
The Lost Railways of Teversal

by

Lynn Henstock



Teversal Heritage Group

The First Passenger Timetable - 1886

Weekdays	am	am	SX pm	SO pm	SX pm	SO pm	Weekdays	am	am	SX pm	SO pm	pm
MANSFIELD	715	937	115	155	640	730	ALFRETON	838	1110	243	243	829
MANSFIELD W/HOUSE	719	941	119	159	644	734	WESTHOUSES & BLACKWELL	842	1115	247	257	834
PLEASLEY	728	950	128	2 8	653	743	TIBSHELF & NEWTON	847	1119	252	3 2	839
TEVERSALL	735	957	135	215	7 0	750	WOODEND	851	1124	256	3 6	843
WOODEND	740	10 2	140	220	7 5	755	TEVERSALL	856	1129	3 1	311	848
TIBSHELF & NEWTON	744	10 6	144	224	7 9	759	PLEASLEY	9 2	1136	3 8	318	855
WESTHOUSES & BLACKWELL	749	1011	149	229	714	8 4	MANSFIELD W/HOUSE	911	1144	318	326	9 2
ALFRETON	752	1015	152	233	717	8 7	MANSFIELD	917	1150	322	332	9 9



Stationmaster Louis Zelickman waves off an excursion from Teversal Manor

TEVERSAL HERITAGE GROUP

Teversal Heritage Group was formed a few years ago by a small group of volunteers who wished to preserve the history of Teversal for future generations by collecting information, photographs, testimony and records of the area. The ultimate aim is to create an archive of material that can be made available to the public and become a resource for future generations.

Using material collected the Group creates DVDs, booklets such as this, and maintains a poster display for visitors within Teversal Manor Room. Open days and other public events at Teversal Manor Room also provide an opportunity for material to be put on show.

The Group meets as and when members deem it necessary and in between it works mainly in a virtual manner through e-mail contact unless there is a shared project. Anyone is welcome to join the Group. It is an excellent way of becoming part of the community and learning more about Teversal, which is such a special place.

If you are interested please contact Mike Vardy on 01623 554969, Lynn Henstock on 01623 511539, Edith Hook on 01623 516122 or Malcolm and Maureen Frier on 01623 550794.

BACKGROUND

Coal mining in Nottinghamshire is virtually extinct. It is difficult now to believe that this was one of the Country's most productive coalfields employing thousands of people with coal mines a constant feature in the landscape.

Teversal was no exception. Silverhill Wood is the landscaped site of two collieries - Teversal and Silverhill. The entrance to the Wood at Howlish was once the road into Teversal Colliery yard and the short stretch of concrete on the main path through

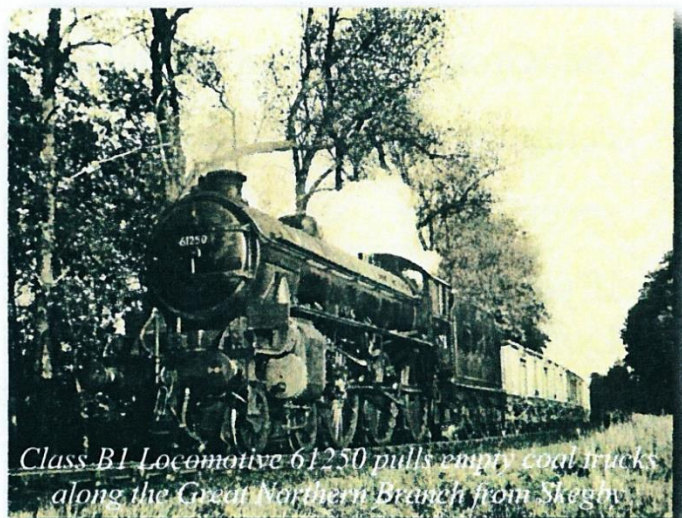
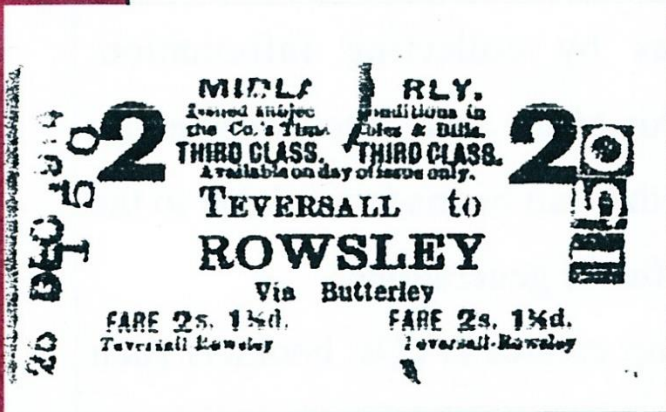
Silverhill Wood is all that is left of

