

## STATION HISTORY - ADDENDA (ongoing additions to the main History)

NB: the author can be contacted on 01472 852273 (replaces the 'phone number shown on front cover of Station History) and also by email on: briandgill@btinternet.com.

### CHAPTER ONE – INTRODUCTION.

Additional reference:     Bradshaw's Guide Section IV, p.57:     (1866 ed.)

Market Rasen: Population 2468.                    A telegraph station.                    Hotel: White Hart.

Here is an old hospital, and curious embattled towered church, whose vicar takes tithe of ale. Close at hand is *Middle Rasen Drak*, bestowed upon Sir. J. Burlingthorpe, " for reclaiming the land." In the vicinity are *Willingham House*, A. Beucherett Esq., *Bayons Manor*, Right hon. C. D'Eyncourt, with its ancient moat and drawbridge.

*Reprint by Middleton Press 2010     ISBN 978 1 908174 05 5*

Other railways proposed through Market Rasen: The *Nottingham Evening Post* dated 17 May 1883 carried a quite detailed report of a meeting concerning the proposed railway via Binbrook to Grimsby. Civil Engineers called to speak suggested the route could be built at a cost not exceeding £4000 per mile, with gradients for Bully Hill not exceeding 1 in 40.

#### Market Rasen U.D.C Minutes relating to the railway.

The railway featured in the Town Council's deliberations every now and again, and a selection of their items minuted is as follows:

6 February 1895: Resolved to write to the M.S.&L. Rly. Co. respecting the nuisance caused by rain water dropping from the railway bridges in the town. [At the next Meeting it was noted the Railway Engineer had promised to endeavour to remedy the nuisance].

6 November 1895: Joseph Wilson proposed 'the Railway Co. be asked to provide extra sidings on the East side of the Railway Station to facilitate the loading and unloading of goods.'

7 October 1896: the Clerk was instructed to write again to the M.S.&L. Rly. Co. regarding water dropping from railway bridges onto roads and paths.

4 November 1896: Letter received from the Railway Engineer in which he suggested 'that the footpaths under the bridges be covered over with galvanised iron' and it was Resolved to ask the Railway Co. to carry out such suggestions and cover over the footpaths under Queen St. bridge in the first instance in order that this mode of dealing with the difficulty may be tested.

4 May 1904: Mr Hardy called attention to the annoyance and inconvenience caused to Residents by cheap Sunday Trips from Lincoln. 'A very noisy and undesirable class of persons' came to town. Resolved to ask the G.C.R.Co. to discontinue cheap Sunday tickets.

1 June 1904: Joseph Wilson proposed 'that the attention of the G.C.R. Co. be called to the low state of the platform at the station.'

7 October 1908: Discussed action of GCR in taking off two trains. Resolved to 'petition the GC Rly. to run a motor train from Lincoln to Barnetby between 9 am and 2 pm and another from Barnetby to Lincoln between 11.30am and 4.40pm.' (no response reported).

6 July 1910: Discussed method of passengers crossing from one platform to another. Decided to write to Co. on the matter. 3 August 1910 reply from GCR matter would receive attention. Clerk to write again pressing urgency (no reason recorded).

7 September 1910: letter signed by Sir Sam Fay, General Manager of Great Central Railway, himself: had considered the Council's request for a footbridge or subway at the station but 'could not see their way to comply therewith.'

4 January 1911: Resolved to write to the GCR re. the state of the railway service as 'serious inconvenience is caused to the inhabitants of Market Rasen and all places on the line between Lincoln and Grimsby owing to the scarcity of Passenger trains' and to request 'the mid morning train from Lincoln and the early afternoon train to Lincoln be restored, and that a train be run from Lincoln about 6pm.'

1 March 1911: reply from Sir Sam Fay stating that he 'had not written such a letter as quoted by Mr. Fletcher at the January meeting that the Co. ran trains for the convenience of themselves and not the public.' He went on to say circumstances did not permit them to comply with the Council's request at the present time.

