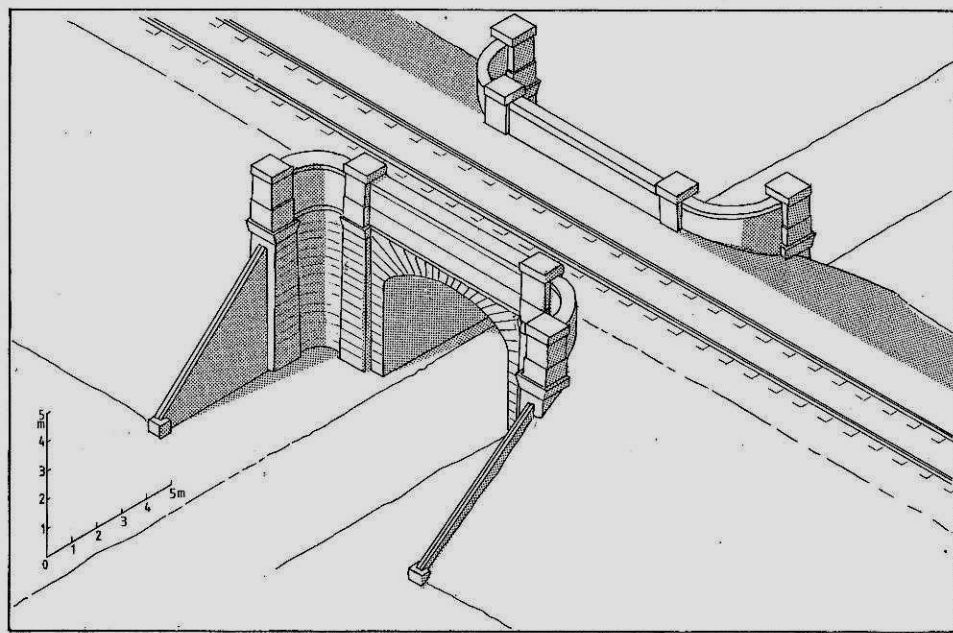


# THE COLEORTON RAILWAY

(A SUPPLEMENT TO "A HISTORY OF THE COLEORTON RAILWAY")



BY SAMUEL T STEWART – MAY 2021

## **FRONT COVER PHOTOGRAPH**

A circa 1900 photograph of the Coleorton Railway bridge on Aqueduct Lane, Gelsmoor, together with an artistic impression scaled drawing. The bridge would have had horse drawn wagons passing over it during its entire life, as no steam engines were ever used on the Coleorton Railway

## **PREFACE**

The author's website already features a publication entitled "A History of the Coleorton Railway and the Charnwood Forest Canal". This publication is a supplement which contains further information about the Coleorton Railway. The author has fortunately been able to gain access to research information which was carried out by the respected local historian and researcher John Crocker which he completed in February 2005. Certain parts of his research have been used in this publication.

## **ACKNOWLEDGEMENTS**

Thanks to Ashby Museum for allowing access to John Crocker's research records.

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## INTRODUCTION

The earliest coal mining centres in Leicestershire were around the outcrops of the deeper Leicestershire seams which benefited the Coleorton and Swannington district in medieval times. Seasonable movement of coal to markets, by pack-horse, was governed by the state of roads and tracks used by the horses, and limitations on output were dictated by the weather which greatly affected communications and trade. Therefore, remote centres like Coleorton were not the first to reap the full benefits of developing transport technologies (turnpike roads, canals and railways). As deeper seams of coal were accessed, which in turn released capital from their profits to develop sophisticated canal systems during the Industrial Revolution and new collieries were sunk close to their lines of communication which benefited from the rapidly expanding city markets. Thus the Derbyshire and Nottinghamshire coalfields were able to sell canal-borne coal at Leicester cheaper than their Leicestershire counterparts in the land-locked north-west of the County; and cut throat competition had disastrous economic consequences for the mid-eighteenth century Leicestershire coal proprietors, especially at Coleorton and Swannington which lost their prominent position as major players. These proprietors therefore had to force the issue when it was proposed to extend the Soar Navigation from Loughborough to Leicester and insist on a connection from their pits to the new waterway, to enable them to compete fairly. Their only weapon was the threat of destruction to the passing of enabling legislation for the project, and they thereby won the Forest Line (canal & railways) which was included in the Leicester Navigation company's Act of Parliament. However, many of the newly opened collieries in the Coleorton and Swannington area closed with the failure of the short-lived Charnwood Forest Canal at the very end of the eighteenth century.

With improvements to roads through the attention of Turnpike Trusts, and further developments in steam engines, new pits mainly aimed at local markets were sunk at Coleorton by Sir George Howland Beaumont, 7<sup>th</sup> baronet following re-establishment of his country seat at Coleorton Hall in 1808. By the time of his death in 1827, the Coleorton Colliery was in serious financial difficulties and his successor, the 8<sup>th</sup> baronet Sir George Howland Willoughby Beaumont, was placed in the position of having to invest heavily to keep his colliery in production with no prospect of expanded markets to meet this expenditure. Thus exploitation of the national canal network via the Ashby Canal and also the Grand Union Canal, either through re-opening of the Forest Line (Leicester Navigation) or the proposed new Leicester and Swannington Railway, was imperative. Opening of the Ashby Canal's Ashby to Ticknall & Cloud Hill Tramway by 1802 coincided with the sinking of the first pits at Smoile Colliery which was connected to the tramway; but this did not give access to the Leicester market or other outlets to the east and south of the County.

Further pressure was brought to bear on the Proprietors of the Leicester Navigation to re-open the Forest Line, but there was no enthusiasm there to reconstruct the dry canal. However, they had a public duty to restore the facility as far as was reasonably practicable and a replacement scheme was launched to connect the old Jessop railway of the Forest Line, from Coleorton to Thringstone, with a new railway to Loughborough, generally on the route of the defunct canal but this idea did not materialise (though it did appear in another guise much later). So, the pressure now switched to ensuring that the the proposed Leicester & Swannington Railway was extended right up to Beaumont's

Coleorton Colliery in the Smoile on the opposite side to Worthington Rough. Beaumont had friends and allies in his proposition but little enthusiasm from the Leicester & Swannington Railway directors who, although they acknowledged an advantage from increased trade, could not see any guaranteed profit from the financial investment required. Self interest projected Sir George Beaumont into an obstuctionalist approach similar to that which had resulted in the construction of the ill-fated Forest Line, and a compromise was eventually reached whereby Sir George would build his own railway with the enabling legislation being made for by the L.&S.R. Company once their line was generating income. This was an amicable arrangement which ensured that the Coleorton Railway was supported technically by L.&S.R. experts and presumably benefitted by a ready pool of labour released after construction of the last leg of their railway at Swannington, from whence the Coleorton line continued.



**The arrival of the first train at the opening of the “Leicester and Swannington Railway” which arrived at Bagworth on July 17<sup>th</sup> 1832**

**By John Fernley**

**Oil on paper on canvas support**

**© Leicestershire Museums, Arts & Records Service**

The “Leicester and Swannington Railway was laid out by Robert Stephenson, and was the second line to be constructed in England. The first section from a station by the “West Bridge”, in Leicester as far as Bagworth, was opened in 1832, and the line to Swannington was completed in the following year. It was closed in the 1930s having been operative for over a century.



## AN APPLICATION TO PARLIAMENT TO BUILD THE COLEORTON RAILWAY

Leicester Chronicle – October 20<sup>th</sup> 1832

### An Intended Railway at Coleorton Leicestershire

“Notice is hereby given that the application is intended to be made to Parliament in the next Session, for leave to bring in a Bill for making and maintaining a RAILWAY or TRAM ROAD, with proper Works and conveniences attached thereto, or connected therewith, for the passage of Waggons, Engines and other Carriages, properly constructed; such Railway or Tram Road to commence from and communicate with the Leicester and Swannington Railway, at or near the termination of the same, near the Northwardly end of the Village of Swannington, in the County of Leicester, and to be made and carried, and to pass from, in through, or into the several Parishes, Townships, Hamlets, Precincts, or Places of Swannington, Thringstone, Worthington, Newbold & Coleorton, in the County of Leicester, or some of them, and to terminate at or near, and communicate with, the Railway branching from & belonging to the Ashby-de-la-Zouch Canal, at or near to a place called Worthington Rough, in the Parish or Township of Worthington aforesaid. And also for making and maintaining a BRANCH RAILWAY from and out of the said proposed Railway or Tram Road, such Branch to commence at or within certain Lands belonging to Sir George Howland Willoughby Beaumont, Baronet, in the occupation of Edward Sharpe, in the Parishes or Townships of Coleorton and Thringstone aforesaid, or one of them, and to terminate at or near to the Coal-mines at Pegg's Green, in the Township of Thringstone aforesaid; and it is also intended to take powers in the said Bill to make and maintain Inclined Planes, Tunnels or Archways, Embankments, Bridges and Wharfs, on such parts of the said Railway or Tram Road and Branch Railway as may be necessary, and to erect and build stationary or other Steam Engines and Machines for carrying on the said undertaking.

Dated this fifteenth day of October one thousand eight hundred and thirty-two

DEWES & FISHER

Solicitors”

Colin Owen in his respected book entitled “The Leicestershire & South Derbyshire Coalfield 1200-1900” tells us on page 206:-

*“It is clear, therefore, that between 1825 and 1860, with the early introduction of **effective rail transport**, the Leicestershire Coalfield experienced a remarkable transformation which changed it from a demoralized group of outdated collieries to a highly productive zone of deep modern collieries that were able to make a significant contribution to the fuel-supply of the South-east Midlands and the Home Counties. Further west, the Derbyshire section of the coalfield had to wait until 1849 before a through-railway from Ashby to Burton was opened and, until then, had to continue to rely on canal and road transport. Nevertheless, the area does not appear to have suffered too greatly and the Moira company continued to be the most productive and efficient mining concern in the whole of the coalfield for many years.”*

# AN ALTERNATIVE HISTORY OF THE COLEORTON RAILWAY

**HISTORY OF THE COLEORTON RAILWAY – COALVILLE TIMES 14.10.1904.  
CLEMENT E. STRETTON, SECRETARY OF THE PERMANENT WAY INSTITUTION**

Immediately after the L & SR Company had obtained the Royal Assent to its Act in May 1830 Sir George Beaumont & others formed a deputation and waited upon the Directors of that line at the Bell Hotel, Leicester, to impress upon them the great importance of continuing their railway from the foot of the intended Swannington Incline for 3½ miles, passing through Coleorton district to the Ashby "Outram-Way" at Newbold junction or Worthington Rough.

Having considered the subject the railway directors replied that their 16 miles of main line must be made and in use before they entertained any proposals for extensions. George Stephenson who was present stated that he had been over the ground at the desire of Sir George Beaumont; he considered it a useful line and advised the deputation to form a company of its own to make the railway. Some of the directors stated that they were willing to become directors of the proposed company. This offer was afterwards declined and as the proposed line was to pass for nearly all its length through the property of Sir George Beaumont, he determined to commence a railway of his own from the Ashby Outram-Way to the Peggs Green Colliery, and he also commenced to lay down a platway.