the rapid loading bunker at the end of the railway spur to Silverhill colliery. To the north lay Pleasley colliery - the remains of which are now a Scheduled Ancient Monument and at Stanton Hill part of Brierley Forest Park was once the site of Sutton Colliery.

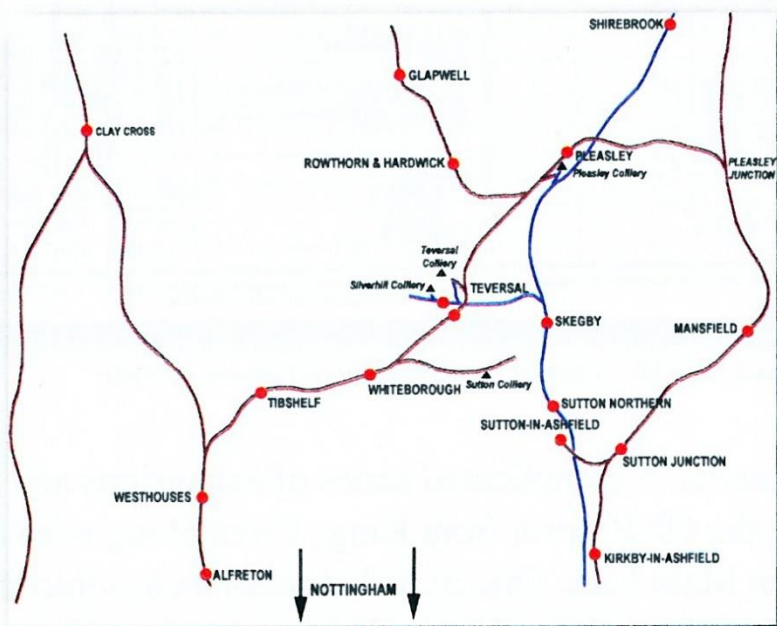
As the coal industry developed in the nineteenth century rail companies quickly realised that profits could be made from transporting coal and pushed their lines into the coalfields including the mines in and

around Teversal. Now only the track beds and a couple of bridges that help form the Trails Network hint at what once existed.

Nearly all the infrastructure has gone including two bridges that spanned Pleasley



Road on its way into Teversal Village from the Carnarvon Arms. At the trails junction near to the Teversal Trails Visitor Centre the bridge that took the Midland Railway (MR) line over the Great Northern Railway (GNR) line into Teversal and Silverhill Collieries has been removed and the track beds regraded and landscaped leaving little or no impression of what was previously there. The rail network serving Teversal, mostly single track, began in the 1860s and grew with the developing coalfield. Both the Midland Railway and the Great Northern Railway had branch lines into Teversal which meant that this tiny community at one time had two stations. To avoid confusion, in July 1950, the stations were renamed Teversal Manor (MR) and Teversal East (GNR).



