

Railway structures

Discussion document

Disclaimer

Please note that the inclusion of any building in this discussion document does not mean that the building or its grounds are open to the public. Many of these buildings are private homes or businesses, so please respect the occupiers' privacy.

Historic England has published a listing selection guide for transport infrastructure (2017). The Council has adopted *criteria for identifying local heritage assets* (2016). This discussion document examines the selection guide in a local context and offers initial recommendations for local listing.

Scope of this document

This discussion document considers the architectural and historic interest of railway infrastructure erected in the district since the early 1820s.

A separate discussion document will consider the district's canal and tramway infrastructure. Tramways were laid in association with the Charnwood Forest Canal (1794) and the Ashby Canal (1804). The tramways included the so-called **Ashby Railway** (from Cloud Hill to a canal wharf near Willesley) and the **Ticknall Tramway** (from a junction with the Ashby Railway at Old Parks to the district boundary).

Railway infrastructure, early 1820s to early 1910s

Historic England describes the development of the railway system as “one of the greatest achievements” of the Victorian period, “although its origins lay in the Georgian period”. The development of the railway system “falls into four distinct phases”.

The first thirty years, early 1820s to early 1850s

Historic England says: “The **pioneering** phase extends from the opening of the Stockton to Darlington [Railway] (1825) to the completion of the Great Western Railway in 1841. The second phase runs from 1841 to 1850 and marks the **heroic** age of railway building and the period of ‘railway mania’”. The latter period saw “the frantic construction of lines including the Great North [sic] Railway”. The Great Northern Railway's stations at London (King's Cross) and Newark (North Gate) opened in 1852.

George Stephenson's pioneering **North Midland Railway** (late 1830s) is represented by thirty-six bridges including five at Belper (the ‘Belper Cutting’); four tunnels, two viaducts, a railway station at South Wingfield and a goods shed at Ripley.

Otherwise regionally the ‘pioneering’ phase is represented by about twenty listed buildings. The **Cromford & High Peak Railway** (mid to late 1820s) is represented by three railway bridges and a railway station near Brassington. The **Leicester to Swannington Railway** (early 1830s) is represented by the west portal of the Glenfield Tunnel and twelve tunnel ventilation shafts. The **Midland Counties Railway** (late 1830s) is represented by five railway bridges and the Redhill Tunnel, “doubled” in 1893 for the Midland Railway.

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Regionally the 'heroic' phase is represented by about fifteen listed buildings. The **MR Nottingham to Lincoln line** (late 1840s) is represented by four railway stations including Newark Castle station. The **Manchester Buxton Matlock & Midland Junction Railway** (late 1840s) is represented by a viaduct, three railway stations and a station master's house.

In Leicestershire the 'heroic' phase is represented by the **MR Leicester to Burton line** (late 1840s); the railway station at Ashby-de-la-Zouch is a listed building.

The second thirty years, early 1850s to early 1880s

Historic England says: "The third phase, from the 1850s to the 1870s, saw the **consolidation** of the network, including the opening of the dramatic Settle to Carlisle line, carrying the Midland Railway into Scotland". The MR Settle to Carlisle line opened in 1876. Historic England says that "greater selection" is necessary after about 1850.

Regionally the 'consolidation' phase is represented by about twenty-five listed buildings. The **MR Rowsley to Buxton line** (early 1860s) is represented by a railway bridge, three viaducts (including the viaducts at Miller's Dale and Monsal Dale) and two railway stations. The **GNR Derbyshire & Staffordshire extension** (late 1870s) is represented by two railway bridges in Derby and the grade II* listed Bennerley Viaduct between Awwsworth and Ilkeston.

In Leicestershire the 'consolidation' phase is represented by the **MR Derby to Ashby line** (late 1860s); the railway bridge over the River Trent at Melbourne is a listed building. It is also represented by the **Ashby & Nuneaton Joint Railway** (late 1860s); a railway bridge at Measham and the railway station at Shackerstone are listed buildings.

The third thirty years, early 1880s to early 1910s

Historic England says: "The fourth period runs up to 1914 and saw the **completion** of the network". Regionally the 'completion' phase is represented by about half-a-dozen listed buildings. In Leicestershire the **GCR London extension** (late 1890s) is represented by railway stations at Loughborough, Quorn and Rothley.

