see how his skills helped the railways gain a great advantage over other forms of transport. However, they were not always appropriate and sometimes caused problems.



### SLIDE 2 EXPANSION OF THE MANSFIELD AND PINXTON RAILWAY

This slide looks at how the early railway evolved, expanded and joined other railways, enabling longer distance rides.

When the railway was constructed in 1819 there was no intention of allowing passengers to travel along it, in fact no such thing had ever happened in the country. However, by the early 1830s we know that each Thursday, which was Mansfield's market day, several coal wagons were washed and simple wood benches were placed inside.

This was the first time that passengers were allowed along the rails and they thought it was great.

When the Midland Railway Company (MRC) purchased the Mansfield and Pinxton railway, they did three basic things:

- a) They created a new railway that came from a junction at The Summit, in Kirkby, and went to Nottingham, known as the Midland Leen Valley Railway. This allowed people to travel between Mansfield and Nottingham.
- b) They also extended the railway from Pinxton to join another railway at Codnor Park, known as the Erewash Valley Railway, which enabled them to travel to Long Eaton and then to Nottingham.

c) The original railway was upgraded to enable steam locomotives to travel along it.

In 1871 the company built an extension to Southwell and Rolleston, from Mansfield, which then joined other lines near Newark. Although the company didn't think that it was needed much at that time, they realised that it wouldn't be long before coal mines were to be sunk along that route and they wanted to build the first railway in that area to make sure that they got the expected coal business.

1875 saw the line being extended from Mansfield to Worksop, which connected to many more villages along the way.

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### SLIDE 2 (CONTINUED)

In 1893 the Penny Emma line opened between Sutton town centre and a new junction close to the station at Sutton Junction. It had been realised that it was a long way for people living in the town to walk to the station, which was about one mile outside the town centre. A simple shuttle service operated pulled by an engine called Penny Emma. The fare was one penny. The company was the Midland Railway and when you say the initials "M R" it sounds like "em-ar", hence the name Penny Emma.

Along the Kirkby main road two railways now crossed it, within 150 metres of each other (the original line and the new line to Nottingham), which often caused traffic jams when the crossing gates kept closing to let the trains pass; this is even with horses and carts! Therefore, in 1892, a deviation was constructed so that there was now the need for just one level crossing; the trains then re-joined their line to Pinxton, if that was their route, or went straight forward to Nottingham.

All of the above works enabled passengers to travel much further distances, especially when they were able to change trains very easily and carry on their journey to all parts of the country.

### SLIDE 3

#### PASSENGER TRAVEL

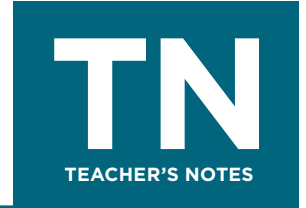
In the early days of passenger transport, it was common to place wooden benches into trucks, which is what happened on the Mansfield and Pinxton line. This enabled passengers from Pinxton, Kirkby and Sutton to travel much easier to the Mansfield market. Previously they had walked, rode horses or rode in a horse-drawn coach, which took much longer.

In 1832 William Epperstone designed and built a special coach that could be pulled by horses along the rails. Both the wagons and coach were then used for many years and much more often. Doubtless to say, it would have cost more money to travel in the coach. When the MRC purchased the railway, they designed their own coach which was used between 1847-49 (see the coloured painting on the slide by A S Buxton), until they could upgrade the railway to allow steam engines (locomotives) to run along the track.

The MRC not only built railways, but they also designed and built their own coaches and locomotives. One coach that was commonly used, around 1850, was like one that would have been pulled by horses along the roads, but just a little larger. The man who collected the fares had to sit on the top of the coach, which would have been very unpleasant in the winter or during rain. However, they quickly designed and built even bigger coaches to accommodate the countless people who were wanting to travel by rail.

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### SLIDE 4

#### HOW THE MIDLAND RAILWAY CARRIAGES EVOLVED

The slide shows how quickly the coaches developed into the much larger and more comfortable ones. The text on the left of the slide says: *“Midland Carriage Development 1839-1897. This drawing was prepared for an address on the subject given by Mr. S. W. Johnson (Midland CME) to the Institution of Mechanical Engineers in 1898.”*

Using the handout showing the designs in this slide (M&P\_L5HO1) ask the students to spot the coach that was designed especially for the Mansfield and Pinxton Railway. This would probably be the same sketch that Mr. Buxton would have used to create his colourful painting, because he produced that painting many years after that coach was used. Try and find the yellow coach, from the previous slide, on this sheet.

