

Historical and Pictorial Guide of Woodthorpe Grange Park

From the date it first opened on Thursday, 1st June 1922, Woodthorpe Grange Park has been a part of the City of Nottingham for just a little over 100 years. For those, like myself, who have lived all their life facing Woodthorpe Park, and for those who are its visitors, it is hard to imagine life without it.

In this day and age, it is all too easy to take for granted our places of communal recreation. As far as we, the general public, are concerned, they have always been there. But like all things in life, they all had a beginning. That beginning was mostly through events that took place maybe three or four centuries ago. For example, Nottingham's Forest Recreation Ground was one of the original areas to be protected in perpetuity by the 1845 Nottingham Enclosure Act, which set aside 80 acres (32 hectares) for public recreational use.

For over 300 years, the Forest has been home to sports, including horse racing, cricket and football. In 1773, it was home to the Nottingham Racecourse, where it remained until it moved in 1892 to where it is today at Colwick. Nottingham Forest Football Club also played their first games in the Forest after its formation in 1865, hence the club's title, 'Nottingham Forest.' Also, and most importantly, the Forest Recreation Ground plays host to Nottingham's annual Goose Fair.

Although the Goose Fair can be traced back to the 13th century, the Goose Fair has been part of the Forest Recreation Ground since 1928, when the fair was transferred from its original site in Nottingham's Market Square, before its redevelopment in 1927 and was renamed the Old Market Square.

Travel even further back in history, and you will see the Forest Recreation Ground once played its part in Nottingham's hosiery industry, with a series of windmills which were used for spinning cotton.



1900s Forest Recreation Ground



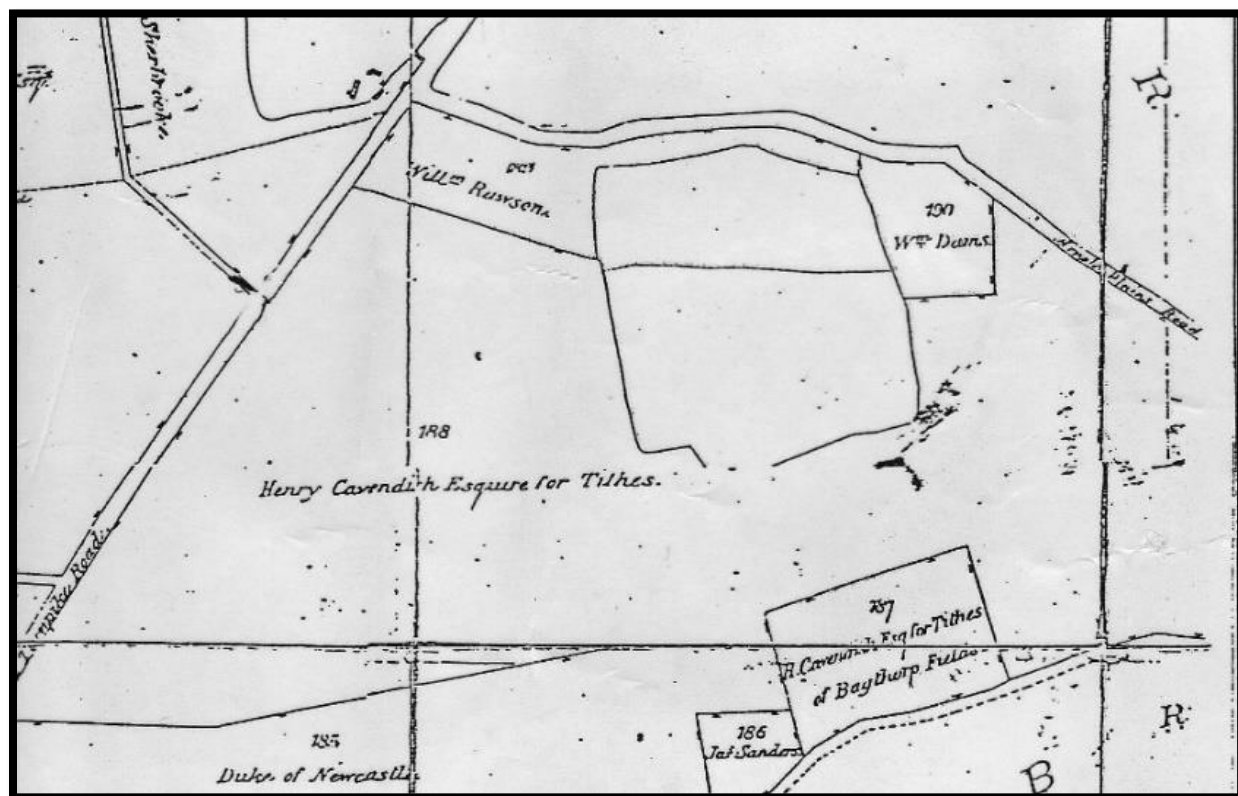
Nottingham's Racecourse



Nottingham's Annual Goose Fair

Unlike the Forest Recreation Ground's sporting heritage, Woodthorpe Grange Park's heritage lies in one of Nottingham's primary industries, brick making through the Nottingham Patent Brick Company, and the expansion of Britain's rail network with the construction of the Nottingham Suburban Railway.

The brickworks, the railway and ultimately the 52 acres we know of today, like the Forest Recreation Ground, the Woodthorpe Estate, as it was known, not to be confused with today's Woodthorpe housing Estate, began fifty-three years earlier in 1792 and the Enclosure of Basford. This was when land lot 188 was allotted by the Enclosure Commissioners of Basford (as Sherwood and Mapperley came under the Parish of Basford) to Henry Cavendish Esquire, the 6th Duke of Devonshire, for Tithes, and in the same area, William Rawson and William Dams were allotted land lots 189 and 190 respectively. However, before the 1792 Enclosure of Basford, the core of the Woodthorpe Estate was marked out in a 1609 Crown Survey map of Sherwood Forest as an enclosed field that was occupied by George Hutchinson, a freeholder of the land.



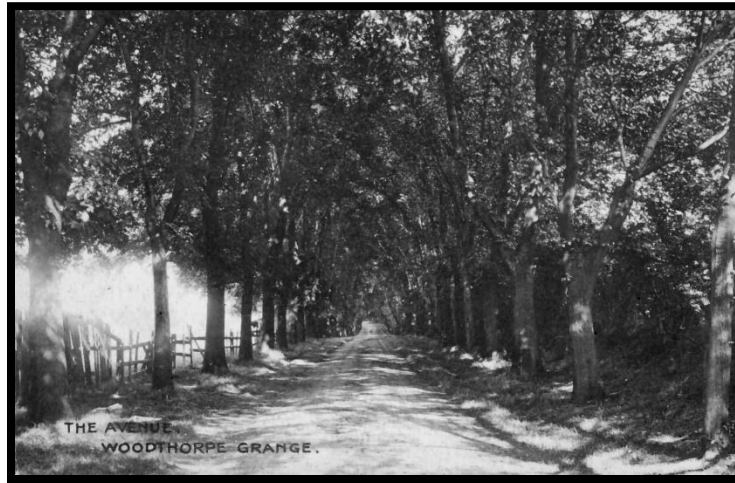
Land Lot 188 Henry Cavendish Esquire, 6th Duke of Devonshire

Apart from the main beneficiaries of the enclosure in Sherwood, that of Henry Cavendish, who was to gain the most, followed by the Duke of Newcastle, who was Lord of the Manor. The Land Tax Assessments for Basford show that in 1790, Henry Cavendish owned no land in the parish, but by 1795, he paid £10 6s 0d on four tenancies. The other tenants in the area were William Dams (land lot 190), Francis Burton, and James Hooley, a hosier and lace manufacturer with premises on High Pavement, Nottingham.

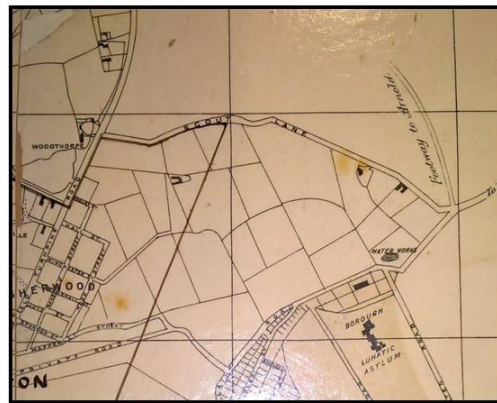
The Enclosure of Sherwood and Mapperley, when it came into force, meant all the land bounded by the present-day Redcliffe Road, Mansfield Road, Private Road and Woodborough Road.

In all, the Enclose Act simply meant: - "The extinction of common rights where people held over farmland and commons of the parish, the abolition of the scattered holdings in the open fields and reallocation of holdings in compact blocks, accompanied usually by the physical separation of the newly

created fields and closes by the erection of fences, hedges or stone walls. Thereafter, the lands so enclosed were held 'in severity' that is, they were reserved for the sole use of the individual owners or their tenants."