All went well with the scheme for a time until early in the year 1832, Sir George required to make a bridge over one road and to cross several others on the level.

Differences of opinion were found to exist, and instead of negotiations clearing these away they caused the road authorities to decline to allow any crossing unless sanctioned by Parliament, the result being that Sir George had to fall back on George Stephenson's original suggestions and form a Coleorton Railway Company assisted by several of the L & SR directors, their solicitors, and Robert Stephenson their engineer, who prepared the plans for Parliament.

The Coleorton Company's Act was passed on the 10th June 1833, the company being composed of 23 persons, namely: Sir George Beaumont, Sir George Crewe, S. Alston, W. Burley, H. Chamberlain, W. Forster, H.M.Hawksworth, Isaac Hodgson, E.B.Knight, J.M.Matthew, S. Miles, R. Miles, J. Oldacres, A. Packe, T. Pares, J. Rawson, R. Rawson, T. Rodgers, W. Sherwin, J. Sherwin, R. Smith, B. Walker & H. Webster.

The Act gave powers to elect a board of seven directors, and to raise a capital of £25,000 in 500 shares of £50 each, and to raise the sum of £6,000 in mortgage if necessary.

Sir George Beaumont as already mentioned had previously commenced to construct some of the Works. The Act therefore provided "that if any person or persons shall have advanced any sums of money for the purposes of this Act before the sum and sums of money hereby authorised to be raised shall have been so raised, every such person shall be repaid with interest after the rate of £5 per centum per annum."

Following the passing of the Act a meeting was called in accordance with the notice annexed:-

## COLEORTON RAILWAY COMPANY

In pursuance of an Act passed in the present Session of Parliament intituled "An Act for making and maintaining a railway from the termination of the Leicester & Swannington railway, in the township of Swannington, in the county of Leicester, to the Ashby-de-la-Zouch Railway, in the township of Worthington, in the same county, and the branch railway therefrom."

Notice is hereby given that the Company of Proprietors incorporated by and under the said Act, will meet together at the White Hart Hotel, Leicester on Tuesday, 16<sup>th</sup> day of July 1833 at 12 o'clock at noon, and will then and there proceed to the execution of the said Act.

Dewes & Fisher, Solicitors

The directors at the above meeting resolved to call up the sum of £20 per share and the following notice was issued:-

## COLEORTON RAILWAY COMPANY

Notice is hereby given that at a meeting with the directors for managing the affairs of the Coleorton Railway Company held at the White Hart Hotel, Leicester on 16<sup>th</sup> of July 1833 it was ordered that "the several subscribers to and proprietors of this undertaking shall pay to the treasurer Sir William Heygate Bart, at the bank of Messrs Pares & Co. in Leicester, £20 per centum upon the amount of their shares on or before the 1st August next.

Dewes & Fisher, Clerks to the Company of Proprietors

Another meeting of the company was held at the White Hart Hotel on the 12<sup>th</sup> of August when the directors issued the two annexed notices:-

#### COLEORTON RAILWAY COMPANY

The directors will be ready to receive tenders on Wednesday the 4<sup>th</sup> September next, at the White Hart Hotel in Leicester at 12 o'clock, from any persons who may be desirous of contracting with them for the execution of the whole of the Works upon the Coleorton Railway. The directors will engage to supply bricks, ironwork and timber at certain prices; all other materials to be found by the contractors.

Sections and Specifications are prepared, and may be seen at the office of Mr Thomas Miles, in Leicester of whom any further information may be obtained.

Dewes & Fisher, Clerks to the Company Proprietors  
Ashby-de-la-Zouch, August 12<sup>th</sup> 1833.

#### COLEORTON RAILWAY COMPANY

The directors will be ready to receive tenders from any persons willing to supply them with Patent Malleable Iron Rails of 35 lbs to the lineal yard; also for suitable cast iron pedestals. To be delivered at Shardlow. Specifications may be seen at the office of Mr Thomas Miles, in Leicester, where, or at our office, in Ashby-de-la-Zouch, sealed tenders must be sent on or before the 2nd of September next.

Dewes & Fisher, Clerks to the Company of Proprietors  
Ashby-de-la-Zouch, August 12<sup>th</sup> 1833.

At the conclusion of the meeting on Monday 12<sup>th</sup> August, the directors and their friends travelled over the Leicester & Swannington Railway to their own line, and at the foot of the Swannington incline they placed some stones in position to mark the commencement of their property, and having turned the first sod they walked on about half a mile, where there was a tent and refreshments, and the usual speeches on such occasions took place, after which the first stone was laid of the Company's station, which included the weighing machine office, manager's office, directors' room and private house for the manager. This building, although no longer used for railway purposes, is now occupied as a private house.

Mr Robert Stephenson designed a fine stone bridge to cross the previously mentioned road, and the whole of the Works, including two tunnels, were carried out under the direction of Mr Samuel Smith Harris, the company's resident engineer, who was also a surveyor at Leicester, and a joint owner of the Whitwick Colliery.

The original idea, adopted by Sir George Beaumont, of laying the line with Outram-plates was of course abandoned, and 15ft wrought iron rails were used in order to convey traffic through to the Leicester & Swannington railway, and this brought about a break of system at Worthington Rough, where the Coleorton edge-rails could not be joined up to the Ashby Company's Outram-plates.

To enable Messrs Bostock & Co. to send their waggons of lime through from Cloud Hill to Leicester, the Ashby Canal Company in 1833 decided to re-lay that portion of its line from the Coleorton junction, near Newbold with a "double-rail" having a high and a low side capable of carrying either the flat or flanged wheels.

The Coleorton Company's railway was an important link, and placed the Leicester & Swannington, Coleorton, and Ashby lines, also the Ashby Canal, in direct communication: it also had a branch to the Peggs Green Colliery, and a steep incline to the California Colliery. Two portions of the line at the extreme ends of the railway were brought into use in December 1833.

For a period of 30 years this Company conveyed a large coal and lime traffic to Swannington en route to Leicester, but although the Act gave the company power to carry passengers at the rate of 2d per mile the directors did not consider that it would pay to carry passengers regularly, but on a few occasions parties of excursionists from Leicester were specially conveyed in Leicester & Swannington railway carriages over this line, and also forward to Breedon Hill over the Ashby Company's line.

In the year 1845, and again in 1864 the question of selling the Coleorton railway to the Midland Railway Company was under contemplation in which case a very direct route would have been formed between Coalville and Derby.



Unfortunately for the Coleorton Company it failed to come to terms, with the result that the Midland Company improved its own Ashby Tramroad and converted it into the Ashby & Worthington railway, which new line opened on the 1<sup>st</sup> January 1874 and seriously injured the traffic over the Coleorton railway. First one colliery, then another, became abandoned and disused, until in 1880 there was not a single waggon passed over the line.

In 1886 part of the tunnel near Swannington fell in, and in due time the Clause 150 of the original Act of 1833 began to come into force, which enacts "That if the said railway, or any part thereof, shall at any time hereafter be abandoned and given up by the said company ..... then and in such cases the lands ..... shall vest in the owner or owners of the land adjoining that which shall be so abandoned or given up." About the year 1890 the whole of the rails and chairs on this railway were taken up and sold for old iron; and the course of this once prosperous line remains a useless waste.

For the present there seems no signs of this line being brought again into use, but it is possible that in the distant future, when coal is not so cheap as at present, the unworked coal may be got, and the ancient Coleorton Railway may again come into active operation.

**BASED ON THE FOLLOWING & OTHER EVIDENCE, THE PARA OUTLINED BELOW HAS BEEN REMOVED FROM THE ABOVE REPORT BY CLEMENT E. STRETTON**

In the year 1833 the firm of R. Stephenson & Co. built an engine named "BEAUMONT" and it was placed upon the Coleorton Railway, and soon afterwards Sir George Beaumont caused one of his four-in-hand coaches to be taken off its wheels and fixed upon flanged wheels and a railway frame. In this vehicle he travelled not only over the Coleorton railway but also through to Leicester whenever he desired to have his carriage attached to the Swannington Company's trains.

**Coleorton Railway**  
**The Coleorton Railway Locomotive**  
R.F.Hartley October 1989

There is a legend dating back at least to 1896 <sup>1</sup> of a locomotive called "BEAUMONT" being supplied to the Coleorton Railway. It is said to have carried the works number 49 and to have been built in 1833. Sadly we can find no confirmation of this. Through the kind offices of Mr J. Liffen of the Science Museum in London we consulted the original records of Robert Stephenson and Company for this period <sup>2</sup>. Order number 49 of 29<sup>th</sup> April 1833 is for a (presumably) stationary engine for a Doctor Harland of Scarborough. For some reason the order seems to have been subsequently cancelled but there is no sign that the number was re-allocated. An exhaustive account of early Stephenson Locomotives by M.R.Bailey <sup>3</sup> is likewise silent on the subject.

Since the Coleorton railway operated apparently without locomotives at its period of greatest use, in the 1850s, there is no reason to suppose that one would have been essential to the early years of the railway's operations.

1. *Railway Herald* March 21 1896, pp 16-17
2. *Order Book No.1* March 1832 - October 1833, p 61
3. Unpublished MA thesis by M.R.Bailey *Robert Stephenson & Co. 1823-1836* submitted to the University of Newcastle upon Tyne 1984, Appendix IV, p 5

R.F.Hartley  
Leicestershire Museums, Arts & Records Service  
October 1989



## **EXPLANATION OF THE FOLLOWING ANNOTATED PLANS AND REPUTED LAND OWNERSHIP SCHEDULES FOR THE COLEORTON RAILWAY**

**PAGE 10** – This 1833 proposed plan shows the complete length of the Coleorton Railway from the termination of the Leicester & Swannington Railway at “the incline” in the village of Swannington, to the Smoile near Worthington Rough in the Township of Worthington (part of the parish of Breedon)

**PAGE 11** - This part plan shows the land ownership specific to the Township of Worthington annotated with numbers which align with the schedule for that area on the following page.

**PAGE 12** – This is the schedule of land ownership for the preceding plan.

**PAGE 13** – This part plan shows the land ownership in the Township of Thringstone annotated with numbers which align with the schedule for that area on the following page. This basically is for the area known as Pegg’s Green which became part of the Township of Thringstone during the 1807 enclosure awards. The Township of Thringstone was part of the ecclesiastical parish of Whitwick.

**PAGE 14** - This is the schedule of land ownership for the preceding plan.

**PAGE 15** – This part plan shows the land ownership in the Parish of Coleorton annotated with numbers which align with the schedule for that area on the following page.