The early coaches had their wheels and axles fixed directly to its chassis. As the coaches got longer, more wheels were needed but those fixed wheels would have caused difficulties when turning corners. The idea of using “bogies” was developed, where the wheels were attached to a separate chassis – one at each end of the coach – and were only joined to the body of the coach by large pivots, to allow more flexibility around corners.

### SLIDE 5

#### MANSFIELD AND PINXTON CARRIAGES OVER 200 YEARS

Passenger travel improved greatly from the Victorian era to present day:

- The top photograph was taken in the early 1900s as the passenger train crossed over the Hermitage viaduct. By then most coaches had bogie wheels – four wheels at either end. Before then coaches had an additional set of wheels in the middle of the coach and all axles were fixed directly to the coach chassis – these were known as three-rigid-axle coaches.
- The middle photograph was taken around 1960 and shows one of the last type of carriages and steam engines used on this line before passenger services were cut in 1964 (known as the Beeching Cuts). Bear in mind that several different types were in use at this period, depending on the need. For instance, coaches with toilets would be used on the longer distance trains.

Most coaches had separate compartments, but some coaches had long corridors, while others had separate doors directly into the compartments.

- The bottom photograph is of a modern Diesel Multiple Unit using the line (photograph taken at Mansfield station 2019). These are passenger trains that have both their engine and passenger carrying facilities within the same unit; the engine is underneath the coach and the driver’s cab at the front. This type of unit is common on the shorter distance runs but when longer distances are involved, such as from Nottingham to London, then much larger diesel engine locomotives are used which pull several open (not having compartments) carriages with toilet facilities.

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### SLIDE 6 STATIONS

Since passengers were not meant to ride on the railway in 1819 there were no stations built. When they started to travel in the trucks the passengers climbed in from what is known as a “wharf”, which is like a station platform but only meant to load goods into the wagons. Those wharfs would be busy with men pushing barrows or driving horses and carts.

When the MRC purchased the line and introduced proper passenger services, they built a station in Mansfield, but even that was about 50 metres from the actual railway, so passengers still had to use the wharf to get into their carriage; the station was a simple ticket office and waiting room. However, they did build proper stations, directly adjacent to the railways, with platforms, at Sutton Junction, Pinxton and at Kirkby but the last one was on the new railway that ran to Nottingham and not on the original line.

In 1872 the MRC extended the station buildings at Kirkby, to provide waiting rooms and shelters over the platforms. The biggest improvement at that time was to build a new station at Mansfield, which is the one that still stands today. Originally it included a huge glass roof that covered the platforms so that everyone would be protected from the weather as they waited for their trains.

### SLIDE 7 GEORGE STEPHENSON

George Stephenson became the most prominent of both railway and locomotive developers. Steam engines had only just been invented when the Mansfield and Pinxton Railway line was created which is why horses were used to pull the trains at first.

The following few slides provide an overview of the life and works of George Stephenson. George wasn't involved in the Mansfield and Pinxton Railway although his son, Robert, did write to John Coke in 1829 with the basic performance details of the Rocket, no doubt with the intention of trying to sell these engines. The first letter from Robert to John Coke (who was in charge of the Mansfield and Pinxton Railway) from George Stephenson has been copied (as it would originally have been handwritten) for Handout M&P\_L5HO2.

- George was born 9 June 1781 in Wylam, Northumberland, which is near Newcastle.
  - His parents were too poor to send him to school.
  - When he was 17 he got a job as an engineman at a nearby colliery, which meant looking after a static steam engine. He also made shoes and mended clocks to earn extra money.
  - He understood the importance of education and at 18 he went to night school to learn how to read, write and do arithmetic.
- He got a new job in 1801 as a brakesman, where he controlled the steam-driven colliery cage that lowered the men down into the coal mine. When the steam engine broke-down he told his boss that he could fix it, which he did, and was promoted to become an engine-wright and through further study became an expert in steam-driven machinery.
  - He built his first locomotive in 1814 (see next slide) for his employers, to be used around the local coal mines. With his knowledge of how these engines interacted with the rails and up gradients he soon became proficient at constructing the railways and so he became a civil and mechanical engineer (building railways and the steam engines).
  - Because of his expertise and many successes throughout his lifetime he became known as 'The Father of Railways'. He taught his son, Robert, in the same skills and he followed in his father's footsteps.
  - George died in 1848 aged 67 and was buried in Chesterfield. There is a statue of George in front of the Chesterfield railway station.

