

Was the creation
of the Mansfield
to Pinxton Railway
good for everyone?



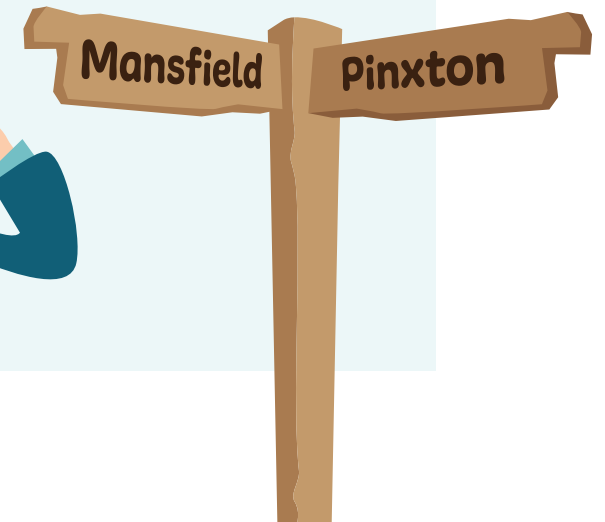
well read
informed communications

This education Pack developed by Kate Dawson at Well Read in consultation with local heritage groups and schools. Particular thanks to Denis Hill, Heritage Consultant for his help providing historic background.

M&P_L2TS

at Mill Waters heritage site

The idea of creating a railway to join Mansfield with the canal at Pinxton



William Bentinck

the 4th Duke of Portland

The Duke of Portland owned the land around Sutton and Mansfield.

He cared about local businesses and the poor. He thought the railway was a good idea, as it would help local businesses to sell their goods further afield, and also bring coal into the area to fuel the factories.

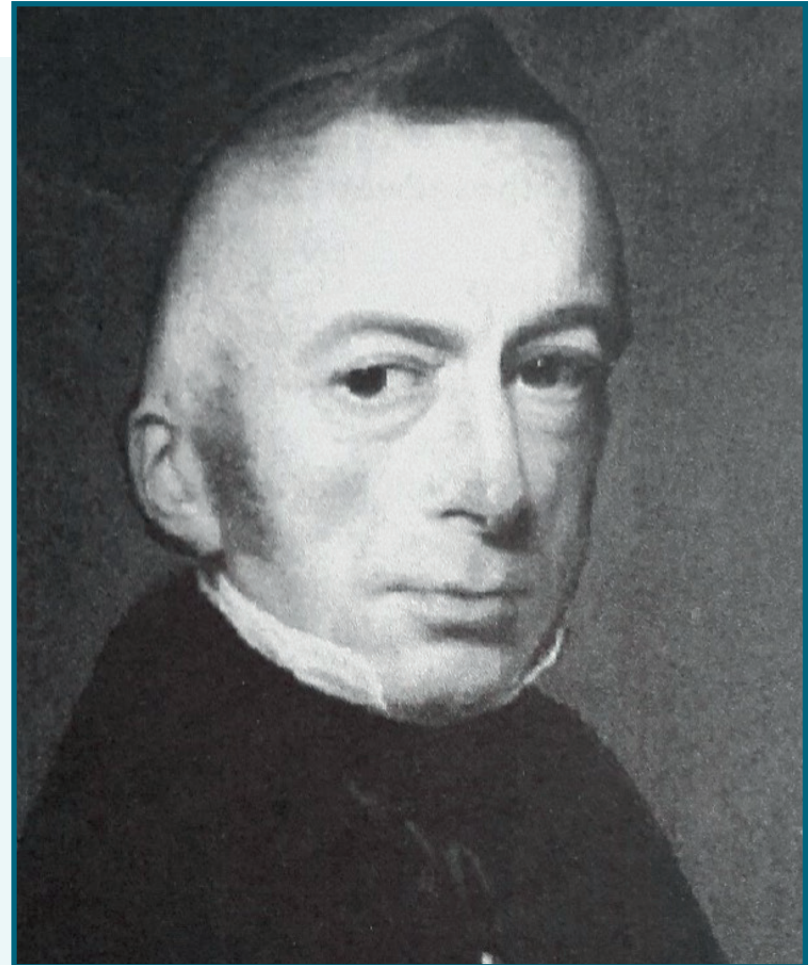


John Coke

John Coke came from a wealthy family that lived in Pinxton.