Map showing the main area network in 1909. Midland Railway - maroon: Great Northern - blue

THE LARGER PICTURE

In the period pre-dating rail nationalisation the East Midlands

witnessed an intense rivalry between two great rail companies, the London and North Eastern Railway (LNER) and the London Midland and Scottish (LMS). Originally formed as the Midland Railway in 1844 the latter slightly pre-dated the LNER whose origins lay in the Great Northern Railway formed in 1846. The Midland Railway's headquarters were in Derby and its operations were centred in the East Midlands and South Yorkshire. Trains to London travelled along what is now the Midland Main

TABLE 62.] ALFRETON, TEVERSALL & MANSFIELD.

STATIONS.	WEEKDAYS.								STATIONS.	WEEKDAYS.						
	1w	2w	3w	4w	5	6	7	8		1w	2w	3w	4w	5w	6w	
LONDON (St. Pancras).....dep.	5 15	10 35	8 0	..	..	..	..	..	LONDON { (St. Pancras) .....dep.	12 0	5 15	9 0	9 0	8 0	8 0
Sheffield	7 30	10 10	1 7	6 40	..	..	..	..	MANSFIELD .....dep.	7 15	9 35	1 15	1 55	6 40	7 30
Chesterfield	8 10	10 50	1 35	7 20	..	..	..	..	Mansfield Woodhouse	7 19	9 39	1 21	1 59	6 44	7 34
DERBY	5 55	10 30	1 30	7 15	..	..	..	..	Pleasley	7 23	9 43	1 25	2 03	6 53	7 43
Pye Bridge	7 47	11 12	2 13	8 1	..	..	..	..	Teversall	7 35	9 55	1 37	2 15	7 00	7 50
ALFRETON dep.	8 38	11 18	2 50	8 30	..	..	..	..	Woodend (for Hucknall Huthwaite)	7 40	10 0	1 42	2 20	7 05	7 55
Westhouses and Blackwell	8 42	11 22	2 54	8 34	..	..	..	..	Tibshelf and Newton	7 44	10 4	1 46	2 24	7 09	7 59
Tibshelf and Newton	8 47	11 27	2 59	8 39	..	..	..	..	ALFRETON arr.	7 40	10 10	1 50	2 28	7 13	8 3
Woodend (for Hucknall Huthwaite)	8 51	11 31	3 3	8 43	..	..	..	..	Pye Bridge arr.	8 40	10 18	2 54	3 32	7 17	8 7
Teversall	8 56	11 36	3 7	8 48	..	..	..	..	DERBY	10 5	11 25	3 2	3 40	7 21	8 11
Pleasley	9 3	11 43	3 13	8 55	..	..	..	..	Chesterfield	8 17	11 15	3 2	3 50	8 30	9 20
Mansfield Woodhouse	9 11	11 51	3 19	9 3	..	..	..	..	Sheffield	8 53	11 50	3 50	4 18	9 13	10 3
MANSFIELD arr.	9 17	11 57	3 25	9 9	..	..	..	..	LONDON (St. Pancras)	11 10	2 35	6 55	8 0	..	4 15
LONDON { (St. Pancras) .....arr.	12 50	6 55	8 0	..	..	..	..	..			

A—Passengers are not booked through from Derby to Mansfield Woodhouse and Mansfield, or vice-versa by this route.

B—On Saturdays Passengers can leave Chesterfield for Westhouses at 8.0 p.m., and join the 8.30 p.m. Alfreton to Mansfield.

In 1891 it was possible to travel from Teversal to London by train

Line to St.Pancras. A complicated series of expansions and mergers took the GNR north from Kings Cross along what is now the East Coast Main Line. One of its branches took it into the Midland Railway's territory. Nottingham was eventually connected to the networks, the Midland Railway developing a station on Arkwright Street which is now Nottingham's only main line station. Victoria Shopping Centre now stands on the site of the GNR's Nottingham Victoria Station. From Nottingham Victoria the GNR's line came north through Sutton-in-Ashfield's "Northern" Station, adjacent to where ASDA

now stands, on its way via Pleasley to Shirebrook. The trackbed now forms the trail that leaves the centre of Sutton-in-Ashfield at Northern View off Priestsic Road, crosses Stoneyford Road and Mansfield Road, Skegby, where Skegby Station once stood, and carries on to Pleasley. Just north of Skegby Station (now demolished) a branch left for Teversal.