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### SLIDE 8 GEORGE STEPHENSON MAKES HIS FIRST TRAVELLING STEAM ENGINE

- In 1814 he designed and built his first travelling steam engine (for his employer) and called it the Blucher. This engine pulled coal wagons along the Killingworth wagonway. This was a success and he proceeded to build a total of 16 such engines.
- Blucher could pull 30 tons of coal up a hill at 4 mph, which was far superior to the performance of horses. These engines were built in the colliery workshop, which was behind his home.
- George realised that the type of rails used was also very important and he continued to improve the railways so that they could cope with heavier loads.

### SLIDE 9 LOCOMOTION

- George established his own business, with a partner called Mr. Pease, to construct railways and build the steam engines which became known as locomotives. He employed his own son, Robert, who quickly became equally skilled as his father.
- He was employed to survey the land for the Stockton to Darlington railway in 1821 and started construction the following year. The line opened in 1825.
- He also designed the first steam engine to go onto this new railway, called Locomotion. The company built several more engines for the same line.
- George realised that if different railways were to be joined, to enable longer journeys, there would be a need for all the railways to have the same width, known as Gauge. The rail gauge he chose for this railway was 56.5 inches which has become the standard gauge across the world.

### SLIDE 10 ROCKET

- George won the contract to construct the Liverpool and Manchester Railway, which was to be 60 miles long. He finished the railway in 1829. The rail owners asked several companies to design locomotives for the line. A competition was held in October 1829 to see whose engine was the best.
- George built his engine and called it "Rocket". It was jointly designed with his son Robert, who built it in their own workshops in Newcastle while his father, George, was busy constructing the railway. Rocket won the race along the new track which enabled him to build many more engines for the Liverpool and Manchester Railway.
- He, his son and business became famous as both railway engineers and locomotive engineers.

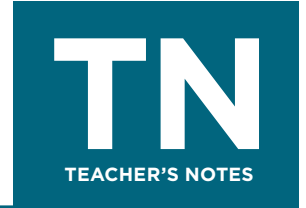
### SLIDE 11 STEAM LOCOMOTIVES IMPROVED VERY FAST

George Stephenson had stiff competition from many competitors. Many new railway companies were created to both build railways and their own locomotives. Since this was a very expensive business these companies were mostly formed by several businessmen joining together and inputting their wealth. Each company wanted to be successful and consequently from the 1830s we enter the period where Railway Mania set in and new railways were being built across the British Isles. Each company wanted to be better than the others and consequently steam locomotives improved at a rapid pace.

The two left images on this slide were designed by engineers working for the MRC and were quite possibly seen working on the Mansfield and Pinxton line from c1849-1900. The right-hand photograph is of another MRC locomotive; photograph taken in 1910 near Bestwood.

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### SLIDE 12

#### 1850 TIMETABLE MANSFIELD TO NOTTINGHAM

This is an extract from a timetable of 1850 that shows the amount of trains and the time that it took between the stations.

- The trains took 55 minutes between Mansfield and Nottingham and stopped at eight stations in between.
- In 2020 the journey takes between 33-36 minutes, but these trains only stop at 4 or 5 stations.
- This shows that the earlier trains were more flexible, by stopping at more stations on the way. During the Victorian era there were also many more operating railways than there are today, which connected many more villages to the rail network.

### SLIDE 13

#### STATIONS ON THE WAY TO NOTTINGHAM

When the new line to Nottingham was opened in 1848 the MRC constructed many station buildings along the route, including: Mansfield, Sutton (Sutton Junction), Kirkby (East Kirkby), Annesley, Newstead, Linby, Hucknall, Bulwell, Basford, Radford, Lenton and Nottingham. They were not all open when the railway commenced business but were built by 1850.

The stations on the slide include:

- Kirkby, which initially had a station and platforms, but the waiting rooms and platform shelters came later, in c1872. This station was well placed for those living in the new East Kirkby but was a mile away from the old village of Kirkby, around Kirkby Cross, and neither did it serve the Mansfield to Pinxton route.
- Hucknall station was well placed but would have become very noisy and smelly when the coal mine was built right next door to it.
- Annesley station was a long way from the village but would have been quite convenient for the "Annesley Rows" which were built about 20 years later. Again, just like Hucknall, a coal mine was later built next door to it.
- Sutton Junction Station was the first station to serve the town but was one mile out of the town centre. In 1893 the MRC built the Penny Emma railway to enable those living in the town centre to get to it much easier (the line had opened the previous year for freight trains).