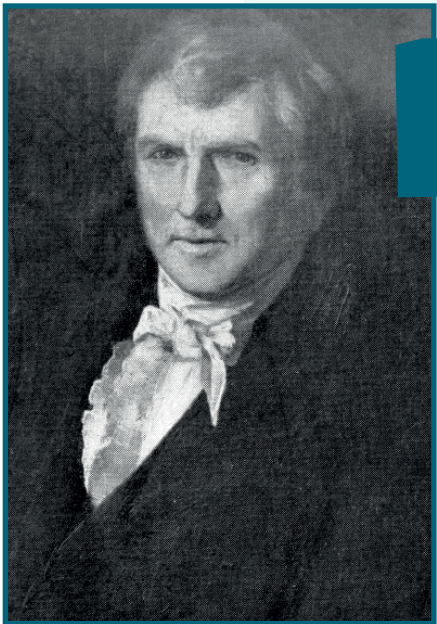
John took over the family's business interests when his father, the Rev'd D'Ewes Coke, died in 1811.

Pinxton had a lot of coal beneath the ground and John realised he could make more money if he could sell it to the many factories springing up around Mansfield.



Josias Jessop

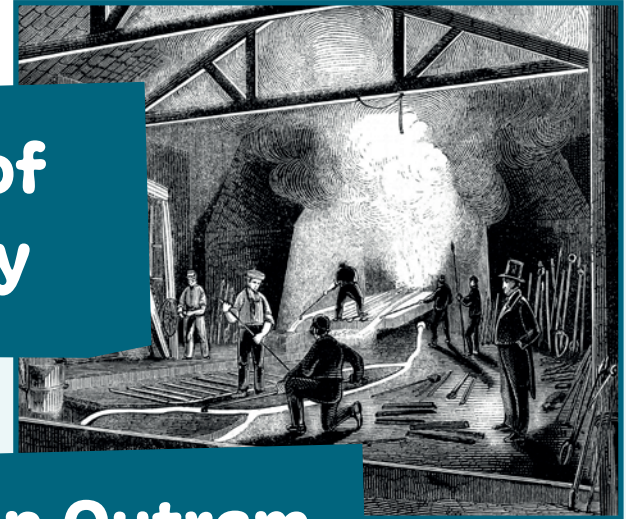
son of William Jessop - Engineer of the Mansfield and Pinxton Railway



William Jessop

Josias' father was William Jessop.

William was known as the father of civil engineering and built many canals.



Benjamin Outram

Benjamin Outram worked with William as a young man.

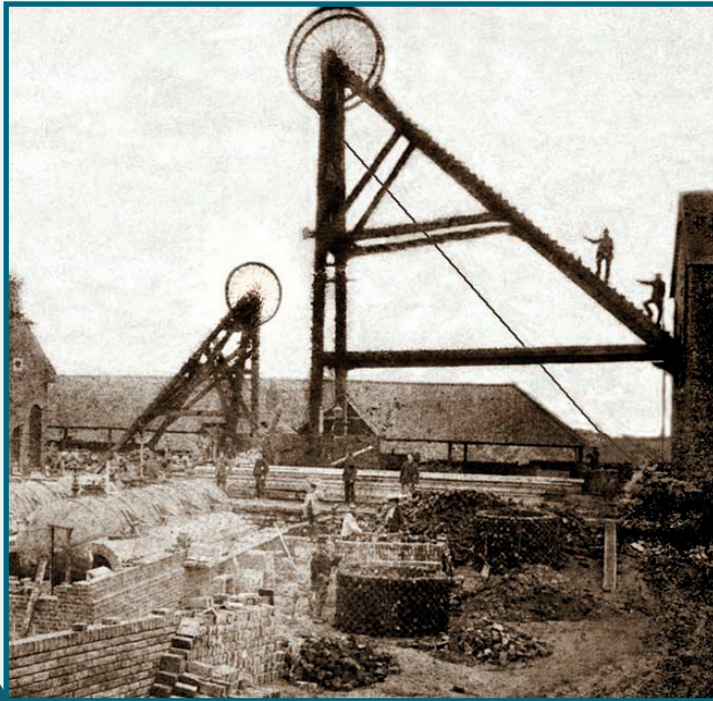
He went on to establish the Butterley Son ironworks. William's son, also called William, took over the ironworks when Benjamin died. The company supplied the fish belly rails for the Mansfield and Pinxton Railway.