The Avenue Woodthorpe Grange

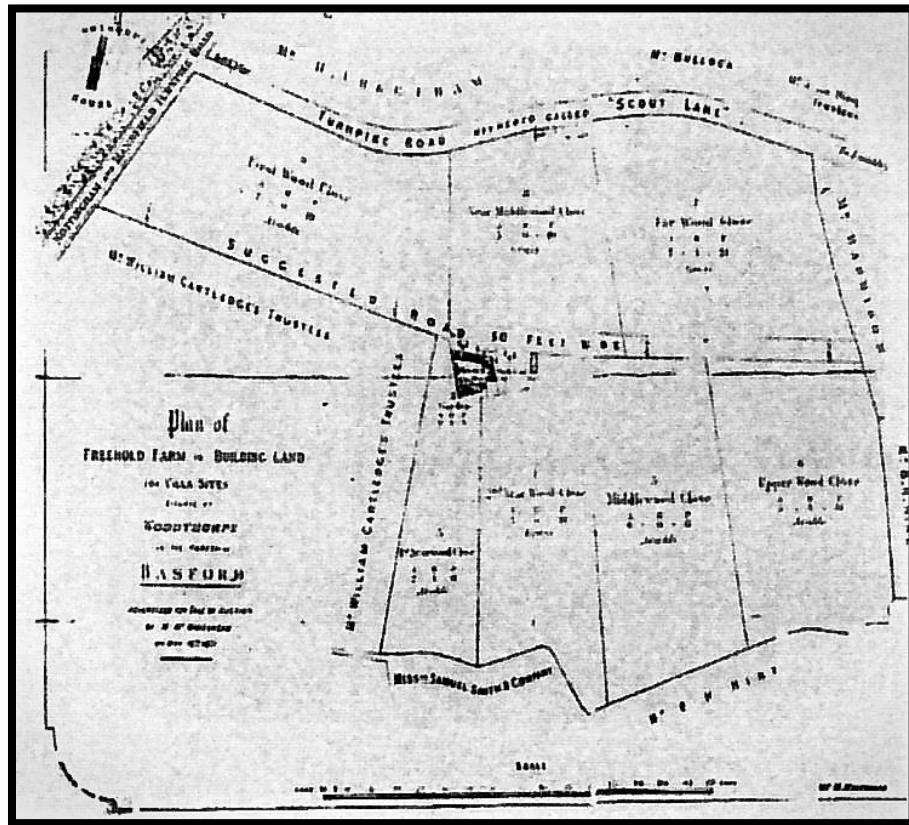


Map showing Mapperley and Sherwood

As an example of what the enclosure act means, in the above example of the Borough of Nottingham map, look for Scout Lane, which is now Woodthorpe Drive, and you will see how the land has been divided up into smaller portions, or as referred to by the enclosure commissioners - parcels.

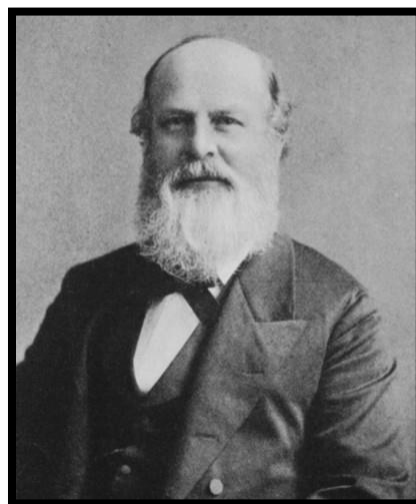
In 1877, the Borough of Nottingham was extended by 8,939 acres from 1,996 acres to 10,935 acres and the population from 86,621 to about 157,000. The parishes of Basford, which included Mapperley Park, Bulwell, Lenton, Radford, Sneinton, and Wilford, became suburbs of a larger Nottingham.

What we know as today's Woodthorpe Grange Park began as a 40-acre farm of grass and arable land, bordered by Mansfield Road and Scout Lane (now Woodthorpe Drive) and was owned by Alfred Pogson, who in May 1871 put the land for sale at an auction, where the auctioneer, William Whitehead, produced a sketch map of the area on which it was strongly suggested a 50ft wide road should be built from Mansfield Road right through the heart of what is now Woodthorpe Park. This road was to serve the many villas which could have been built on the site. Fortunately, the houses were never built.



1871 Sketch Map

John L. Thackeray of Arno Vale House, who purchased the land in 1871, a short time later sold it to Henry Ashwell, a master bleacher, who owned factories on Radford Road in the New Basford area of Nottingham. As an employer, and as stated in the census returns for 1881, Ashwell employed 13 men, 13 boys, 9 women and 26 girls.



Henry Ashwell



Ordnance Survey Map 1881

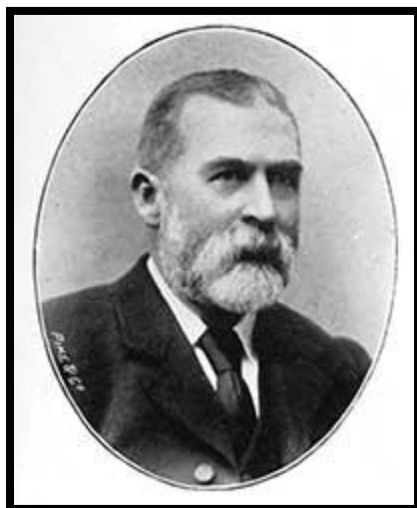
Ashwell bought the land to create his own estate, complete with a private house, Woodthorpe Grange, which was built in 1874, and lived in it with his wife, Sarah and two daughters, Mary and Frances and a son James, who was also a Master Bleacher along with two nieces and four servants. To run the estate, Ashwell also employed a gardener, groom/coachman, storekeeper and haberdasher.

The estate was extended in 1881 when Ashwell bought the small brickworks on Scout Lane (Woodthorpe Drive) from John Harrison for £655 and converted it into the rockery/dell gardens, which are now part of the park. Unfortunately for the Ashwell Family, the halcyon days did not last long because in 1889 the Nottingham Suburban Railway was opened, and the line ran right across and under their estate.



The Rockery/Dell Gardens

Although compensated financially, Ashwell was not happy about the Nottingham Suburban Railway crossing right across his estate. It is recorded that he insisted that Ashwell's Tunnel, named after him, was lengthened by 10 yards so that it would not disturb the hayricks in his farmyard on Woodthorpe Farm.



Edward Parry

Shortly after the arrival of the railway, Henry Ashwell sold Woodthorpe Grange and Estate to Edward Parry where, together with his family he took up residence on Waterloo Crescent, Hyson Green.

Edward Parry was a highly renowned civil engineer and amongst his many eminent positions, he was Nottinghamshire County Surveyor, designer and surveyor of the Nottingham Suburban Railway line, and a director of the Nottingham Brick Company, the main beneficiary of the line.

It is not clear whether Edward Parry ever actually lived in Woodthorpe Grange; in the 1891 census, he is recorded as age 46, living with his wife, Mary, two daughters, four sons and three servants at Elmhurst in Lucknow Drive.

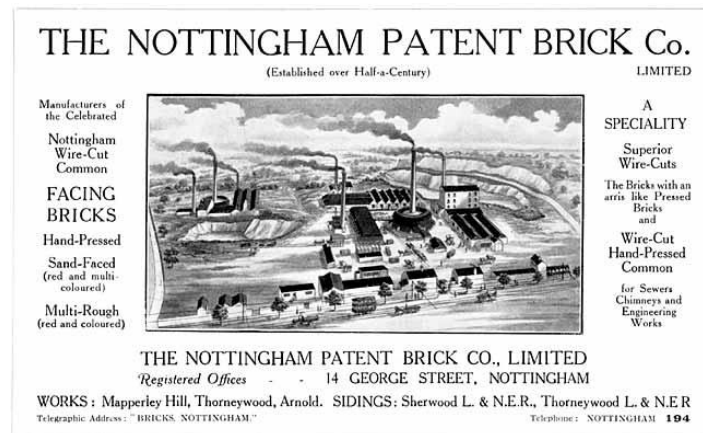
In 1905 Parry sold Woodthorpe Grange and Estate to the third and final owner John Godfree Small, a lace manufacturer and Mayor of Nottingham on two occasions 1914-1915 and later 1916-1917 who lived in the Grange with his wife Ethel and two daughters Muriel and Vera together with five domestic servants, of which one was a head servant and also the cook and another a parlor maid. Apart from employing five servants, as shown on the census returns for 1911, John Godfree Small also employed a nurse.

11 Woodthorpe Stall	
Contents - REAL PLANTS & FLOWERS	
"FRESH AND FRAGRANT FLOWERS."—(Midsummer Night's Dream).	
Organiser : Mrs. J. G. SMALL	
Helpers :	Mrs. GILLOT
Miss SMALL	Mrs. LAURENCE KIRK
Miss V. SMALL	Miss K. MORLEY
Miss ENA SMALL	Mrs. FRANK MELLORS
Mrs. G. BLACK	Mrs. ARCHIE MELLORS
Lt. RUSSELL BUDD	Mr. F. MELLORS
Mrs. T. CHEETHAM	Mrs. PITMAN
Mr. PERCY DOBSON	Miss STANDISH
Mrs. W. FORD	Mr. HAMILTON WIGLEY
Mrs. STANLEY FORD	Councillor MEE
Mrs. BONNIE FORD	

Mrs J. G. Small's contribution to Nottingham's Patriotic Fair 1917

The Nottingham Suburban Railway

Although little over 3½ miles in length, the Nottingham Suburban Railway had an interesting if chequered career. It is suggested that there were two main reasons why the line was proposed by a group of local businessmen, including Robert Mellors, a benefactor of the city and then chairman of the Nottingham Patent Brick Company. Firstly, the hilly area to the northeast of the city contained considerable deposits of clay, a basic necessity for making bricks, which in the 1800s were needed in larger quantities for the extensive developments that were taking place throughout the country.



