An Edwardian postcard scene of the station frontage. The overall roof, tall chimney stacks and decorative entrance porch lend a dignified air to the building. One of the horse drawn carriages would almost certainly be the conveyance to and from the White Hart Hotel. There does not yet appear to be direct access to the Grimsby platform, where the train is standing, through the wall behind the carriages. The large water tank is prominent to the front.

[source: Lincolnshire Railway Stations on old picture postcards]
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NB: this work is written hopefully as something of local interest, rather than as an academic project, and hence there is no multi-referencing of all the details contained within the text, but reference sources and books are listed at the end. Illustrations have been obtained and/or copied from many of the sources and are credited to the best of the author’s ability.
CHAPTER ONE

HOW THE RAILWAY CAME TO TOWN

The year is 1848, and railways are spreading fast across the length and breadth of the UK. Most cities, large towns and many smaller towns and villages have seen the benefits which come their way from gaining access to the growing map of railway lines throughout the United Kingdom. Rural Lincolnshire is no exception, and in that year Market Rasen – the "sleepiest town in England" according to Charles Dickens (the reference has also been seen as the "second sleepiest") - is finally connected to the outside world, the line between Barnetby and Lincoln, via Market Rasen, being the final link in the chain of railways from the Humber to the Midlands.

It does appear however that a meeting of 22 January 1828* proposed an 'Intended canal and railway from Bishop Briggs in the parish of Glentham to near the town of Market Rasen in the county of Lincoln.' This was a railway linking an extension to the Ancholme at Bishopbridge (Glentham), to Market Rasen. The four or six mile long railway (reports vary and the original proposal to terminate short of Market Rasen 'in the garden of George Ward, the occupant of the toll house,' may have been amended) would probably have been horse operated. According to the Rasen Mail, it 'might easily have given the rising market town a further boost in a period in which the coming of the railways was the latest craze.' Nothing came of that proposal however. Reference was made in later years to the Clarke family, active local traders, having over-extended themselves in trying to 'extend the Navigation from Bishopbridge to Rasen.' (*the map with the proposal is now stated to be too fragile to be examined at Lincoln Archives).

In 1846 the Great Grimsby and Sheffield Junction Railway, which had been incorporated on 30th June 1845, planned Parliamentary approval for its lines to Cleethorpes, Barton, Caistor and a branch to Market Rasen from Brigg. Many were the schemes put forward in the period of the 'Railway Mania' at that time and great was the plotting carried out by the railway companies and their directors, to gain access over their own or others' lines, to their intended destination.

An initial meeting to sound out local support had been held at the Red Lion Hotel, Caistor, on 28th October 1844, and another on 6th November at Grimsby Town Hall with the Engineer for the line, John Fowler. The proposers of the railway agreed that a line from Grimsby to Sheffield via Brigg was the preferred option, with a branch from Brigg to Market Rasen. The overall costs were put at £389,929 with the Market Rasen line costing £30,385. G F Heneage Esq. proposed “that this meeting approve the branch line from Market Rasen passing near Caistor through Brigg as a means of connecting the important agricultural districts near the first mentioned towns with Grimsby and the manufacturing districts.”
However, subsequent considerations by all concerned led to a revision of this plan, with the result that a route from Barnetby to Market Rasen was surveyed and prepared by September 1846, and in November the construction contract let by the GG&SJR to John Waring & Sons, against their tender of £73,000. The GG&SJR issued shares in that year (cf. Plate 1 below). Reaching Lincoln became to be seen as a main objective to local companies, as a line had already been proposed thence to London. The GG&SJR amended its plans and claimed its line via Market Rasen, with an extension to Lincoln, would complete the fastest route from Hull to London, as well as opening up the area to the Lincolnshire agricultural producers.

Work had barely commenced of course than the line became part of the newly created MS&LR – the Manchester Sheffield & Lincolnshire Railway – on 1st January 1847. The Engineer was still John Fowler. The architects for the line’s buildings were Weightman & Hadfield, and Charles Kirk of Sleaford built all the stations and level crossing houses, for the sum of £36,000. The Company’s Board Minutes of 31st August 1853 (late!) referred to the settlement of a claim by ‘Kirk & Parry on account of stations in Lincolnshire’ for £23,090.14.09. No further details are given.

Plate 1: share certificate dated 28th August 1846, issued by the GG&SJR to a William Mortimer Esq. [source: author]
The GG&SJRly became part of the Manchester Sheffield & Lincolnshire Railway, formed by the amalgamation of the GG&SJR, the Grimsby Docks Co., the Sheffield & Lincolnshire Railway and the Sheffield, Ashton-under-Lyne & Manchester Railway. The plans of the new, larger company were not so localized as to see Market Rasen being important to their plans to reach London, as a route from Hull via Sheffield was to be the main line. The original GG&SJR plans had been to build a branch from Brigg, but this had been replaced with the plans for a line to Barnetby, so as to make for easier running towards Grimsby and New Holland (for Barton). The also planned line to Caistor was never in fact built. The line through Market Rasen therefore became a purely local route, a branch of the MS&LR main line.

Work was affected by delays in acquiring of some of the required land along the line of route (MS&L Rly Board Minutes dated 18.08.1847 noted the ‘Market Rasen Branch and Extension to Lincoln delayed by non-possession of land,’) and it also became necessary to re-design the entry to Lincoln. The original plan had been to join the Great Northern Railway route into the city centre (today’s Lincoln – ‘Central’ was dropped when St. Marks closed, leaving only one station in town, although some staff still refer to the old name) but the GNR and MS&LR failed to agree terms and the line had to be altered to run into Lincoln along the north side of the Witham Gap, so that in the initial stages the MS&L operated into Lincoln St. Marks (Midland Railway) station. A further contract was awarded to John Waring for works valued at £44,987 before the line could be completed, scheduled for January 1848. Completion of the line was eventually almost twelve months late, taking place on November 1st 1848, from Barnetby to Market Rasen, and on December 18th onwards to Lincoln.

Delays in acquiring the necessary land for the construction of the line were a feature of the building of most lines in the UK; landowners naturally wanted to get as much as they could for their plot(s), and haggling on price undoubtedly was a major factor in delays. Even a cursory look at what the railway builders had to contend with in passing through the Middle and Market Rasen Parishes shows how complicated things could be, where in some cases major landowners had many pieces of land or properties, and in others many small plots were owned by a variety of people. To illustrate this point, the Plans deposited in 1845 by Engineer John Fowler show, inter alia:

<table>
<thead>
<tr>
<th>Plan Nos:</th>
<th>Description of property:</th>
<th>Owner:</th>
<th>Occupier:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 3</td>
<td>Arable fields</td>
<td>Sir Arthur Aston*</td>
<td>Robert Bills</td>
</tr>
<tr>
<td>4 – 5</td>
<td>ditto</td>
<td>John Northern</td>
<td>Wm. Marshall</td>
</tr>
<tr>
<td>6 – 10</td>
<td>ditto</td>
<td>George Nelson</td>
<td>Edward Ingleby</td>
</tr>
</tbody>
</table>

Some more difficult acquisitions may have been:

21 Turnpike Rd, Market Rasen to Louth
Trustees of the Bawtry & Hainton Turnpike Rd
(Lessee: Joshua Brewer the Younger)

23a School House & Yard & Outbuildings
Vicar of Market Rasen the Rector of Faldingworth.
The Earl Brownlow.
(continued)
Trustees of the National
School of Market Rasen,
Geo. Bagshaw, Master
25 House Garden Sir Arthur Aston* Thomas Bell
Outbuildings & Well

*Sir A. I. Aston (1798-1859) actually lived at Aston Hall, nr. Runcorn, Cheshire. Other properties included several ‘cottages under one roof’ (usually 3 or 4); a ‘Public House Yard & Outbuildings’; a ‘Malthouse, Stables and Sheds.’ The construction of a railway in many ways replicated the problems experienced by the early canal builders of the 18th century, but with probably a greater number of properties to be acquired as compared with just open land through which the earlier canals were generally built, although arable and pasture fields do feature frequently in the listings of lands affected by the building of the railway.

The major landowners involved were:

Parish of Holton-le-Moor: all owned by Thomas John Dixon.
The Parish of Usselby:
  Majority owned by the Rt. Hon. Charles Tennyson d'Eyncourt.
  Also The Earl of Yarborough.
The Parish of Claxby: all owned by The Earl of Yarborough.
The Parish of Walesby: all owned by John Angerstein.
The Parish of Middle Rasen: a variety of landowners, including:
  The Rt. Hon. Charles Tennyson d'Eyncourt.
  George Burrows, Mark Brewer, and various vicars/patrons.
The Parish of Market Rasen: a variety of owners including:
  (*these three owned the River Rase).

The source for the above is the Book of Reference deposited with the Engineer’s plans, and relates to the ‘Branch from the Main Line … to the Town of Market Rasen.’ Similar information is found for the line from Market Rasen to Lincoln.

We see elsewhere how landowners could dictate their own requirements in exchange for selling their land, and likewise the Board of the Ancholme Drainage & Navigation went to great lengths to lay down specifications for the crossing of their waterways by railway bridges. The railway engineer’s lot was not an easy one!

After the route of the line had been surveyed and laid out, earthworks were built and the Mail told us that the first brick of the Queen St. bridge was laid on 8th July 1847 by Mrs. Cumpstone (wife of a local surgeon) and her daughter, to the accompaniment of ‘an appropriate speech’ by the Rev. Lafargue.