Railways in NW Leicestershire

In NW Leicestershire the 'pioneering' phase is represented by two railways: The **Leicester to Swannington Railway** (early 1830s) from the district boundary near Ellistown to a terminus at Swannington; the **Coleorton Railway** (mid-1830s) from that terminus to a junction with the Ashby Railway (see above) at Newbold. The 'heroic' phase is represented by the **MR Leicester to Burton line** (late 1840s), from a junction with the Leicester to Swannington Railway at Coalville to the district boundary near Moira.

The 'consolidation' phase is represented by five railways, all laid out in the late 1860s and early 1870s. The **MR Weston branch** runs from the district boundary north of Lockington to the district boundary west of Castle Donington.

The **MR Derby to Ashby line** was laid out in two phases: The first from the district boundary at Wilson to a junction with the Ashby Railway (see above) near Newbold; the second from that junction, following the route of the Ashby Railway, to a junction with the MR Leicester to Burton line at Ashby-de-la-Zouch.

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As part of the 'consolidation' phase the **Ashby & Nuneaton Joint Railway** laid out two railways: One from the district boundary at Snarestone to a junction with the MR Leicester to Burton line near Moira; the other from the district boundary near Heather to a junction with the Leicester to Swannington Railway near Coalville.

In NW Leicestershire the 'completion' phase is represented by two railways: The **LNWR Charnwood Forest Railway** (early 1880s) from a junction with the Ashby & Nuneaton Joint Railway near Coalville to the district boundary east of Grace Dieu; the **Swadlincote loop** (early 1880s) following the district boundary for about 1250m east of Albert Village.

John Sydney Crossley

All of the 'consolidation' phase railways were designed by John Sydney Crossley (b.1812). Crossley was the chief engineer to the Midland Railway between 1858 and 1875. The Ashby & Nuneaton Joint Railway was designed by Crossley and William Baker, the chief engineer to the London & North Western Railway.

Crossley was a significant civil engineer. His greatest engineering work was the Settle and Carlisle line, opened in 1876. Eight viaducts and three bridges on the line are listed, one viaduct at grade II*. Crossley also designed a viaduct and bridge on the MR Chesterfield to Sheffield line (1870) and a viaduct on the MR Mansfield to Worksop line (1875).

Railway stations in NW Leicestershire¹

The Leicester to Swannington Railway included a station at Coalville. The MR Leicester to Burton line included stations at Ashby-de-la-Zouch, Moira and 'Overseal'.

The MR Weston branch included a station at Castle Donington. The MR Derby to Ashby line included stations at Tonge, Cloud Hill and Ashby-de-la-Zouch². The Ashby & Nuneaton Joint Railway included (to the west) stations at Snarestone, Measham and Donisthorpe and (to the east) railway stations at Heather and Hugglescote. The LNWR Charnwood Forest Railway included stations at Coalville 'east' and Whitwick.

In 2021 five railway stations survive at Ashby-de-la-Zouch, Moira, Tonge, Measham and Whitwick. The railway station at Ashby (late 1840s) is a grade II* listed building.

Tunnels and viaducts in NW Leicestershire

The Coleorton Railway included two tunnels. The 90m **Newbold Tunnel** survives intact with its portals and approach cuttings. Of the 450m **Coleorton Tunnel** beneath St George's Hill only the southern approach cutting survives.

The second phase of the MR Derby to Ashby line followed the route of the Ashby Railway. The **Old Parks Tunnel** of c.1800 was widened and shortened. The 275m tunnel survives; the eastern approach cutting and portal survive but the western approach cutting has been filled in.

The MR Weston branch includes three viaducts: North of Lockington an **approach viaduct** to a bridge over the River Trent; west of Castle Donington a **flood relief viaduct** and an **approach viaduct** to a second bridge over the River Trent. The LNWR Charnwood Forest Railway includes a **viaduct** over the approach to Grace Dieu Manor.

¹ Kegworth railway station was in Nottinghamshire.

² There was a very short-lived station at Wilson (1869-71).

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Railway underbridges in NW Leicestershire

An underbridge is a bridge that allows traffic (usually road traffic) to pass under a railway. We have identified eight railway underbridges in NW Leicestershire.

- On the Ashby & Nuneaton Joint Railway, there are larger bridges at **Bath Road** and **Shortheath Road** and a smaller bridge at **Park Road** (Ashby Woulds).
- On the MR Leicester to Burton line, the stone bridge at **Leicester Road** (Ashby) is large and well preserved. Other bridges at **Rawdon Road** (Ashby Woulds) and **Station Road** (Ashby) were replaced or altered in the twentieth century.
- Bridges at **Mantle Lane** (Coalville) and **Grange Road** (Hugglescote) were replaced in the early and late twentieth centuries respectively.