Before the building of the line, the possibility of direct access to serve these brickworks had seemed very remote, and in that respect, the building of the Suburban line was in the nature of a self-help exercise. It was, of course, inevitable that the line would have to make a connection with one or other of the major pre-grouping railway companies, and it soon became clear that the Great Northern Railway would be the one most likely to be receptive to the scheme. That company's station was on London Road, unfortunately, not particularly convenient to the developing city. Therefore, all train services the GNR operated to the north and west of Nottingham were obliged to make the initial part of the journey via Netherfield, hence initially in the wrong direction so that by the time the train had clocked up 7 miles or more it had still got no further than Daybrook, a distance of slightly over 3 miles.

Robert Mellors and his colleagues saw the opportunity to attract the Great Northern Railway Company to its proposals by making connections with that company's lines, at both ends of the new line, thus providing a fairly direct route to the north and the west of Nottingham, the burden of stiff gradients were outweighed by the reduced mileage and the likelihood of a clear run out of Daybrook as opposed to being delayed by the important and heavy flow of coal traffic between there and Colwick.

So it was that a Bill was laid before Parliament in the 1886 session supported strongly by local trade organisations, the proprietors of the Nottingham Brick Company, and indeed the Nottingham Corporation itself. With such initial support, which included financial grants, the Great Northern Railway Company was approached with confidence. This resulted in the chairman and some of the directors of that established company visiting the area through which the new line would run, the visit being made some six months before the Bill became an Act of Parliament.

That the Great Northern Railway Company was interested may be gauged by the fact that the new company was empowered to make the required connections at each end of its new line and indeed to enter into working agreements which covered the supply of rolling stock, machinery and even staff to work the line.

Edward Parry, then 42 years of age, was previously the Nottinghamshire County Surveyor, and also director of the Brick Company, was appointed engineer to the Nottingham Suburban Railway Company, where under his supervision the line was built between June 1887 and November 1889 at a cost of £262,500.

TRAIN SERVICE FROM MONDAY, DECEMBER 2nd, 1889.

[illegible]

This time table is issued subject to the General Regulations of the Company, and to the Conditions in the Company's main line time table exhibited at their several stations.

KING CROSS STATION.
November 20th, 1889.

HENRY OAKLEY,
General Manager.

The map illustrates the railway network around Nottingham, with the following legend:

- Great Northern Railway (Red)
- Midland Railway (Green)
- Great Central Railway (Purple)
- G.C. & G.N. Joint Railway (Orange)
- London & North Western Rly. (Blue)
- Nottingham Suburban Rly. (Brown)

Key stations and locations shown include:

- Nottingham (Central Station)
- Basford
- Carrington
- Radford
- Victoria
- Midland Road H.L.
- Arkwright St.
- To Derby
- To Leicester
- To Kettering
- To Trent Lane West Jc.
- To Trent
- To Grantham
- To Trowell
- To Pinxton and Derby
- To Bennerley Junc. and Ilkeston
- Walsall
- Bulwell
- Bulwell Forest
- Bulwell Common
- Leen Valley Jc.
- Ashwell Tunnel
- New Basford
- Sherwood Tunnel
- St. Ann's Well
- Thorneywood Tunnel
- Thorneywood Tunnel
- Daybrook Jc.
- Magpieley Tunnel
- Geolting & Carlton
- Carlton Jc.
- Widmerland & Cawkley
- Bulton Joyce
- Basford & Bulwell
- Hucknall Central
- Hucknall
- Butler's Hill
- Bestwood
- Lunby
- To Sheffield
- Newstead
- To Mansfield
- To Skegby and Longwith

The map also includes a scale bar (0 to 2 miles) and a compass rose.



Daybrook Station



Sherwood Station



St. Ann's Well Station

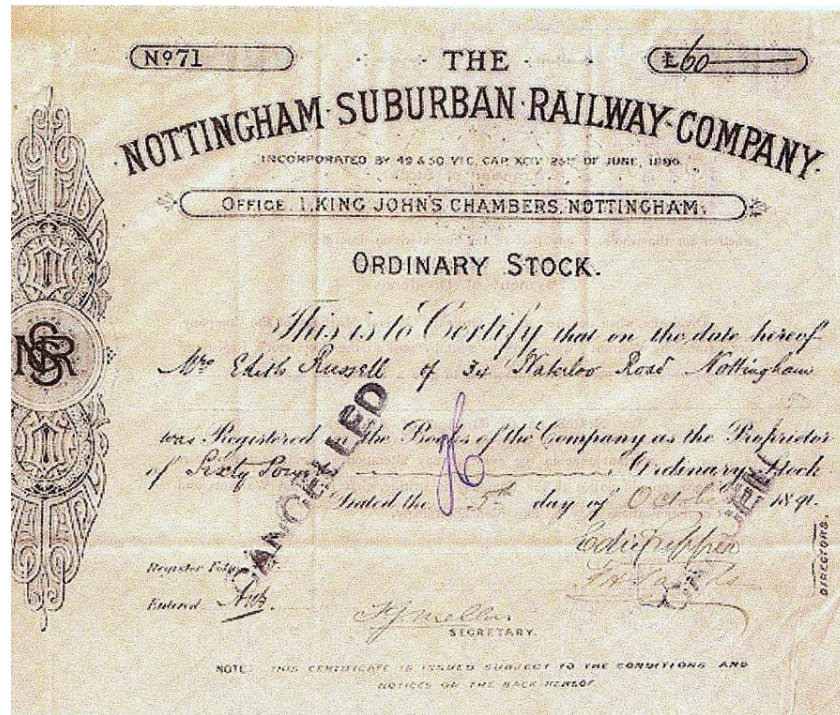


Thorneywood Station



The Great Northern Railway Station, London Road

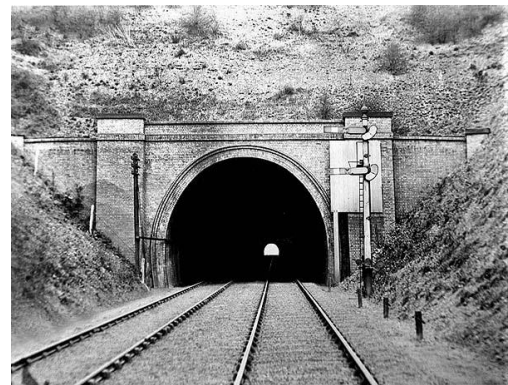
The London Road Railway Station was designed by the Nottingham Architect T. C. Hine and built at a cost of £20,000. Opened on the 3rd of October, 1857, it was the terminus of the branch line from Grantham to Nottingham and later in 1889, the Nottingham Suburban Railway was built in the Eastcroft. Although not of a great size, it was efficient and its external architecture pleasing. The main building was of two-storey construction, the lower storey containing the booking hall, waiting rooms and the station master's office, and the upper storey containing all the working offices necessary for the running of the company. The platforms were covered by an iron roof and were approached through a large doorway in the main building. Warehouse space and a large corn store were situated on sidings immediately adjacent to the passenger platforms.



This is to certify that on the date hereof, Mrs Edith Russell of 34 Waterloo Road, Nottingham was registered on the people of the Company as the Properties of Sixty Pounds Ordinary Stock dated the 5th day of October 1891.



Sneinton Tunnel South



Thorneywood Tunnel South



Sherwood Tunnel South



Ashwell Tunnel South

Two brickworks were connected to the line in the vicinity of Thorneywood, whilst the established works at Mapperley, belonging to the Nottingham Patent Brick Company, fed into the line, north of Sherwood Station, through a steep incline. It should not be forgotten that the last-named company supplied a substantial number of bricks for use in building the line itself, doubtless to its advantage.

The 2nd of December 1889 was fixed for the commencement of passenger services and on that day the first train left London Road Station for Daybrook but this was not without incident, because the contract Mr Edwards claimed that he still had possession of the line and appointed an agent who attempted to prevent the first train from making progress beyond Trent Lane Junction.

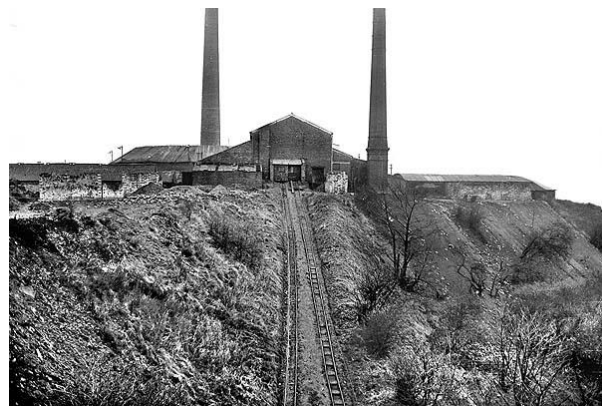
From 1889 until 1900, the line enjoyed its heyday and was certainly at its busiest. The trams had not yet arrived on the scene, let alone the motorcar, and for just over 10 years, the line was the direct route to the city.



