



dovetail
GAMES

Netherfield: Nottingham Network



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Whilst we do our utmost to reproduce sounds that are accurate and true-to-life, sometimes these sounds may not completely tally with the user's expectation. Due to the nature of the simulation, it is often not possible to reproduce a completely accurate soundscape for a variety of reasons such as limitations with our current technology and occasional inability to gain meaningful access to the locomotives being created. You should therefore regard the audio reproduction for our locomotives as authentic interpretations rather than perfect recreations.

1 Route Background and Information

1.1 A Brief History of Nottingham's Railways

The first main-line railway arrived in Nottingham in 1839 when the Midland Counties Railway opened its line from Derby to Nottingham. The company merged with two others in 1844 to form the Midland Railway and in 1845 took over the Erewash Valley Line to give it access to the Nottinghamshire and Derbyshire coalfields. The Midland established its headquarters in Derby, and Nottingham was somewhat sidelined as a major railway centre.

In 1851 the Ambergate, Nottingham, Boston, and Eastern Junction Railway completed a line from Grantham as far as sidings at Nether Field, Colwick, east of Nottingham, giving the Great Northern Railway running rights from its main line in Grantham to Nottingham. In 1852 the first Great Northern train arrived in Nottingham at the Midland's station resulting in conflict and intense rivalry between the two companies. The Midland imposed exorbitant charges on the Great Northern for running rights over its line from Colwick to Nottingham and finally, the Great Northern built its own line into Nottingham in 1857 with a terminus at London Road Low Level, just to the east of the Midland's station.

In common with the rest of the country, the 'Railway Mania' of the 1860s saw a number of new local railways opened. Although built in a mood of optimism, many of these small companies were not viable and were gradually taken over or merged to become parts of the larger pre-grouping companies, with the Midland Railway and the Great Northern Railway becoming the dominant forces in Nottingham and Nottinghamshire.

The city of Nottingham grew rapidly in the 1870s and the expansion of the collieries in the Nottingham coalfields, north of the city, provided a lucrative market for the railways. The movement of coal and minerals, in particular, was a major source of income for the railways and there was intense rivalry between the various companies to get a major slice of this business. As a result, a complex network of parallel routes developed as each company sought to establish connections with the collieries.

In 1889, the construction of the Nottingham Suburban Railway from London Road Low Level station to Daybrook, north of the city, was completed, with three intermediate stations and four tunnels on a steeply graded line. The line was intended to serve the three brickworks along its length as well as easing congestion on Nottingham's roads. The rapid expansion of Nottingham Corporation's tram network rendered the passenger service non-viable and the route closed to passenger traffic in 1916. The route was reduced to single track in 1930 and bomb damage at the southern end of the route in 1941 forced freight traffic to access the line from the northern end of the route only. The last freight workings took place in 1951 and the line closed in 1954.

Meanwhile, a late arrival on the scene, the Manchester, Sheffield and Lincolnshire Railway, started to expand southwards from Sheffield as far as Annesley, north of Nottingham. In 1897, it obtained approval to continue to East Leake, south of Nottingham, and then to Leicester and Rugby. The company changed its name in the same year to the Great Central Railway in anticipation of its expansion south in 1899 to London with a new station at Marylebone. The Great Central needed a suitable station in Nottingham and Nottingham Victoria station was built as a joint venture with

the Great Northern, opening in 1900. The station was built in a deep cutting in the city centre with access via tunnels from both north and south.

The Great Central built a large marshalling yard and locomotive depot at Annesley, north of Nottingham, while the Great Northern had developed a similar large facility at Colwick to the east of the city. In 1878, the Great Northern built a direct line (the 'back line') which skirted the city from Colwick in the east to Daybrook in the north and extended through Basford and Bulwell (latterly Basford North) via Kimberley and Awworth to a new station at Friargate in Derby and on to Staffordshire (known as the GNR Derbyshire and Staffordshire Extension), providing an alternative to the Midland's direct route between Nottingham and Derby. This extension also provided a direct link between Colwick, the Derbyshire and Staffordshire coalfields and Stanton Ironworks near Ilkeston, which had a voracious appetite for coke and iron ore to feed its furnaces.

The grouping of the railways in 1923 saw the Great Northern and Great Central amalgamated as part of the London and North Eastern Railway (LNER) while the Midland became part of the London Midland and Scottish Railway (LMS). Rivalry between the two companies for the lucrative coal and mineral traffic continued until the railways were nationalised in 1948.

The steep decline of the coal industry in the 1960s, along with the rationalisation of the railway system under Beeching saw many of the lines close, with Victoria station closing and being demolished in 1967. Mapperley Tunnel on the 'back line' between Colwick and Daybrook was closed due to a rock fall in 1960 and the transfer of Colwick yard from BR's Eastern Region to the London Midland Region in 1966 hastened its demise and it closed in 1970. Today, all the collieries are gone and very little of the railway remains with only the Midland route to St Pancras, Derby and Sheffield to the west of the city and Newark and Grantham to the east still in operation.