## **CHAPTER TWO – THE STATION AND FACILITIES.**

### **a): Passenger Station.**

The sketch of the layout of the buildings was drawn to show a cubicle in the gents' 'Up' platform toilets, but there is in fact no sign of a doorway ever having been as depicted, only a window which matched that shown on the outside wall. The toilet cubicle may therefore have been only accessed from the adjacent room, which could have been a Ladies Room. The Waiting Room on the 'Down' platform was also divided into two rooms, with a Ladies toilet (the room at the north end), both features lasting until fairly modern times (1970s or so).

Station Master's House: it has been noted that the 1851 Census showed the station master as being a lodger in Queen St., with brewer Barnett Charles. A Market Rasen resident who owned the

station buildings when first sold off by BR states the interior layout is not what one would expect if that part of the station had been designed for residential use from the start, and this can be confirmed. Possibly therefore, in its first years, this southern half of the station buildings was not residential, but was converted to this purpose at a later date.

The now vacant space against the bridge abutment in Chapel St. on the side of the terraced cottages, once housed a shop belonging to Mr Dunn (shoes etc) and later became a fresh fish shop for Mr J. Pickering (shown in various Directories from 1939 onwards).

b): Goods depot & Yard.

In February 1905 the *Rasen Mail* reported that Mr Lill's sawmill was situated near Market Rasen station (his 11 year old son was injured in the belting which drove the machinery). Mr Lill was a shareholder in the Market Rasen Brewery Co. Ltd. for many years.

Railway gas works: marked on early maps is a small building to the SE of the goods shed, where it is thought the railway horse was stabled. It is possible that this was either (a) the first gas works, built initially to supply the town, and used later to supply the station premises with its own 'railway' gas after the town's new Works was built, or (b) it was built for the railway's use from the start. In *An Early Victorian Market Town* the map on p. 4 shows an 1824 OS map updated after the arrival of the railway; the presence of a Gashouse is so marked. A 1970s photo of the building in a derelict state has been located, taken by a local resident. Apparently the delivery horse shared the building!

A letter in the *Rasen Mail* of 23 February 2005 from Mr A. J. Padley referred to the archaeological dig carried out on the goods yard sited being re-developed for Tesco. He states the 1837 town gas works was built here before demand outstripped supply and larger works were built off Chapel St. It is stated the 1854 OS 1" map marks it as a 'gashouse' and the 1887 25" map records a water filled circular depression. He also states the original Linwood Rd. retort house and chimney survived in alternative usage well into recent times, possibly outliving the Chapel St. buildings. The Lindsey Archaeological Services report has been consulted and is in fact quite vague about the modern industrial of the site and does not confirm things either way.

George Bycroft operated his garage spares business from a building which had previously been occupied by Messrs Boots - he is sure it was Boots Pharmaceuticals, rather than Boots Farm Sales, which one would have thought was more relevant to the local agricultural community. Mr. Bycroft was there from 1978 until the 1990s.

Recent photos came to light on EBay showing oil tanks installed in the Goods Yard, about where the dotted oval area is marked on the 1905 OS map; the name shown on hoardings in the photos is Consolidated Petroleum. Probably the substance being stored in the two tanks was paraffin for domestic heating. The photos were dated c.1913. No additional information re. this Company has so far been located, but other photos show it had

installations at other stations in the NW of England as well. There is a horse drawn delivery van shown.

c): Signal Box.

The 1939 staff records mentioned below show the Market Rasen signalbox to be 'Station box, no gates, Class 4, 8 hours, Closed weekdays 9.40pm to 5.40am Mon. to Fri., Saturdays closed 9.40pm to 5.40am Mondays.'

**CHAPTER THREE – PEOPLE & PERSONALITIES.**

The 1851 Census has a Samuel Sharp, Railway Porter, living in Chapel St. The roads close to the railway station and goods yard would have been logical areas for the staff to reside, in order to be close to their place of work. A Jonathan Cash, Railway Labourer, lived in Queen St. with his family.