Not all land acquisitions were straightforward, as can be seen from correspondence between Thomas John Dixon Esq. of Holton-le-Moor, and Colonel Humfrey at the MS&LR offices at Sheffield, and also John Fowler, the line’s Engineer. Mr. Dixon at one stage argues that the price for his land will have to be re-considered if his requests cannot be met: these embraced ‘a bridge to be built here for the occupation road’ (Mr. Dixon’s private carriage
road), and that ‘... you will fix the railway as far from my house as you possibly can and that we shall have a station as near the south of my house as it can be placed and I think there ought to be another road crossing the rails in Holton-le-Moor township.’ Ironically, Mr. Dixon was a Director of the Railway, but this did not stop him extracting as much as possible from them!

Quite early on in railway history, the need had been recognized to adopt safe systems in the building and operation of lines, and the Railway Inspectorate of the Board of Trade became responsible for inspecting and approving, or not, the commencement of train running. This had been brought about basically through the Regulation of Railways Act of 1840. The B.o.T. Inspectors would therefore have been responsible for passing the whole line as fit to be used, before operation commenced in 1848.

Social and economic effects

The coming of a railway had a significant effect upon those towns and villages concerned, in the England of the time. Turnpike roads were still the main way of moving goods and people about, insofar as what could be called main roads were concerned; a network of unmade roads, tracks and lanes connected hamlets, farmsteads etc. Horses were the only form of motive power hitherto known to the local community. In the wider local area, the River Ancholme was also used for the movement of passengers and merchandise. For some suppliers of a public transport service, the arrival of the railway was competition which would not be welcomed; for others, it opened up the opportunity to provide allied services, usually the carriage of goods to and from outlying districts. Further details of the carriers serving the town are given in Chapter Two (b) in connection with the goods trade.

The opening of the railway would have contributed to the decline in highway toll takings where the roads were duplicated by the new railway, but in other areas increased traffic going to and from the station at Market Rasen actually led to higher toll incomes for some. What is now the A631 had been established as a Turnpike Trust in 1765, and An Early Victorian Town gives the following information on tolls:

<table>
<thead>
<tr>
<th></th>
<th>1850</th>
<th>1854</th>
<th>1855</th>
<th>1856</th>
</tr>
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<tbody>
<tr>
<td>Bishopbridge</td>
<td>£80</td>
<td>£135</td>
<td>£100</td>
<td>£103</td>
</tr>
<tr>
<td>Middle Rasen</td>
<td>£204</td>
<td>£200</td>
<td>£220</td>
<td>£210</td>
</tr>
<tr>
<td>N. Willingham &amp; Sixhills</td>
<td>£200</td>
<td>£320</td>
<td>£265</td>
<td>£275</td>
</tr>
</tbody>
</table>

The letting figures (what the tollkeeper paid to Trustees) declined for Bishopbridge and Rasen some years after 1848, whilst for the others they increased. The Rasen Bar was in fact abolished in 1857 – not very long after the coming of the railway. Carriers and passengers travelling to and from Market Rasen (in reality, passenger traffic for the railways would probably have been quite small from remoter places, due to cost) would have led to the increased use of the roads to and from remoter country areas. Interestingly, the local carriers, and there were quite a lot of them, were based mainly in the outlying towns and villages, and came into Market Rasen primarily on Tuesday (market day), returning home later with goods from the town, which would have
included goods brought into Market Rasen station by train, as time went by. Thirty two places were linked in this way to Market Rasen, agricultural and dairy goods being brought into town (as well as passengers carried in many cases), the carriers returning home with heavy goods and coal. Even at the beginning of the 20th century, a journey such as that from Caistor to Louth (seven miles) could take six hours by horse drawn wagon.

The Ancholme Navigation, comprising both river and canalized sections, was the main transport means for heavy goods prior to the coming of the railway. Traffic from the Humber reached Bishopbridge by this means, but then had to be trans-shipped and carried by horse drawn wagon over the Turnpike the remaining six miles to Market Rasen, adding to carriage costs. But of course, in earlier times, the making of navigable waterways had led to a reduction in costs over erstwhile road carriage, along with faster transit times, which had led to a decline in business for some of the few carriers then operating.

Apart from the scheme mentioned at the start of this Chapter, a series of schemes was proposed in the 1830s to link Market Rasen to the Ancholme Navigation at Bishopbridge, this time by means solely of a canal. This would have ended in the Hill’s/Church Mill area. (In the early 1980’s there was a proposal to make the Rase fully navigable for pleasure boats!). However, the limited prospects for financial returns and in time the coming of the railway killed off the idea. Eventually, the Ancholme also ceased to be a major carrier of goods and passengers, as did the Louth Canal to the east (note also the plan for a railway to link the river head from Bishopbridge to Market Rasen, mentioned above). Incidentally, Caistor was actually served by canal, opened in 1800, leading from the Ancholme to Moortown, some three miles from Caistor town. This closed in 1877 after the railway line had effectively taken away its trade.

Unlike some areas of the UK where various railway companies competed for the available trade, Lincolnshire was largely developed by the Manchester Sheffield & Lincolnshire Railway roughly north of Lincoln, and the Great Northern Railway to the south and east of there, towards the east coast. The line through Market Rasen lived an undisturbed life throughout most of its history, perhaps as befitted its “sleepiest town” epithet, probably until the effects of de-regulated road competition, both goods and passenger, began to be felt in the period between World Wars I and II, and then again more seriously from the 1960s onwards.

At the height of the railway system in Lincolnshire, just to place Market Rasen in the overall context, it was said that no village was further from a station than four miles! Places like Louth and Horncastle were both busy railway towns. See Plate 4 showing the LNER 1934 Lincolnshire map, with a network of lines still in place, and their allied bus routes. The Road Transport Act 1928 gave railways further powers to invest in their own road transport, and to buy 50% interest in some existing motor bus companies, with co-ordination of services and ticketing.
It might be interesting here just to consider what Market Rasen could have been like if additional planned railways had been built – could it have become a railway junction like, say, Louth? A line from Gainsborough to Louth, via Market Rasen, (the 'Louth & Gainsborough Direct Railway'), was planned in 1845 and was still being debated in the 1860-70s. Its line of route was planned to traverse the area from Newton – West Rasen – Middle Rasen – Market Rasen – Tealby – Linwood Parishes. Interestingly, there would have been rail bridges over existing roads, as we find in the town with the line actually built, but there were also three level crossings planned within the area described above. Total construction costs were estimated in 1865 at £365,381 including contingencies.

Another projected line with an undated Prospectus seeking £200,000 Capital, was the 'Louth, Horncastle and Market Rasen Railway'. Its planned 26 mile route of 'light construction' was estimated to be capable of being built for £8000 per mile. Opposition to alternative lines came from not just landowners and other vested interests, but also from existing railway companies. Colonel Humfrey, mentioned above, wrote in the 1840s from his office at the Great Grimsby & Sheffield Junction Railway, Sheffield, to another, unidentified, person:

'Dear Sir,

Your letter of the 23rd inst. has lain here during my absence and I beg to say that the so called Louth & Gainsborough via any line they please, and the so called Sheffield Midland & Hull[?] direct via Masbro', Doncaster, Goole are pernicious reptiles and ought by no means to be encouraged as they are only rivals to our own lines – Trusting you will do all in your power to scotch the snakes.

I am in haste, Dear Sir,

Yours very truly

M. Humfrey'

Even as late as June 1883, the Rasen Mail reported a meeting held at the Temperance Hall, Binbrook, to support a Light Railway (restricted speeds, no major earthworks) from Rasen to Tealby, over Bully Hill, Binbrook, Laceby to Grimsby. Nothing ever came of it, thankfully for any potential investors, one has to think.

The coming of the railway would have changed the face of the town and the way of life, both socially and economically, enabling the movement of goods and people more freely, and on a more county and county wide basis. Local benefits included, for example, the carriage of mail by train from 1854, whilst bricks and slate could be brought in for building requirements from other parts of the country. In 1851 there were many local brick and tile makers employing over twenty residents of the town itself, but of course this number later reduced as a result of the railway’s ability to bring in supplies from elsewhere.

Excursion traffic was supported by most of the railway companies at that time, especially for groups and educational or social bodies, and as early as 1851 an Educational Club was formed by a local solicitor to encourage saving for the
Plate 2: two early sketches from 'An Early Victorian Market Town,' which are self-explanatory and give an excellent idea of how little the scene has, in reality, changed over the years. [source: An Early Victorian Market Town]
excursion train fare to the Great Exhibition in London that year. Excursion trains brought crowds to the Races as well, in later years.

In the previous year, the railway company itself had advertised a 'Cheap Railway Excursion from Lincoln and Market Rasen to Bridlington and Scarborough and BACK in a DAY.' The trip involved crossing the Humber in the 'splendid new Packet 'Manchester.'' One wonders how many folk could afford the 3rd class fare of 3/6 for Bridlington, let alone the 1st class return of 7/6 to Scarborough. In the same year, a 'host of pleasure seekers' went by special train to a Temperance Gala at Thornton Abbey. In 1856 the North Lincolnshire Agricultural Society held its annual show in 'the rapidly improving town of Market Rase.' The MS&L Rly and the GNR joined together to offer reduced fares for the carriage of stock and implements.

A general comment on the social changes brought about by the railways, in the course of time, is that when first introduced, little thought was given to the carriage of people of the lower orders. For example, when asked in 1839 what plan the GWR had for the conveyance of third class passengers, the Company Secretary replied: “There has been no decision of the directors on that subject, but I think they will probably send carriages once a day, perhaps with merchandise: carriages of an inferior description, at a very slow speed for the accommodation of those persons, and at a very low price; perhaps, too, it may only be done at night.” Robert Stephenson told a Select Committee on Railways (July 1839) that there was “a class of people who [had] not yet had the advantage from the railways which they ought, that is the laboring classes.” The passing of Gladstone’s Railway Act in 1844 with its requirement for railway companies to provide for these ‘laboring classes’ was the eventual passport to travel for all comers. In 1850 less than 100 million passengers travelled in the UK, by 1880 the numbers had risen to over 500 million.

