

Definitive Map of Rights of Way for Leicestershire Register of Definitive Map Modification Order Applications

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|---|-----------------------------------|--------------------------|--|
| Short Description: To add a footpath from Bowbridge Lane, along the disused railway line to the A52 Trunk Road at Bottesford, based on evidence of use. | | | |
| Application No.: | M1221 | Legal Services Ref. No.: | |
| Application Status: | Footpath | | |
| Geographical Location | | | |
| Path No: | | Route name (if known): | Disused railway line |
| Settlement: | Bottesford | | |
| Parish: | Bottesford | | |
| District/Borough: | Melton Borough | | |
| Nearest Town/City: | Grantham | | |
| Start Location: | Bowbridge Lane, Bottesford | | |
| Start Grid Refs: | Landranger: | SK 798 391 | Eastings,Northings: 479860,339140 |
| End Location: | A52 Trunk Road, Bottesford | | |
| End Grid Refs: | Landranger: | SK 796 381 | Eastings,Northings: 479610,338150 |
| Applicant's Name, Address & Postcode: Mr Paul Fenton, 4, Bowbridge Gardens, Bottesford, Leicestershire NG13 0AZ | | | |
| Date Received: | 18/01/2021 | Date Determined:* | |
| Application Stage(s): • Evidence of use under assessment | | | |
| For Further Information | | | |
| Case Officer: | Ellen Senior | | |
| Telephone: | 0116 305 7085 | Fax: | |
| Email: | footpaths@leics.gov.uk | | |
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| Application Form | | | 1 |
| Map accompanying the application | | | 2 |
| Additional Documents – Railway history and photos | | | 3 & 4 |
| Inspector's Decision | | | |

* Note the **Determination Date** is the occasion on which Leicestershire County Council formally decided whether or not to make an order in response to this application.

Form PT634

APPLICATION FOR DEFINITIVE MAP MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981
DEFINITIVE MAP AND STATEMENT FOR THE COUNTY OF LEICESTERSHIRE

Please complete this form and return it together with Form PT636, and any evidence you wish to submit, to: Safe and Sustainable Travel Team, Environment and Transport Department , Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RJ.

I, Paul Fenton

Of 4 Bowbridge Gardens, Bottesford, Leicestershire NG13 0AZ
.....

hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981, modifying the Definitive Map and Statement for the area by

*adding a footpath

which runs from

Bowbridge Lane at SK 79857 39132 to A52 at SK 79605 38157

as shown on the attached plan.

I attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

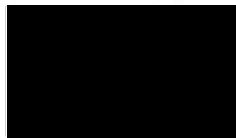
List of Documents

User evidence forms in PDF format

History of Bottesford railways

Photos taken on 15/01/2021 showing the path and current use.

Signed



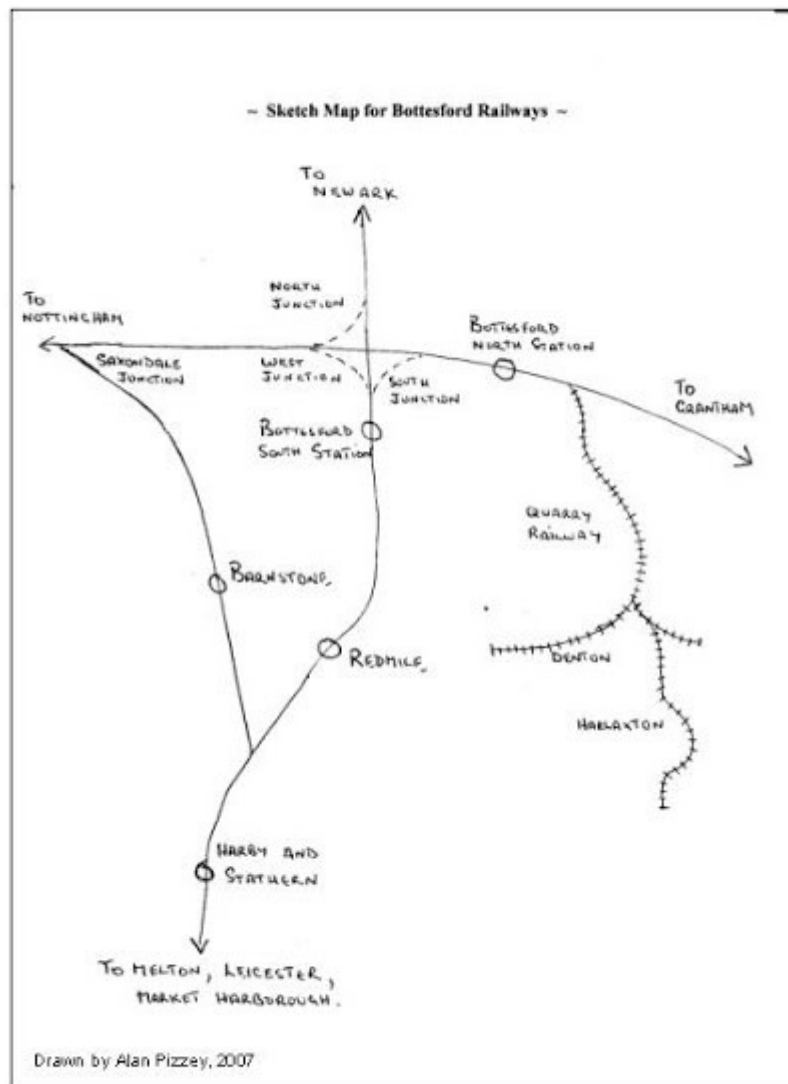
Dated 18th January 2021

How we use your information

Any information you provide will be used in accordance with current data protection regulations and other relevant legislation. The information will be used to consider your application for a Definitive Map Modification Order. A copy of your application (including your name and address) will be published online in order to meet statutory requirements. Other personal details (such as telephone numbers, email addresses and signatures) will be removed before publication.