1900: Passenger Train pulling into Sherwood Station



Mineral Line from the Brick Works



The top end of the Mineral line

In 1890, the Leen Valley Line terminated at Newstead, and four trains serving that line ran via Sherwood, with at least five others going to Daybrook or Basford. In addition to this, from the beginning of 1893, there came a cuckoo into the nest, for the Manchester, Sheffield and Lincolnshire Railway had pushed its line South to make an end-on junction with the Leen Valley Line at Newstead, the very line which was to be extended at the end of the 19th century and the signal for the Nottingham Suburban Railway the start of its decline. The Manchester, Sheffield and Lincolnshire Railway ran six-weekday trains in each direction from Sheffield to London Road Station in Nottingham via Chesterfield, Newstead and Thorneywood, surely one of the strangest routes ever to be run by regular passenger services between those cities.

The Great Northern Railway made further use of the line by adding to the scheduled Ilkeston train in each direction on weekdays, which was extended to and from Derby on Fridays only. Later, when the Leen

Valley extension line was opened to Skegby in 1898, the Suburban Line was coping with 13 northbound and 15 southbound passenger trains in addition to the six between Nottingham and Sheffield already mentioned.

With the opening of Nottingham Victoria station in 1900 and only 11 years after itself being open for traffic, the Suburban Railway at a stroke lost most of its importance and from then on, fewer stopping passenger trains used the line on account of the direct route to Basford afforded by the Great Central Line and the Junctions at Bagthorpe. The electric tram appeared in Nottingham in 1901, and one of the first routes in operation was from a point close to Sherwood Station and ran past the new Nottingham Victoria. This did not help the cause of passenger trains on the Suburban Line; further nails were driven into its coffin with additional tram services along Wells Road and later along Carlton Road, adjacent to Thorneywood Station. Although several trains use the Suburban Line, some of them entering Nottingham Victoria from the north and then departing via Weekday Cross and Trent Lane without reversal, not all of them served the three stations, often being the first stop at Daybrook. Small wonder then that on the 13th of July 1916, partly as a wartime measure, the three stations were closed and thereafter, in terms of passenger services, the line was merely a shortcut until the end came for the Leen Valley Trains in 1931.

Goods traffic on the Suburban Railway was generated by three short branches, two brickworks, two of them being at the top of rope-worked inclines, together with local traffic received at and dispatched from goods yards at Thorneywood and St Ann's Well. No records have been consulted relating to the timetable workings of goods trains along the line, but it may be supposed that in the years before 1914, there would be two daily trips along the line to clear the goods yards of general merchandise. Much of the traffic would doubtless be to or from the brickworks, which had their direct connections and would therefore account for several wagon loads each day.

During the same period, the business at St Ann's Well may have been somewhat sparse because it was not located in a heavily industrialised part of the city. On the other hand, Thorneywood found itself somewhat nearer to the factors and markets, but even so, it probably had a small turnover on account of its geographical proximity to the warehouses of the London and North Western Railway on Manvers Street and the Great Northern Railway on London Road.

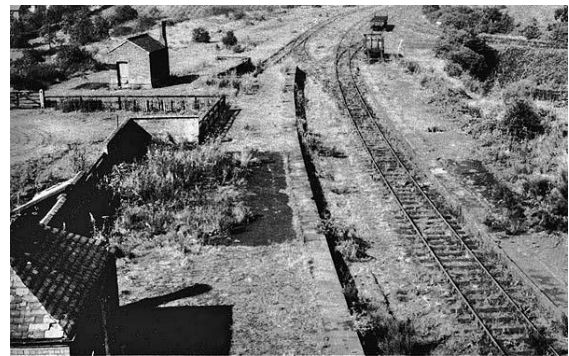
In the years after the First World War, what traffic there was declined to such an extent that a pickup goods train running twice or perhaps three times per week was sufficient to cope with the residue. In this respect, road transport has made great advances at the expense of the railway. The line did, however, come into its own for a few days in January 1925, following a fall in the roof of Mapperley Tunnel, effectively isolating Colwick yards from much of the coal traffic which kept it going. Some trains were capable of being diverted through Nottingham Victoria Station via the junctions at Bagthorpe and Bulwell Common; that line's capacity meant that, for a few days, traffic was diverted to run via Sherwood and Nottingham Low-Level yard, where a reversal was necessary. There are no reports of any runaways, but suffice it to say that the job of working a 30-wagon, loose coupled coal train, up a sharp incline of 1 in 70 followed by 2 miles steeper than that down the grade with a severe curve and a mainline junction at the bottom of the slope required a certain amount of skill.

The line was visited by a passenger train once more on the 16th of June 1951, in the shape of an enthusiast special and some six weeks later it was cleared of all items of rolling stock, many of which had been stored in wagons, and was left quietly to decay for three years until the dismantling train arrived in June 1954.

It should be said that from 1941, access could not be gained from the Trent Lane end because the line had been damaged during an air raid in May 1941. There was no haste in dismantling the line for the junction, and Daybrook lingered on until early 1957. Today, some of the formations have returned to nature, but much of it has either been overbuilt or filled in and is therefore in many places difficult to trace.



Former Sherwood Station, 16th July 1951



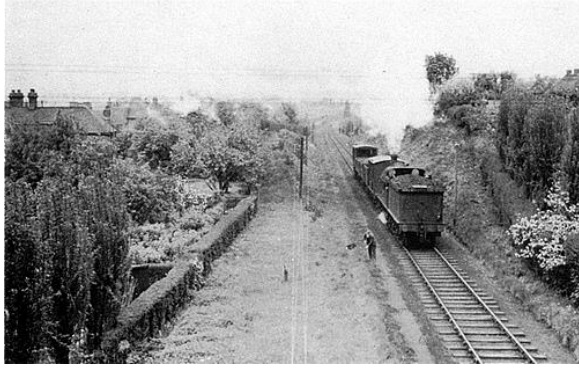
Former Sherwood Station after line closure



Sherwood Station as it appeared in 1900



2007: Woodthorpe and Winchester Court Flats



Date unknown: Picture taken from Woodthorpe Drive



2016: The same location

From Scenes from the Past: 11 The Railways in and around Nottingham by V. Forest & W. Taylor, 1991

Nottingham Evening Post
2nd December 1889

NOTTINGHAM SUBURBAN RAILWAY OPENING OF THE NEW LINE THIS DAY

This morning, the Nottingham Suburban Railway was opened for traffic when the first train was run on the new line between Nottingham and Daybrook. In the month of June 1887, the work of laying the railway, which included the excavation of deep cuttings and the formation of three tunnels between Colwick and Sherwood, commenced. Mr. J. P. Edwards of Chester was the contractor and worked on the plans designed by Mr. Parry, engineer to the Nottingham Suburban Railway Company. The line was completed on the 23rd of November, and after Mayor-General Hutchinson, inspector from the Board of Trade, had been over the railway, a report was received from that body stating that with some small alterations which were necessary for the line was ready for traffic, both passenger and goods. Upon the strength of this report, the promoters of the railway announced their intention of starting the railway today, but certain legal proceedings have since taken place between the Nottingham Suburban Railway Company and the contractor, the company asking for an injunction to restrain Mr. Edwards from interfering with the opening of the railway. On Saturday, Mr. Justice North granted an injunction against the contractor, restraining him from the plaintiff company from what was necessary to comply with the requirements set forth by the Board of Trade.

The train to Daybrook was timed to leave the Great Northern Station at a quarter to eight this morning, and it started punctually from the middle platform. None of the directors of the Suburban Railway Company were present, but in addition to the small number of public, who took tickets, there travelled over the line Mr. Parry (engineer to the Nottingham Suburban Railway Company), Mr. J. P. Edwards (the contractor) Mr. Hunt (traffic inspector Great Northern Railway), Mr. A. J. Grinling (district engineer to the Great Northern Railway Company), Mr. Gifford (district superintendent), Mr. Knight (inspector to the Nottingham Suburban Railway Company), Mr. Bird and Mr. Wooley (permanent way inspectors G.N.R.), Mr. T. Thomas (Inspector and Clerk of the Works G.N.), Mr. O. Roberts and Mr. J. Scott (contractors agent). Upon the engine of the train rode Mr. Cockspur (Locomotive Superintendent G.N.).

Upon the train arriving at the junction of the Suburban Railway with the main line, there was a sudden stop, when it was seen that Mr. Colson (contractors' agent) was standing on the four-foot way waving a red flag. The train stopped within a few feet of Mr. Colson, who, on behalf of Mr. Edwards, made a formal protest against the train proceeding any further. Upon Mr Hunt's alighting from the train, Mr

Colson told him that he protested against the train going over the line because Mr Edwards was still in charge and in possession of it. "I protest you going forward; you are trespassers." Mr. Hunt asked if Mr. Edwards was on the train, to which Mr. Colson replied in the affirmative and that he was acting on behalf of the contractor. Mr. Grinling then remarked that the protest was a formal matter and suggested they go on. Mr. Colson objected to this and that he refused to move unless by force. Upon this order was given to put the steam on the regulators, and the engine moving, Mr. Colson was compelled to slip off the line, but he placed the flag on the rails, and the train ran over it. Mr. Colson wrapped up the flag and returned to the Great Northern Station. The train continued its journey to Daybrook, which it reached at five minutes past eight, being late on account of the unforeseen stoppage en route.

At a quarter past eight, the train drew up at the opposite platform, and the party again entered the carriages. A considerable number of the general public took advantage of the facilities offered for a shortened journey to Nottingham. At Thorneywood Lane Station, the tickets were demanded, and Mr Hunt entered the compartment occupied by Mr Edwards and Mr. J. Scott, who said they had no tickets, a fact that was noted to the officials at the station. The train then proceeded to arrive at Nottingham at about half-past eight.