Railway overbridges in NW Leicestershire

An overbridge is a bridge that allows traffic (usually road traffic) to pass over a railway. We have identified thirty-seven overbridges in NW Leicestershire. There are eleven bridges on working freight railways. There are six bridges on 'completion' phase railways, including five on the LNWR Charnwood Forest Railway.

- On the **MR Derby to Ashby line** there are ten overbridges. There are six stone bridges on NCN6 (a bridge at Tonge was altered in the twentieth century).
- On the **Ashby & Nuneaton Joint Railway** there are five overbridges including four on NCN63. The Meer Bridge at Measham is a grade II listed building.
- On the **Leicester to Swannington Railway** two bridges were replaced in the twentieth century. On the **ANJR Coalville branch** there are three overbridges.

Closure and continuation

The **MR Leicester to Burton line** and the **MR Weston branch** are working freight railways. The **Leicester to Swannington Railway** is a working freight railway from the district boundary near Ellistown to its junction with the MR Leicester to Burton line at Coalville. Other railway lines in the district are disused.

The **Ashby & Nuneaton Joint Railway** is a 'recreational trail' between Measham and its junction with the MR Leicester to Burton line near Moira. The Ashby Woulds Heritage Trail received planning permission in 1987 (87/1055/C) and it is part of the National Cycle Network (NCN63).

The **MR Derby to Ashby line** is a 'pedestrian and cycle way' between Worthington and the district boundary at Wilson. The 'Cloud Trail' received planning permission in 1995 (95/0015/P) and it is part of the National Cycle Network (NCN6)³.

³ A short section of the **LNWR Charnwood Forest Railway** at Thringstone is part of NCN52.

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APPENDIX 1 - List of Local Heritage Assets

The selection

On the following pages we have selected 16 structures for inclusion on the list of local heritage assets. The selection has been made on the following basis:

- Generally the selection includes 'pioneering', 'heroic' and 'consolidation' phase structures, but it does not include 'completion' phase structures.
- Generally the selection includes structures that are large and well-preserved.
- Generally the selection includes structures that are accessible by the public. Hence it does not include (e.g.) overbridges on working freight railways.

Hence the following structures are proposed for inclusion on the list of local heritage assets. They are all 'consolidation' phase structures apart from the 'pioneering' tunnel at Newbold, the 'heroic' railway station at Moira, the 'heroic' underbridge at Leicester Road and the 'completion' phase viaduct at Grace Dieu.

- The railway stations at Measham and Moira;
- The tunnel at Newbold;
- The approach viaduct at Lockington and the viaduct at Grace Dieu;
- Underbridges at Bath Road, Leicester Road and Shortheath Road;
- Four stone overbridges on the MR Derby to Ashby line (NCN6);
- Four overbridges on the Ashby & Nuneaton Joint Railway.

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APPENDIX 1 - List of Local Heritage Assets

Property	Railway Station
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Number	
Street	Manning Terrace
Township	
Parish	Measham

Easting	433248
Northing	311908
Our reference	LL/1195
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway station

Date	
Date range begins	1867
Date range ends	1879

Description

A station on the Ashby & Nuneaton Joint Railway. Designed by John Holloway Sanders, chief architect to the Midland Railway. Parliamentary assent 1867; the station was 'just completed' in 1870. Used as a museum and 'for commercial uses' since c.2007. The station is a single storey building. It is faced in red brick with ashlar stone dressings, beneath hipped slate roofs with bracketed oversailing eaves. Sash windows are arranged 3:3:3. There is a central entrance door and fanlight. There are lower single-storey wings to either side.

This is a well-preserved station on a 'consolidation' phase railway. The identical station at Shackerstone is a grade II listed building.

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway Station
----------	------------------------

Number	
Street	Station Drive
Township	Moira
Parish	Ashby Woulds

Easting	431669
Northing	315788
Our reference	LL/2225
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway station

Date	
Date range begins	1846
Date range ends	1849

Description

A station and station master's house on the Midland Railway Leicester to Burton line. Parliamentary assent 1846; opened 1849. Extended and altered c.2008 to form a house. The building is faced in red brick laid in English bond beneath gabled slate roofs. The principal building is one-and-a-half storeys tall and 'L' shaped on plan. Window openings have four-centred arch heads with hood moulds. There are bargeboards on the gables and dormers.