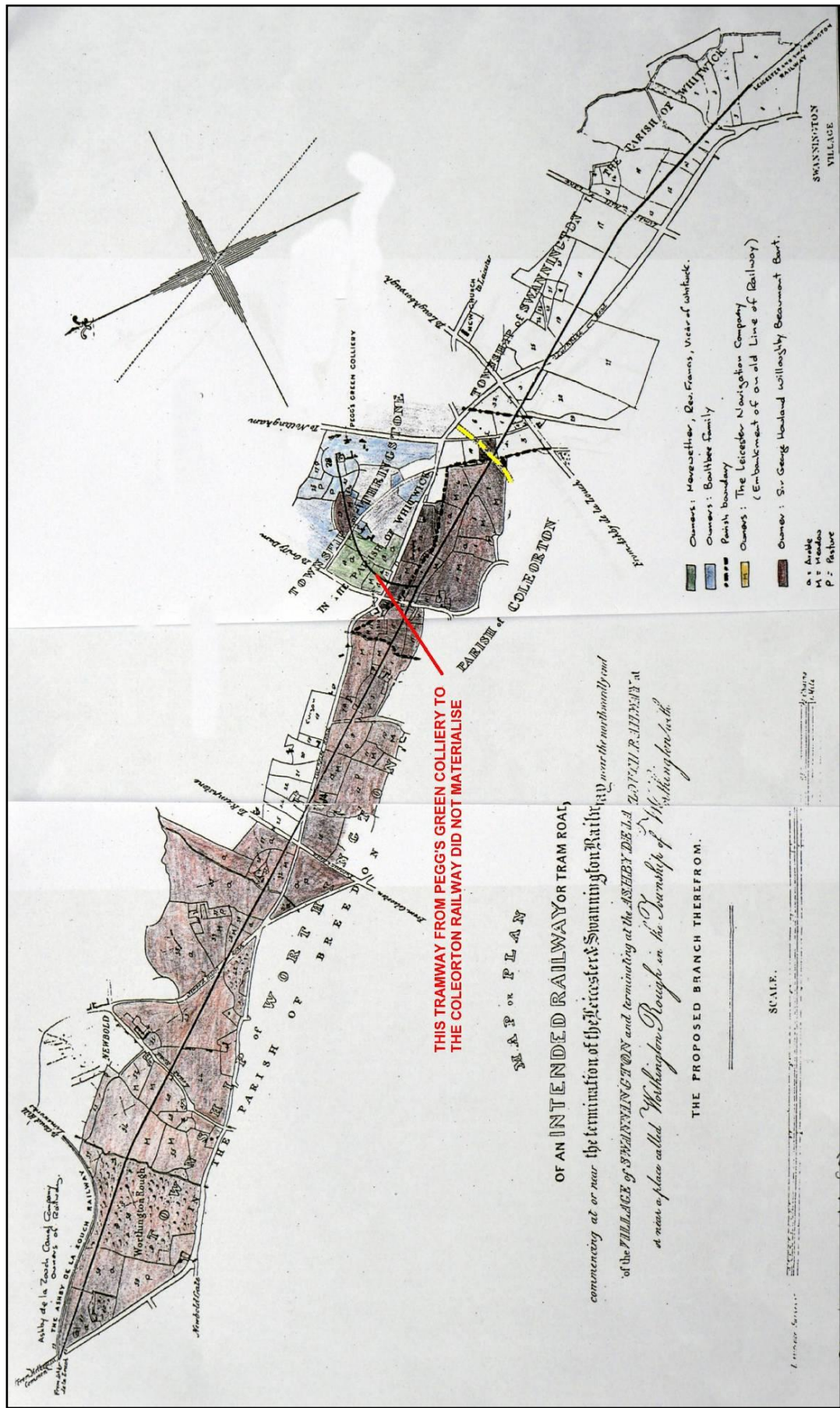
**PAGE 16** – This is the schedule of land ownership for the preceding plan.

**PAGE 17** - This part plan shows the land ownership in the Township of Swannington annotated with numbers which align with the schedule for that area on the following page.

**PAGE 18** - This is the schedule of land ownership for the preceding plan.

The wide yellow line to the right centre of the map on the next page depicts the old tramway which ran from the Charnwood Forest Canal at Thringstone wharf with first a branch line to Raper and Fenton’s Thringstone Colliery and the main line then went on to pass over the Pegg’s Green tunnel before splitting into two branch lines which led to the Coleorton Collieries of Boulton and Godolphin Burslem. It also appears on the maps on pages 13 & 15. A schematic diagram also appears on page 19 which shows the approximate path of these branch lines.

**THE LAND OWNERSHIP SCHEDULES ARE FROM THE COLEORTON RAILWAY  
ACT – 10TH JUNE 1833  
SCHEDULE PAGES 1722 - 1726**



**THIS TRAMWAY FROM PEGG'S GREEN COLLIERY TO THE COLEORTON RAILWAY DID NOT MATERIALISE**

M. A. P. or P. L. A. Y

OF AN INTENDED RAILWAY OR TRAM ROAD,

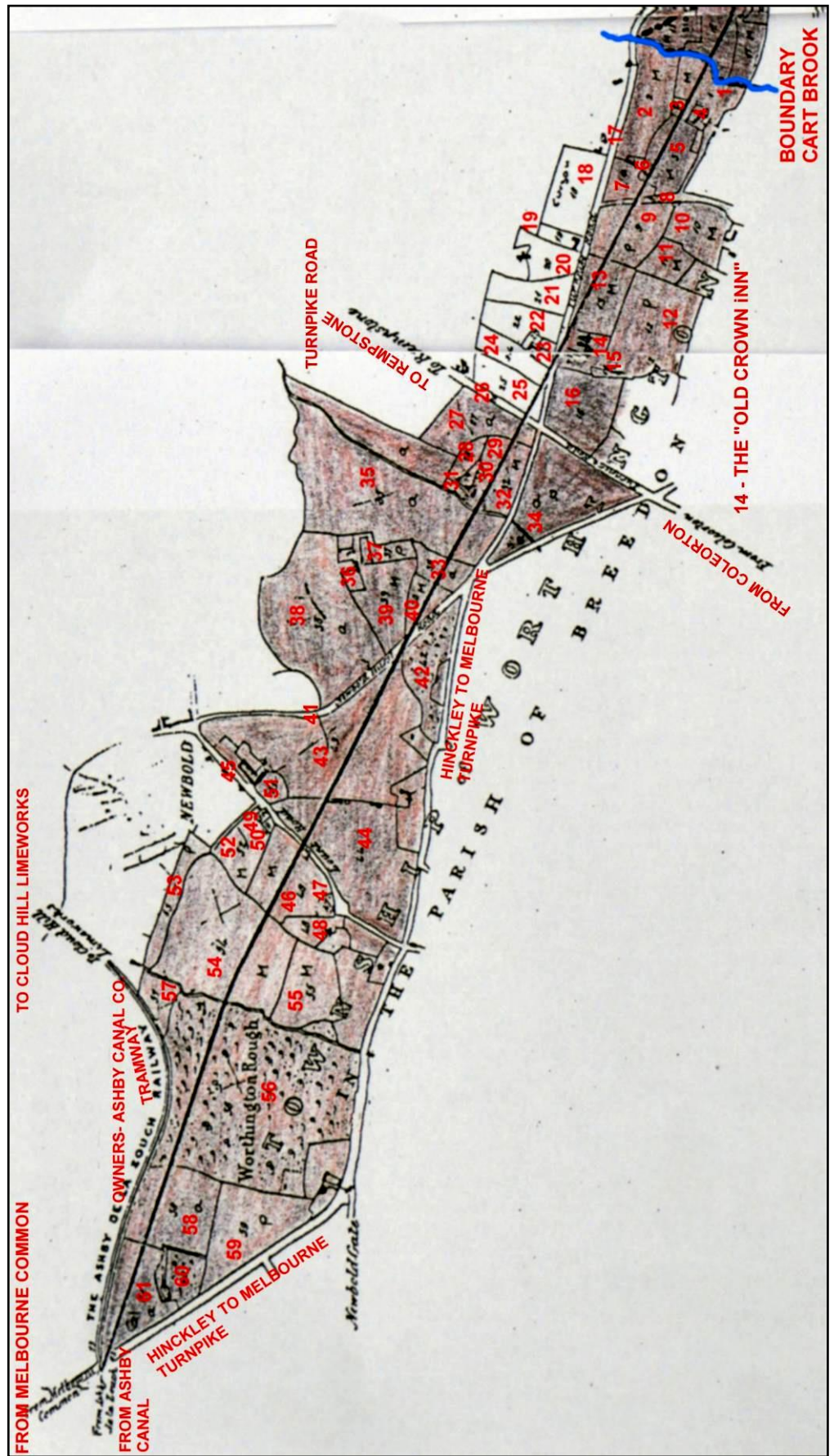
commencing at or near the termination of the Leicester & Swannington Railway at the VILLAGE of SWANNINGTON and terminating at the ASHBY DE LA ZOUCH RAILWAY at a near a place called *Widdington* in the Township of *Widdington* in the

THE PROPOSED BRANCH THEREFROM.

SCALE.

- Owners: Mawcether, Dea Franks, Viscount Whitlock.
- Owners: Baillee family
- Parish boundary
- Owners: The Leicester Navigation Company (Embankment of an old Line of Railway)
- Owner: Sir George Henslow Willoughby Beaumont Bart.
- A = Arable
- W = Water
- P = Pasture

