

THE
RAILWAY CORRESPONDENCE AND
TRAVEL SOCIETY

ITINERARY OF THE

GYPSUM LINES RAIL TOUR

SATURDAY, 10th SEPTEMBER, 1960

GYPSUM LINES RAIL TOUR

I T I N E R A R Y

This tour is divided into two parts. The first part affords members and their friends the opportunity of a journey over the interesting private railway between Kegworth and Kingston-on-Soar, owned by the Gypsum Mines Ltd.

The second part is a journey over the Gotham Goods branch of the former Great Central Railway, so far as is known, the first occasion on which passengers have been conveyed over this branch.

Background Note.

Gypsum is a soft whitish mineral consisting of Calcium Sulphate, and has been mined in this area for centuries. The finest type of Gypsum is known as Alabaster, and is used as an ornamental stone for internal work. e.g. in Churches. Nearly all the Gypsum from Kingston mine is now crushed and used in the manufacture of building plasters, plasterboard, dental plasters, cement, paper, paint, fertilizers and many other products.

This mine is the last Gypsum mine in the country to make use of a shaft, and it is likely to be converted to a 'drift' mine in the near future. The Railway carries 1500 - 2000 tons of crushed stone per week from the works to the main line at Kegworth, and two trips each way per day are normally operated

SECTION 1.

Historical Information.

The Gypsum Mines Railway is standard g^o.ge, and was constructed in 1883; and between that date and 1885 was worked by horses. The incidence of runaway wagons caused the company to purchase a locomotive from the nearby works of the Falcon Engine Co, at Loughborough, (now Brush). This locomotive was named 'Lady Margaret' after the second Lady Belper. The line was originally known as Lord Belper's Mineral Railway, but changed

its title in 1903, and is now owned by the Gypsum Mines Ltd., Kingston-on-Soar.

The original locomotive 'Lady Margaret' (o/c 0-4-0 ST, F. Lion Engine Co. 81/1885), was scrapped and the company now owns two locomotives as follows:-

LADY ANGELA - o/c 0-4-0 ST Pecket 1690/26.
- - - o/c 0-4-0 ST W.G.Bagnall 1575.

'Lady Angela' is named after the third Lady Belper, and this locomotive will be used to haul our train

Description of the Route.