This is a well-preserved station that forms part of a 'heroic' phase railway. Generally buildings that predate c.1850 are considered to have qualities of age that justify their inclusion on the Local List.

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway underbridge
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Number	
Street	Bath Road
Township	Moira
Parish	Ashby Woulds

Easting	430680
Northing	315597
Our reference	LL/2226
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway underbridge

Date	
Date range begins	1869
Date range ends	1873

Description

An underbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge is a skew bridge; it has a single span. It is faced in red brick laid in English bond.

This is a large and well-preserved underbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer (Crossley). It has group value with the similar underbridge at Shortheath Road (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway underbridge
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Number	
Street	Shortheath Road
Township	Moira
Parish	Ashby Woulds

Easting	430963
Northing	315183
Our reference	LL/2227
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway underbridge

Date	
Date range begins	1869
Date range ends	1873

Description

An underbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge has a single span. It is faced in red brick laid in English bond.

This is a large and well-preserved underbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer (Crossley). It has group value with the similar underbridge at Bath Road (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway underbridge
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Number	
Street	Leicester Road
Township	
Parish	Ashby-de-la-Zouch

Easting	436537
Northing	316271
Our reference	LL/2228
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway underbridge

Date	
Date range begins	1846
Date range ends	1849

Description

An underbridge on the Midland Railway Leicester to Burton line. Parliamentary assent 1846; opened 1849. Chief engineer: Charles Liddell. The bridge has a single span. The bridge is faced in rockfaced stone with rockfaced voussoirs and ashlar stone dressings. The bridge vault is faced in red brick.

This is a well-preserved overbridge that forms part of a 'heroic' phase railway. Generally buildings that predate c.1850 are considered to have qualities of age that justify their inclusion on the Local List.

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge
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Number	
Street	Slade Lane
Township	Wilson
Parish	Breedon on the Hill

Easting	440713
Northing	324839
Our reference	LL/2230
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1866
Date range ends	1869

Description

An overbridge on the Midland Railway Derby to Cloud Hill line. Contract 1866; opened 1869. Chief engineer: John Sydney Crossley. Contractor: Benton & Woodiwiss. The bridge has three spans. The bridge is faced in rockfaced stone with ashlar stone dressings. The bridge piers are faced in rockfaced stone while the bridge vaults are faced in red brick.

This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with a similar overbridge in Tonge (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge at Tonge Station
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Number	
Street	
Township	Tonge
Parish	Breedon on the Hill

Easting	441710
Northing	323902
Our reference	LL/2231
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1866
Date range ends	1869

Description

An overbridge on the Midland Railway Derby to Cloud Hill line. Contract 1866; opened 1869. Chief engineer: John Sydney Crossley. Contractor: Benton & Woodiwiss. The bridge has three spans. The bridge is faced in rockfaced stone with ashlar stone dressings. The bridge piers are faced in rockfaced stone while the bridge vaults are faced in red brick.

This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with a similar overbridge in Wilson (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Accommodation overbridge
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Number	
Street	Moor Lane (off)
Township	Tonge
Parish	Breedon on the Hill

Easting	441822
Northing	323351
Our reference	LL/2232
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1866
Date range ends	1869

Description

An overbridge on the Midland Railway Derby to Cloud Hill line. Contract 1866; opened 1869. Chief engineer: John Sydney Crossley. Contractor: Benton & Woodiwiss. The bridge has a single span. The bridge is faced in rockfaced stone with ashlar stone dressings. The bridge vault is faced in red brick.

This is a well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with two similar overbridges in Breedon (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge
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Number	
Street	Doctors Lane
Township	
Parish	Breedon on the Hill

Easting	441151
Northing	322067
Our reference	LL/2234
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1866
Date range ends	1869

Description
<p>An overbridge on the Midland Railway Derby to Cloud Hill line. Contract 1866; opened 1869. Chief engineer: John Sydney Crossley. Contractor: Benton & Woodiwiss. The bridge has a single span. The bridge is faced in rockfaced stone with ashlar stone dressings. The bridge vault is faced in red brick.</p> <p>This is a well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with similar overbridges in Breedon (qv) and Tonge (qv).</p>

Photograph


North West Leicestershire District Council
List of Local Heritage Assets

Property	Accommodation overbridge
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Number	
Street	Hall Lane (off)
Parish	Oakthorpe & Donisthorpe

Easting	431590
Northing	313594
Our reference	LL/2235
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1869
Date range ends	1873

Description
<p>An overbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge has three spans. It is faced in red brick laid in English bond.</p> <p>This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with similar overbridges in Measham, Oakthorpe and Donisthorpe (qv).</p>

Photograph


North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge
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Number	
Street	Coronation Lane
Parish	Oakthorpe & Donisthorpe

Easting	431803
Northing	312735
Our reference	LL/2236
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1869
Date range ends	1873

Description

An overbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge has three spans. It is faced in red brick laid in English bond.