The National Archives shows LNER staff records for Market Rasen which include upto 1877:

| <u>NAME:</u>        | <u>OCCUPATION:</u> | AGE ON          | DATE              | <u>SALARY:</u> |            |
|---------------------|--------------------|-----------------|-------------------|----------------|------------|
|                     |                    | <u>APPOINT:</u> | <u>APPOINTED:</u> |                |            |
| William C. FELL     | Clerk in Charge    | 24              | 9 Feby. 1853      | £110 pa        |            |
| Henry C. FELL       | Clerk              | 13y. 6m.        | 26 Dec. 1865      | 20/-           |            |
| A.CHAPMAN           | Asst. Clerk        | 15              | 1 June 1870       | 8/-            | Res'd '74  |
| William CLARKE      | Goods Foreman      | 28              | 28 Aug. 1858      | 22/-           |            |
| Thos. ROBINSON      | Coaching Porter    | 28              | 19 Sep. 1857      | 18/-           |            |
| Thos. BENNETT       | Passenger Porter   | 30              | 25 Jan. 1869      | 18/-           |            |
| Jno. BLANCHARD      | ditto              | 23              | 1 Nov. 1872       | 18/-           |            |
| Chas. BETT          | Carter             | 22              | 24 April 1871     | 19/-           |            |
| M. J. FELL          | Cleaner            | -               | -                 | -              |            |
| Arthur HOLMES       | [?] Clerk          | 15              | 18 Nov. 1872      | 7/6            | Gby Docks  |
| Saml [?] STEPHENSON | Asst. Clerk        | 17              | 25 Jany. 1875     | 9/-            | to ? '77   |
| W. RAWLINSON        | do.                | 14              | 26 Apr. 1875      | 12/-           | to Claxby? |
| Edward CLARKE       | do.                | 14y. 6m.        | 12 Mar. 1876      | 6/-            |            |

|               |     |          |              |                 |
|---------------|-----|----------|--------------|-----------------|
| T. METCALFE   | do. | 15y. 2m. | 27 Nov. 1876 | 10/- to Appleby |
| J.W. SKELTON  | do. | 15y. 7m. | 27 Nov. 1876 | 10/- to Grimsby |
| B. WILCOCK[?] | do. | 14y. 8m. | 24 Aug. 1877 | 7/6             |

The LNER Staff records for 1939 show:

|                           |                  |     |                   |            |
|---------------------------|------------------|-----|-------------------|------------|
| Ernest RAITHBY            | Station Master   | n/s | DES: 02 Sep. 1902 | £240 pa    |
| Cedric PEARSON            | Relief Signalman | n/s | 19 Apr. 1920      | £3.0.0. pw |
| Alfred DORNER             | Porter           | n/s | 12 Sep. 1922      | £2.5.0     |
| Norman SURFLEET [?]       | do.              | n/s | 8 Dec. 1934       | £2.5.0     |
| Bernard ATKIN             | Lad Porter       | n/s | 18 Sep. 1939      | 16/-       |
| Henry MOORE               | Leading Porter   | n/s | 14 Jan. 1927      | £2.6.0     |
| Wm. Ern. John MALTBY Jnr. | Number Taker     | n/s | 30 Nov. 1936      | £1.10.0    |
| Fred. WEAVER              | Relief Porter    | n/s | 23 Apr. 1920      | £2.8.0     |
| John Wm. DAWSON           | Signalman        | n/s | 12 Oct. 1903      | £2.15.0    |
| Robert John JACKSON       | do.              | n/s | 9 Apr. 1916       | £2.15.0    |

DES: = date entered service. Mr Raithby payed 12/6 pw rent for the station house.

More details of Mr Raithby have come from his granddaughter, now living in Germany, following a recent visit to Market Rasen. This information (including details from the *Rasen Mail* and further research at the NRM, York), includes a photograph of him walking along the Goods Yard, and tells us that:

*R.M.* 01 January 1938: SM Mr E.S. French leaves to go to Sutton in Ashfield [also LNER]. He came to Mkt. Rasen in 1930 succeeding the late Mr. J.H.L. Davies [died 16 November 1935]. During his time here (ie 1930 to 1938) Claxby & Usselby was put under the Market Rasen SM. The delivery service was increased to 2 vans so as to deliver in a 10 mile radius, not just one mile as before.

Ernest Raithby is not mentioned in the same article (not yet appointed) but he transferred from Rippingale station sometime in 1938. In 1939 he received a letter from the LNER Divisional GM commending him on his wife's providing tea and biscuits to the Yorks. Hussars when they travelled from Malton to Rasen. Two photos. in the family collection appear to date from the late 1930s. The *RM* 27 October 1951 tells us he left Rasen in that month

(probably to retire - he and his wife were going to Boston Spa, although it did still have a railway at that date); (b. 1887, entered railway service 1902, died 1969).