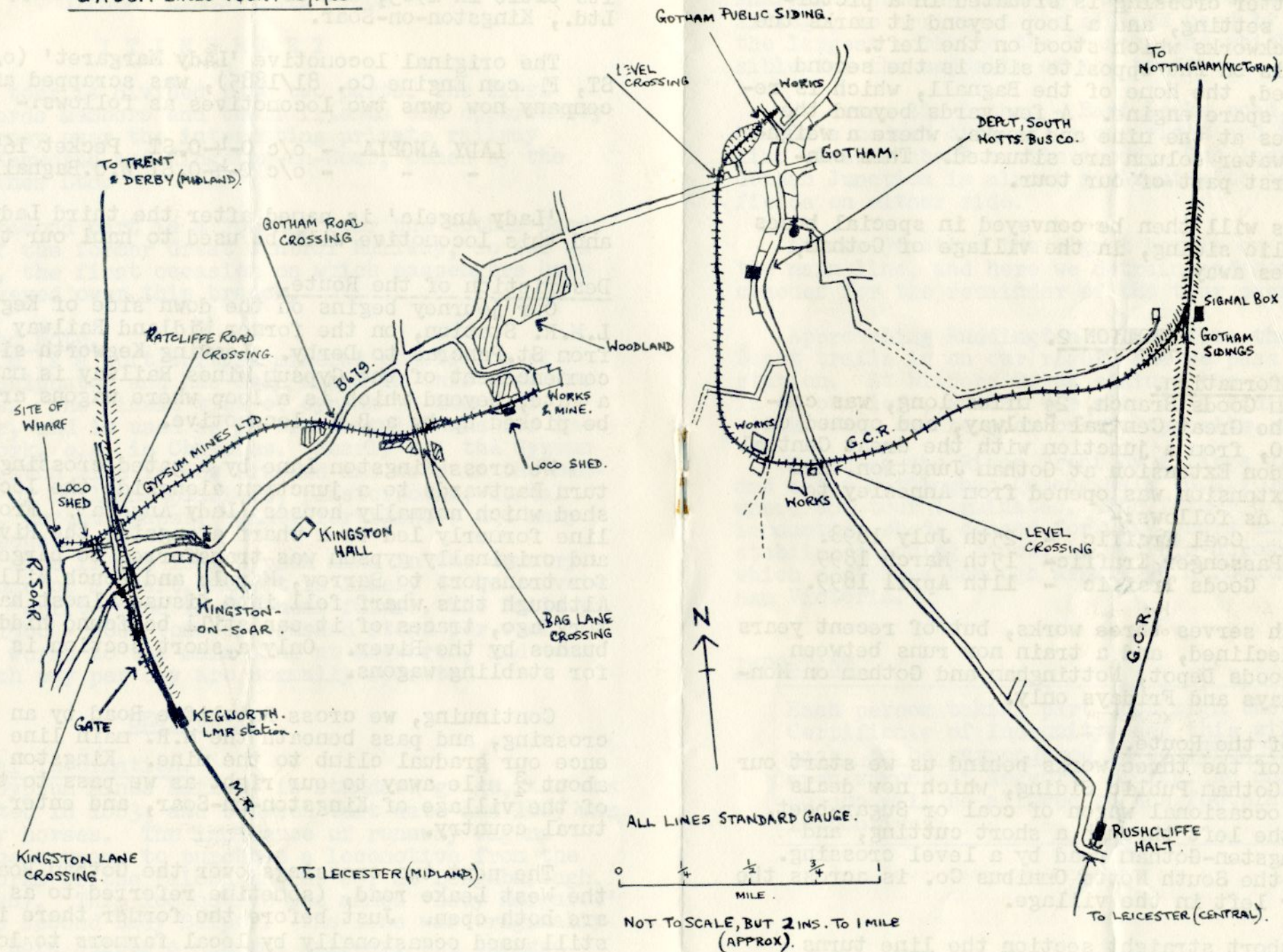
Our journey begins on the down side of Kegworth L.M.R. Station, on the former Midland Railway main line from St.Pancras to Derby. Leaving Kegworth siding the commencement of the Gypsum Mines Railway is marked by a gate, beyond which is a loop where wagons are left to be picked up by a B.R. locomotive.

We cross Kingston Lane by a gated crossing, and turn Eastwards to a junction alongside the locomotive shed which normally houses 'Lady Angela'. From here a line formerly led to a wharf alongside the River Soar, and originally gypsum was transferred to barges here for transport to Barrow, Marple and Zouch Mills. Although this wharf fell into disuse almost half a Century ago, traces of it can still be found hidden in the bushes by the River. Only a short section is now used for stabling wagons.

Continuing, we cross Ratcliffe Road by an open crossing, and pass beneath the M.R. main line to commence our gradual climb to the mine. Kingston Hall lies about $\frac{3}{4}$ mile away to our right as we pass to the North of the village of Kingston-on-Soar, and enter agricultural country.

The next two crossings over the Gotham Road, and the West Leake road, (sometime referred to as Bag Lane), are both open. Just before the former there is a siding still used occasionally by local farmers to load Sugar

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Beet. The latter crossing is situated in a picturesque wooded setting, and a loop beyond it marks the site of a brickworks which stood on the left.

Beyond this on the opposite side is the second locomotive shed, the home of the Bagnall, which is regarded as the spare engine. A few yards beyond the line terminates at the nine and works, where a weigh-bridge and a water column are situated. This concludes the first part of our tour.