SHERWOOD STATION RECOLLECTIONS

Ard Dunby

Sherwood Station and the allotments at Sherwood Vale were my playgrounds in the late 1940s and 1950s. I derived great pleasure from watching a twice-weekly goods train (Wednesday afternoons and Saturday mornings) shunting trucks of bricks and coal at Sherwood Station.

The railway, which ran up to Mapperley Brickyard from a junction on the southeast side of Ashwell's Tunnel, was standard gauge. (There was also a 15"- or 18"-gauge line running throughout the clay quarry system from Sherwood Vale to Breck Hill, Mapperley.) I well recall the 'brickyard man' sitting astride a buffer as he rode with his charge of trucks down the incline! (No health and safety fears then!). Just to the right of the Brickyard Incline bridge on Sherwood Vale, once stood a brick-built hut with a slated roof. Inside this was a full-width wooden bench and a stool. On the wall was an electric bell and a telephone wired through a system of telegraph poles to the cable winding room at Mapperley Brickyard.

Twice a week, the brickyard man would ride down with his wagons full of bricks and meet up, near the hut, with the LNER guard from the pick-up goods. Both men would have shunting poles and would discuss instructions for the transfer of the bricks in exchange for wagons of coal and empties. The visiting goods engine would push a mixture of full and empty trucks over the points at Ashwell's Tunnel and round the steep curve to the hut. It was here that LNER territory met up with the Nottingham Patent Brick Company railway. Here, the NPBC man would secure the steel rope to a chain and shackle, then hook it onto a rake of 5 or 6 trucks. Through means of a bell code, he would signal the winding room 'up top' and away the convoy would go. I used to watch this procedure countless times during my school holidays and Saturday mornings.

Meanwhile, the LNER guard would walk along the line of remaining trucks pinning down their brakes so that the engine could safely uncouple to continue with work at St Ann's Well and Thorneywood stations. As my father had an allotment on the railway land, to the left of the Sherwood Tunnel portal (1442 yards), I used to climb down the embankment and stand on the platform, waving to the crew, as the train trundled into the tunnel.

On Sunday, 9th February 1930, the line was singled, signalling removed, and later the main station buildings at Sherwood were demolished. Local folk scavenged the timber to build sheds and greenhouses.

In my youth, I remember seeing only three passenger trains on the line. Two during the summer of 1949, originating at Basford and running through to Thorneywood and returning. The third and final being already

referred to as the RCTS special excursion just before the line finally closed - and which I watched pass Sherwood station in both directions.

Until closure, there remained the signal box, weighbridge, lamp room, name boards for both tunnels, two ground frames (one at Ashwell's Tunnel and one at the northeast end of the station platform) and a very well-maintained permanent way.

<http://www.disused-stations.org.uk/s/sherwood/index24.shtml>

Detailed Historical Survey of Woodthorpe Park

Historical Information of the Woodthorpe Area

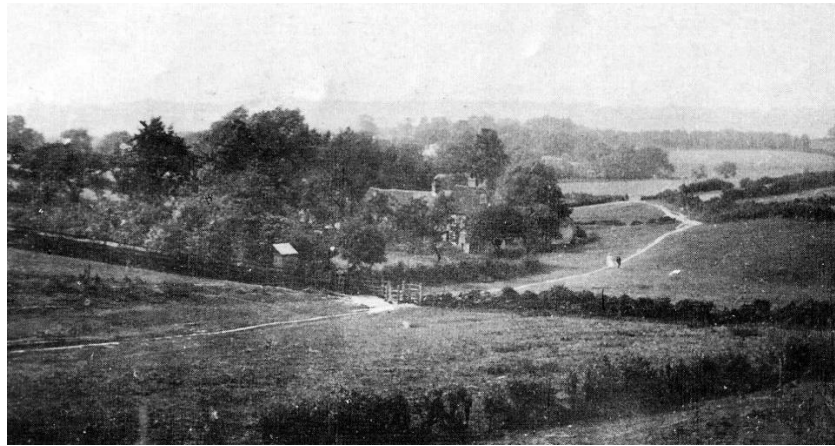
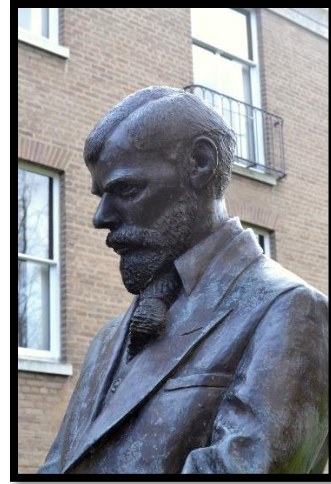
Woodthorpe is about 3 miles northeast of Nottingham, between the town of Arnold and the Nottingham Suburbs of Sherwood and Mapperley. The land slopes upwards from Mapperley. The land slopes upwards from Mansfield Road, which forms the western boundary of the area, to Plains Road. The northern edge is approximately the line of the old Great Northern Railway, part of which is now a footpath, and the southern limit is formed by Woodthorpe Drive.

The name Woodthorpe does not seem to have been used until the early 19th century, except for Woodthorpe House, which is shown on the map of 1774. For much of the 19th Century, Woodthorpe extended into what is now Sherwood. In 1877, Sherwood became part of the borough of Nottingham, and the boundary between it and Woodthorpe was along Mansfield Road and the north side of Woodthorpe Drive.

In the 18th Century, the area had not yet been named Woodthorpe. It was an open and rural land setting with close affinities to Daybrook and Arnold. Indeed, it was part of the parish of Arnold. At that time, William Cope Sherbrooke, who had lived in Oxtun and was a friend of Ichabod Wright, the Nottingham Banker, owned much of the land, including Swinehouse Farm. In 1790, there was a South Swinehouse Field where pigs grazed; it was known as Swinehouse Road on Sanderson's map of 1835. Later, it was changed to Scout Lane (Woodthorpe Drive).

White's Directory for 1832 mentions a little to the South East of Daybrook is Swinnows, where there are two farms and a brickyard. Swinnows is a corruption of Swinehouse, and locals used it to describe not only the farm of that name but the area around it. In the history of Arnold, we are told that the name Swinnows or Swinehouses originates from the fact that "when the land was unenclosed and largely forest, there probably were pig hovels in the wood for shelter." At one time, much of the area was covered by trees, as it was part of Sherwood Forest.

Fame of a sort came to Woodthorpe in the early 20th Century. **D. H. Lawrence** had been a frequent visitor at Haggs Farm near Eastwood where the Chambers family lived, being particularly interested in their daughter Jessie. When the family moved to Swinehouse Farm he continued to visit them there. Lawrence gave Jessie the name Muriel in one of his short stories, and the character Miriam in 'Sons and Lovers,' is based on her. In an introduction to a book by Jessie Chambers, entitled 'D.H.Lawrence – A Personal Record', her friend Helen Corke wrote: 'During the year 1911 'Muriel and I shared our holidays, staying either at her home at Arno Vale Farm, Mapperley, or with my parents in Croydon.'



Swinehouse Farm, Breckhill Fields, Daybrook
© Nottingham Historical Film Unit



Swinehouse Farm Pond
© Nottingham Historical Film Unit

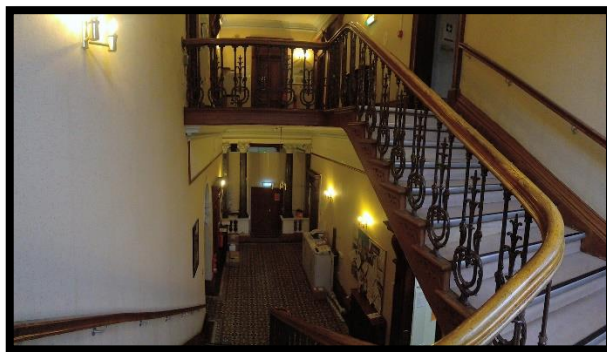
Detail of the Grade II Listed Building – Woodthorpe Grange



Woodthorpe Grange was built in 1874 and comprises rock-faced sandstone and ashlar with shallow-pitched, hipped slated roofs and seven stone chimney stacks. T-plan, rearranged late 18th century, reclad 1874, front range added 1874.

EXTERIOR: Quions chamfered plinth, moulded first floor sill band, moulded eaves topped with balustrade. Two stories. West garden front three windows, with a recessed centre containing a tripartite plain sash topped with a central segmental pediment, and above a similar window in a plain ashlar surround. On either side are two-storey cantered bay windows with plain sashes and moulded ashlar surrounds. North Front has a single plain sash on either side of an external stack on both floors. To the left is a larger sash and above a Venetian window with moulded ashlar surround. Beyond to the left is a setback wing with plain sashes. The south entrance front has a single narrow sash on either side of an external stack on both floors, with to the right a projecting porch with coupled pilasters and a balustrade parapet. The doorway is round-headed with a pair of double-panel doors and a plain fanlight. Set back to the right rear wing is a central plain sash flanked by tripartite sashes on both floors.