In The Railways of North Lincolnshire we read that ‘... (the line) had a long run N.E. [from Lincoln] of almost four miles before reaching Market Rasen, a place of some substance with a racecourse and with Middle and West Rasen out on the Gainsborough road. The town is busy and is surrounded by woodland, with shelter offered by the eastern hills. The MS&L gave its station distinction by providing an overall roof and yards on both sides south of the site and on the east side north of the station. As expected, there was a horse and cattle dock, and a large warehouse. For once there was no level crossing here and the signal box to the south end was left to get on with supervising the shunting. Pickup workings from West Holmes and Barnetby directions met here at around 2.0 o'clock daily.’ Incidentally, in the Regional History by Leleux, about the only reference to Market Rasen was that ‘the firemen of coal trains taking water at Market Rasen went to get fish and chips from the local shops!’

It is interesting to see how the town itself developed as time passed, as mentioned in the various local Directories still available to study (more information from these sources is shown in Chapter Two, reference the railway staff and associated traders):
PO Directory 1855: Market Rasen (with Middle and West Rasen). ‘150.75 miles NW of London, 15 NE of Lincoln, 15 W of Louth, 6 S of Caistor. M.S.& L. Rly (Lincoln and Hull line) crosses the main st; station is on the south side of town.’

‘An Omnibus runs from the White Hart Hotel [King St] to the M.S. & L. railway station to meet every train and conveys passengers and luggage to all parts of the town.’ The station Rent Roll (see detailed comment later) shows the following early 20\textsuperscript{th} Century entries relating to ‘Plying For Hire With Car’[riage?]:

Mr. H Chapman Gordon Arms 1/- pw wef 01.10.1901 (cancelled 26.05.06)
Mrs. C Smith White Hart 1/- pw in 1919

White 1856: ‘.. a small but thriving and well-built market town, in the Caistor Union, pleasantly seated on the banks of a small stream called the Rase (one of the sources of the river Ancholme,) 13 miles SSE of Brigg, 16 miles NE of Lincoln, 15 miles W of Louth, 20 miles E of Gainsborough, and 149 miles NNW of London. It has a railway station on the line between Brigg and Lincoln. Trains run several times a day to Lincoln, Brigg and all parts.’

‘The Post Office is at the White Hart, Mr. W. Goodson jnr. is Post Master.’ The population had increased slightly from 2110 in 1851 to around 2300 now.

[Note the reference to Brigg, which may have been based on the first plans for Market Rasen to be served by a branch from there].

PO Directory 1861: ‘Market Rasen is a rapidly improving market town, with railway station … [It is] 150.75 miles NNW of London, 15 NE of Lincoln, 15 W of Louth, 9 S of Caistor.’ [perhaps Caistor had been re-measured since the 1855 edition].

Morris 1863: ‘Market Rasen is one of the most improving market towns in the county, in the heart of a fertile district, 14 miles NE Lincoln, 13 SE Brigg, 15 NW Louth, 9 S Caistor, 150 London, on the M.S. & L. Railway.’

Morris 1866: ‘Market Rasen is a small but improving Market Town, situated in the middle of the agricultural districts, 15 miles from Lincoln, 151 from London ‘per rail; it contains a population of 2468.’

PO Directory 1868: ‘… the Population from the Census of 1861 has been added throughout, and the new lines of Railways have been laid down on the Map, which has been corrected to the present day. [Perhaps this refers to additions to the goods yard or track layout if relating to Market Rasen, or is more likely to be a County comment].

‘Market Rasen is a market town, railway station and parish, head of a county court district, polling place for the Northern division of the County…. The M.S. & L. Railway, Lincoln and Hull line crosses the main street, the railway station is on the south side of the town…. An Omnibus from the White Hart hotel to the railway station, to meet every train.’

White 1882: ‘… a small but thriving and well built market town… pleasantly situated on the banks of a small stream called the Rase (one of the sources of the river Ancholme).’ The town’s rateable value is shown as £8892. The distances now include Gainsborough, shown as 20 miles E, i.e. Rasen is E. of Gainsborough.
‘The Parish has extensive brick and tile yards, three breweries, and several malt kilns and corn mills.’

Plate 3: letter head of the White Hart Hotel. [source: An Early Victorian Market Town]

White 1892: here we find the first mention of the town’s Fire Brigade – a ‘fire Engine Station’ situated in Kilnwell St with Captain J. Boyers in charge. By the time Kelly’s 1896 is produced, Capt. Boyers has ‘1 engineer and 6 men.’ The town is obviously moving forward in its services.
Kelly 1896: we are informed that 'under the provisions of the “Local Government Act 1894” the town is now governed by an Urban District Council of 12 members, having from 1878 been under the control of a Local Board.' Furthermore, the town is supplied by gas from a Limited Company and water by the Market Rasen Water Works Co (incorporated 29th June 1875). The Market Rasen New Lighting Co Ltd has offices in King St and its works in Chapel St.

Bennett 1908: the town’s population is shown as 2188 [Morris 1866 gave 2468], a fact not mentioned so much in other Directories previously, and the ‘railway station is on the Great Central line between Lincoln and Grimsby.’ [First correctly shown in Bennett 1898, the MS&LR having become the GCR in 1897, when it announced its plans to build its own line to London].

Kelly 1922: the station ‘is on the Hull and Lincoln branch of the GCR’ [no doubt here as to the lack of importance of the line]. We find that Mr. James H Nettleship is now Lord of the Manor, so the family’s importance has not decreased. Whilst the White Hart continues to send its conveyance to the station, Mr. Phillip Forester Gardner at the Railway Hotel, Oxford St, offers ‘teas provided, accommodation for travellers, a garage and stabling.’

Kelly 1926: apart from the White Hart’s ‘conveyance,’ we also find the first mention of local competitive public ‘bus services, with the advice that the ‘Progressive omnibus passes through between Scunthorpe and Lincoln Tuesday, Friday, Saturday.’ [The post WW I availability of vehicles, whose reliability began to improve as well, was the beginning of the death knell for rail services, leading to a greater decline in the next decade, and then again after the end of WW II].

Kelly 1930: the only reference to the station is that it is on the L&NERly. [successor to the Great Central after the 1923 ‘Grouping’]. We now see however that there is a ‘frequent omnibus service to Lincoln and Grimsby, and a daily service from Grimsby to London passes through here.’ [This was still operating into the 1960s].

Life in the town

Moving away from the Victorian Directories, we find the population of the town from the Census returns is shown below for the period covering the arrival and probable impact of the railway on local development:

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1801</td>
<td>774</td>
</tr>
<tr>
<td>1811</td>
<td>964</td>
</tr>
<tr>
<td>1821</td>
<td>1166</td>
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<td>1831</td>
<td>1428</td>
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<td>1841</td>
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<tr>
<td>1911</td>
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</tr>
<tr>
<td>1921</td>
<td>2177</td>
</tr>
<tr>
<td>1931</td>
<td>2177</td>
</tr>
<tr>
<td>1941</td>
<td>2177</td>
</tr>
<tr>
<td>1983</td>
<td>2900</td>
</tr>
</tbody>
</table>

Why should it have started to decrease towards the end of the century? One might have expected any decrease in agricultural workers outside the town itself to show an increase in town dwellers, as the population moved to the
breweries, brick and timber yards etc. But in fact, the 'downturn in agricultural profitability during the 1870s led to significantly reduced demands for town-based services and trades, and led to a decline in affluence of the towns.' (Rawding). Although mobility of labour was not too common in those times, possibly many families moved to the industries of Grimsby and Lincoln, being relatively local. There was also the growth of emigration to the 'Colonies' of course.

To get a more detailed idea of the town as it was when the railway came, and how it developed with the opening up to wider trade and passenger travel, let us look at some background social information:

A Mechanic's Institute, such an important factor in Victorian education of the working man, was established here in 1836, and by 1872 had about 600 books and 100 members; it disbanded however in 1892. The National School (Church of England) had opened in 1822 and was enlarged in 1868/9, whilst De Aston School was built in 1863. A Wesleyan school had opened around 1850/53, and a new school opened in 1872. As was the case in most Victorian towns, various private day and boarding schools also appeared. The Market Rasen Weekly Mail and Lincolnshire Advertiser was established in 1856, and the Market Rasen Rifle Volunteer Corps (20th Lincs) was established in 1860, having 90 members (White 1872).

In 1876 the Market Rasen Co-Operative Society had opened but went into liquidation in 1892, its Queen St. shop being taken over by the Lincoln Co-Op Society, which later opened its Union St. shop in 1897 (the Society had been in existence in surrounding villages since 1878). On the opening day many dignitaries came by train from Lincoln, and the ceremonial procession to Union St. started from the station.

The town's fire brigade has been mentioned above, but in 1850 the town's Vestry Meeting had expressed concern about the poor state of the fire engine, which then existed. The matter continued to be an issue, until in 1857 a Mr. Sanderson was given the contract for provision of 'Engine, House, Cart etc' for the sum of £30.10.0. The new 'Fire Engine House' in Kilnwell Rd. opened in 1869, and a Fire Brigade was established in 1871. The present Fire and Police station on the site of the horse stables within the old goods yard was built in recent times along with the supermarket development but, unless there was another building, the first replacement for the Kilnwell Road building appears to have been in Linwood (Lynwode) Rd. adjacent the cattle market, and was built in the 1960s at a cost of £5500. The original police station opened as far back as 1849, and remains an important historic building.