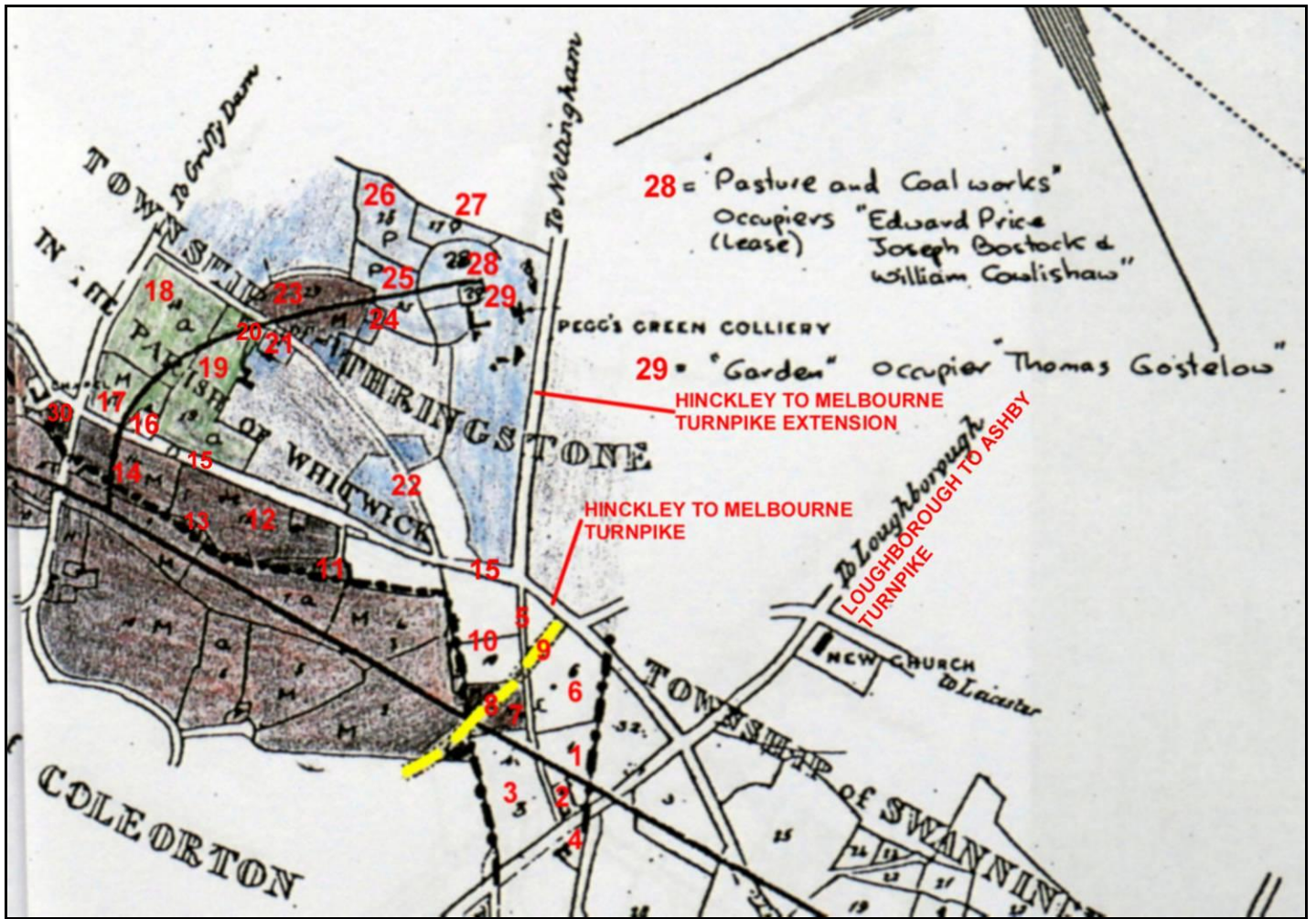




### Township of Worthington

No. on Plan	Owners or reputed Owners.	Lessees.	Occupiers.	Description of Property.
1.	Sir George Howland Willoughby Beaumont Baronet.	...	Ann Johnson	Meadow.
2.	Ditto	...	Thomas Orton	Ditto
3.	Sir George Howland Willoughby Beaumont Baronet.	...	Ann Johnson	Croft Meadow.
4.	Ditto	...	Ditto	Garden.
5.	Ditto	...	Ditto	Pasture.
6.	Ditto	...	Thomas Orton	House, Outbuildings, and Garden.
7.	Ditto	...	Ditto	Arable.
8.	Ditto	...	...	Road.
9.	Ditto	...	William Knight	Pasture.
10.	Ditto	...	Ditto	Meadow.
11.	Ditto	...	Ditto	Ditto.
12.	Ditto	...	Mary Pearson	Pasture.
13.	Ditto	...	Ditto	Meadow.
14.	Ditto	...	Ditto	The Old Crown Inn, Outbuildings, Yards, and Gardens.
15.	Ditto	...	William Parnell and Thomas Home.	Two Cottages and Gardens.
16.	Ditto	...	Richard Hughes	Arable.
17.	Trustees of the Turnpike Road from Hinckley to Melbourne Common.	...	...	Turnpike Road from Hinckley to Melbourne Common.
18.	John Curzon	...	George Thompson	Pasture.
19.	David Wardle	...	David Wardle	Garden.
20.	Joseph Ward	...	Joseph Ward	Pasture.
21.	John Mee	...	Joseph Brooks	Meadow.
22.	Ditto	...	Ditto	Pasture.
23.	Ditto	...	Joseph Brooks and Thomas Percival	Two Houses, Outbuildings, Yard and Gardens.
24.	Ditto	...	Joseph Brooks	Meadow.
25.	Ditto	...	Ditto	Ditto
26.	Trustees of the Turnpike Road from Coleorton to Rempstone.	...	...	Turnpike Road from Coleorton to Rempstone.
27.	Sir George Howland Willoughby Beaumont Baronet.	...	William Earp	Arable.
28.	Ditto	...	Elizabeth Hughes	Croft Pasture.
29.	Ditto	...	Ditto	Garden.
30.	Ditto	...	John Gostelow	Cottage and Garden.
31.	Ditto	...	Elizabeth Hughes	Cottage, Garden, and Croft Pasture.
32.	Ditto	...	Ditto	Meadow.
33.	Ditto	...	William Knight	Arable.
34.	Ditto	...	Ditto	Ditto
35.	Ditto	...	William Earp	Ditto
36.	Ditto	...	Thomas Cooper	Pasture.
37.	Ditto	...	Ditto	Ditto
38.	Ditto	...	William Earp	Arable.
39.	Ditto	...	Thomas Cooper	Meadow.
40.	Ditto	...	Ditto	Ditto
41.	Surveyors of the Highways	...	...	Road from Newbold to Coleorton, called Newbold Hurst Road.
42.	Sir George Howland Willoughby Beaumont Baronet.	...	In Hand	Plantation.
43.	Ditto	...	Daniel Newham	Pasture.
44.	Ditto	...	Ditto	Meadow.
45.	Surveyors of the Highways	...	...	Road to Newbold, called Lount Road.
46.	Sir George Howland Willoughby Beaumont Baronet.	...	William Deacon	Croft Pasture.
47.	Sir George Howland Willoughby Beaumont Baronet.	...	William Richards senior	Garden.
48.	Ditto	...	The Representatives of the late Ellis Pestell Thomas.	Meadow.
49.	Ditto	...	Martha Sutherland	Cottage and Garden.
50.	Ditto	...	William Cooper	Ditto Ditto
51.	Ditto	...	Daniel Newham	Stack Yard.
52.	Ditto	...	William Cooper	Meadow.
53.	Ditto	...	Daniel Newham	Pasture.
54.	Ditto	...	William Earp	Meadow.
55.	Ditto	...	William Deacon	Ditto
56.	Ditto	...	In Hand	Woodland.
57.	Ditto	...	William Cooper	Pasture.
58.	Ditto	...	Jonathan Thompson	Arable.
59.	Ditto	...	Ditto	Pasture.
60.	Ditto	...	In Hand	Plantation and Pond.
61.	Ditto	...	Jonathan Thompson	Arable.
62.	Ditto	...	...	Waste Ground.
63.	The Ashby-de-la-Zouch Canal Company.	...	...	Railway or Tramroad.



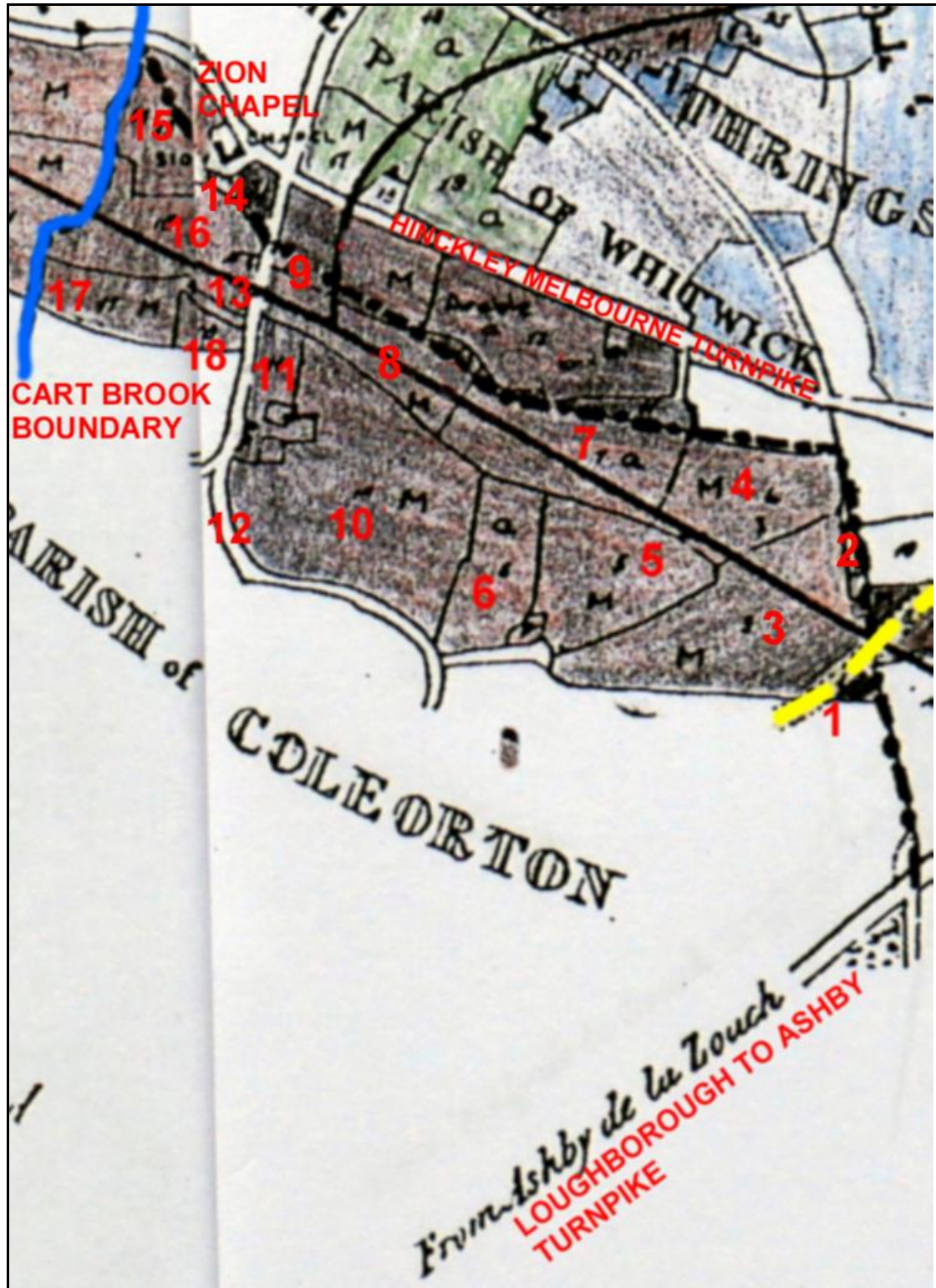


The wide yellow line on the above map depicts the old tramway which ran from the Charnwood Forest Canal at Thringstone wharf with first a branch line to Raper and Fenton's Thringstone Colliery and the main line then went on to pass over the Pegg's Green tunnel before splitting into two branch lines which led to the Coleorton Collieries of Boulton and Godolphin Burslem. A schematic diagram also appears on page 19 which shows the approximate path of these branch lines.