History of Bottesford Railways



The Great Northern & London North Western Joint Railway – 1879

This was the grandiose title of the North/South railway line through Bottesford which connected to Melton, Leicester, Market Harborough and Northampton. The GNR alone owned the section on to Newark. Bottesford had north, south and west junctions connecting the joint line to the established east/west route.

The exploitation of ironstone workings on the Leicestershire Wolds and connection to the coal traffic from Nottingham were more important than passenger service as an economic reason for the construction of this railway. Ironstone was carried north to the West Riding and coal south to London; fleeces for the Yorkshire woollen industry went north and yarn returned to the hosiery factories of Leicester. The likely revenue from these opportunities overcame the early objections of the

'fox hunting' lobby in the House of Lords in 1872. The GNR joined with the LNWR in promoting the line to counter plans by rival railway companies. The LNWR thus gained passenger service access to Nottingham and a share of the coal traffic using a loop line from Stathern to Saxondale via Barnstone. Many short quarry railways were connected to the main line, such as the line from Denton and Harlaxton which joined the east/west line at Muston. Locomotives on this line had to build up speed to haul trains over the bridge across the A52 – sometimes they stalled and had to run back for a second or even a third attempt. Some ironstone was carried to the Stanton Ironworks at Ilkeston. Thus the area south of Bottesford had several quarry railways whose track beds now form part of our heritage in use as footpaths, cycle tracks and bridle ways. The Rutland Railway Museum has some 0-4-0 and 0-6-0 "puffers" on show and further information and explanation of these quarry lines.

By 1880 Bottesford had four signal boxes and two stations with important junctions to the east/west line. The timetable of 1887 shows only 4 trains a day, both north and south, stopping at Bottesford, but it was possible to "stop" four more if required! Travelling south, the 7.49 am from Bottesford reached Melton at 8.19 am, and Leicester at 9.01 am. If you "stopped" the 9.37 am at Bottesford you reached Melton by 10.04 am, Market Harborough by 10.42 am, Northampton by 11.08 am and using a through carriage arrive at London by 1 pm. Trains from the south to Bottesford all went to Grantham; only trains stopping at Redmile went straight on to Newark, with a journey time of 31 minutes.

The LNWR provided locomotives for the Nottingham / Melton / Northampton service, and over the years Mr Webb's designs of the 1870's worked out their declining years on the line. In the 1920's it was possible to see "coal tanks", "cauliflowers" and "jumbos" at work and even the famous Precedent class

"Hardwicke" appeared. The GNR used such interesting locomotives as Stirling and Ivatt "Singles" and later, Ivatt "Atlantics". A selection of carriages was employed from the six wheeler "bumpers" to smoother bogie stock, with some odd mixtures of liveries to be seen.

In early days on the joint line there was some coal traffic from Doncaster to Newark and thence south to Northampton. A daily Newark/Northampton goods service was operated by the GNR and they also operated a Grantham/Leicester service, both via Bottesford.

During the Second World War, freight trains used the line to the petrol storage facilities in the Redmile area. This traffic was a matter of great secrecy, but the district still received considerable attention from German bombers. There was a large American arms dump at Great Dalby, south of Melton, as well as one at Bottesford West, also supplied by this line.

Passenger traffic was always sparse on the joint line, since many of the stations were far from the villages which they served. The more flexible bus services were

strong competitors in the 1940's and 50's. By 1950 only two trains a day travelled from Leicester to Grantham, and this service was withdrawn in 1962. Today, villagers relate how, when they were boys, they visited the signal boxes in the evenings for a chat and a cup of cocoa with the signalman. Even in the 1970's night time oil tanker trains from the Humber Estuary came south via Newark and round to the Bottesford west signal box, where they gave up their "token" to the signalman. Today there is still oil freight traffic to be seen on the east/west line at Bottesford.

Throughout its life however the line did provide a useful route for Excursion Trains running at weekends from Leicester to the coast at Skegness, Mablethorpe and Sutton on Sea. At one time excursions ran via Newark and Doncaster to Bridlington or Scarborough. Trains comprising fourteen full bogie coaches made the journey to the Lincolnshire coast hauled by a selection of elderly locomotives. Even as late as 1954 20,000 passengers travelled on this service in 72 excursion trains during the season. A typical journey departed from Leicester at 8.30 am and 2 hours and 40 minutes later arrived at Skegness – returning by 9.16 pm. Some of these excursions were scheduled to stop at Bottesford – 9.39 am to arrive in Skegness at 11.10 am. **Seasonal holiday trains ceased running in 1962 when the north/south line from Melton to Bottesford was closed.**

(Source: bottesfordhistory.org.uk)

The rails and sleepers were removed from the section under consideration some time in the mid 1970s. It was then that local people began to use the line as a path for walking and, in some cases, cycling and horse-riding.

M1221 - Bowbridge Lane to A52 – Photos