1.2 Route Map



2 Rolling Stock

Stock from four separate packs is included with the purchase of the Netherfield: Nottingham Network route and each individual manual should be referred to for full information:

- Fowler 4F Loco Add-On
- 8F Pack Loco Add-On
- BR Robinson Class O4 Loco Add-On
- Thompson Class B1 Loco Add-On

2.1 Fowler 4F (4F Addon Pack 01.pdf)



2.2 Stanier 8F (Stanier 8F Locomotive Addon.pdf)



2.3 Robinson O4 (Robinson O4.pdf)



2.4 Thompson B1 (Thompson B1.pdf)



In addition, three wagons are included with the route.

2.5 Milk Tanker



2.6 TTA Tanks (Black & Grey liveries)



2.7 Cattle Truck



3 Scenarios

3.1 01. [B1] Football Special

Description: There is an important cup-tie in Nottingham today and the away team fans have chartered a special train to take them to the match. You need to drop the fans off at London Road High Level for the short walk to the ground in plenty of time for the kick-off. Sadly, you don't get to see the game as you need to drop off the empty coaches at Bagthorpe Sidings before reversing the loco round the triangle and taking it to Annesley depot for refuelling.

Duration: 40 minutes

Difficulty: Hard

3.2 02. [8F] Iron Ore Hoppers to Colwick

Description: You are driving a train of empty iron ore hoppers from Stanton Ironworks, near Ilkeston, to Colwick yard. Mapperley Tunnel on the 'back line' is closed for repairs so you are being routed on the ex-Great central main line through Nottingham Victoria. Continue the rest of the journey to Colwick.

Duration: 35 minutes

Difficulty: Moderate

3.3 03. [4F] Coal to Colwick

Description: Drive a train of full coal wagons from Annesley Colliery down the 'back line' to Colwick to be marshalled for their onward journey.

Duration: 50 minutes

Difficulty: Very Hard

3.4 04. [B1] Annesley Dido

Description: Annesley shed and sidings are some distance from any residential areas so the railway runs a regular workmen's train to take railway workers to and from the yard. The train is known as the Annesley Dido (because it runs "Day in, day out") and usually consists of an old tank engine and vintage non-corridor coaches. However, these are not available today and the shedmaster has pressed into service a B1 with a Mk 1 coach and goods brake van as a substitute. Starting at Hollinwell and Annesley Halt, drive the early morning service to Hucknall and Bulwell before reversing and returning to Annesley.

Duration: 45 minutes

Difficulty: Moderate

3.5 05. [O4] Windcutter Empties to Annesley

Description: The "Windcutters" or "Runners" are fast, keenly-timed heavy coal or mineral trains that run from Annesley sidings, north of Nottingham, to Woodford Halse, south of Rugby, with empty trains returning in the opposite direction. After a good run with a long train of empty mineral wagons from Woodford, you are held at a signal check just south of Nottingham Victoria before continuing the last leg of the journey to Annesley.

Duration: 45 minutes

Difficulty: Hard

3.6 06. [O4] Tunnel Closure Diversion

Description: Mapperley Tunnel, on the 'back line' between Colwick and Daybrook, is prone to subsidence and has had to be closed for repairs. As a result, all trains that normally use the line are being diverted through Nottingham Victoria. Drive a train of full coal wagons 'the long way round' from Gedling Colliery to Annesley sidings.

Duration: 55 minutes

Difficulty: Hard

3.7 07. [4F] Gasworks Empties to Linby

Description: Drive a train of empty mineral wagons from London Road Gas Works up the 'back line' to Linby Colliery to be refilled.

Duration: 50 minutes

Difficulty: Moderate

3.8 08. [O4] Coal Empties from Colwick to Hucknall

Description: Drive an O4 on a train of empty coal wagons from Colwick yard to Hucknall No. 2 Colliery.

Duration: 30 minutes

Difficulty: Moderate

4 Railfan Mode Scenarios

Railfan Mode provides a unique chance to observe and enjoy the operations of trains without the pressure and involvement of driving them. Railfan Mode scenarios are positioned at various key points along the route and provide camera functionality to sit back and watch the action unfold.

These scenarios are located on the Drive screen under the Career tab.

4.1 [RailfanMode] Bulwell Common

Located at Bulwell Common, observe the operations and passing trains from a good vantage point. See what you can capture as the action unfolds.

Duration: 10 Minutes

Difficulty: Easy

4.2 [RailfanMode] Hucknall Central

Located at Hucknall Central, observe the operations and passing trains from a good vantage point. See what you can capture as the action unfolds.

Duration: 10 Minutes

Difficulty: Easy

4.3 [RailfanMode] Nottingham Victoria

Located at Nottingham Victoria, observe the operations and passing trains from a good vantage point. See what you can capture as the action unfolds.

Duration: 10 Minutes

Difficulty: Easy

5 Quick Drive Scenarios:

Please note that several Quick Drive scenarios ending in yards or collieries will require manual switching of junctions in order to arrive at the intended siding. This is intentional and intended to provide greater variety than usual.

6 Acknowledgements

Dovetail Games would like to thank the following people for their contribution to the development of the Netherfield: Nottingham Network route.

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