## **Township of Thringstone**

No. on Plan	Owners or reputed Owners.	Lessees.	Occupiers.	Description of Property.
1.	John Griffin the elder	...	William Knight	Meadow.
2.	Ditto	...	John Griffin the elder, James Speck.	Two Dwelling Houses and Garden.
3.	Francis Sketchley	...	Francis Sketchley	Pasture.
4.	Surveyors of the Highways	...	Ditto	Ditto. Allotment for Public Watering Place.
5.	...	...	...	Occupation Road.
6.	The Reverend Mathew Drake Babington, as Incumbent of the Chapelry of Saint George in the Township of Swannington.	...	William Knight	Meadow.
7.	Sir George Howland Willoughby Beaumont Baronet.	...	Thomas Beresford	Ditto.
8.	The Leicester Navigation Company.	...	Ditto	Ditto. Embankment of an old line of Railway.
9.	Ditto	...	John Toone	Ditto (Ditto)
10.	Francis Sketchley	...	Ditto	Meadow.
11.	Sir George Howland Willoughby Beaumont Baronet.	...	Richard Wardle	Arable.
12.	Ditto	...	John Waterfield	Ditto
13.	Ditto	...	Edward Sharpe	Meadow.
14.	Ditto	...	Ditto	Ditto
15.	Trustees of the Tumpike Road from Hinckley to Melbourne Common.	...	...	Tumpike Road from Hinckley to Melbourne Common.
16.	Joseph Boulton, John Boulton, John Boulton and John Warren Paget, as Trustees of William Boulton, Reverend Charles Boulton, and John Clutton.	...	Mary Harris Braithwaite	Cottage and Garden.
17.	Reverend Francis Merewether, as Vicar of Whitwick.	...	Stephen Wood	Meadow.
18.	Ditto	...	Ditto	Arable.
19.	Ditto	...	William Kidger	Ditto
20.	Elizabeth Hardy	...	John Hardy	Garden.
21.	Joseph Boulton, John Boulton, John Boulton and John Warren Paget, as Trustees of William Boulton, Reverend Charles Boulton, and John Clutton.	...	Joseph Morley	Garden.
22.	Surveyors of the Highways.	...	...	Lane.
23.	Sir George Howland Willoughby Beaumont Baronet.	...	John Tugby	Meadow.
24.	Joseph Boulton, John Boulton, John Boulton and John Warren Paget, as Trustees of William Boulton, Reverend Charles Boulton, and John Clutton.	...	William Barkby	Cottage and Garden.
25.	Ditto	...	Thomas Gostelow	Pasture.
26.	Ditto	...	Ditto	Ditto
27.	Ditto	...	Ditto	Ditto
28.	Ditto	Edward Price, Joseph Bostock, and William Cowlshaw.	Edward Price, Joseph Bostock, and William Cowlshaw.	Ditto and Coal Works.
29.	Ditto	...	Thomas Gostelow	Garden.
30.	Sir George Howland Willoughby Beaumont Baronet.	...	Francis Dent	Arable.

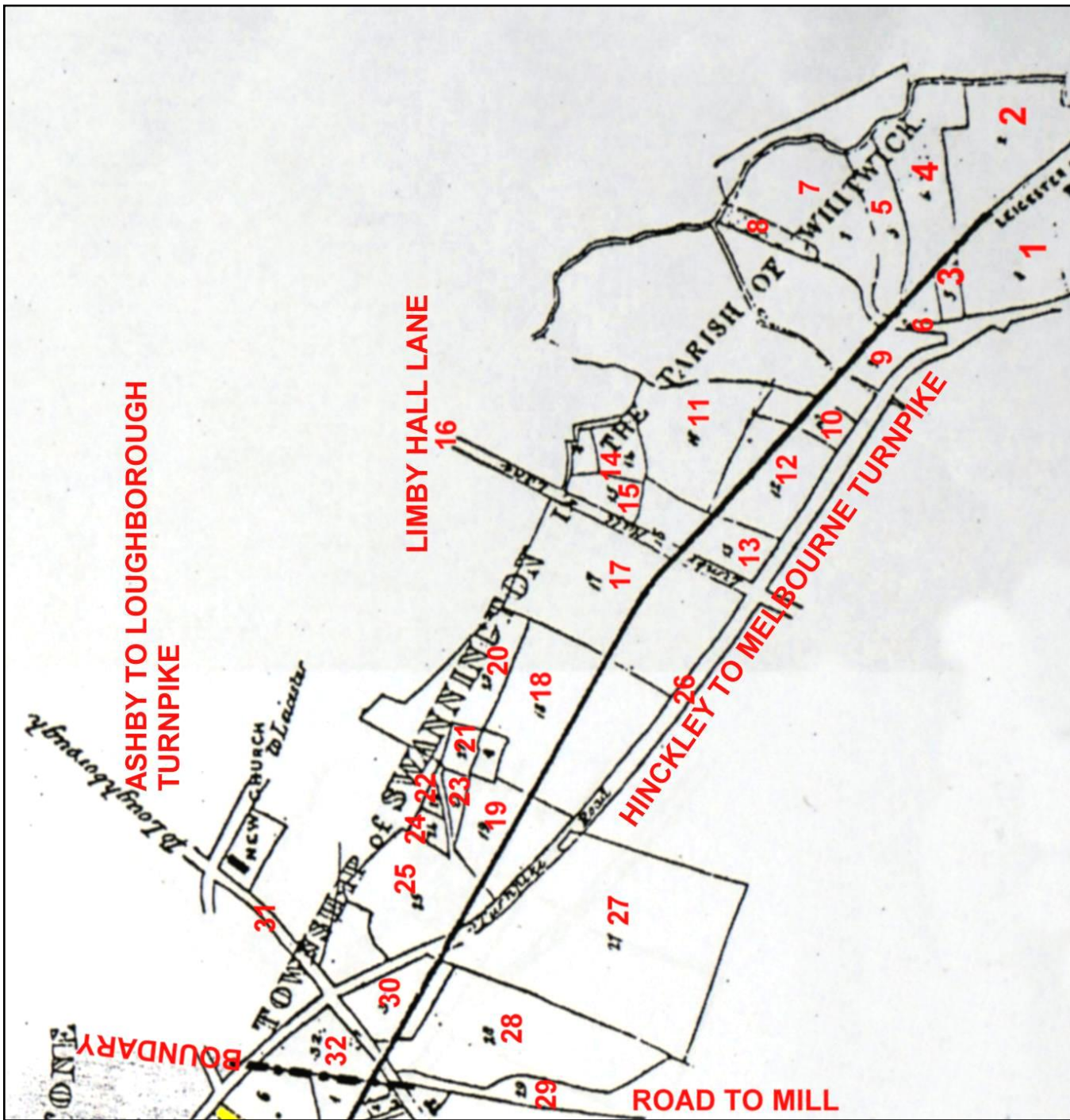




## *Parish of Coleorton*

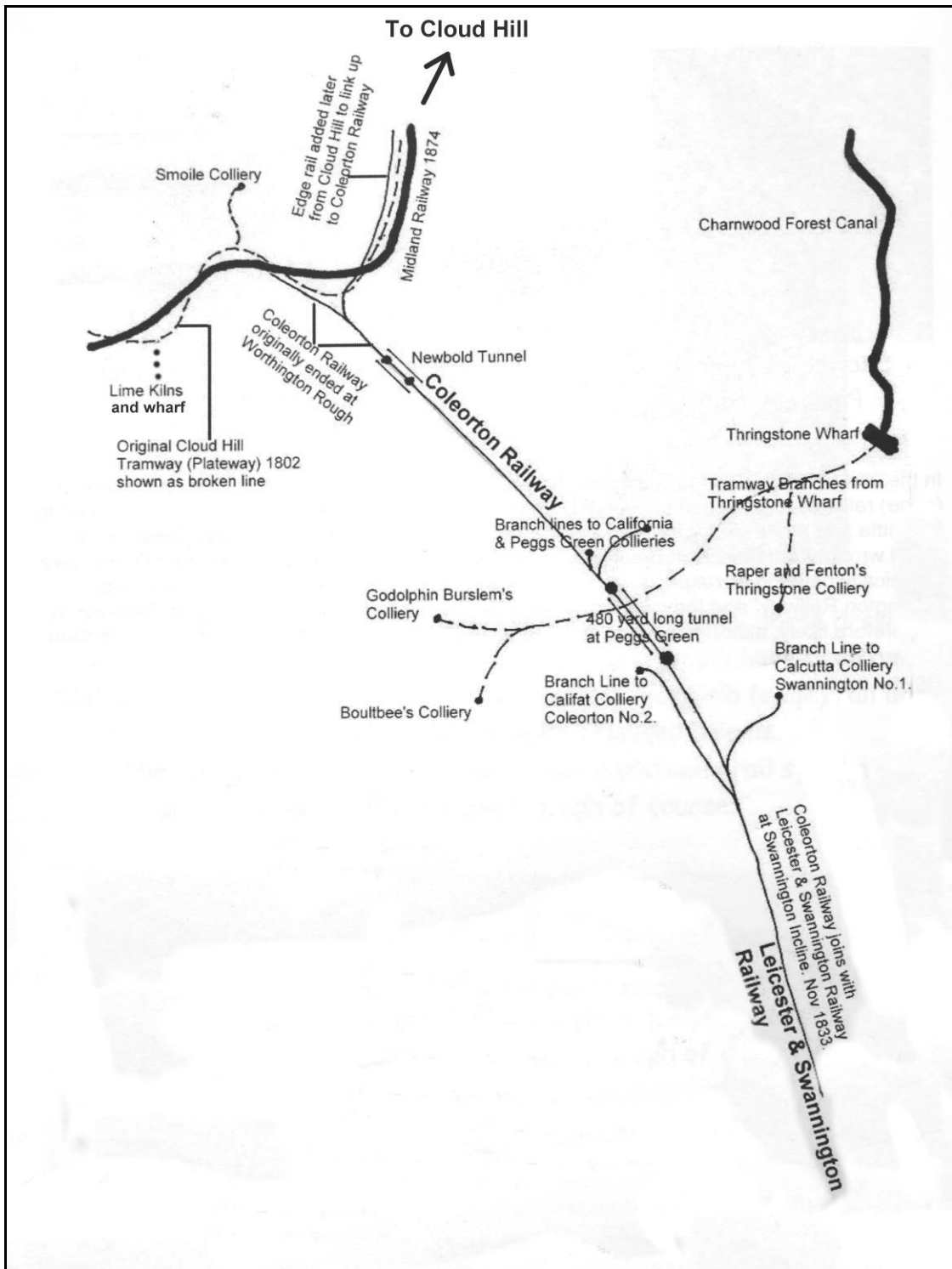
No. on Plan	Owners or reputed Owners.	Lessees.	Occupiers.	Description of Property.
1.	The Leicester Navigation Company.	...	Richard Wardle	Meadow (Embankment of an old Line of Railway).
2.	Sir George Howland Willoughby Beaumont Baronet.	...	John Williamson	Cottage and Garden.
3.	Ditto	...	Richard Wardle	Meadow.
4.	Ditto	...	Ditto	Ditto
5.	Ditto	...	Ditto	Ditto
6.	Ditto	...	Abraham Barrs	Arable.
7.	Ditto	...	Richard Wardle	Ditto
8.	Ditto	...	Edward Sharpe	Meadow.
9.	Ditto	...	Ditto	Ditto
10.	Ditto	...	Richard Orton	Ditto
11.	Ditto	...	Samuel Gotier, Joseph Bradford, William Tow.	Gardens.
12.	Surveyors of the Highways.	...	...	Road.
13.	Sir George Howland Willoughby Beaumont Baronet.	...	John Hall junior	Cottage and Garden.
14.	Ditto	...	Francis Dent	Arable.
15.	Ditto	...	Ditto	Meadow.
16.	Ditto	...	John Hall junior	Ditto
17.	Ditto	...	Thomas Beresford	Ditto
18.	Ditto	...	Ditto	Cottage, Road, and Garden.