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### SLIDE 14

#### PASSENGER TRAVEL

We don't know of any early passenger statistics on this railway but what we can do is to compare the number of services being run for them.

- **1832:** One wagon with benches travelled along the line every Thursday. This was a simple coal wagon that had been hosed down and bench seats put in. We have one report from the diary of W. F. Moss which says: 6th August 1838: *"Annesley Woodhouse Missionary meeting, a pleasant afternoon 23 of us went from Mansfield in one of the railway wagons and a pleasant ride we had..."*
- **1842:** One coach and one wagon with benches travelled along the line more often. We don't have any statistics but with such comments as those made by W. F. Moss, we realise that this mode of transport was running more often than just for market days.
- **1852:** Four steam engines pulling coaches went to and from Nottingham every day (two on Sunday). Timetables now show us just how many trains were running but sadly we don't know how big the coaches were or how many formed each train.
- **1902:** 76 passenger trains stopped at Mansfield station each day. When you count the amount of freight trains going through this station each day some historians believe that Mansfield station was busier than Clapham junction, which was reputedly the busiest station in the country. Whether right or wrong we can easily imagine that the Mansfield and Pinxton line had become one of the most important and busiest railways in the region or even country.

Victorian passengers travelled on the railways for the same reason as many people do today. However, we need to remember that this was their main mode of transport - they didn't have cars and public horse-drawn coaches were declining over this period, although the richer people still had their own horse-drawn coaches.

- **Going to work:** We know that by the end of the Victorian era that special trains were being laid on for workers, which shows that people were now starting to commute to work rather than taking up jobs within walking distance to where they lived.
- **Shopping:** Even the lower classes were beginning to have money to spend on those little luxuries, but they may well have had to travel into Nottingham to find what they wanted. Businessmen like W. F. Moss could travel further afield to buy supplies: A quote from his diaries says: 21st February 1874: *"Caroline (William's wife) has gone to Nottingham, her object in going to buy some hampers, straps, etc. She left by the 8.25 train and returned by the one due at 3pm, having made her purchases and left the goods to follow by luggage train."*
- **Visiting friends and family:** People moved from town to town to find employment, which separated them from their families. Now the trains made it easy for them to pay visits to their families and friends.
- **Day trip:** Many people had been working six days a week and going to church on Sunday, but now a lot of workers no longer had to work on Saturday. This enabled all classes of people to go on day trips to either local attractions or even the seaside. Popular local places included Nottingham, Bakewell and Matlock. Thomas Cook introduced the first rail excursion in 1841.

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### SLIDE 15

#### WHY TRAVEL TO NOTTINGHAM?

The easy train ride into Nottingham began to offer entertainment to a many more people. Prior to rail travel it would have been difficult for people from places like Sutton, Kirkby and Pinxton to travel to the larger towns for entertainment and shopping. It would have taken far too long for road travel to get to Nottingham and back in one evening, for instance, to visit the theatre, but now it became possible. Nottingham offered attractions such as:

- Nottingham Castle being opened to the public from 1878
- The Theatre Royal opened in 1865
- The Malt Cross Music Hall opened its doors in 1877
- The choice of shops was far bigger than any of the smaller towns and villages. The trains also enabled more people to travel to more markets, where goods could be obtained either cheaper or fresher than in the shops.

### SLIDE 16

#### EXCURSIONS

Apart from the ease of transport the railway companies started to create special excursions to places all over the mainland. These excursions would take out the anxiety of having to work out your own routes, these trains would take you directly to places of interest and bring you back.

Some excursions were just for the day, but others were offering holidays that would last a few days. Even private companies were organising their own trains for special events, such as football clubs. When Mansfield Town played against Blackpool in the F A Cup seven trains departed for Blackpool specially for the occasion.

### SLIDE 17

#### DON'T FORGET TO BUY YOUR TICKET!

This slide is here to show examples of old tickets. Look at the differences:

- Two are for excursions
- Some are for third-class travel
- One is a second-class ticket
- Most are return tickets, but one is for just one-way



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### SLIDE 18

#### WAS IT ALL GOOD?

We have painted a great picture of the railways so far, but they did have their problems and they weren't able to please everyone.