The educational aspects of life could be considered well looked after as the century progressed, but the needs of the inner man were not ignored; by 1872 there were eleven inns and taverns in existence in the town. The details of some of the town's personalities (Chapter Three) shows some of the landlords, which included Mr. Henry Warren, photographer, who was also landlord of the Manchester & Sheffield Hotel in Linwood Rd. (On the corner of Serpentine St., opposite the Railway Hotel – the brick porch still in place identifies the
Plate 4: official publication map showing the LNER (1923-1948) Lines and associated Lincolnshire Road Car services. [source: author’s collection]
building). The Great Central Railway produced a comprehensive book entitled 'Per Rail' in 1913, detailing the services and facilities offered to all the places which it served. The map which accompanies the book (plate 19) shows at each town's location what are the major industries and sources of commerce – Market Rasen is interestingly shown with 'Brewing' being the one and only main trade, so apparently agricultural traffic was not sufficient to rate a mention, and the brick and tile industries were probably only operating locally. However, in 1854 two new Corn Exchanges were built, at a cost of around £1800 each.

It is very probable however that almost all of the town's inhabitants lived in the generally inadequate housing of those times. There were many poor cottages, with privies or earth closets, although a water closet had been in use at Bayons Manor before its enlargement which began in 1836; such comforts were not for the common man however. Waste disposal by the 'night soil man' was often put to good use – the allotments between the station and what is now Gordon Field were used for the disposal of household sewage as an aid to the growing of the
vegetables! This has been said to give rise to the name of nearby Nursery St. but apparently this land was in use as nurseries before it became allotments. Incidentally, the Minute Books of the U.D.C. are still referring to this matter in August 1940, and again December 1944: on the former occasion, it was resolved that 'Messrs G & S Towle be asked to inspect the night soil cart with a view to packing the axle in order to prevent noise when it is running.' Some years later, the cart was examined and found to be in good order, except that 'the upper part of the tank is pitted with holes.' The Surveyor (who was also the Sanitary Inspector) was asked to fix plates so as to avoid the need to buy a new cart. A history of cash shortage seems to run through the town's U.D.C. period.

Provision of water supplies to homes and premises would have been mainly by wells, and surface and domestic water disposal was first taken underground in a tunnel which ran from Linwood Rd., under the railway, across town roughly parallel with Chapel St. to Dear St., with an outfall into the Rase near the Church Mill bridge. Interestingly, this tunnel and the outfall are still in use today. Piped water supplies to the town were introduced in 1875. The Rasen Mail records in 1951 that the town of 2210 inhabitants still had two thirds of residents without an inside water tap. Only seven wc's were installed pa. A new 100 home Council estate had an approach road without foundations. Market Rasen was in effect about bankrupt and was applying to reduce its status from town to that of village, under the control of Caistor Rural Council. Stage coaches had made the town a thriving one but when the railway arrived, 'the citizens lived on in the coaching age.' The town was the 'picture of a town that is creaking to a dead stop, an 18th century “rotten borough” that has somehow survived petrified, into the 20th century.’ (NB: this article was written in 1951 by one Harry Hopkins for the John Bull magazine). Changes introduced in time meant that Market Rasen never did need to come under the control of Caistor.

We have seen above that water supplies were provided following an Act of Parliament in 1875, but it appears that Admiral d'Eyncourt imposed some restrictions, which presumably prevented competition or favoured his requirements. In 1914 a Bill was before Parliament to remove these, which it was alleged adversely affected the Great Central Railway, the breweries, malt kilns and aerated water factory. It was said that the station could not obtain water to wash the cattle pens, and that occasionally engines could not refill from the water tower. The GCR was said to be the best customer, using 23,000 gallons per day. The Company was considering installing water troughs in the lines as well as taking water from the tank at the platform end.

Gas lighting was first installed in town in 1837, but in 1850 the Stamford Mercury reported the railway company's 'miserliness because of their refusal to install gas lighting at the station.' Perhaps they had saved money when building the station in 1848 by not installing it from the outset. On the other hand, reference has also been found to the railway company having installed gas using its own railway gas, rather than town gas, even though the latter was supposedly cheaper. In fact, electric lighting was not even installed at the station until 1970, to replace the gas supply presumably later provided, unless in fact oil lamps had actually been used from the start, not 'railway gas,' and
had remained in use, which some older memories think may have been the case.

Despite appearing lacking in some basic amenities, the town was able to offer banking, surveying and land agencies, veterinary surgeons, insurance agents and the livestock and produce markets. The race course still remains an important part of the town's life; the first recorded race was in March 1859. The Races had five homes over the years, including 1862 and 1876 when they were run in Mill Road, which would have been very convenient for the movement of the horses brought into town on the railway. The course moved from Low Grange Farm, off Caistor Rd, to the present site in 1924. Horse and carriage traffic was provided for at the station, from the start, using the two short loading bays next to the Station Master's house.

**MARKET RASEN.**

The pleasant little market town of Market Rasen lies in the most beautiful and fertile part of the county of Lincoln. To the east rise the Lincolnshire Wolds and to the west the high ground of the Ridge running from Grantham to Lincoln and northwards. The town is situated near the source of the River Ancholme, on a small stream, the Rase, whence it derives its name.

A mile to the west is the village of Middle Rasen and two miles further, West Rasen.

Market Rasen is the head of a petty sessional divisional and county court district. Lincoln lies 15 miles to the south west, and good roads run from Market Rasen to Gainsborough (21 miles west), to Louth (15 miles east) and to Caistor and Grimsby (21 miles) to the north east.

London is 144 miles distant, and is reached by a good service of trains on the Hull and Lincoln branch of the London and North Eastern Railway.

The soil is sand and clay, with a subsoil of clay. The main industry is agriculture, the principal crops being wheat, barley, and turnips. There is a large proportion of rich pasture land and the district is famous for sheep-breeding.

The town is governed by an Urban District Council of 12 members, and has an area of 976 acres, rateable value £9,812. The population in 1931 was 2,177.

It is lighted with gas by a limited company, and is provided with an ample and exceptionally pure supply of water by the Market Rasen Waterworks Company, the water being brought from springs at the foot of Bully Hill, near Tealby.


[source: Derek Peatfield collection]
The spiritual needs of the town’s inhabitants were well catered for, with the Parish Church having been in existence for many centuries, whilst the Roman Catholic community, which had been present with a small chapel since 1782, built its first church in 1824, altered/enlarged it in 1852/69, and its school opened in 1850. Methodism has a strong history in Lincolnshire, and in 1790 a local house was certified as a place of religious worship. This may well have been in Jameson Bridge St. where a Wesleyan chapel was built in 1800. Primitive Methodism arrived in 1819, its followers buying the chapel in Jameson Bridge St. in 1836. The Methodist Church in Union St. opened in 1838 closed in April 1963. The Wesleyan Methodists opened their chapel in 1863, where it still stands.

Plate 7: postcard view of station entrance gates and Wesleyan Chapel, still standing and in use today (card sent 1907). Here we see the Chapel with its iron railings in position, and the station approach gates closed. The WW1 Memorial has not been erected. The following view (Plate 8) better shows the complete approach road, and the obligatory notice boards to the left, probably detailing excursions and other travel offers, as well as commercial advertising on the right hand wall. The War Memorial is now in position, thus indicating the later date of the photo. The concrete gate posts look like those still standing today! Interestingly, there is no sign of the small brick building located to the left of the gates, as seen in Plate 9. [source: author’s collection]
Plate 8: another early post card view of the station approach adjacent to the Chapel.
[source: author's collection]
Plate 9: an undated photograph showing the station entrance with a small brick building, whose use is unknown. The occasion is not noted, but other photos show far more people and carriages on the street. Note the lack of lineside trees along the top of the embankment at this stage, and a building in what is now a space against the bridge abutment, next to the cottages. Was this the occasion of the Co-Op opening its new Rasen shop? [source: Maurice Higham collection]
CHAPTER TWO

THE STATION AND ITS FACILITIES

a): Passenger Station

We have seen that the line opened for business in 1848, in two stages. From November 1st passengers could travel between Market Rasen and Barnetby, and on to Grimsby. Some six weeks later, the line to Lincoln also opened, thus providing a through route from the Humber to Lincoln as the railway company intended. The centre of Market Rasen station was actually sited 14 miles from Barnetby Jcn. and 15 from Lincoln (St. Marks).

The arrival of this new invention would have brought with it new requirements for workers capable of carrying out the required skills of the trade. Section Three looks at some of the people who worked at the station over the years, in all departments. Interestingly, Market Rasen station was built in 1848 for the opening of the line, and stands today largely in its original form, apart from the removal of the overall roof, making it a quite remarkable survivor. In many cases across the UK this was not to be, as often lines were opened for business before the necessary facilities had been completed; furthermore, over time, stations were rebuilt and enlarged as trade increased. Perhaps the fact that Market Rasen station remains basically unchanged shows that trade was relatively static over the period of its life, and so change was not needed! It is easy to visualize it standing there year after year, business continuing along a regular pattern of passenger, parcels and goods traffic, providing steady employment for local people who were content to settle into a long term railway career, often in times when this was to be highly valued. Until the latter part of the 19th century, railway employment was looked upon as a well paid and stable permanent job, but over the turn of the centuries and beyond, times changed and alternative industries provided better paid, sometimes less demanding employment. However, in rural rather than industrial areas, the whole way of life could remain largely unchanged for very long periods, and in areas such as this it was probably the experience of leaving the area for the first time to serve in the armed forces during World War I, that led local men to look anew at their lives and alternative forms of employment, upon their return home.

Local reports described the town as having a ‘splendid railway station’ – which appears to be borne out by the cover plate; details of the architects and builders are given in Chapter One. The station facilities were quite complete from the start, with the covered accommodation provided by the overall roof, the booking office, waiting rooms, staff rooms etc. Attached at the south side of the central main entrance and booking office area was the station master’s accommodation, forming in effect a southerly wing to the building, the offices etc providing the northerly one. In most instances where such housing was provided, the accommodation was of two stories if built into the station buildings, or comprised a separate house nearby, so it may well be here that
the overall appearance dictated this design by the architect. The local Rating Valuation of the 'line stations etc etc' for 1851 was £400.0.0.

