Farnsfield Railway Line and Station

Farnsfield Railway Station was completed in 1871 as part of a short branch from the Nottingham to Lincoln line. The first part of the branch line, running from Rolleston Junction to Southwell was completed in 1847. The extension of the line to Mansfield was undertaken by Messrs. Eckersley and Baylis for the Midland Railway Company and took three years to complete. The line ran from Southwell through Kirklington, Farnsfield and Blidworth and on to Mansfield. A station house provided accommodation for the station master and family, a ticket office and a waiting room. A goods warehouse and a coal siding were also built.

The construction of the railway line was challenging and at times dangerous, blasting through sandstone rock and building a number of bridges including the impressive viaduct at Mansfield. The workmen encountered a short heatwave in September 1869, necessitating they stop work in the afternoon and return in the evening. In January 1870 the winter weather was so severe that work had to stop and many workmen were thrown out of work as a consequence. There were also a number of accidents including blast burns and injuries and accounts of horses taking fright and causing damage. The most tragic accident happened in March 1870. An eight-year-old boy named William Taylor strayed onto the line when his mother brought lunch to her husband who was employed as a pumper. William fell and was struck by a waggon; sadly, he died of his injuries.

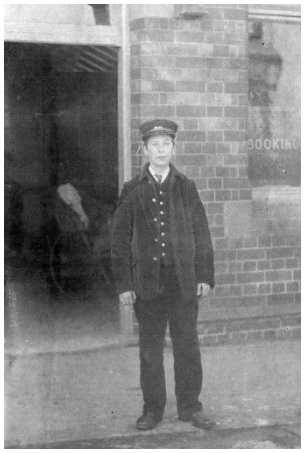
The work was finally completed in early 1871. After an inspection of the line led by Government Inspector Colonel C.S.Hutchinson, the first train made its appearance punctually at 9.00am on 3rd April 1871 at the Farnsfield Station and many villagers took the opportunity to take a trip to Mansfield.

MANSFIELD AND NEWARK.

	a.m	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.
NEWARK .....dep.	8 30	11 0*	12 0†	5 0	MANSFIELD .....dep.	6 15	9 40	3 45
Rolleston .....arr.	8 38	11 10	12 10	5 8	Rainworth	6 32	9 52	3 57
					Farnsfield	6 48	10 1	4 6
Nottingham.....dep.	8 0	...	11 15	4 10	Kirklington	7 1	10 9	4 13
Rolleston .....arr.	8 39	...	11 51	4 49	Southwell	7 30	10 29	4 20
					Rolleston .....arr.	7 38	10 28	4 26
Rolleston .....dep.	8 42	11 15	12 15	5 12				
Southwell	8 48	11 26	12 33	5 18	Rolleston .....dep.	7 47	10 45	4 43
Kirklington	8 55	11 32	12 43	5 25	Nottingham .....arr.	8 30	11 25	5 25
Farnsfield	9 2	11 47	1 30	5 32				
Rainworth	9 10	11 55	1 45	5 40	Rolleston.....dep.	7 45	10 29	4 27
MANSFIELD .....arr.	9 25	12 20	2 10	5 55	NEWARK .....arr.	7 55	10 38	4 35

* Runs on Thursdays only. † Does not run on Thursday.

Train timetable published in February 1873



Arthur Fisher (far left) began work as a porter at Farnsfield railway station at the age of 13. He lived at South Lodge, at the entrance to Hexgreave Estate. The photograph is on a postcard dated November 1906 when he was 17 years old. The postcard photograph (right) of a railway worker outside the station booking office is signed by J. Littlewood, 'a photo of myself' date stamped September 1910.

A new eight mile stretch of railway line was constructed in 1929 from Farnsfield to Ollerton via Bilsthorpe connecting the Southwell to Mansfield line to the Mid-Nottinghamshire collieries. Farnsfield station closed to regular passengers on 12th August 1929, but continued as a busy coal and freight route and also operated some excursion trains to Southwell Races, Lincoln and the coast. The station finally closed in 1965 when the last train traveling between Blidworth and Kirklington was recorded in the Farnsfield signalman, John Bailey Robinson's log book on 25th February 1965. He finished entry for that day "Keep right on to the end of the road, keep right on to the end".

The station master's house, ticket office and waiting room. The goods shed can be seen in the background. Photograph taken after the removal of the railway line.