- People were forced out of their houses and lost land to build the railway. When the railways were first built many people were forced to sell parts of their fields to the railway companies to enable the lines to be constructed. However, when those railways crossed towns and villages many people lost their homes and business properties and were forced to find new places to live. There were many unhappy people.
- Dirty washing from the steam engine's chimneys. Living close to a railway meant that the dirty smoke and soot settled on people's homes and especially on their clothes that were outside drying on the clothesline. This made many housewives angry. Inside the houses dust built up much quicker when living close to a railway. The smoke from the trains would also help to rot net curtains.
- Some people thought that if a train went too fast you would not be able to breathe and would quickly die. They also thought that the speed would cause other health problems.
- Not flexible enough. Although the rail network had opened up a whole new world for travel, especially on the longer distances, it never became as flexible as the local stagecoach or owning your own horse or horse and cart. When you arrived at a train station you may well have needed to walk several miles to where you were going or pay extra for a road coach driver to take you to your destination. Not all villages were connected or at least not directly.
- Carters and stagecoach drivers lost jobs, especially those who operated the long-distance routes, because their services were no longer needed. However, those who operated locally learnt to work with the train services by taking people to where they wanted to go, much like our modern-day taxi services.

### SLIDE 19

#### MOTOR VEHICLES BECAME A THREAT TO TRAINS

Throughout the Victorian era the train companies provided most of the long-distance transport, however from the 1890s there was an interesting new form of road transport. The "Pioneer" was a steam-driven road coach and it was used in Mansfield for a time (seen on the slide). These didn't prove too much of a threat to the railways because they mostly operated over short distances and were unreliable.

However, around the same time petrol-driven vehicles, both coaches and private cars, started to appear and soon became competitive. Although not many people could afford cars initially, the petrol coaches (and later diesel coaches), which we often call buses, started to take customers away from the trains because of their flexibility of not having to rely on railways to travel on; they could go virtually anywhere, as long as there was a road. A register of cars taken in 1903 shows that there was just 18 people who owned cars in Mansfield, three in Sutton and nobody owning a car in Kirkby. However, 20 years later, after the First World War, the story was rapidly changing.

In the meantime, there was also competition from the town trams. These were a cross between railway trains and buses and were powered by electric motors. They ran on railways which were built into the normal roads and received their power from overhead cables, the same as the modern trams in Nottingham or Sheffield. These would travel several miles but were never a real threat to long-distance train travel. By the 1930s even this mode of transport started losing out to the petrol and diesel buses, along with the private cars and taxis.

Such was the competition that slowly the railway trains were losing passengers, which prompted the Beeching Cuts of 1964, to prevent further losses for the train operators.

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### LEARNING ACTIVITIES

1. Use the handout M&P\_L5HO2 George Stephenson and the early railways to answer the questions in the below quiz.

#### Part 1: The development of passenger services along the Mansfield and Pinxton Railway (10-15 minutes each)

1. How did the first passengers travel on the Mansfield and Pinxton Railway?

**Answer:** In open wagons with bench seats.

2. How were those first passenger trains pulled along the Mansfield and Pinxton Railway?

**Answer:** By horses.

3. When did the first passengers travel between Mansfield and Nottingham?

**Answer:** 1848, although they had to change from horse-drawn to steam-pulled trains at The Summit.

4. When were the first railway stations built on the Mansfield and Pinxton line?

**Answer:** 1848-1850.

5. In 1892 (1893 for passengers) the Penny Emma railway opened. Where did the name Emma come from?

**Answer:** M&R sounded like 'Emma' and the fare was a penny.

6. Where did the Penny Emma line go to and from?

**Answer:** It ran between Sutton town centre and the Mansfield and Pinxton Railway at Sutton Junction.

7. What was the name of the company that purchased the Mansfield and Pinxton Railway Company?

**Answer:** Midland Railway Company.

8. Why were some housewives angry about the new steam locomotives going past their houses?

**Answer:** When they hung their laundry up to dry outside the smoke and soot from the engines would spoil their clean washing.

9. Name three things that passengers might have visited Nottingham for?

**Answer:** Shopping, Music Hall, Theatre or Nottingham Castle.

10. How many passenger trains stopped at the Mansfield railway station each weekday in 1902?

**Answer:** 76.

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### Part 2: George Stephenson, steam locomotives and other developments (10-15 minutes each)

11. Where was George Stephenson born?

**Answer:** Wylam, Northumberland (near Newcastle).

12. What was the name of his first travelling engine (locomotive)?

**Answer:** Blucher.

13. How fast could his first engine travel when pulling 30 tons of coal uphill?

**Answer:** 4 miles per hour.

14. George's son helped him build the Stockton and Darlington railway; what was his son's name?

**Answer:** Robert.

15. What was the name of his locomotive that won the race on the Liverpool and Manchester railway?

**Answer:** Rocket.

16. What do we call a lightweight electric train that runs on railways along our roads?

**Answer:** Tram.

17. Name at least three types of vehicles that took passengers away from railway trains.

**Answer:** Car, tram, petrol and diesel buses or steam coaches.

18. George Stephenson wrote to John Coke to try and sell him his new and improved 'Rocket'. Where did he address the letter to (John's home)?