## Township of Swannington

No. on Plan	Owners or reputed Owners.	Lessees.	Occupiers.	Description of Property.
1.	The Leicester and Swannington Railway Company	...	William Fenton	Pasture, intended to be made a Depôt for the Leicester and Swannington Railway.
2.	The Chaplains and Poor of the Hospital of William Wigston in the Town of Leicester, of the Foundation of the same William Wigston.	William Fenton	William Fenton	Pasture.
3.	The Leicester and Swannington Railway Company.	...	Ditto	Ditto, intended to form Part of the Depôt above mentioned.
4.	Joseph Potter	...	William Taylor	Meadow.
5.	The Chaplains and Poor of Wigston's Hospital.	William Fenton	William Fenton	Ditto.
6.	Ditto	Ditto	...	Road.
7.	Ditto	Ditto	George Hextall	Meadow.
8.	Ditto	Ditto	Thomas Grundy	Ditto
9.	Ditto	Ditto	Richard Wainwright	
10.	The said Chaplains and Poor as Lords of the Manor.	...	Joseph Ellis	Arable (Intake).
11.	Ditto	...	Ditto	Pasture (Intake).
12.	Ditto	...	Ditto	Meadow (Intake).
13.	The Chaplains and Poor of Wigston's Hospital.	William Fenton	John Goodall	Arable.
14.	The said Chaplains and Poor as Lords of the Manor.	...	Joseph Ellis	Meadow (Intake).
15.	Ditto	...	Ditto	Ditto (Ditto)
16.	Surveyors of the Highways of Swannington.	...	...	Limby Hall Lane.
17.	The Chaplains and Poor of Wigston's Hospital as Lords of the Manor.	...	John Fukes	Arable (Intake).
18.	The Chaplains and poor of Wigston's Hospital.	William Fenton	William Fenton	Arable.
19.	The said Chaplains and Poor as Lords of the Manor.	...	Francis Johnson	Pasture (Intake).
20.	Ditto	...	Francis Sketchley	Arable (Intake).
21.	The Chaplains and Poor of Wigston's Hospital	William Fenton	William Fenton	Arable.
22.	The said Chaplains and Poor as Lords of the Manor.	...	John Winters	Arable (Intake).
23.	Ditto	...	John Goff	Ditto (Ditto)
24.	Ditto	...	Catherine Winters	Ditto (Ditto)
25.	The Chaplains and Poor of Wigston's Hospital.	William Fenton	William Fenton	Arable.
26.	The Trustees of the Turnpike Road from Hinckley to Melbourne Common.	...	...	Turnpike Road from Hinckley to Melbourne Common.
27.	The Chaplains and poor of Wigston's Hospital.	William Fenton	William Fenton	Pasture.
28.	The said Chaplains and Poor as Lords of the Manor.	...	James Burton, or John Griffin jun. as his Sub-tenant	Pasture (Intake).
29.	Ditto	...	...	Road to Mill.
30.	The Chaplains and Poor of Wigston's Hospital	William Fenton	William Fenton	Arable.
31.	The Trustees of the Turnpike Road from Ashby-de-la-Zouch to Loughborough.	...	...	Turnpike Road from Ashby-de-la-Zouch to Loughborough.
32.	The Chaplains and Poor of Wigston's Hospital as Lords of the Manor.	...	Thomas Henson	Arable (Intake).

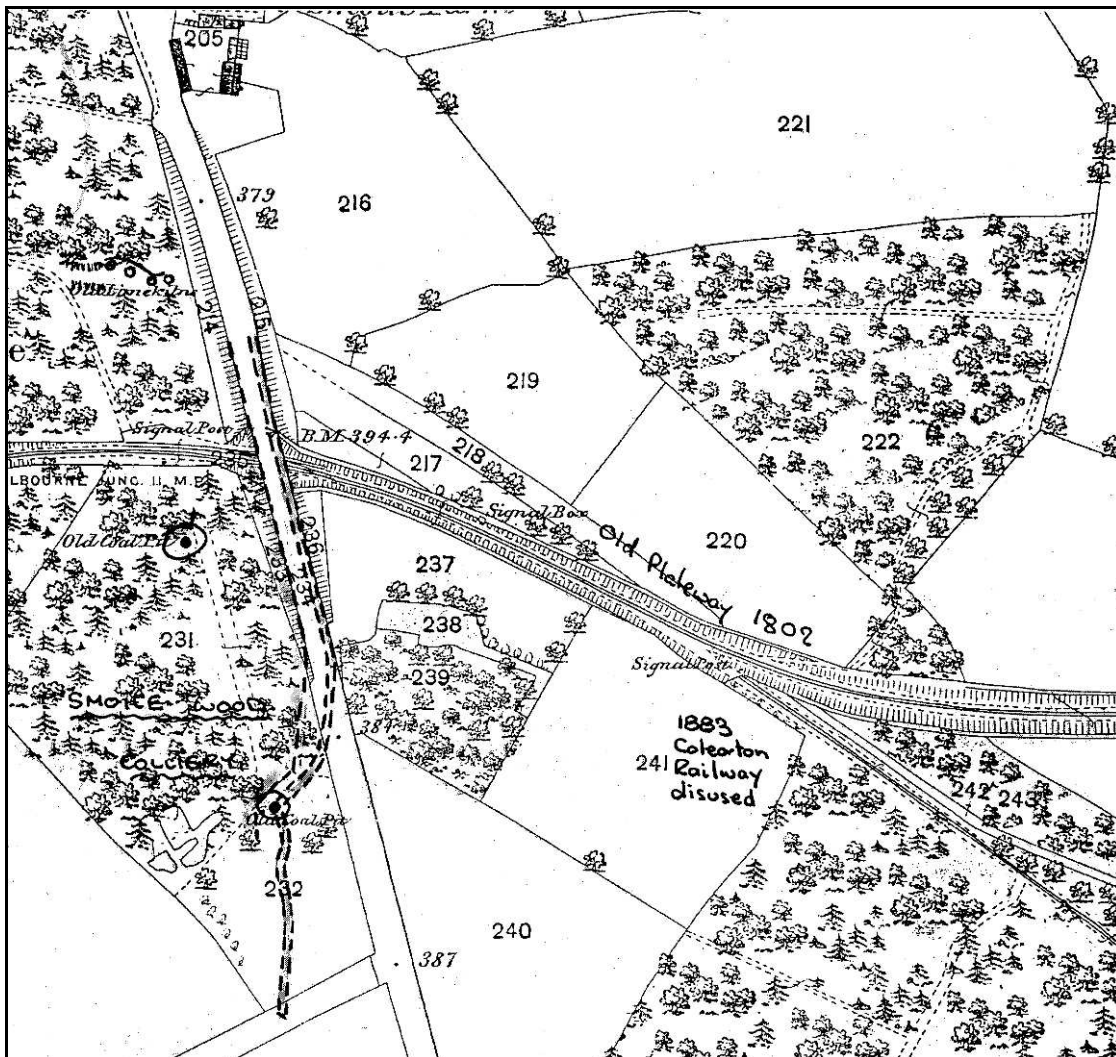


**SCHEMATIC DIAGRAM (NOT TO SCALE) INCLUDING THE PATH OF THE COLEORTON RAILWAY AND THE TRAMWAY BRANCH LINES FROM THE CHARNWOOD FOREST CANAL AT THRINGSTONE WHARF TO THE COLLIERIES AT THRINGSTONE AND COLEORTON**

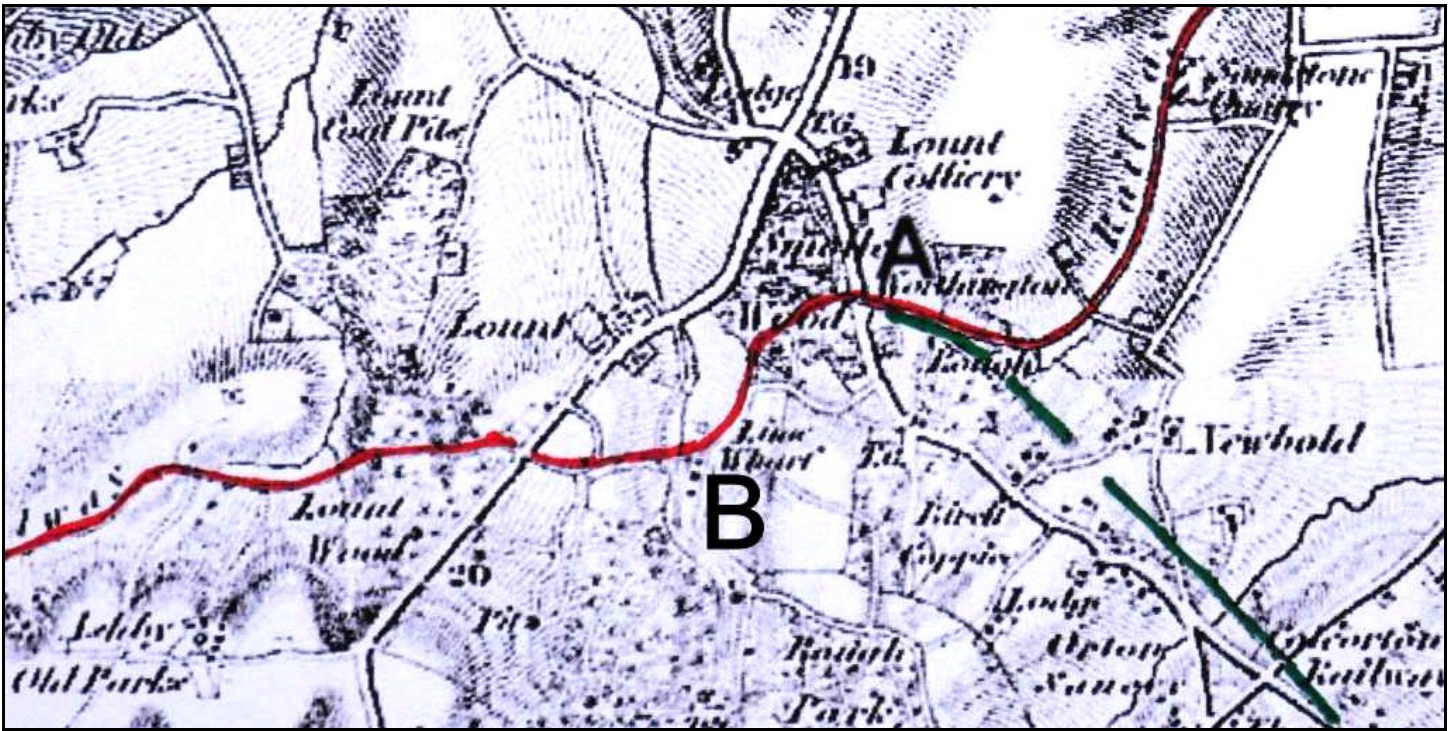
**EXTRACTS FROM 1882 SURVEYED 25 INCH O/S MAPS  
SHOWING THE PATH OF THE COLEORTON RAILWAY  
FROM WHERE IT JOINED THE L.&S.R. AT THE INCLINE,  
SWANNINGTON TO WHERE IT JOINED THE 1802  
CLOUD HILL TRAMWAY AT WORTHINGTON ROUGH**