An article in the Rasen Mail in May 1971, mainly relating to the railways of Grimsby, does however state that ‘. in 1906 the height of the platform at Market Rasen was raised by 18” for the greater convenience of passengers. Platforms had been made of wood with the waiting rooms approached by steps but plans were put forward for platforms to be covered with asphalt, edged with areas of stone’ [as they are today]. ‘The waiting rooms were to be on the same level as the platforms which, it was thought, would be a real step forward. About the same time W H Smith set up a bookstall on the station which itself conveyed a hint as to the number of passengers using the railway line. Before the Second World War (cf. Kelly 1922) the bookstall was closed and Smith’s acquired a shop in Queen St.’ (cf. also the later reference to W H Smith’s entry in Kelly 1889).

Plate 10: early postcard view of the station interior, looking towards Lincoln. The WH Smith bookstall almost hides the booking office bay window, and the wall mounted posters and advertisements are typical of the period. The poster board headings show the Great Central Railway name, which existed until the Grouping of 1923 when the L&NER was formed. The height of the walls supporting the roof is again clear in Plate 13 showing the removal of the overall roof in 1941. This design is found in other stations in the Lincolnshire/Humberside area. [source: Maurice Higam collection]
The station is now a Grade 2 listed building, and English Heritage details it as follows:

Single storey 11 bay façade, red brick with simplified pilasters and entablature in yellow brick. Nicely moulded segment-headed windows, sashed, and string-course connecting them at sill level, all of stone. Central entrance bay projects, with coupled Doric stone pilasters either side of door, and entablature above. Broad doorway with moulded surround and bracketed cornice above. Small segment headed windows at sides of this projecting bay. Slate roof, partially renewed with modern tiles, yellow brick chimneys in pairs with stone cornices. The platform front is faced entirely in yellow brick. From left to right 4 windows, segment headed 12 pane sashes, 6 light bay windows with three stone mullions, door, two windows, door. The front is unaltered apart from a small canopy added when the train shed roof was removed. Interior. The booking hall and men’s lavatory are both unaltered. The opposite (London) platform has a blind wall with segmented headed recesses. Timber passenger shelter added when the train shed roof removed. The train shed was originally covered by a trussed roof spanning the tracks and resting on the top of the walls.

Plate 11: this popular view of the station interior, which has been published in the Lincolnshire Life magazine, is the same view but a different card, with the message and addressee being of interest. [source: author]
Over time, facilities were probably expanded or improved. There were wooden gates leading onto the ‘Up’ (Grimsby bound) platform, to allow access for mails, probably milk churns, and such like, but the cover photo appears to show that originally the walls did not have this opening. Parcels would have been required to pass through the office to allow them to be charged and documented; the railways always had a piece of paper for everything! The gateway can be seen clearly in Plate 14 which also shows the wooden lean-to building added at a later date, to accommodate items such as stores, and oil the oil for signal lamps, possibly platform trollies, and so on. A sketch plan of the public buildings, i.e. not including the housing wing, is shown in Plate 12 below.

However, the Rasen Mail in later years looked back to the following article, which first appeared in April 1941:

'The War is to cause one more familiar landmark to disappear. Market Rasen station, one of the biggest country stations on the LNER system, is to lose its roof – not because of a bomb having fallen anywhere in the vicinity, but because the tons of steel girders used in its construction are needed elsewhere.

'The removal of the roof, which has already begun, recalls the local story, which apparently has some foundation in fact, according to which the Market Rasen station was originally designed to do duty at Grimsby Town. At the last minute – so the story goes – an unexpected hitch occurred, which made the original place unsuitable.

'Rather than cancel the orders which had been given, the directors adapted the design, so it is said, to meet the need for a station with a big single span roof, covered with glass and slates, and supported by heavy steel girders.

'Glass in the roof was removed during the last war, when minor structural alterations were made to meet certain war-time needs. In the present war a clean sweep is to be made and the whole roof to go.

'Timber and slates are being carefully handled so that they can be used again at other stations. More important still, however, are the steel girders which support the roof. They will renew their services, it is learned, in much more important surroundings.

'When it celebrates its centenary in a few years time Market Rasen station will be no more than a shadow of its former self. On the passenger side it will have little to distinguish it from an ordinary wayside village station. The big goods shed standing behind will overshadow the rest of the railway buildings.

'Townspeople will view the change with a certain amount of sentimental regret. Placed as it is, however, at a junction of main roads, Market Rasen has become a bus rather than a railway centre and, even in peace time, there has been but little need to give much thought to the comfort of the handful of passengers making use of the station.'
Plate 12: Sketch plan of station buildings prepared from drawings relating to its use following sale by BR. The two untitled rooms were probably Ladies and Gents waiting rooms, as was usual in Victorian times. [source: author]
When the overall roof was in place, it appears to have been supported at its northern end on the Grimsby platform by an extension of the wall forming the platform front of the buildings, the open air gents’ toilets being outside this wall. See cover plate which shows a train in the Grimsby platform, the engine taking water, and the wall supporting the roof. This would have married up to the extant wall running to the end of the platform, on the opposite side, although after the roof’s removal, the walls were lowered.

Incidentally, all railways called their lines emanating from London the ‘Down’ line, and the other the ‘Up.’ However where lines ran cross country or changed direction and so on, variations on this pattern appeared. Hence we find at Market Rasen that although one would expect the line from Newark and Lincoln to be the ‘Down’ line, it in fact became the ‘Up’ one before it reached Lincoln from the Nottingham direction. The line from Cleethorpes to Grimsby and Barnetby and on to Lincoln was the ‘Down’ line, and remains so today.

Plate 13: wartime view showing the removal of the overall roof, looking north. Reference has been found to the roof being removed following bomb damage, but this is not known to be confirmed; also, reference is sometimes made to the roof being taken to Kings Cross station, but it is unlikely to have fitted anywhere there. A further suggestion is that it was here being replaced during its lifetime, but this does not seem correct.

[source: Lincolnshire Libraries]
The 1904 edition of the ‘Handbook of Stations’, a reference work used by all the companies to detail the facilities at all stations throughout the country, showed that Market Rasen handled passenger, parcels (carried by passenger train) and goods traffic, and that it could also accept ‘livestock, horse boxes and prize cattle vans’. Carriages, ie those horse drawn ones of the gentry, could be taken [on the rear of] a passenger train. Furthermore, the station could deal with ‘furniture vans, carriages, portable engines and machines on wheels.’ A 5 ton crane was available, probably in the yard for traffic from open wagons, rather than the lifting facilities within the goods shed.

Plate 14: 1972 view looking north from the ‘Down’ platform – the water tower has gone with the demise of steam trains, the post 1941 awning outside the booking office doorway remains, as does a lean-to shelter at the platform end, for stores, barrows etc. No warning lights at the foot crossing are visible, only the old cast iron ‘warning’ signs. The 1970 electric lamp standards are very noticeable, and a remaining signal can be seen at the end of the platform, the signal box having not yet been removed. The original goods yard pointwork to the north of the station has been removed.

[source: M. King/Lincolnshire Libraries]
Plate 15: 1972 view looking south from 'Down' platform. The porch on the 'Up' platform would be for the door to the Station Master’s house. Note the cycle shelters, now replaced with lockable units outside the entrance. The signal box controlled the points and crossovers, as well as the signals, all removed after the goods yard closed. Behind the 'Up' platform wall was the loading dock for horses.
[source: M King/Lincolnshire Libraries]

The U.D.C. Minutes for 1939 refer to the appointment of the town’s Surveyor, then Mr. John Potts, to take responsibility for organizing the arrival of evacuees at the station, for Rasen and the surrounding areas – it was thought there could be some 500 evacuees arriving into the area. He was directed to discuss with the Railway authorities, the provision of 'sanitary accommodation' at the station ready for their arrival!
Plate 16: signals were lit from within by oil lamps, which a member of staff would have to trim and fill on a regular basis, by climbing the signal ladder. [source: M. Higham collection]

b): Goods Depot and Yard

The layout of tracks etc changed little between that shown in Plate 17, the 1906 OS map, and the simplification shown in Plate 18, the 1972 OS map (both OS copyright), until the complete rationalization by British Rail in the 1980s which removed all facilities and left only the two lines running through the station.

The prime reason for the construction of most 19th Century railways was for the carriage of freight, and although the Market Rasen line was also seen by its promoters as part of a through link from Humberside to the Midlands and London, the opening up of the area to goods traffic, essentially agricultural, was mostly of importance, although we have seen in the previous chapter how the Great Central Railway identified the town with the brewing industry. During and after WW II the RAF generated a lot of traffic through both the passenger station and goods depot, having several airfields within easy reach of the station. See also the item from the Rasen Mail quoted at the beginning of Chapter Five.
Plate 17: Ordnance Survey 1906 map scale 1:2500. This close up shows the initial two tracks to the loading dock for horses and carriages, to the left of the ‘Up’ platform; the overall roof; the loading bank for cattle, sheep etc was the siding to the right of the signal box; what were probably the original stables at the bottom of the yard area; the public cattle market in ‘Lynwode’ Rd; the large goods shed, and the coal drops at the north end of the yard, then accessed directly from the main line. The entrance to the goods yard is from the Chapel St/Linwood Rd corner. [source: Lincolnshire Libraries]
Plate 18: OS 1972 map scale 1:2500. The track layout into the goods yard has been simplified, and the coal yard is more defined. Only one livestock line now exists behind the 'Up' platform. The overall roof to the platforms has gone. The 1957 Goods Shed is also a large one. Whilst the cattle market is still in place, the Fire & Ambulance station has replaced the saw mill. [source: Lincolnshire Libraries].
The earliest layout of the lines at Market Rasen (OS 1906 map, Plate 17) shows goods facilities as being:

- access from the Down main line to the goods shed, a large building
- provision of coal drops also accessed from the Down line, and a later coal yard. In later years the coal drops were accessed from a track extended alongside the good shed, allowing connections from the main line to be removed
- general goods sidings
- short loading dock sidings on the Up side, beside the house, for vehicles and possibly horses

The *Lincoln Rutland & Stamford Mercury of 01.08.1856* reports that ‘at the Spring Fair in Market Rasen in 1854 ... there was a gentleman staying at the White Hart ... who in the morning of the Fair purchased 100 beasts which were dispatched by rail and would reach Norwich the same evening.’ This was the sort of change brought about by the railways which was most noticeable in rural areas.