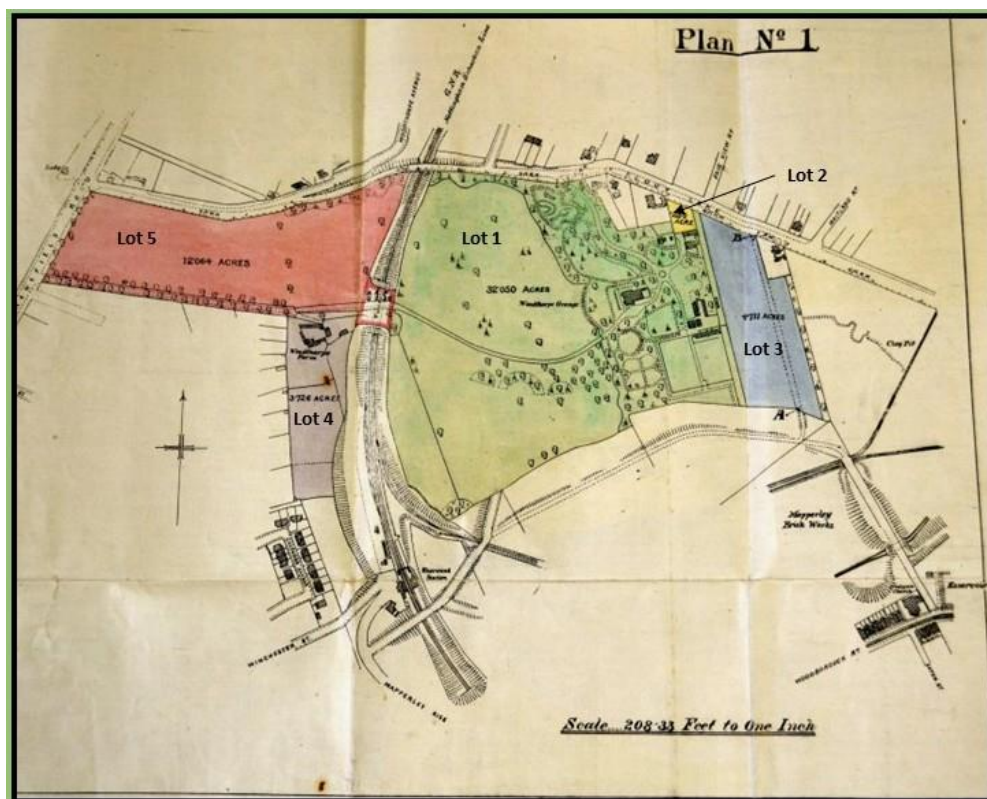
INTERIOR: Completely refitted in 1874. The entrance hall has glazed columns and pilasters, a Minton tile floor, dentilated coving, classical floor surrounds and a single flight and returns staircase. The stairway has an ornate iron balustrade with a wooden handrail. Two reception rooms to the west have linking segmental arches, now blocked, deeply moulded coving, classical doorcases and fine grey marble fireplaces. Upper floors have similar well-preserved interior features, including doorcases, fireplaces and coving. Some rooms also retain corner boxes for the gas ventilator system, which is vented through the ceiling roses.



1921 Woodthorpe Grange is purchased by the Nottingham Corporation

With a £10,000 donation from Sir Jesse Boot, the Nottingham Corporation purchased the whole of the 52-acre Woodthorpe Estate in 1921 for £15,000, which included Woodthorpe Grange with carriage drives, which are still there to this day, a conservatory, glasshouses, garage, stabling and a gardener and chauffeurs' cottages.

The sale documentation shows that the auctioneers anticipated selling the estate as five separate lots, separating the Grange and Pleasant Gardens from the farm, the market garden, and the meadows to be sold for housebuilding. However, it was purchased as one lot by the Nottingham Corporation, facilitated by the donation from Sir Jesse Boot on the condition that the whole site becomes a public recreation area.



As reported in the Nottingham Guardian for the 23rd July, 1921: "The Corporation has not had time as yet to deliberate on the best purposes to which the place can be put, but as we understand the idea is to use it as a park and recreation ground, and not for building." The report goes on to say: "There is no lack of uses to which the house can be devoted. It might be used either as refreshment rooms, as a home for the Natural History Museum, or as a health resort."

The report is concluded by saying: "all these questions will have to be thrashed out later. In view of the insistent demand for more spaces for tennis, bowls, cricket and football, the grounds will prove an immense boon to that part of the city."

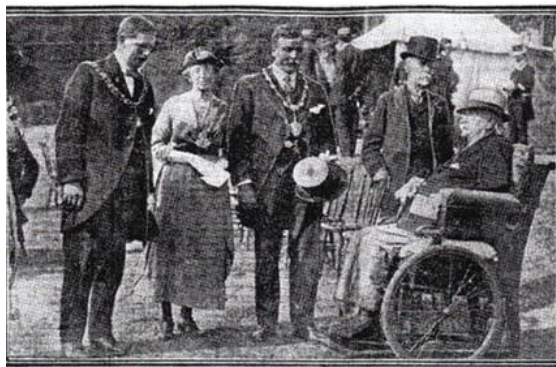
In celebration of the purchase of the site, a month later on 22nd August the Mayor, Alderman H. Bowles and Mayoress Mrs. Bowles gave a garden party, which was held outside the Grange and amongst the guests was Sir Jesse Boot who in all gave £350,000 (£14.1m), which enabled the Nottingham Corporation to purchase not only the Woodthorpe Estate but also the Highfields Estate, the home of the University of Nottingham, and the parkland adjacent to what became the Victoria Embankment and Memorial Gardens.



Victoria Embankment



Highfields Park



The Mayor welcoming Sir Jesse Boot, who has contributed largely to the funds for purchasing the estate.



The Mayor (Ald. H. Bowles) and Mayoress, the Sheriff (Councillor J. Freckingham). And Mrs. Freckingham receive their guests on the terrace.



1st June 1922: Woodthorpe Grange Park Opening Ceremony

Nottingham Evening Post

2nd June 1922

The Mayor and Sir Jesse Boot's Munificence

At yesterday's opening of Woodthorpe Grange Park, Sherwood the Mayor read the following message received from Sir Jesse Boot.

"I very much regret that under the circumstances it will be quite impossible for me to be present at the official opening on the 1st of June. I hope you have a very successful function. It seems to me that this new park will be extremely useful and widely appreciated. I think it will be a most suitable place for annual gathering of Sunday Schools and day Schools as well as those who do not wish to go to the expense of traveling further afield."

A condition attached by Sir Jesse Boot to the gift of £10,000 explained the Mayor was that grounds which they were now opening would remain unbuilt on and should be used for recreative purposes. Mr. Frederick Berryman reminded his hearers, both old and young of what they owed to the munificence of Sir Jesse who he said was with them in spirit.

On the call of the Mayor resounding cheers were given to Sir Jesse.



Circa 1922: Woodthorpe Grange

Tuesday 10th July, 1928
Their Majesties King George V and Queen Mary
Visit Woodthorpe Park



Arriving in the city from Welbeck Abbey on Tuesday, 10th July 1928, their Majesties King George V and Queen Mary visited Woodthorpe Park. On entering, their Majesties were met with an enthusiastic crowd of 17,000 children, who had all been transported by rail from various parts of Nottingham to Sherwood Station and Woodthorpe Park, where an open-air concert was held in honour of the Royal visit.

It was during the visit to Woodthorpe Park that King George, responding to a welcoming speech by Mr William John Board, O.B.E. the Town Clerk, bestowed the title on Nottingham's Chief Magistrate the title of Lord, thus entitling the Mayor of Nottingham to become the 'Lord Mayor' of Nottingham, a title that was bestowed on Nottingham's first Lord Mayor, Aldermen Edmund Huntsman.



King George V and Queen Mary being welcomed to Woodthorpe Park



King George V and Queen Mary officially welcomed by the Town Clerk, Mr. William Board O.B.E.



King George V and Queen Mary leaving Woodthorpe Park

The tour also saw King George V officially open the University College of Nottingham's Trent Building, which was built on the grounds of the Highfields Estate, the home of Sir Jesse Boot then make an official visit to the Trent Bridge Cricket Ground. The visit to Nottingham was part of a tour when the Royal couple were staying at Welbeck Abbey, the home of successive Dukes of Portland.



The arrival of King George V and Queen Mary



King George V and Queen Mary hidden amongst the crowd in the Trent Building's Quadrangle.



A collage of photographs taken to mark the occasion of the visit of King George V and Queen Mary

Woodthorpe Gardens The road that was never completed



The image seen on the left is of Woodthorpe Gardens, a cul-de-sac which begins at the junction of Sherwood Vale and Woodthorpe Road and runs parallel along the back of Woodthorpe Park's Greenhouses and ends as a footpath. All of which leads towards the top entrance to Woodthorpe Park and the entrance to the Plant Shop.

However, in 1937, it was intended that, when plans were submitted, for there to be a roadway that extend towards Woodthorpe Drive. In other words, what became Woodthorpe Gardens, with houses that were built in the 1950s, should have been an extension of Woodthorpe Road.

From the image on the right, it was not only the intention to build a roadway that linked Woodthorpe Road with Woodthorpe Drive, but also to build new greenhouses on the left, which were intended to replace the greenhouses in the area that now occupies the Plant Shop and a tennis court on the right.