To the west of Nottingham the Midland Railway had a whole network of lines running north, the main artery being that which still joins Derby to Sheffield. At Clay Cross a branch travels south through Alfreton and Trowell where it divides again to allow a spur into Nottingham. At Westhouses, just north of Alfreton, a single track line left the network and was gradually extended through Tibshelf to Teversal, Pleasley and on through Pleasley Vale where it joined another of the Midland Railway's lines at Mansfield Woodhouse. Spurs were taken off to the various collieries it passed including one to Sutton Colliery at Stanton Hill and, of course, Silverhill and Teversal.

The lines that served Teversal were always single track and were primarily constructed to carry coal and goods. Nevertheless three stations served the Teversal area of which two had regular passengers services. Of these one, it could be argued, stood just beyond Teversal Parish boundaries.

Nevertheless it will have been used by Teversal residents living close by. The spelling of "*Teversal*" has changed over time from *Tevershall* or *Tevershal* and *Teversall* to that used in modern times.

Teversal Manor Station

There had been coal pits in Teversal



since the 1600s but in 1860 there were plans to sink much deeper and more productive mines in the area which aroused the interest of the Midland railway. The Midland railway was the first to reach Teversal in May 1866. This branch was 4½ miles long and started from the main Erewash Valley Line at Westhouses and ran through Tibshelf and Whiteborough to Teversal. The line climbed from 350 feet above sea level at Westhouses up to 550 feet at Whiteborough and deep cuttings were required before a gentle descent along the

Class 4F Locomotive 44528 pulls loaded coal trucks past Teversal Manor Station towards Westhouses



upper Meden Valley brought the line down to 500 feet at Teversal. A short extension to this line to Teversal colliery was completed in 1868. Coal and goods were the reason for these railways and passenger services were an afterthought so it was nearly twenty years later that a station for Teversal was constructed.

The next extension to this branch line was the Teversal to Pleasley line and this was completed on 2nd April 1877 followed by the Pleasley to Mansfield Woodhouse extension which was completed on 1st May 1886. The completed Westhouses to Mansfield Woodhouse branch line was 8¾ miles long and on completion of this final section a passenger service from Mansfield to Alfreton began in 1886.

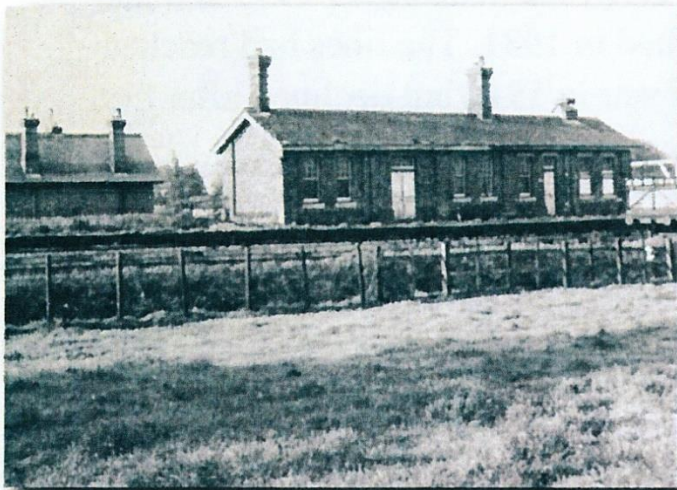
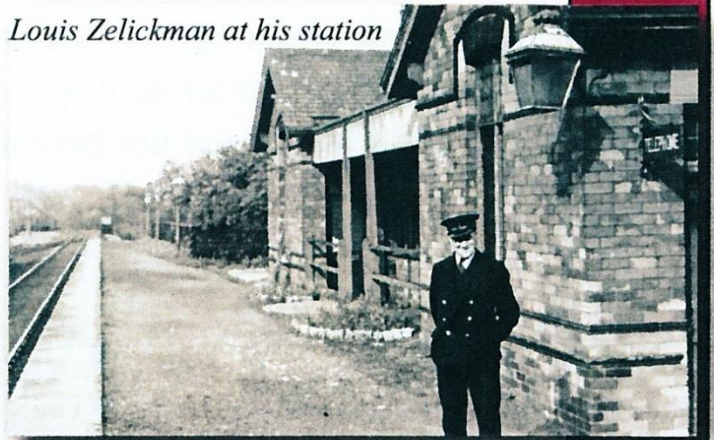
The Midland station and station house, situated at Fackley, were built in 1885. The contract was awarded to a Mr J Slater with a bid of £1226 19s 2d. This station was renamed Teversal Manor in 1950 by British Rail.