The commercial Directories of the era are a useful source of information as to the traders using the goods yard and their growth in number as trade developed; at the same time, the retention or otherwise of the established road carriers is recorded.

**Hagar 1849:** makes no mention of the railway, which suggests it was prepared earlier than the published 1849 date, although this is surprising as the line was under construction in 1847 and opened late in 1848. No carriers are mentioned but there is already an Omnibus to Lincoln, operated by Mr. Wm. Tomlinson, from the White Hart, King St., and the Gordon Arms, Market Place (the row of shops etc on the east side of the market place were added in later years, resulting in the narrow George St being created), daily except Sundays at 10.00am. This was possibly the forerunner of the omnibus service mentioned previously, and shows how he adapted to the competition by becoming a local town service. Mr. Tomlinson was the ’bus proprietor, not the owner of the White Hart - a Mr. J.L. Thornton; interestingly, the Saracen’s Head in Lincoln offered similar facilities and services as the White Hart, and the Proprietor was a Mr. Lawrence T. Thornton, from the same family.

The town’s traders shown in the Directory were:

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thos. Colley Bland</td>
<td>victualler &amp; coal merchant</td>
<td>Gordon Arms</td>
</tr>
<tr>
<td>Geo. Greenwood</td>
<td>coal dealer</td>
<td>King St</td>
</tr>
<tr>
<td>Geo. Jackson</td>
<td>carrier coal &amp; flour dealer</td>
<td>Union St</td>
</tr>
<tr>
<td>John Nash</td>
<td>brick &amp; tile mfr, builder surveyor &amp; valuer</td>
<td>Union St</td>
</tr>
<tr>
<td></td>
<td>coal merchant &amp; farmer</td>
<td></td>
</tr>
<tr>
<td>Chas. Tateson</td>
<td>auctioneer, brick &amp; tile manfr, surveyor,</td>
<td>King St</td>
</tr>
<tr>
<td></td>
<td>coal merchant, agent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>for Norwich Union Fire Office</td>
<td></td>
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</table>

A lot of versatility is shown, which compares with the specialization in business that became more normal in later years.
P.O. Directory 1849: this shows two coal merchants based at the station, namely: Thomas Glew, and Thomas Davidson. These must have been the earliest traders to take advantage of the coming of the line and its facilities.

PO Directory 1855: several carriers are listed, serving both local and far afield places, such as New Holland and Hull, Lincoln, Louth, Gainsborough and Horncastle. An out and back journey from any one of these would have been a long day's work on the roads of the time (see reference to the Toll Roads in Chapter One). No traders are shown as based at the station.
White 1856: plenty of carriers, operating mainly from the Inns, are still shown, but the railway company is also now listed in amongst them, as a carrier ‘to all parts.’ (NB: this could of course solely refer to their carriage of goods by rail). There is also the first entry for a ‘Railway Hotel’ – the licensee being Joseph Marriott of Oxford St. Again there are no traders shown at the station, as becomes the pattern from the next Directory onwards.

PO Directory 1861: specific details of the traders involved with the railway are listed for the first time in the ‘Commercial’ section, viz:  
- John Brumpton, coal dealer, Oxford St
- James Emes, coal dealer, Oxford St
- Peter France & Sons, coal merchants

[Why no reference to Messrs Glew and Davidson, one wonders?].

Few carriers are now listed, the railway company not being amongst them although this may just be an omission, but the list of places served remains comprehensive. As the railway company however does not get a listing in later Directories either, it may well be that they had already decided it was better for them to use the local road carriers with their established network rather than to do that job themselves.

Morris 1863: ‘Trades and Professions’ show:  
- Thomas Andrews, coal merchant, Linwood Rd (shown as agent to France & Sons)
- James Emes, coal dealer, Oxford St
- William Walker, coal merchant, Railway station
- C. Winn, coal merchant

James Scott is now running the ‘Railway Hotel’, Oxford St.

Morris 1866: again there is a long list of carriers, to and from the town’s inns, and serving a widespread list of towns and villages. The pattern is to bring goods into Market Rasen on market day, Tuesday, returning from the inns to their home bases the same day. Merchants are:  
- William France, coal agent, Railway station
- William Walker, coal agent, ditto
- C. Winn, coal agent, ditto
- William Warburton, coal agent, ditto

James Scott is now shown as being at the ‘Railway Hotel’ in Union St., but this probably refers to his brewery, and just confirms that one should not accept these Directories as being accurate in all respects!

The existence of the railway undoubtedly would have encouraged the growth of other businesses in and around the town, and we now find the following:  
- John Walker, steam saw mills, Willingham Rd

(See also the comments later in this chapter about the timber siding at Nova Scotia woods).

PO Directory 1868: there are still forty carriers listed, operating to different locations on different days. ‘Traders’ were shown as:
Thomas Andrew  coal merchant  Railway station
Richard Glen [Glew?]  coal merchant  ditto
William Walker  coal merchant  ditto
William Warburton  coal merchant  ditto

James Scott is now shown at the 'Railway Tavern', Oxford St, and is also a brewer (the brewery was in Union St, see above, and is confirmed by an extant stoneware bottle from the period). Thomas Wallis is at the 'Manchester & Sheffield Hotel' on Linwood Rd: this is the building on the corner of Serpentine St, and still retains its brick porch.

Plate 20: newspaper photo of the 'Railway Inn', taken before its conversion to housing. See reference to its sale in Chapter Five. [source: Rasen Mail].

White 1872: the railway based traders and others are now shown as:
Thos. Andrew  coal dealer  Linwood Rd
Chas. Bamford  coal agent  Railway station
Wm. Cocking  coal lime & salt agent  Serpentine St
John Davey  coal dealer  Jameson Bridge St
Richard Glew  coal corn seed & oil cake merchant  Railway station
Thos. Wallis  coal & timber merchant  ditto
Other trades and professions of a similar nature but not necessarily railway related were, as a matter of local interest:

- James Clark: corn & seed merchant, George St
- Benjamin Flintham: carrier, Oxford St
- Thos. Glew: corn & seed merchant, Queen St (& Moortown)
- Richard Graham: coal & flour dealer and carter, Mill Lane
- Levi Harrison: corn seed & oilcake merchant, corn miller & flour dealer, Oxford St
- Thos. Hill: corn miller & flour dealer, Queen St
- Geo. Johnson: corn & seed merchant, corn miller & flour dealer, Oxford St
- Jos. Marriott: corn oilcake seed & manure merchant, maltster & farmer, Oxford St
- Enoch Marshall: letter carrier, King St
- John Oates: railway refreshment room proprietor, Ulceby Jen, coal merchant & farmer, timber measurer to the MS&L Rly, Mill Lane
- Wm. Procter: cattle dealer, Willingham Rd
- Wm. Rowson: coal dealer, John St
- John Searby (J.S.& Co): timber merchant & farmer, Caistor Rd

The town’s innkeepers (eleven in total) included:

- Geo. Jonis Atkins: victualler, licensed to let horses, gigs, White Hart Hotel
- James Scott: ale & porter brewer & victualler, Railway Hotel
- Henry Warren: photographer & victualler, Manchester & Sheffield Hotel

Notes: Enoch Marshall may have been based at the Post Office (White Hart) but would he have moved the mails from and to the station? John Oates seems to have made useful connections with the M.S.&L. Railway company already.

James Scott’s address is shown as both Union St and Oxford St (see references above), so it seems he had both a brewery and the inn, on the corner of Chapel St/Oxford St.

Henry Warren appears to have had his photographer’s business in Queen St and his inn at Linwood Rd.

The carriers are now noted as ‘except where otherwise expressed, they arrive on Tuesday morning and depart in the afternoon.’ Many local villages are served, as well as towns like Louth, Horncastle, Hull and Gainsborough.

PO Directory 1876: the railway based traders are shown as:

- Thomas Andrew: coal merchant, Railway station
- Charles Bamford: coal merchant, Serpentine St & stn yd.
- Richard Glew: coal & lime merchant, Prospect Place & stn yd.
Thomas Glew    corn merchant    Queen St
George Ladlow   coal dealer    Prospect Place
William Pearson coal dealer    John St

James Scott is still at the Railway Tavern (Hotel).

Plate 21: what appear to be sheep and pigs, in the cattle market in Linwood Road, showing the goods shed at its higher level, in the yard. This appears to be the original brick built shed, so is prior to 1957.
[source: an undated photograph from ‘An English Town,’ by B. Halpenny].

The first entry in the Station Rent Roll relating to charges for coal merchants and other traders, is for Thomas Glew in respect of land (presumably in the coal/goods yard, although he did later build the warehouse in Waterloo St which bears his initials, in 1857)) when he paid £1.0.0.pa wef 06.10.1878. We also find Jos. Wilson renting ‘5 arches and yard’ from 24.06.1883, and the Market Rasen Brewery Co took over the arches (under the Queen St. bridge) in 1888 for £4.0.0.pa; they continued to use these for many years.