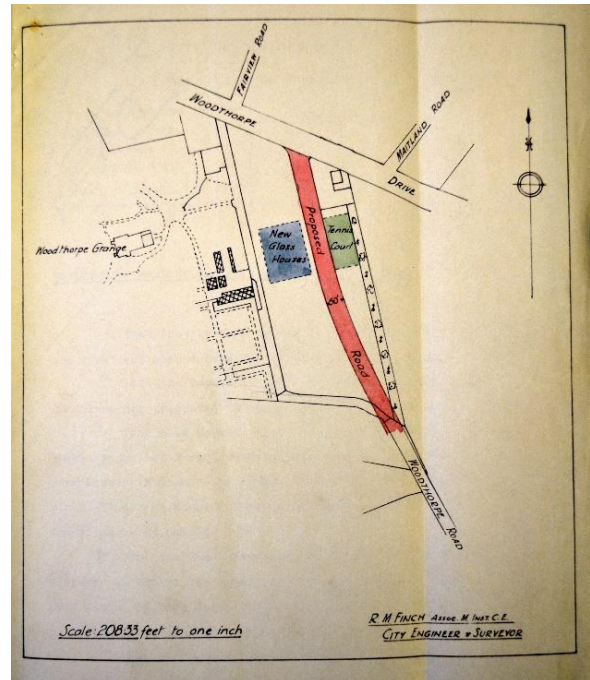
How different today Woodthorpe Gardens and the surrounding area would have looked had those plans, submitted all those years ago had been approved. Alas, we can only imagine that those plans were rejected.

To develop the area and extend what is now Woodthorpe Gardens would have required selling off part of the land that, at the time, was part of Woodthorpe Grange Park.

The question of selling off the land that in 1937 was part of Woodthorpe Grange was brought to a head in a letter from the Town Clerk to the Ministry of Health dated 26th April, 1937. All of which came following a series of questions set out in previous correspondence to Nottingham's Town Clerk.

Of the four questions that required answering, it was the first question of how the then Nottingham Corporation were able to purchase the whole of the Woodthorpe Estate, which is now Woodthorpe Grange Park. It was a question that formed the main body of the four questions that required answering. To which the answer given was:

"This property was purchased by the Corporation on the 29th of September 1921, for the sum of £15,000, £10,000 of which was obtained by the Corporation from the Sir Jesse Memorial Fund, and £5,000 from the general account of the Corporation. It was a condition of the gift of the money by the late Lord Trent (Sir Jesse Boot) that the property should be maintained for the purposes of recreation and that no part of the property be sold."



Maintenance of public parks, although run and maintained by local authorities, came under the Ministry of Health. This is because parks and open spaces were, and still are, considered good for general health and general well-being. All of which is highlighted in answer to the second question:

“Generally, the Public Health Acts and every other enactment which enables a local authority to establish and maintain Parks and Public Pleasure Grounds.”

Of the two remaining questions, the third referred to the plans submitted, and the councils' proposals are well known locally and have more than once been mentioned in the local press.

How different it could have been:

The Pathway from the bottom of Woodthorpe Gardens that leads towards Woodthorpe Grange Park



Looking forwards



Looking Back

Having already pointed out, one can only imagine what Woodthorpe Gardens, as an extension to Woodthorpe Road, would have looked like today if the plans submitted all those years ago had been approved. The quiet cul-de-sac we know of today would not exist. Plus, the footpath, as shown above, that leads towards Woodthorpe Park would be a busy road, and, of course, would be a lot wider to accommodate the volume of traffic. As a shortcut, the road would become a rat run as motorists cut from Woodborough Road to Woodthorpe Drive and vice versa.

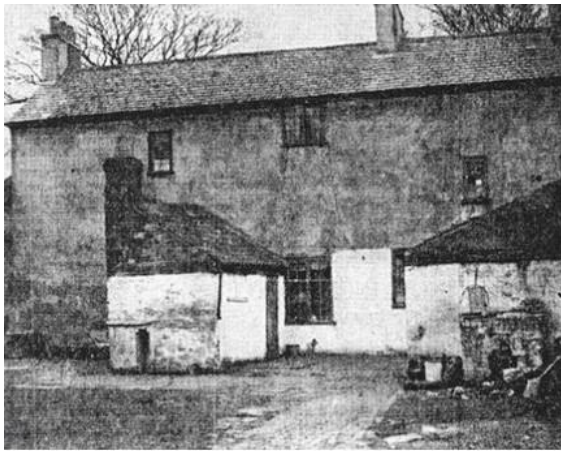
All of this is just imaginary, just as if it weren't for funding from the Sir Jesse Boot Memorial Fund, Woodthorpe Grange Park would have become a housing estate. Therefore, if it wasn't for the intervention of those in authority all those years ago, for what is taken for granted today, there would be no Woodthorpe Grange Park, and Woodthorpe Gardens would have become a busy road between Woodborough Road and Woodthorpe Drive.

Woodthorpe Grange's Last Tenant Farmer

As reported in the Nottingham Evening News on the 2nd February 1939, Mr Thomas Charlesworth, Woodthorpe Grange's last tenant farmer, finally gave up his farm. With farm buildings believed to be 200 years old, a decision was made by the Nottingham Corporation to further develop the park and turn part of it into a children's play area.

Apart from having farmed on the site for 15 years, for 36 years, Mr Charlesworth was employed at the Nottingham Gas Department, and of those 15 years as a tenant farmer, for 10 years he was assisted by his 88-year-old father-in-law, Mr Jasper Kinsey.

In the same report, Mr Charlesworth went on to reminisce when fifty years ago, the farm, then under the ownership of Mr Fred Shacklock, extended for 65 acres, and Woodthorpe Grange was being built, according to the report, by Henry Ashwell. He then went on to say that once the ownership of the farm had been passed on to the Nottingham Corporation, his job as a tenant farmer was greatly reduced to cutting the hay and grazing the farm's livestock, which, as he concluded, had been further reduced to keeping a few pigs and hens.



Woodthorpe Farm



Part of Woodthorpe Park that was farming land

Construction of an Air Raid Shelter on Woodthorpe Park

Taken in 1939, a photograph taken from a news report published in the Nottingham Evening Post during the construction of a steel-reinforced concrete air-raid shelter on Woodthorpe Grange Park.



Then and Now!

Woodthorpe Drive Road Bridge



1983



2016



1977



1983



August, 2011



November, 2011

Winter Snow



Winter 1982 – Two Photographs



Christmas 1981



January 2021



January 2021



January 2021

1983: Summer Storm



2013: Summer Storm





The Grotto was known to have existed as far back as the 1950s. The grotto was pulled down for health and safety reasons, with the stone going to Newstead Abbey



From the reminiscences of residents who valued Woodthorpe Grange Park following its opening on the 1st June 1922: "I thought of Woodthorpe Park as somewhere special to visit. Before the Second World War, there was Cecil Zambra and his troupe of Pirouettes whose free shows I attended on summer evenings.



2018: Grass Stage

“Near the Grange building there is still the open grass stage on which plays were performed, and an extensive lawn bordered by heathers, where just after the last war (World War Two) I sat and was entertained by Shakespearean drama.”

Press cutting from the Nottingham Evening Post 7th July, 1944



An enjoyable feature in Nottingham's "Holidays-at-Home" programme is an open-air theatre festival. The first performance was given last night when the Nottingham Shakespeare Society presented "The Merry Wives of Windsor" at Woodthorpe Park.

"Merry Wives" Live Again in Nottingham

NOTTINGHAM'S second open-air theatre festival opened auspiciously last night with an altogether captivating performance of "The Merry Wives of Windsor," given by the Nottingham Shakespeare Society.

An audience numbering over 300 assembled on the tree-encircled north lawn at Woodthorpe Grange Park, watched the immortal Shakespeare comedy enacted on a grassy stage in as fair a setting as ever could have been afforded by Windsor Park itself.

A spreading cedar in the foreground, a few ornamental shrubs in tubs and a lofty leafy background supplied ready-made and perfect scenery and the players, whose costumes flashed bright blues, scarlets and greens, succeeded in investing the whole production with an air of naturalness.

STURDY STAR

Sturdy star among the players, Edmund B. Thomas, brought that comical and jovial gallant, Sir John Falstaff, to life in a manner akin to genius. From the tip of his wonderfully made-up rubicund countenance, past his correctly expanded centre, down to his squarely-treading feet, he looked the part, while his growl, sometimes

amiable but often boisterous, occasionally softened to a cooing note, was in the true Falstaffian tradition.

How the youngsters, who formed a strong minority in the company, laughed outright at his moments of discomfiture! A rough-haired terrier, seated with his master, growled apparently with approval as the vain "lady-killer" was deposited in the buck basket and uncereemoniously carried off!

Phyllis Blackwell and Elsie Blackwell, as those charming schemers, Mistress Page and Mistress Ford respectively, played with delightful zest and piquancy. Kenneth White (who directed production) and Albert Appleton were ideally cast as the husbands.

TO-NIGHT AGAIN

Others in the cast who contributed to an attractively animated and diverting interpretation, included: Gwen Williamson, Sylvia Chambers, Christie Wingate, Frank Webb, Barrie G. E. Cass, Derek Price, George W. Mottashed, Sidney Buckland and Ronald Goldstein.

Costumes were under the direction of Mrs. Sidney Race. Mr. Derek Price was stage manager. The play is being repeated at Woodthorpe Grange Park to-night and to-morrow.

"MERRY WIVES OF WINDSOR."

PLEASING NOTTM. OPEN-AIR PERFORMANCE.

With a background of holly, pine and fir trees and a lawn for stage, the Nottingham Shakespeare Society last night produced "The Merry Wives of Windsor" at Woodthorpe Grange Park.