Passenger services ceased on the 28th July 1930. The Midland Railway had become part of the London Midland and Scottish Railway that also partly owned one of the local bus companies,

East Midland Motor Services. The bus service competed for passengers and quickly proved to be more convenient and frequent for the villages between Mansfield and Alfreton. Freight traffic continued until the closure of Silverhill Colliery in 1992. Mr Louis Zelickman was the last Station Master and worked there between 1946 and 1963. He continued to live at the nearby Station Master's House until his death in 2008 aged 86.

The Station Master's House still exists on the Stanton Hill side of the bridge across Fackley Road that is more functional in its design than aesthetic, nestling against the wing walls. It is now a private dwelling though the station approach ramp is also clearly visible alongside.

Louis Zelickman at his station



Teversal East Station

The Great Northern railway branch opened for coal traffic in 1897 and other freight in March 1898, almost thirty years after the Midland railway. A small station was built with a single platform, red brick buildings, a small goods

yard of one siding and a weighbridge. The detached Station Master's house nearby was large and elegant.

After passing beneath the Midland railway branch line, by bridge 8 of 11 along the branch, the line forked. The left-hand track, with the

station alongside led to Silverhill colliery whilst the right-hand line led to Teversal colliery each crossing the road to Teversal Village by its own bridge each of which has been demolished. The two were connected internally by a colliery line.

The GNR station did not have a regular passenger service but the

pits were served by a miners (paddy) train from Sutton-in-Ashfield. Works outings specials to the East Coast and summer excursions were run up to the 1950s. The station was renamed Teversal East on 1st July 1950 by British Rail.

Both railways lost their

regular passenger services quite early, the Midland in 1930 and the Great Northern paddy train finished in 1931. The lines had reached their peak by the outbreak of the war in 1914 but declined after the First World War as motor vehicles gradually became the predominant means of transport. Excursions however continued until 1964.

Whiteborough Station

Whiteborough station, also on the Midland branch, was just beyond the Teversal boundary at Huthwaite. The station building stood on the road to Huthwaite from Wild Hill at the bridge that crosses the track by the Woodend Public House. The platforms, four fifths of which were actually over the county boundary in

The demolished bridge carrying the Midland line over the GNR close to Teversal Visitor Centre



Derbyshire, were at track level but sadly nothing remains. The contract for construction of the station was awarded on the 16th July 1885, the station being originally named *Woodend for Hucknall Huthwaite* after the farm and cottages nearby though it was shortened in timetables and common usage to simply *Woodend*. On the 20th January 1893 it was renamed *Whiteborough for Hucknall Huthwaite* until 1st. January 1908 when the suffix was dropped and the station finally became *Whiteboro*'.



The area around the station is known as *City of Whiteborough* though it is merely a stretch of fields to the north of the railway line

within Teversal Parish boundaries. The origins of the name *City of Whiteborough* is obscure but is often said to originate from a grandiose scheme to build a new settlement on the land in question, a scheme yet unfulfilled.



