

David Rayner
Friends of the Derwent Valley Line

30 August 2013

Dear David

Nottingham station reopens!

Monday 26 August saw the reopening of Nottingham station following the successful completion of one of the largest projects ever delivered across the UK rail network.

This £100 million project to improve Nottingham's railway has seen the biggest transformation for the city in over a generation. Engineers have laid six miles of new track, installed 143 new signals, renewed two level crossings and replaced two level crossings with footbridges. We now have an additional platform at Nottingham station, as well as a fully refurbished platform 6 (now 7) complete with a new canopy, which will ensure more flexibility around the station and help us to deliver more reliable train services.

This has been a huge project for everyone involved and we couldn't have delivered it without the support of our partners and stakeholders. Now that the project has come to a close, I wanted to write and wholeheartedly thank you for your support, both in the lead up to the works and throughout the project itself.

I also thought you might find it useful to hear some of the detail of the work that has taken place over the summer.

An overview of the re-signalling project: Saturday 20 July to Sunday 25 August

The re-signalling project began with arguably one of the most important challenges – transferring operation of the Beeston area from Trent Power Signal Box to East Midlands Control Centre in Derby. This work, over the first weekend of the project, allowed us to run trains into Beeston for the rest of the project, giving the station an hourly service to London and another to Derby.

This first weekend also saw the recovery of all the old signalling equipment from Mansfield Junction, through the station and out to Netherfield. Carlton and Colwick level crossings were also renewed in the first two weeks, although kept under local control until 10 August.

Heavy civil engineering on the track took place over the first three weeks of the project, with more than six miles of track dug up and replaced, and a completely new layout installed from Mansfield Junction through to Netherfield. This was one of the key drivers behind the five-week project as the new junctions were put in place directly over the old ones, instead of being built next to plain line overnight and