Arguments for the creation of the Mansfield and Pinxton Railway





Opposition to the railway



There was lots of coal at Pinxton. The owners of the shallow mines closer to Mansfield (in Teversal and Skegby) were worried that the sale of Pinxton coal would steal their business.

John Coke asked the Duke of Portland to delay taking the proposal to Parliament to give him time to sink new mines at Pinxton so he would make more money.



The downsides for John Coke

John had to invest more money than he had planned.

He was also asked to pay (with others involved in the railway) for alterations to Pinxton wharf by the Cromford Canal company to adapt it for the extra loads.

John fell out with a lot of people about money and could not face the opening celebrations.

John received a threatening letter from a group of farmers, calling themselves 'Swing', warning him not to increase the cost of his coal.

'Swing' was the name of a protest group that set fire to hay ricks as a reaction to the bad treatment of farmers who had lost their right to farm common land.



Approval for the railway proposal

The proposal was approved by government through an 'Act of Parliament'.

An Act of Parliament is a 'Bill' (or proposal) that has been approved by both the House of Commons and the House of Lords and been given Royal Assent by the Monarch.



Dangers of working on the railway

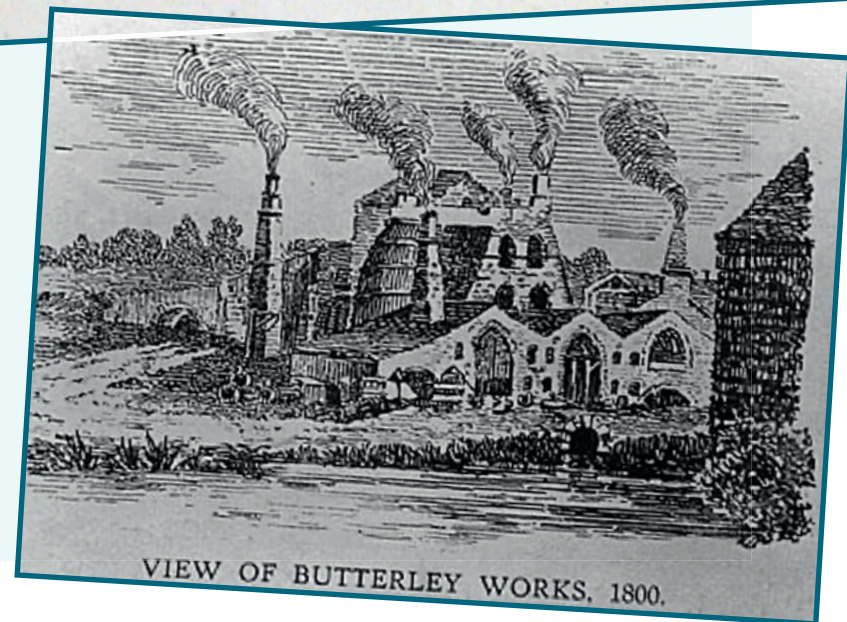


The decline of Cromford Canal

The canal continued to transport goods to the new Mansfield and Pinxton railway – loading at Pinxton Wharf (and Mansfield).

By 1840 it was an important means of transporting steel from Butterley ironworks to build other railways.

Once the railway network grew, the canals were too slow in comparison.



How the railway helped Mansfield

Goods could be transported further to help local industries to make money - mainly from the foundries and maltings.

Passenger transport was eventually introduced, providing new opportunities for shopping and leisure.



The opening celebrations