White 1882: we still find a list of numerous carriers, as before, but the station area traders have expanded into other areas, cf. the Chapter One reference to brick and tile yards, mills etc:
Charles Bamford coal & lime merchant Chapel St
John Fox      coal merchant      Chapel St
Richard Glew  coal, salt & lime merchant Chapel St
Chapel St is undoubtedly the railway station, as that is its postal address, where given, the entrance road leading to the passenger station being off Chapel St, adjacent the later built Methodist Chapel (see earlier illustrations). However, the access to the goods shed, coal yards etc was of course from the corner of Chapel St/Linwood Rd/Oxford St.

The publicans are strangely not now detailed in any way, but the Omnibus continues to link the railway station with the White Hart. As seen in Chapter One, this link was started early on, possibly from the inception of the train service, and it is interesting to take a brief look at the history of the White Hart itself. Having served the stage coach era, and become a focus of activity in the town, (it housed the Post Office and a branch of the Lincoln Bank at various times), it seems natural that not only was this a base for many of the goods carriers in the horse carriage days, but it also became the place where travellers by train should seek rest and sustenance. An article in the *Rasen Mail* which had reported the closure of the hotel in June 1940, brought forth a reader’s reminiscences in later years, wherein he commented “... curiously no mention is made of the horse-drawn coach belonging to the hotel which without fail met every passenger train arriving at the station. This was indeed a coach – not a trap, or a gig, or a fly, or a brougham – and though by then it had lost some of its elegance, in the pre-railway and motor car age it may well have attracted the attention of a certain Mr. Turpin, or others of his kind on the highways of England.” Apparently the horse had a bad temper, but was not averse to accepting sugar from the reader as a boy. Whilst at the station, it was “tethered to a ring in the external wall of the station between two enamel-plated signs, one advertising ‘Petter Oil Engines’ and the other ‘Mazawattee Tea.’ Only once do I remember the coach being taken. This was by an elderly couple from the train travelling on the Lincoln to Grimsby line ....they had an air of somewhat faded elegance which harmonized well with the interior of the coach.”

The White Hart closed in June 1940. The *Rasen Mail* records ‘its bar parlour looked out onto a courtyard which had seen stagecoaches come and go. A pane of glass in one room had been scratched with a regimental crest of the Royal Irish Lancers and the date March 4th 1814.’ The article also refers to ‘the late Mrs. Caroline F Smith, the oldest licensee in England, [who] dispensed hospitality for so long.’ We have seen previously that the Thornton family owned and operated the White Hart in its early days, but they sold it by auction in March 1883, when ‘in the occupation of Mr. J F Tillett’ for just £1650.00, as reported by the *Mail* to be much lower than expected. In the 35 years since the arrival of the railway, the main trade resulting from coach staging and the turnpike trade had died away. Such were the travel changes brought about across the UK by the coming of the railways.

Kelly 1889: we find Charles Wilson now at the Railway Hotel, Oxford St. Traders are shown as:
Chas. Thos. Bamford coal coke lime & salt mchnt Linwood Rd & stn Yd
White 1892: traders are shown as:

- Charles Bamford, coal & lime merchant, Oxford St
- William Jackson, coal dealer, Serpentine St
- George Ladlow, coal merchant, Chapel St
- Jas. Henry Nettleship, corn merchant, ditto
- Thomas Nettleship, auctioneer etc, coal & salt mct., Market Place
- William Robinson, coal merchant, Station

Kelly 1896: commercial entries are solely:

- Bamford & Boynton, coal coke etc, Station Yard
- George Ladlaw, coal dealer, ditto
- Joseph Marriott, coal coke mcht & oil cake dlr., Oxford St
- Thos. Nettleship & Sons, coal lime & salt mchts., Station Yard
- Thos Robinson, coal & coke merchant, ditto

Charles Wilson is as before, **(Kelly 1889)**, but interestingly we now find the first entry for:

- W.H. Smith & Son, booksellers & newsagents, Railway Station
[Wm. Henry Smith negotiated his first contract for the monopoly supply of station bookstalls, with the London North Western Rly., in 1851, and extended this to all the other major railway companies in 1862].

Does this suggest the survival of the fittest amongst the coal etc traders? Some merging seems to have taken place in any event. The varying names from previous years seem to be settling down, as can be seen from the Directories at the end of the century.

We also find the first reference to the fact that ‘letters can be posted at the railway station, with an extra stamp, between the arrival and departure of the train timed to leave at 6.58pm.’

William Jackson is Station Master and a person of the same name is shown as a carter, at 35 Serpentine St. A coincidence or more perhaps? However, we see later that he is paying rent for the station house. See also the reference to the Company’s Rule Book later on in Chapter Three and the licensees of the Railway Inn, mentioned elsewhere, so any ‘moonlighting’ seems unlikely.

**Bennett 1895-6: traders are shown as:**

- C T Bamford, colliery agent, coke granite lime & salt mchnt; ‘est. nearly half a century’
- W Jackson, coal merchant, Serpentine St
- G Ladlow, ditto, MS&L Station
- T Nettleship & Sons, colliery agents, Railway Yard
  *(also shown as valuers auctioneers etc)*
- T Robinson, coal merchant, MS&L Station
Bennett 1898: traders are shown as:

<table>
<thead>
<tr>
<th>Name</th>
<th>Trade</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boynton C R</td>
<td>coal coke etc</td>
<td>Railway Stn</td>
</tr>
<tr>
<td>(late C T Bamford; est. nearly 50 years)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marriott &amp; Son</td>
<td>corn cake coal &amp; salt mcht.</td>
<td>Oxford St</td>
</tr>
<tr>
<td>Nettleship T jnr</td>
<td>coal merchant</td>
<td>Station Yard</td>
</tr>
<tr>
<td>Robinson T</td>
<td>coal &amp; coke mcht.</td>
<td>ditto</td>
</tr>
</tbody>
</table>

No change at the Railway Hotel, and W King is at the White Hart.

Bennett 1899: the station is now shown as being on the Great Central Railway [established in 1897]. Traders are shown as:

<table>
<thead>
<tr>
<th>Name</th>
<th>Trade</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>C R Boynton</td>
<td>coal &amp; coke mchnt, colliery agent</td>
<td>Station</td>
</tr>
<tr>
<td>(late C T Bamford)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T Clews (Glew?)</td>
<td>coal merchant</td>
<td>Station Yard</td>
</tr>
<tr>
<td>T Nettleship &amp; Sons</td>
<td>ditto</td>
<td>ditto</td>
</tr>
<tr>
<td>T Robinson</td>
<td>coal &amp; coke merchant</td>
<td>ditto</td>
</tr>
</tbody>
</table>

Kelly 1900: the time of the evening train on which mail can be posted has changed to 7.15pm. The traders now interestingly include two ladies, so is emancipation reaching Market Rasen?

<table>
<thead>
<tr>
<th>Name</th>
<th>Trade</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mrs Annie Eliz. Boynton</td>
<td>coal &amp; salt merchant</td>
<td>Station Yard</td>
</tr>
<tr>
<td>T Glew &amp; Sons</td>
<td>corn &amp; coal mchts.</td>
<td>ditto &amp; Queen St</td>
</tr>
<tr>
<td>George Ladlaw</td>
<td>coal dealer</td>
<td>Station Yard</td>
</tr>
<tr>
<td>Henry Wm. Marriott</td>
<td>corn &amp; coke mcht oil cake dlr</td>
<td>Oxford St</td>
</tr>
<tr>
<td>T Nettleship &amp; Sons</td>
<td>coal merchant</td>
<td>Station Yard</td>
</tr>
<tr>
<td>Miss Julia Robinson</td>
<td>coal &amp; coke mcht.</td>
<td>ditto</td>
</tr>
</tbody>
</table>

Interestingly also, versatility is now being shown: Mr. Ladlaw is shown as a confectioner and grocer at 2 Linwood Rd; T Nettleship jnr is registrar of marriages for Caistor [Parish].

We also have two businesses which could have been customers of the railway company: Thomas Brooke & Son, Agricultural implement manufacturers and agents, Linwood Rd (cf. their advert in Bennett 1898, plate 22) would almost definitely have used rail transport. The Market Rasen Brick & Tile Co Ltd, with their office in Mill St and Works in Willingham Rd would have been likely users also, with their heavy products.

Kelly 1905: the station is now shown as located on the ‘Hull & Lincoln branch of the Great Central Railway.’ No doubt here as to where the GCR saw its important traffic routes. Station traders are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Trade</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Blanchard</td>
<td>coal merchant</td>
<td>Station Yard</td>
</tr>
<tr>
<td>Mrs A E Boynton</td>
<td>coal &amp; salt merchant</td>
<td>ditto</td>
</tr>
<tr>
<td>Wm Herbert Nettleship</td>
<td>coal lime &amp; salt mcht.</td>
<td>ditto</td>
</tr>
<tr>
<td>Miss Julia Robinson</td>
<td>coal &amp; coke mcht.</td>
<td>ditto</td>
</tr>
<tr>
<td>Joseph Searby</td>
<td>coal merchant</td>
<td>ditto</td>
</tr>
</tbody>
</table>

This may be the next generation of Nettleships, but the family also have other businesses in town so are prominent traders.

This is the first mention of Mr. Searby, who appears to be very versatile, and was probably a go ahead man in view of the fact that he is the only Rasen coal
trader who has been found to have his own railway wagons for his business (see Plate 23). Presumably he is a descendant of the John Searby mentioned in White 1872. (A photograph has also been seen of a Mr. Wilkinson with his own name on coal wagons at Claxby & Usselby, in its active days).

We now have a new Station Master, Isaac Henry Chantrey [Chantry], and Mrs. Caroline Smith has taken over the White Hart, whose conveyance continues to meet all trains, but Charles Wilson continues at the Railway Hotel.