The misadventures of Falstaff (played by Edmund B. Thomas) in his wooing of Mistress Ford (played by Elsie Bexon) and Mistress Page (played by Phyllis Blackwell) proved most diverting.

Other than those already mentioned, the cast included: Sidney Buckland, as Fenton; Ronald Goldstein, as Shallow; Barrie G. E. Cass, as Slender; Kenneth White and Albert Appleton as Ford and Page respectively; Frank Webb, who made an admirable Sir Hugh Evans, and George W. Mottashed, as the host of the Garter Inn.

Gwen Williamson, as Robin, Falstaff's page, and Christie Wingate, as Mistress Quickly, pleased the audience.

The open-air theatre festival, of which this was the opening, is a part of the holidays-at-home programme for Nottingham.



1979: Looking towards the Grange

Woodthorpe Grange Park's Greenhouses and Plant Shop

Question: What have Blackpool and Flyde Borough Council, Hinckley and Bosworth Borough Council, Newark and Sherwood District Council, Amber Valley Borough Council, Gedling Borough Council and Broxtowe Borough Council, together with Wilford Hill Crematorium, Wollaton Park, the Arboretum and Nottingham's traffic islands all have in common? They all receive plants and shrubs grown in the Greenhouses in Woodthorpe Park.

It should also be pointed out that the greenhouse staff even prepare floral displays for one of Nottingham's major sporting events, such as the Nottingham Tennis Open held annually at Nottingham's Tennis Centre on University Boulevard.



A visit to the greenhouses and plant shop on Woodthorpe Grange Park, in the spring and early summertime, and you can only marvel at the riot of colour that is produced all year round by such a small team of dedicated employees. For example, the staff in the greenhouses produce around 1 million per year, of which 30 per cent of plants are grown directly from seed.



Wollaton Park Camellia House



Italian Gardens, Stanley Park, Blackpool

In all, the small dedicated team of staff who work at the park's greenhouses propagates and grows half a million plants each year for the city's displays, as well as producing plants, as already shown, for neighbouring local authorities and others further afield.

The photographic examples of floral displays seen on many of Nottingham's traffic islands together with the examples of the floral displays seen outside the Camellia House on Wollaton Park, and the Italian Gardens on Stanley Park in Blackpool are proof of how the work carried out by Woodthorpe Park's team of greenhouse staff is an immense success, and how, by their actions can show to others what Nottingham's team of horticulturists produces is a countrywide success.



Apart from growing plants for the city's displays and for neighbouring local authorities and those further afield, plants are also grown for the public to purchase via the park's Plant Shop.

Originally opened in 2015, the Plant Shop stocks a great range of seasonal plants, which change regularly to suit the season. For example, the Plant Shop have on sale a wide range of summer bedding plants that are ready for hanging baskets and planters.

Apart from bedding plants, the Plant Shop also has a stock of trees, shrubs and perennials. Of course, if there is something you want and you can't find it ...then please ask the staff who work in the shop, they will be only too happy to help.

Recycling your Plastic



As the photograph above illustrates, when purchasing plants and shrubs from the Plant Shop, apart from the plastic plant pots your plants come in, if you are purchasing a large quantity, you will be given a plastic tray, which, depending on the size, can hold up to a dozen plants or more. However, once the plants you have purchased have been planted in your garden, it is knowing what to do with the leftover plastic. The Plant Shop now accepts returned used plastic, including tetrapak cartons and small electrical items, for recycling.

A place to hone your photographic skills



If you are a keen photographer, and in particular macro photography, and like taking close-ups of flowers, the Plant Shop is the ideal location to be. However, a word of caution, you may get some funny looks from unsuspecting members of the public when it appears you are getting up close and personal with your camera!



The new entrance to the Plant Shop adjacent to Woodthorpe Park's Formal Garden.



Inside the new Plant Shop entrance.

Woodthorpe Grange Tropical House



According to www.haarkon.co.uk, the Tropical House adjacent to the Plant Shop and greenhouses is the kind of greenhouse where cacti and palm trees lean against each other for some extra support; the very mature Monstera is fruiting gloriously, and of course, there's a dinosaur for the kids to discover. Also, Woodthorpe Grange Tropical House is just lovely and because as it always is with us, foliage proves to be king.

In more recent times, to keep the Tropical House in a condition suitable for visitors to Woodthorpe Park to come and look around, volunteers from the Friends of Woodthorpe Grange Park now look after the plants in the Tropical House, which includes regular watering along with weeding of the flower beds.

In the final analysis, tucked away in the far corner of the Mapperley end of Woodthorpe Park, Nottingham has a hidden gem. The small band of staff who run the greenhouses and the Plant Shop deserve our praise for the work they do.

Without their efforts, Nottingham and other parts of the country would be a less colourful place without the small band of staff who run the greenhouses and propagate the wonderful flowers we all take for granted.

Therefore, as a visitor to Woodthorpe Grange Park and the Plant Shop, I would ask you to give the staff there a little bit of praise for the work they do and let them know how much their work is appreciated. After all, praise and appreciation go a long way!

The Woodthorpe Park Café

After an absence of four decades, in 2011/12 £200,000 of Council funding was invested to rebuild the park's pitch and putt kiosk and provide toilets and a cafe.

The kiosk was designed to complement the park's surroundings and is very environmentally friendly. The building has a 'green' roof made of sedum, a perennial plant that forms blue-green rosettes of succulent foliage throughout the summer. This encourages plants to grow and wildlife to visit. Light tubes allow the building to be lit using natural daylight, movement sensors minimise waste on electric lighting, with push-taps installed in the toilets that automatically shut off to avoid water wastage.



Managed by Bean Culture, there are four similar outlets also placed in Nottingham parks. Apart from Woodthorpe Park, there are outlets at Bestwood Country Park, Bulwell Forest, the Arboretum and Holme Pierrepont Hall; there is even an outlet at the Nottingham Tennis Centre on University Boulevard.

In more recent times, The Plant Shop now has a café with an adjoining seating area that sells hot and cold drinks and snacks and is located between the Plant Shop and Greenhouses. All of which means Woodthorpe Grange Park now has two cafes.



The Plant Shop Café

Aerial Views Overlooking Woodthorpe Grange Park from the Roof of Woodthorpe and Winchester Court Flats



Wednesday 1st June, 2020 Woodthorpe Park's Centenary Celebrations

Woodthorpe Park's centenary celebrations took place on Wednesday (1 June 2022). From 10 am – 4 pm. Visitors to the celebrations enjoyed croquet and garden games on the lawn, children's activities, ranger-led activities, a Ukulele band, and musical performances from Carlton Male Voice Choir. There were also historical talks and walks delivered by the Friends of Woodthorpe Grange Park, and a charity cake sale.

The Sheriff of Nottingham, Councillor Nicola Heaton and Lord Mayor of Nottingham, Councillor Wendy Smith also in attendance at the opening of the celebrations. The Woodthorpe and Mapperley Co-op were also in attendance, having donated a total of £300 to the restoration of the sunken garden, where they gave away free sweets and colouring sheets to local children.

The event was marked by recalling the opening speech made on a hundred years ago by The Right Worshipful the Mayor of Nottingham (Councillor F Berryman) who at 3 pm on Tuesday 1st June, 1922 declared the park open as a public Recreation Ground for the City of Nottingham and asked the Chairman of the Public Parks Committee (Alderman CJ. Mee) to take over the management of the Park.



Wednesday, 1st June, 2022: Reenactment of the original photograph that was taken 100 years ago
© Richard Seals

To view a further selection of photographs on Woodthorpe Grange Park's centenary celebrations, click on the following link:

<http://www.woodthorpefriends.co.uk/page526.html>

Woodthorpe Grange Park Centenary Mosaic

Designed by Sophie Robins, Mosaic Artist



Ideas for a mosaic



First sketch of
the Grange



Community
involvement



Leaf designs modelled in
clay



Design begins to
take shape



Finished Product



Unveiling: Mosaic Artist
Sophie Robins to the left
of the mosaic.



**Thursday 2nd June, 2022 Lighting the Beacon in
honour of Her Majesty Queen Elizabeth II
Platinum Jubilee**



Lighting the beacon in honour of HM Queen Elizabeth II Platinum Jubilee
© Richard Seals

Being asked to light the beacon on Thursday, 2nd June, 2022, in honour of Her Majesty Queen Elizabeth II's Platinum Jubilee was a privilege and honour. However, it was the event that happened three months later on the 8th of September that, after 70 years of service to the nation and commonwealth, the death of Her Majesty Queen Elizabeth II.

This is what I wrote at the time.

It was just three months ago when I was asked to light the beacon on Woodthorpe Park to mark HM Queen Elizabeth II Platinum Jubilee celebrations, which I honorably, humbly, and graciously accepted, little knowing that three months later we would be mourning her passing.

As I now begin to reflect on those events that took place on the 2nd of June, 2022 at 9.45pm, now that situations have changed and we have a new monarch, I was taking part in a piece of history that may never happen again, at least not in my lifetime and for many future generations to come that of lighting a beacon to celebrate the 70th year of a reigning monarch.

As we mourn the passing of Her Majesty Queen Elizabeth II and the second Elizabethan age has come to an end, the only way to finish off is to say....God Save The King.

Paul R. Swift BA

Woodthorpe Park Under a Blanket of Snow