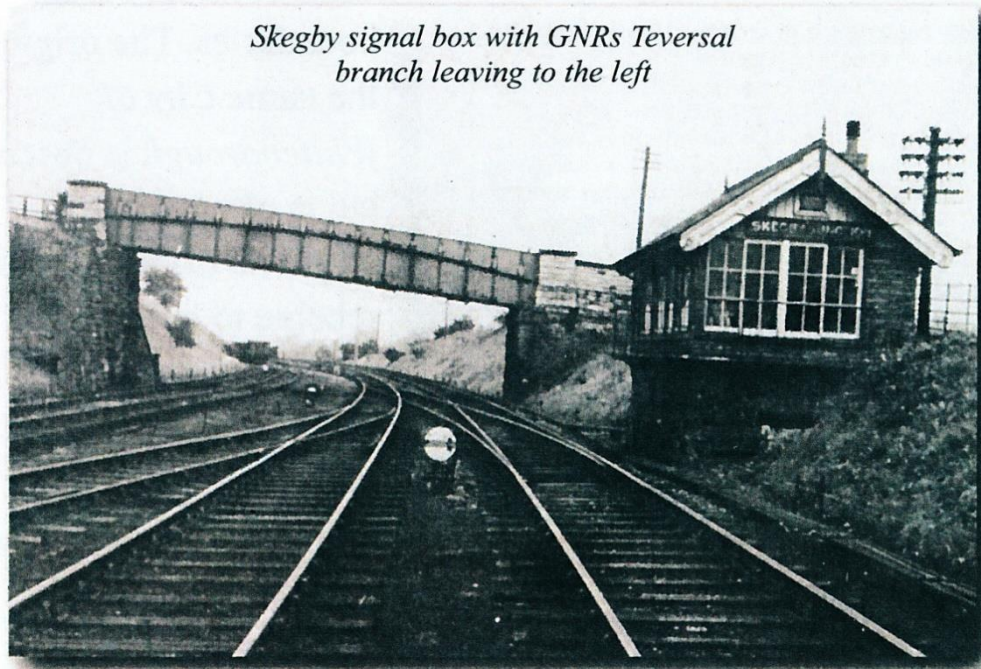
Both Teversal Manor and

Whiteborough stations no longer exist though Nottinghamshire County Council recreated a section of platform on the site of Teversal Manor Station with a seat dedicated to the memory of

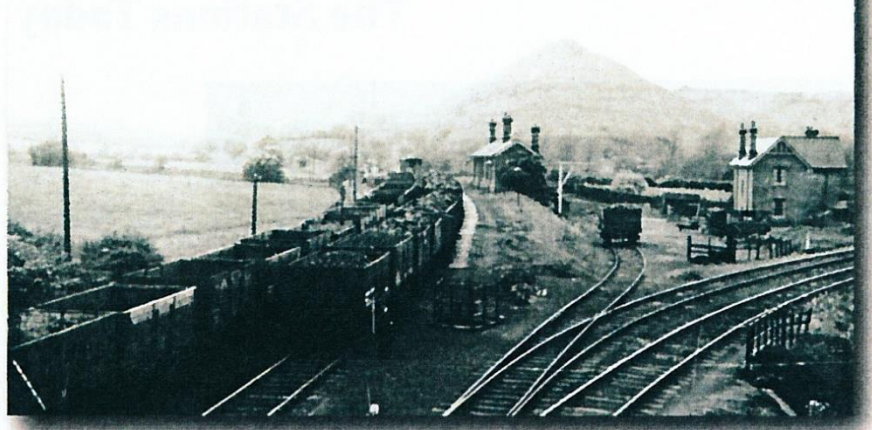
Louis Zelicman. The feature was formally opened on the 28th July 2009.

The GNR's station has fared a little better. Together with the Station Master's House it can be seen from the Trail Junction close to Teversal Visitor Centre. The station building itself is almost unrecognisable having been converted and extended to form a family dwelling. The Station Master's House is easier to distinguish and will be immediately apparent to anyone using the road into Teversal Village.