This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with similar overbridges in Measham, Oakthorpe and Donisthorpe (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge
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Number	
Street	Chapel Street
Parish	Oakthorpe & Donisthorpe

Easting	431944
Northing	312571
Our reference	LL/2237
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1869
Date range ends	1873

Description

An overbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge has three spans. It is faced in red brick laid in English bond.

This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with similar overbridges in Measham, Oakthorpe and Donisthorpe (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Railway overbridge
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Number	
Street	Horses Lane
Township	
Parish	Measham

Easting	433528
Northing	311620
Our reference	LL/2238
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway overbridge

Date	
Date range begins	1869
Date range ends	1873

Description

An overbridge on the Ashby & Nuneaton Joint Railway. Contract 1869; opened 1873. Chief engineers: John Crossley and William Baker. Contractor: Barnes & Beckett. The bridge is a skew bridge; it has three spans. It is faced in red brick laid in English bond.

This is a large and well-preserved overbridge; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer. It has group value with similar overbridges in Measham, Oakthorpe and Donisthorpe (qv).

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Newbold Tunnel
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Number	
Street	Ashby Road
Township	Newbold
Parish	Worthington

Easting	439910
Northing	318930
Our reference	LL/2286
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway tunnel

Date	
Date range begins	1832
Date range ends	

Description
<p>A tunnel on the Coleorton Railway. The railway was proposed in 1832. The tunnel is about 90m long. The north west approach cutting is also about 90m long. The south east approach cutting is about 250m long. Each approach cutting is about 35m wide where it meets the tunnel portal. Each tunnel portal is about 4m wide.</p> <p>This appears to be a well-preserved tunnel on a 'pioneering' phase railway. Heritage assets that predate the reign of Queen Victoria are considered to have qualities of age that justify their inclusion on the Local List. No field assessment has been made; the tunnel has been included on the list on a provisional basis.</p>

Photograph

North West Leicestershire District Council
List of Local Heritage Assets

Property	Approach viaduct
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Number	
Street	Off Warren Lane
Township	Lockington
Parish	Lockington-Hemington

Easting	447810
Northing	330740
Our reference	LL/2287
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway viaduct

Date	
Date range begins	1866
Date range ends	1869

Description

An approach viaduct on the MR Weston branch railway. Contract 1866; opened 1869. Chief engineer: John Sydney Crossley. Contractor: Benton & Woodiwiss. The viaduct is faced in rockfaced stone with ashlar voussoirs and ashlar dressings. The viaduct has ten spans. The southern span adjoins the retaining walls of the adjacent embankment. The northern span adjoins the abutment of the bridge. The northern span accommodates a water course.

This is a well-preserved viaduct; it is part of a 'consolidation' phase railway that was designed by a significant civil engineer.

Photograph



North West Leicestershire District Council
List of Local Heritage Assets

Property	Viaduct at Grace Dieu
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Number	
Street	Loughboro' Road (off)
Township	
Parish	Belton

Easting	443375
Northing	318135
Our reference	LL/2384
LCC reference	

Thesaurus type	
Broad	Transport
Narrow	Railway viaduct

Date	
Date range begins	1881
Date range ends	1883

Description

A viaduct on the LNWR Charnwood Forest Railway. 'Ceremony of turning the first sod' 1881; opened 1883. The viaduct crosses the Grace Dieu Brook and the approach to Grace Dieu Manor. It has six spans with semicircular heads. The viaduct piers and vaults are faced in red brick, while each long elevation is faced in rockfaced stone. There is a parapet above a dentil cornice.

The viaduct has architectural interest, unlike other structures on the Charnwood Forest Railway. It is larger than those structures and it uses higher quality facing materials; it also contributes positively to the approach to Grace Dieu Manor.

Photograph