Features shown on the maps in sequence are:-

- The Coleorton railway joining the 1802 Cloud Hill Tramway at Worthington rough
- The Newbold Tunnel
- Passing over Aqueduct Bridge at Gelsmoor
- The Pegg's Green Tunnel
- The Swannington Incline

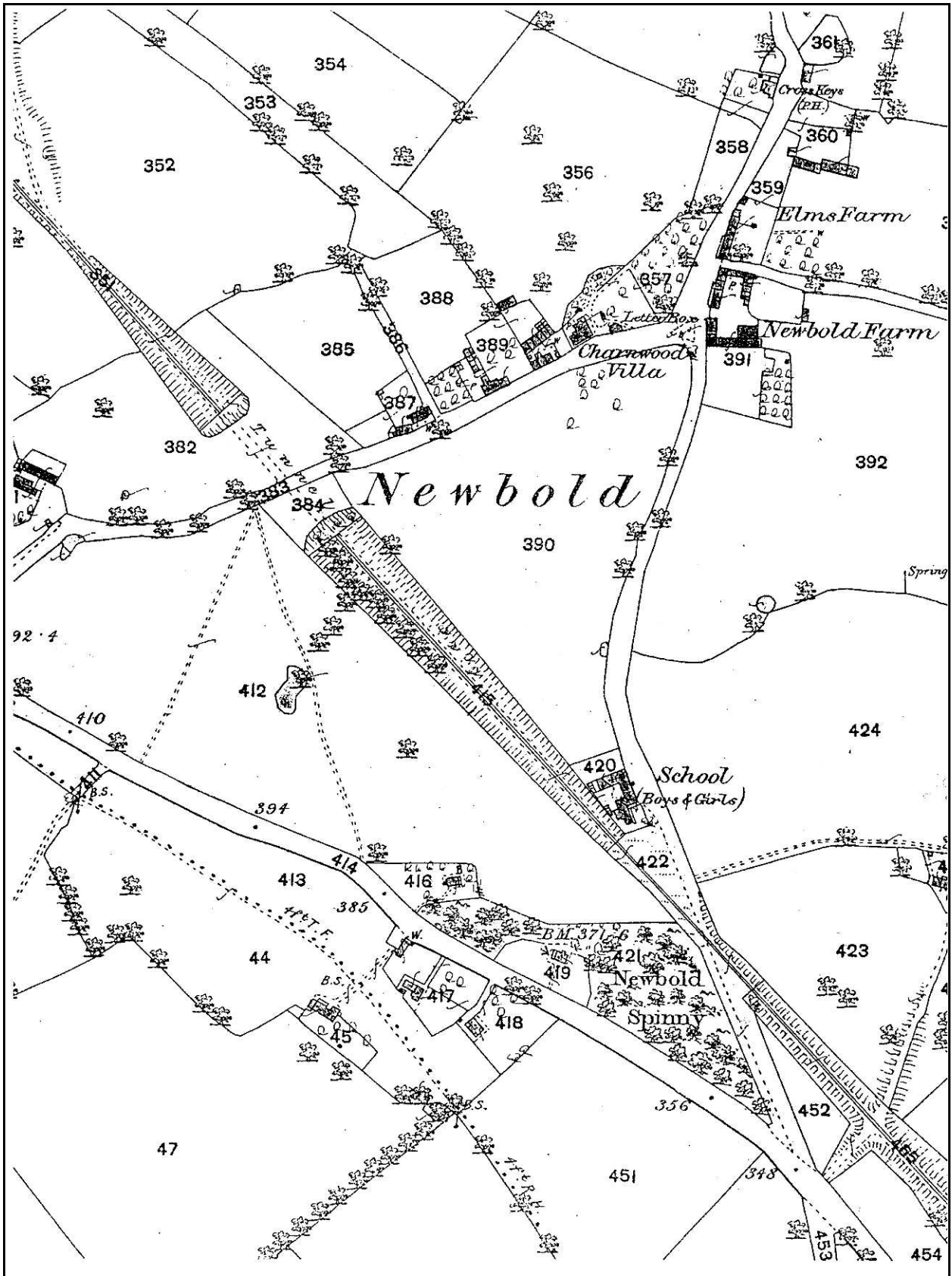


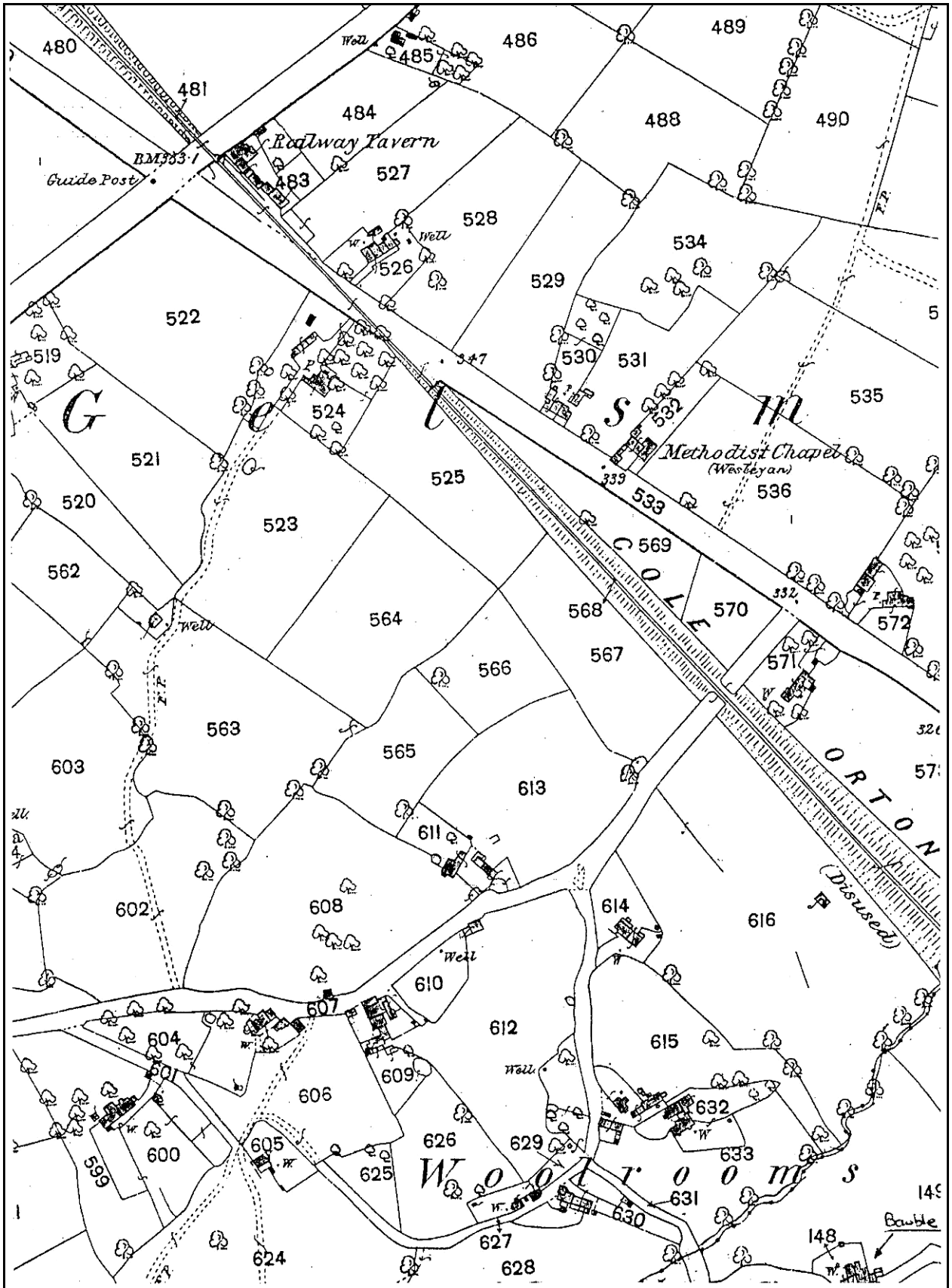




The 1835 first issued O/S map

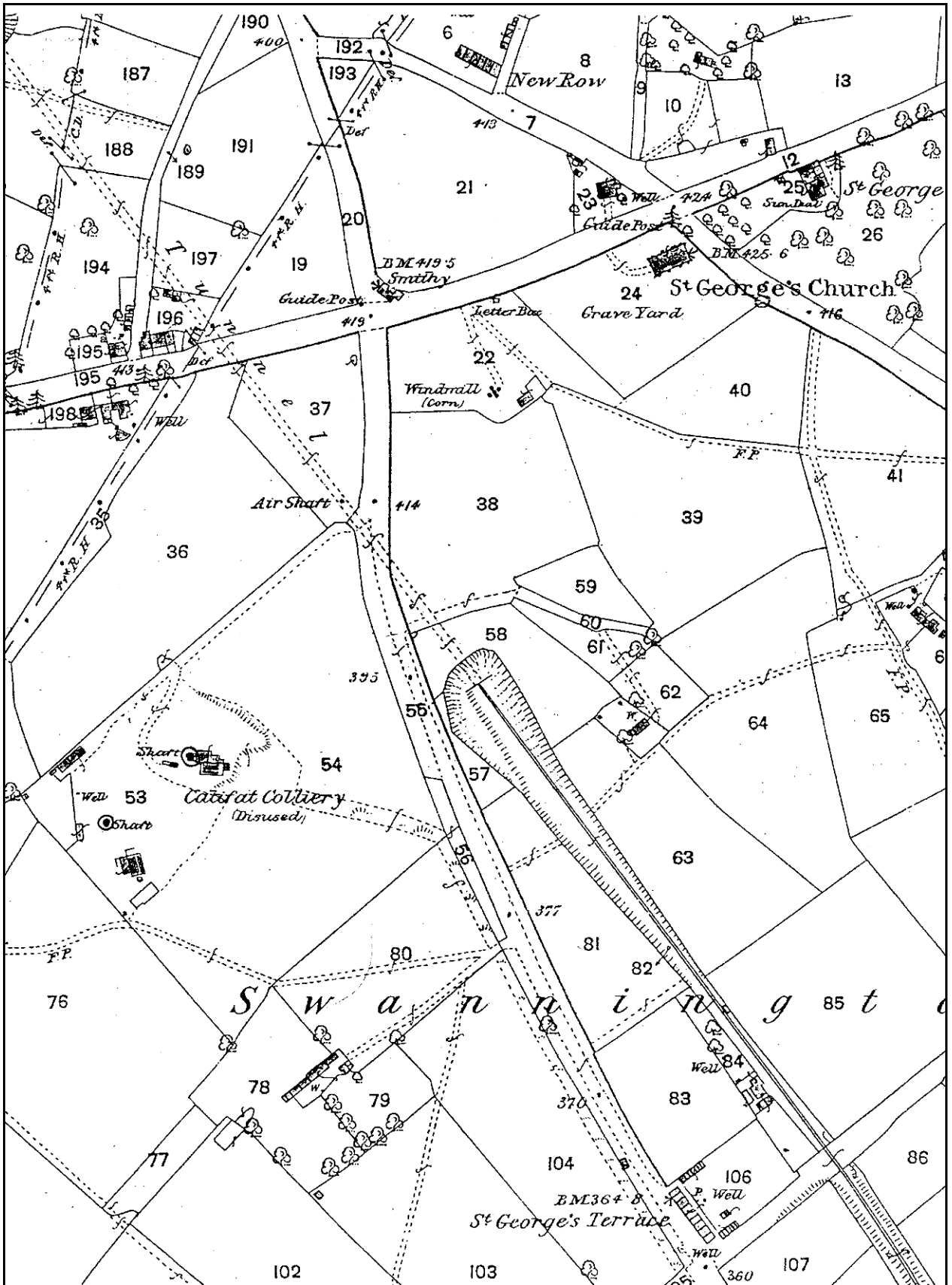
The above map also shows coloured green, the route of the Coleorton Railway coming from Swannington, through Pegg's Green, in a north westerly direction, and going through the Newbold tunnel and finally running alongside the Cloud Hill Tramway, coloured red, for a short distance at "Worthington Rough" marked **B** where lime from Cloud Hill and coal from the Smoile area was initially transhipped into the Coleorton Railway horse drawn wagons.











**A SERIES OF PHOTOGRAPHS SOME OF WHICH  
RELATE TO THE PRECEDING TEXT AND MAPS**



**Worthington Rough Junction House 1988**

**SK398192 – shown on the 1882 surveyed 25 inch O/S map, parcel 321 (This map is not included here)**

The Weighbridge and Traffic Controller's House, situated at Worthington Rough end of the Coleorton Railway on the Ashby Canal's Company's Willesley to Cloud Hill plateway. This tramway was commissioned circa 1802 and carried limestone products and coal to the Willesley canal wharf via Ashby. The Coleorton railway, commenced in 1833, and connected with the tramway to open up the Leicester market for the limestone products. The section of the tramway between Lord Stamford's Cloud Hill and Breedon Lime-works and the Coleorton Railway junction, was modified with special dual purpose combination rails to accommodate both flanged and un-flanged wagon wheels. The junction was on the western (Ashby) side of the Weigh-house.

A similar check-weigh facility and controller's house was sited (SK415170) on the Coleorton Railway at the Swannington junction with the Leicester & Swannington Railway.





**Old Railway Tunnel – Lount Road, Newbold – Southern Entrance  
1971 – After rails were removed**



**Before rails were removed**



**The remains of the bridge which carried the Coleorton railway over Aqueduct Lane, Gelsmoor (known colloquially as Akadoc lane)  
September 1981, SK407181 looking north-west**



**The entrance to the circular brick Pegg's Green Tunnel at St. George's Hill, Swannington which has now been filled in.**



**Swannington Junction House (circa 1900)  
SK514170) – shown on the 1882 surveyed 25 inch O/S map, parcel 84 –  
shown on page 27**

**Image reproduced from: Jarvis, *J. Porter to Signaller* 1937 – 1965  
(Dover Reprint, undated)**

**Photo credit – Midland Railway Trust**

**This view looking roughly north-west along the route of the old Coleorton railway shows the tunnel mouth to the left in the far distance. The incline was behind the photographer with the line to the pumping station swinging away behind him to the right**

*Jarvis wrote “Califat pit had a tramway, originally built to connect with the Hinckley to Melbourne turnpike (later the A447) at the point where the “Fountain Inn” now stands (subsequently demolished) and where it is likely that a weighbridge was used ; when the incline was put into operation, this tramway was extended to meet it. The second rail connection that brought coal to the bottom of the Incline was the Coleorton Railway. Along this stretch of line was not only Coleorton pit, but one at Pegg’s Green and another at California as well as a brickyard. The tunnel was approximately 440 yards long and went under the Ashby to Loughborough road (now the A512). The house erected in the cutting that led to the tunnel still stands, albeit modernised, and originally housed the Manager of the Coleorton Railway. A weighbridge was situated outside, and Joe Wheatley, who lived there for 30 years, remembered that when it was removed, he walked underneath the house to observe what was left of the working apparatus”.*