Station Master John Porter (White 1892) moved from Market Rasen to Gainsborough (presumably Central) from where he retired in 1905, dying on 22 March 1936, age 90.

Motor Driver (ie a motor van had replaced the horse and dray) A.A. Osborne received an award for a year's accident free driving in year ending 31 December 1935.

A photograph in the *Lincolnshire Echo* for 5 June 1985 shows a group at the station, taken in 1921, including Station Master Clifford Grosvenor Turner. The total number of staff in the picture is sixteen, including one lady. Seven of the men (including the SM) wear uniforms with a cap, but the other men all wear flat caps or a trilby.

With regard to railway employees' work, an early but long since obsolete grade was once that of 'Booking Constable.' This was a sole member of staff at a small station, who performed all duties including that of booking clerk. The 'constable' term would have referred to the early duties of what became the signaller in later times.

The *Rasen Mail* of 7 October 1966 reported the presentation last week by J. Reaney and staff to Mr. R.B.C. Kew on his retirement, after thirteen years at Market Rasen. He was latterly in charge of half the stations along the Lincoln to Barnetby line. There would be no replacement as the Area Manager, probably based at Lincoln, would cover the stations. Mr Reaney, a motor driver since 1939, 'spoke of the happy relations which had always existed between the Station Master and the staff.'

## **CHAPTER FIVE – MODERN TIMES.**

### **General:**

The *Rasen Mail* reported on railway matters, and a selection of items from more recent times is as follows:

(*Louth Standard*) 31 December 1965: the mail arrives at Market Rasen by rail, from Peterborough at 05.01, and from Lincoln at 06.07. A porter comes on duty at 04.50 to open the station and a GPO van drives from Louth to collect their mail on the 05.01 arrival.

13 November 1976: in 1918 a group of 75 German P.O.W.s had arrived at the station where they were received in silence, and then marched to Bishopbridge under guard.

7 December 1985: the Town Council accuse BR of bullying tactics with their threat to close the station. A sum of £30,000 quoted as being necessary for building repairs, also on several other dates in 1985.

21 April 1999: Essex based Carter Commercial Developments negotiating with Tesco, Sainsburys and Asda with regard to the Linwood Rd. development of the former goods yard site.

4 October 2000: WLDC were blamed by Market Rasen Town Council for having been 'totally inadequate' in their handling of the Planning application (for sale of the allotments) and failing to secure the railway land as allotments for community use.

18 October 2000: Railtrack had recently sold the allotment land to a Preston based developer for £41,000. (Re-sold in 2012 for £81,000).

29 November 2000: local residents up in arms after being ordered off their allotments; Preston based Gareth Homes (owners of the land) also told the Town Council to remove the seat by the War Memorial at the station entrance.

7 November 2001: new owners of the station building are Leeds based Alpetra Ltd. Having bought the building last year, they are now applying for permission to convert to offices. Councillor Chris Padley stated that parking for office users on the station car park would technically be trespassing.

19 June 2002: photo. of the Linwood Rd. fire station, with a metal gate probably leading onto lane which ran to rear of cattle market. Shows open space at rhs on Chapel St. corner.

21 May 2003: the final weekly fatstock market was held in Linwood Rd. on 20 May 1992, with Auctioneer Mike Perkins. It had been located on that site since the 1930s when James Nettleship bought the land (presumably to free up the Market Place which that family still owns).

9 July 2003: pictures of the current vandalised state of the station buildings.

28 August 2003: Tesco store developers Evata Ltd. state it should open Christmas 2004. Actual opening was October 2005. Building work did not start until February 2005.

15 July 2005: plans to develop the railway arches in Queen St. (Kings Head side) into four business units. (Later editions in the year showed this came to nought due to the poor condition of the arches, and probably led to their being lined with concrete, as can be seen today, around 2007. The arches on the other side were bricked up at a date not known).

#### a): Passenger Services.

The De Aston students' guide to the town referred to the 'Wolds Whippet' bus service linking villages to the station to connect with the 07.01 Inter City service to London and its 20.18 return.