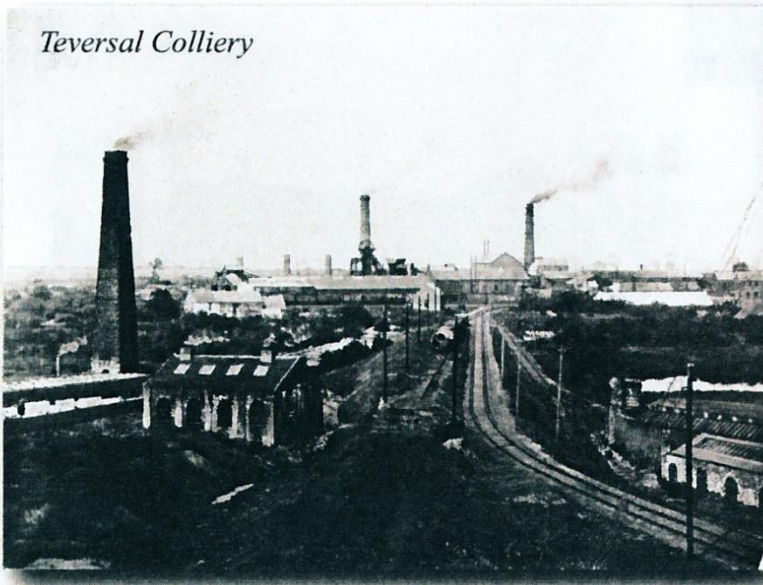
The conversion of the trackbeds into the Trails system has meant that the effort made all those years ago to join Teversal to the outside world by rail is given a relevance today. Next time you use the Trails listen carefully - you may just hear the faint sound of a whistle, the gasp of a locomotive or the mutter of passengers waiting patiently on some demolished platform.



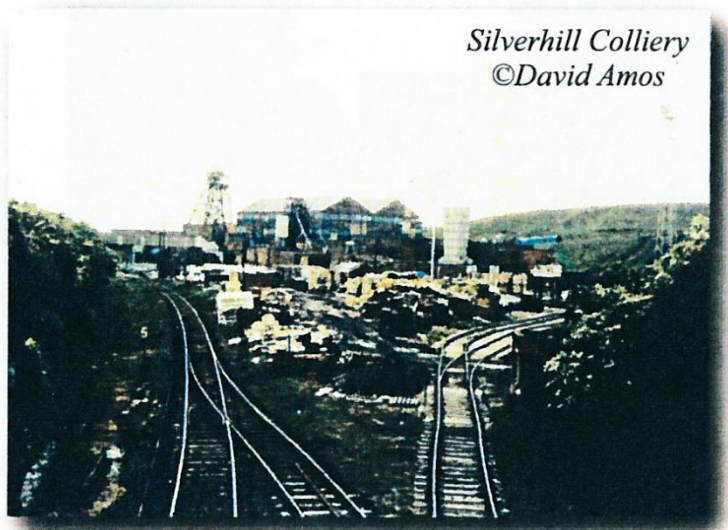
Teversal East Station showing the station building, the Station Master's House with Silverhill Colliery in the background



Teversal Colliery



Silverhill Colliery
©David Amos



The Stations Today



Site of Whiteborough Station



Teversal East Station Master's House



*Teversal Manor Station Master's House with
the ramp leading to the Station alongside*