Hand me down hearsay has it that the Wheatleys’ had lived at the house for 60 years



Line of Coleorton Railway running diagonally from bottom right (Newbold School) to top left (Worthington Rough) with the Newbold tunnel SK399189 to left of centre, and site of Newbold Pipe Works & Brickyard top centre. The red-roofed houses in Newbold are those built for Colliery & Pipeyard workers by Frank Hodges in 1936. Looking North from over the site of New Lount Colliery.

Photo: A.E.S. 1988  
Ref: 42/8



Centre section of the old Coleorton Railway with 'New Lount' bowling green at top right and remains of railway under-bridge upper left of centre at SK408179. Soil markings, bottom centre, show site of ancient water-gin pits fed by the aquaduct over Aquaduct Lane bringing water from horse-gin pits higher up on Gelsmoor.

Photo: R.F.H. 1989  
Ref: 42/10

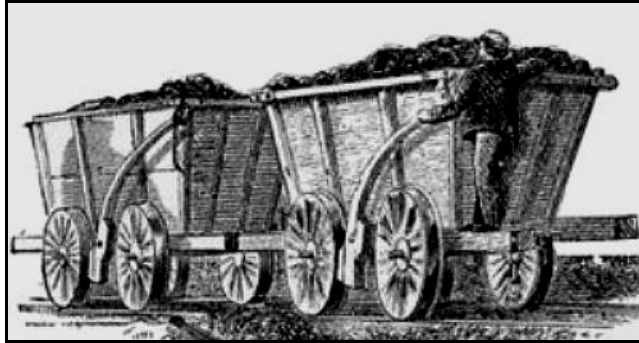
Line of Coleorton Railway running vertically to right of centre from its junction with the old L. & S.R. incline at Swannington, with the entrance to Peggs Green tunnel to right of centre, and the site of Califat Colliery on the opposite side of the road, to the left.

SK417167, looking N.W.

Photo: A.E.S. 1988  
Ref: 42/6



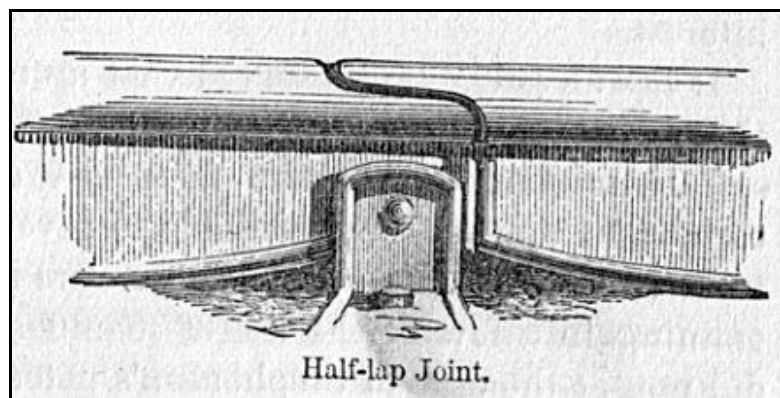
## SUPPLEMENTARY INFORMATION



A typical design of horse drawn wagons with flanged wheels that would have been used on the Coleorton Railway, running on rib (edge) rails.



SECTION OF TYPICAL PLATEWAY RAIL



CAST IRON FISH BELLY RIB (EDGE) RAIL.  
STEPHENSON 1818 PATENT

In the early 1800's, George Stephenson held the patents and rights for the best cast iron rib (edge) rails (see illustration above), which were typically only 3 feet in length. These tended to be brittle and broke easily. John Birkinshaw in 1820 developed and patented

a method of rolled wrought / malleable iron edge rails which could be made in 15 foot lengths. These were technically better in all respects, and Stephenson used these rails on the “Stockton and Darlington Railway” and they were also used on the “Leicester and Swannington Railway“. It is therefore likely, although no records exist, that the same rails were used on the “Coleorton Railway“. The author recalls these lines still existing in Stoney Lane, and going over the lane from the embankment on either side. They were later taken up by the council.

In “The Leicester to Swannington Railway” by C.R.Clinker (Leicestershire Archeological Society) it is recorded on the only *surviving* shipment document (1832 to 1845) that the following shipments of burnt lime were sent via the Coleorton Railway and Leicester to Swannington Railway to Leicester from Cloud Hill.

	<b>Tons</b>	<b>Cwts</b>	<b>Qt's</b>
<b>First 6 months of 1833</b>	<b>371</b>		

The above would have presumably been transported to Long Lane, Whitwick by horse drawn wagons on the turnpike roads as the railway to “Swannington Incline” was not completed till November 1833.

<b>First 6 months of 1844</b>	<b>783</b>	<b>11</b>	<b>2</b>
<b>Last 6 months of 1844</b>	<b>2044</b>	<b>9</b>	<b>1</b>
<b>First 6 months of 1845</b>	<b>675</b>	<b>8</b>	<b>3</b>

The above would have been transported by horse drawn wagons on the Coleorton Railway to be transhipped onto the Leicester & Swannington railway steam engine driven wagons at “Swannington Incline”