Passengers will then be conveyed in special buses to Gotham Public siding, in the village of Gotham, about two miles away.

SECTION 2.

Historical Information.

The Gotham Goods Branch, $2\frac{1}{2}$ miles long, was constructed by the Great Central Railway, and opened on 2nd April 1900, from a junction with the Great Central Railway's London Extension at Gotham Junction. The G.C. London Extension was opened from Annesley to Quainton Road as follows:-

Coal Traffic	-	25th July 1898.
Passenger Traffic	-	15th March 1899
Goods Traffic	-	11th April 1899.

The branch serves three works, but of recent years traffic has declined, and a train now runs between Queens Walk Goods Depot, Nottingham and Gotham on Mondays, Wednesdays and Fridays only.

Description of the Route.

With one of the three works behind us we start our journey from Gotham Public Siding, which now deals only with an occasional wagon of coal or Sugar-beet. We curve to the left through a short cutting, and cross the Kingston-Gotham road by a level crossing. The depot of the South Notts Omnibus Co. is across the fields to our left in the village.

After a short straight section the line turns

sharply Eastwards passing the second works and Shepherds sidings, to arrive at the sidings used by the Gotham Co, the largest works on the branch, and which is responsible for the majority of the traffic.

We cross the Gotham - East Leake road, with the Gotham Co's modern offices on our right and the G.C. main line visible about a mile ahead. The last section to Gotham Junction is almost straight with hedges and fields on either side.

At the junction the signal box is on the up side of the main line, and here we detrain and board passenger coaches for the remainder of the tour over the main line.

Approaching Ruddington a line from the Ordnance Depot trails in on our right, and we pass through the station. At Wilford Brick sidings the closed signal box is on our left, whilst the site of a siding into the brick works can be seen on the opposite side.

We cross the River Trent by a large girder bridge, and enter Nottingham Queens Walk (G.C.) Goods yard where the tour terminates. The former Great Central locomotive shed; closed for many years and now used for stabling coaching stock, is visible across the main line which continues through Arkwright St. Station to Nottingham Victoria.

IMPORTANT

Each person taking part must sign the enclosed Certificate of Indemnity, and this will act as a pass, to be surrendered on boarding the train of open wagons at Kegworth siding. No unauthorised person will be allowed on the footplate of the locomotives.

TIMINGS (All times approximate)

Gypsum Mines Railway open wagon train:-

Kegworth Siding dep. 3-30.pn
Kingston Mine arr. 4-30.pn

Passengers may alight at the following points only:-

Ratcliffe Road Engine Shed
Gothan Road Beet siding
Kingston Mine Engine Shed

Gothan Goods Branch, brake vans/open wagon train:-

Miles	Chains		
0	00	Gothan Public siding	dep 5-15.pn
2	40	Gothan Junction	arr 5-50.pn
		(Change into passenger stock)	
		Gothan Junction	dep 6-20.pn
7	47	Notts(Queens Walk Gds)	arr 6-35.pn

ACKNOWLEDGEMENTS

This tour was planned and organised by F.A.Quayle and V.Forster. The map and itinerary were prepared by F.A.Quayle, who wishes to acknowledge the use of information relating to the Gypsum Mines Railway taken from a previous itinerary written by J.R.Bonser. The itinerary was produced by F.E.Quenby.

We especially wish to thank Mr.R.G.Woodfield of the Gypsum Mines Ltd., who readily granted permission for the Society to re-visit the line, and for help given in arranging the first part of this tour. Thanks are also due to Driver Tommy Hutchinson, and his mate Walter Powell, of the Gypsum Mines Ltd, and to the staff of British Railways (London Midland Region) concerned with the second part of the tour.

All communications concerning this tour, should be addressed to the East Midlands Branch Secretary, Mr.V.Forster, 90 Abbey Road, Beeston, Notts, (Tel. Beeston 25-7360), from whom additional copies of the itinerary may be obtained price 2/- each.