**Answer:** Trusley Old Hall, Sutton on the Hill, Derbyshire.

19. Why did some people think that you would die if you went too fast on a train?

**Answer:** You would not be able to breathe.

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TEACHER'S NOTES

## LEARNING ACTIVITIES

2. Take a look at the posters and timetables on Handout 3 (M&P-L5HO3 - Promotional posters) (30 mins - 1 hour)

Pupils should consider what they have learnt about the early railway and the leisure activities available in Nottingham and create their own poster to advertise rail travel for a day out in Nottingham.

Posters should be eye-catching and include the cost of a return rail fare, departure and return times, and the attractions awaiting passengers.

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## LEARNING ACTIVITIES

3. Give pupils handout M&P\_L5HO4 - timetables and questions sheet M&P\_L5HO4i) (20 mins)

From 1849 steam engines replaced horse-drawn trucks and carriages and people living in Mansfield or Kirkby-in-Ashfield or any other town or village along the line, could travel to Nottingham. Following is part of a timetable for trains travelling between Mansfield and Nottingham in 1902:

### MANSFIELD, SUTTON-IN-ASHFIELD AND NOTTINGHAM 1902

	Morning	Morning	Afternoon	Evening
Mansfield	5.50	9.38	4.05	10.33
Sutton Junction	5.56	9.44	4.11	10.36
Kirkby-in-Ashfield	6.00		4.15	10.38
Annesley	6.05		4.19	10.45
Newstead	6.08		4.22	10.48
Linby	6.12		4.25	10.52
Hucknall	6.15	9.56	4.29	10.56
Bulwell	6.20		4.35	11.03
Basford	6.24		4.40	11.07
Radford	6.28		4.45	
Lenton	6.31		4.48	
Nottingham	6.36	10.08	4.53	11.16

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A. Work out how long it takes to travel from Mansfield to Nottingham for each of the 4 trains shown in the above timetable.

**Answers:**

- a. 46 minutes.
- b. 30 minutes.
- c. 48 minutes.
- d. 43 minutes.
- e. Then say why you think the times are different at different times of the day.

B. How long will it take to travel from Kirkby to Nottingham on the first train of the day?

**Answer: 36 minutes.**

C. How long will it take to travel from Sutton Junction to Basford on the last train of the day?

**Answer: 31 minutes.**

4. Obtain an up-to-date Robin Hood Train timetable, which includes parts of the old Mansfield and Pinxton line, from [www.eastmidlandsrailway.co.uk](http://www.eastmidlandsrailway.co.uk) and set some questions to:

- a. Compare times between the present timetable and those of the 1902 trains.
- b. See how long it takes to get between various stations.

### OTHER SUGGESTED RESOURCES

#### Early railways

- [www.nationalarchives.gov.uk/railways/](http://www.nationalarchives.gov.uk/railways/)
- Motion and Means: Mapping Opposition to Railways in Victorian Britain: [www.mtholyoke.edu/courses/rschwartz/ind\\_rev/rs/denault.htm](http://www.mtholyoke.edu/courses/rschwartz/ind_rev/rs/denault.htm)

#### George Stephenson

- [www.theschoolrun.com/homework-help/george-stephenson-and-the-development-of-the-railway](http://www.theschoolrun.com/homework-help/george-stephenson-and-the-development-of-the-railway)
- [www.twinkl.co.uk/blog/george-stephenson-facts-for-kids](http://www.twinkl.co.uk/blog/george-stephenson-facts-for-kids)

#### You Tube videos

- Electric tram in Nottingham, which also shows horse-drawn wagons and coaches: [player.bfi.org.uk/free/film/watch-tram-rides-through-nottingham-1902-1902-online](http://player.bfi.org.uk/free/film/watch-tram-rides-through-nottingham-1902-1902-online)
- Early train film: 'View from an Engine Front - Barnstaple' (1898): [www.youtube.com/watch?reload=9&v=dziGmOLe3KU](http://www.youtube.com/watch?reload=9&v=dziGmOLe3KU)
- From steam to diesel 1958, shows snippets of very early coaches: [www.youtube.com/watch?v=pZf9uSaXwQc](http://www.youtube.com/watch?v=pZf9uSaXwQc)