THE END OF AN ERA

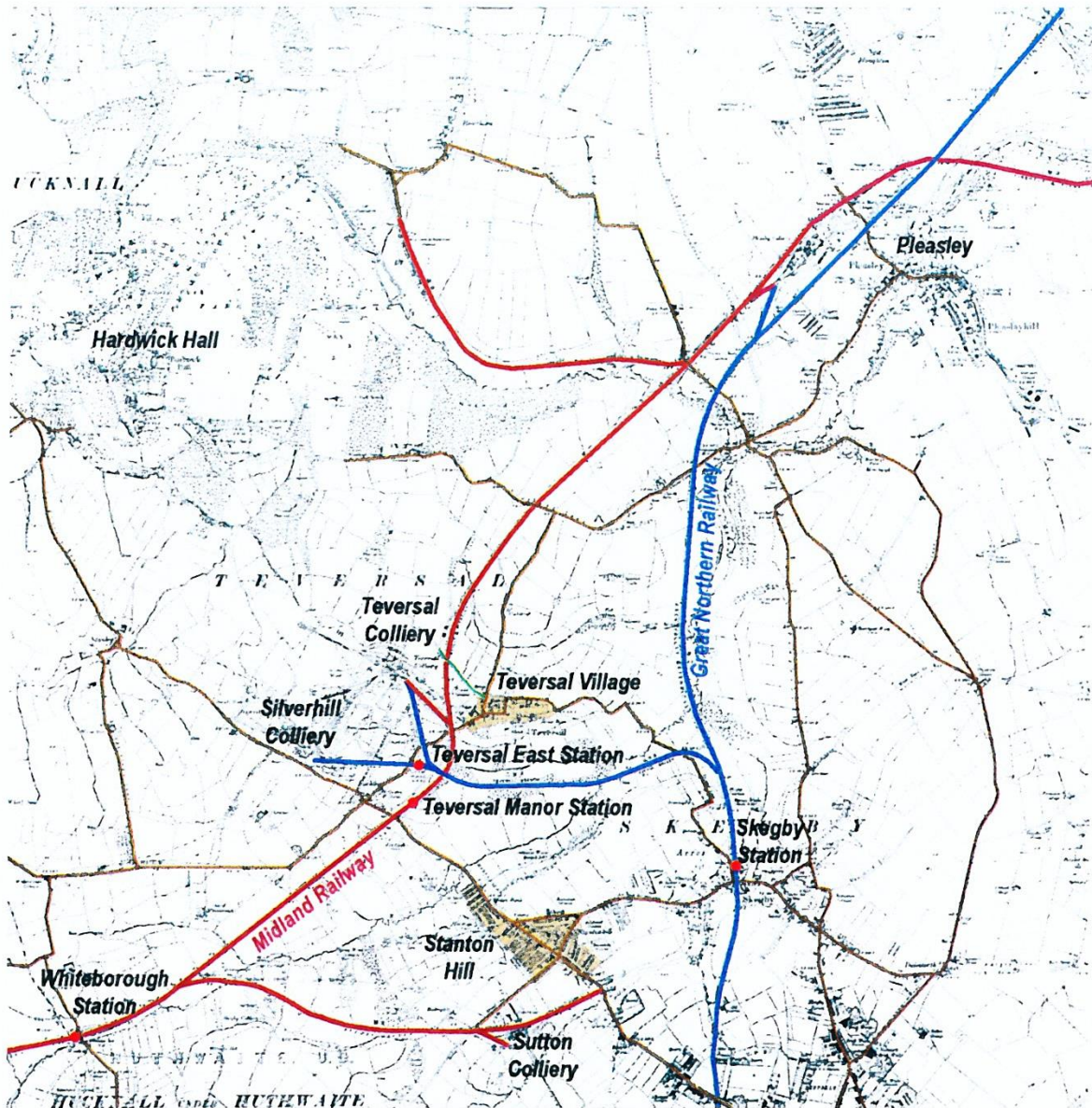


*A Railtour leaves Teversal East Station in 1959
© R.J. Buckley*



*Diesel Multiple Unit on the bridge across
Fackley Road in 1989. Note the station
house to the lower right.
©Bill Taylor*

Map showing the railway lines and roads



ACKNOWLEDGMENTS

Teversal Heritage Group would like to thank the following people for their kind assistance and the use of their material:
David Amos, Denis Hill, Heritage Officer, Ashfield District Council, John Knowles, Bill Taylor, Margaret Thorne, Sutton-in-Ashfield Library, Margaret Wilkes



Teversal Manor Room

Teversal Heritage Group

Preserving Our Inheritance