Plate 22: advert published in Bennett 1898 for one of the local Agricultural Implement Manufacturers. The remains of their advertisement are faintly discernible on the end cottage of the terrace opposite the Tesco filling station. [source: Lincolnshire Libraries].
Plate 23: presumably this is Mr. Joseph Searby standing proudly alongside one of his Private Owner coal wagons; it bears the no. 20 so he may have had several.
[source: Lincolnshire Libraries]

Kelly 1909: station traders are:
John Blanchard    coal merchant    Station yard
Mrs. A E Boynton  coal & salt merchant    ditto
Wm. Herbert Nettleship coal merchant    ditto
Miss Julia Robinson coal & coke merchant    ditto
Joseph Searby     coal merchant    ditto & Oxford st

The Station Rent Roll shows that Anne Elizabeth Boynton is paying for coal stacking land, and has been doing so since 1894, although the family name does not appear that early in the Directories, at rents from £1.0.0.pa to £5.0.0.pa. J. Searby also pays £5.0.0.pa for the same use.

Bennett 1911: this edition uses the same population details and description of the station’s location as the company’s last edition. Traders are:
J Blanchard    coal merchant    Railway station
A E Boynton   ditto    GCR station
W H Nettleship ditto    Station yard
T Robinson    coal & coke merchant    GCR station
(an error for Miss Julia?)
J Searby      coal mcht. & carter    GC coalyard & Oxford st

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Kelly 1913: we have seen the growth of women into trades, not just the already accepted professions of schoolmistress, seamstress etc, but now we find Miss Cocking has become the Postmistress. Traders are:

Frank Blanchard  coal merchant  Station yard
Wm. Herbert Nettleship  ditto  ditto
Miss J Robinson  coal & coke merchant  ditto
Joseph Searby  coal mcht.  ditto & Oxford st

Kelly 1919: there no longer appears any reference to mails being posted on to the train at the station. Traders are:

Wm Herbert Nettleship  coal merchant  Station yard
Miss Julia Robinson  coal & coke mcht.  ditto
Joseph Searby  coal merchant  ditto & Oxford st
Walter Richardson  ditto  John St

Does this suggest that times are getting harder for the traders, and some are giving up the business, or just that not all are listed? On the other hand, we have reference to traders who would probably have used the railway: Thos. Brooke & Son, Agricultural Implement Manufacturers, Linwood Rd. (see above), and Wallhead Bros. & Reast, Timber Merchants, also Linwood Rd (sited in the station yard sawmill?). Charles Wilson is at the Railway Hotel.

Kelly 1922: Mr. Clifford Grosvenor is Station Master. Traders are:

Wm. Henry Nettleship  coal merchant  Station yard
Miss Julia Robinson  coal & coke merchant  ditto
Jos. Searby & Son  coal mcht.  ditto & Oxford st

Changes have occurred at the station; Messrs Wyman & Sons are now there as newsagents and booksellers, whilst W H Smith has re-located to a shop in Queen St. Philip Forester Gardner is at the Railway Hotel.

Kelly 1926: traders are shown as:

Wm. H Nettleship  coal merchant  Station yard
Richardson & Boynton  ditto  ditto
Jos. Searby & Son  coal merchant  Station yd. & Oxford st

(interesting to see a Boynton back, whilst a Walter Richardson has for many years been trading in John St).

Mrs. C Smith is still at the White Hart and Isaac Edgar Cocking has taken over at the Railway Hotel.

Kelly 1930: commercial businesses include:

Butters & Son  coal merchant  Station yard
B T Charlton Ltd  coal & coke mcht.  ditto & Queen st
Wm. H Nettleship  coal merchant  Station yard
Parsons Bros & Snape Ltd  ditto  ditto
Miss J Robinson  coal & coke mcht.  ditto
Searby & Son  coal merchant  ditto
This looks like a resurgence of interest in the trade of coal merchant compared with some previous years.

Mr. I E Cocking is at the Railway Hotel and Mrs. Smith ploughs on at the White Hart. Messrs Smith and Wymans continue their trade. Mr. James Henry Davies is now Station Master, doubtless presiding over a declining traffic through the station and goods yard, as the years go by.

Aubrey 1932 & 1935:
Station traders are shown as:
- J H Nettleship, coal merchant, Station yard
- Parsons Bros & Snape Ltd, ditto, ditto
- Julius (Julia?) Robinson, ditto, Serpentine st
- W J Searby & Son, ditto, Oxford st
- Hotels: Railway Hotel, Oxford st
- White Hart, Market place

There is no reference to Wymans; W.H.Smith is in Queen St.

Kelly 1933: traders are shown as:
- Butters & Sons, coal merchants, Station yard
- Parsons Bros & Snape Ltd, ditto, ditto
- Miss J Robinson, coal & coke merchant, ditto
- J Searby & Son, coal merchant, ditto & Oxford st

Whilst Mrs. Smith continues in place, Mr. Thomas Cooper is proprietor of the Railway Hotel. Wymans are still at the station.

Aubrey 1936: the only listed booksellers in town are Payne & Starbuck, and W H Smith, both in Queen St. We find:
- Parsons Bros & Snape Ltd, coal merchants, Station yard
- Miss J Robinson, ditto, Serpentine st
- W J Searby & Son, ditto, Oxford st

Kelly 1937: the station traders are listed as:
- Wm. Boynton, coal merchant, Station yd & John st
- Butters & Sons, ditto, Station yard
- Parsons Bros & Snape Ltd, ditto, ditto
- Miss Julia Robinson, coal & coke merchant, ditto
- J Searby & Son, coal mcht, Station yard & Oxford st

We find Mrs. Smith still in position, whilst George Morris is now at the Railway Hotel, and a new entry showing what changes are taking place is that of Charles Rowett, motor bus proprietor, Oxford st. There is also reference to the ‘Daily [conveyance] services from Grimsby to London pass through here and to Gainsborough daily.’ The station master has long ceased to be a local personality meriting an entry. Smith’s remains in Queen St.
Aubrey 1939: in the coal trade we now find only:
Parsons Son & Snape Ltd coal merchants        Station yard
Miss J Robinson     ditto     Serpentine st
W J Searby & Son    ditto     Oxford st

The same two hotels are listed, but without any licensees’ names.

With regard to post war years, the only coal merchants shown in the Lincoln, Grimsby & District Trades Directory for the years 1962 to 1973 are R. Bellamy, Linwood rd; the only hotel is the White Hart, with no hotel or public house shown in Oxford st. Perhaps the war years, along with economic and social changes, eg smokeless zones, took their toll on the traders of the town.

The Railway Inn was run from 1944 until 1956 by Edna and Walter Grey, the latter said to be also working for the railway company for 45 years, presumably locally (a far cry from the days of the 1855 Rule Book referred to in Chapter Three).

The description of the station’s facilities in the early pages above, includes ‘coal drops.’ These were more common in the north than the south of England, and were used by coal wagons with bottom opening doors; the wagons were positioned over tracks with open space beneath, so that the coal could be discharged to carts or stacking ground below. The tracks were therefore above the usual ground level, and at Market Rasen the drops were beside the running lines, to the north of the station, adjacent to the Chapel St. bridge. Originally they were accessed directly from the ‘Down’ line, but later simplification of the track layout meant that access was from the extended line between the platform wall and the goods shed. The yard’s entrance was, as we have seen, from the corner of Chapel St. and Linwood Rd., which is lower than the tracks. From the Rent Roll we can discover the names of the merchants who paid for these facilities, and the land below; they include Messrs Searby, Nettleship, Robinson, Richardson, Sinclair (terminated 1915), Warrener (ended 1919), Blanchard and Henry Butters of Tealby. Our friend Mr. Searby also rented space in the yard for coal stacking, and space ‘for the privilege of erecting thereon 2 wooden huts for storage of tools.’

Another source of income for the railway company was space rental in the yard or within the goods shed itself. For example, we find the Anglo American Oil Co. renting yard space at £10.0.0.pa wef 24.04.1901, plus £1.pa for a sign! The British Petroleum Co. did likewise from 1901. Timber merchants Woodhead Bros. rented land, whilst Hy. Lutham of York paid for warehouse space (£4.15.0 rising to £7.0.0.pa until he cancelled in 1913). The Louth branch of the Lincoln Co-Op rented 600 sq. yards of coal stacking space wef 01.02.1927, whilst J. Hole & Co, Newark Brewery (suppliers to the nearby Railway Hotel – see illustration) paid only £1.0.0.pa for land in Chapel St.

The Market Rasen Brewery Co. had ended their rental of the railway arches in or around 1925, and perhaps they stayed empty until used by T. A. Sowards of Union St from 15.06.1936 until 29.09.1937. In 1949 the Market Rasen UDC began to use them at £26pa. The agricultural nature of the area is shown by
Messrs R. Silcock, Liverpool; J. Bibby, Liverpool, and J.G.& B. Thompson, Hull, taking fixed space in the warehouse during the 1930s. This sort of space rental trade would help to explain the large size of the goods shed, for the general size of traffic through the station overall. Whereas Messrs Thompson finished their use of the goods shed in 1937, the others continued until 1961 (Bibby) and 1965 (Silcock). The latter paid rental for a Nissen hut store from October 1949, which is the first reference to it; perhaps its original use had been for wartime purposes. Messrs Boots Farms & Drugs Division paid £86.2.6.pa wef 01.07.1965, and were there until the end of goods traffic at the station, also renting 1470 sq. yards of shed space for £238.17.6.pa. One last small item, Messrs Lever’s Cattle Foods paid 10/-pa for being allowed to display a 4’6”x2’8” name sign on the boundary fence, from 1957 to 1960. Again, no opportunity was lost to maximize railway revenue!

Market Rasen did not have any sidings dedicated solely to one company’s freight traffic, known as a ‘private siding,’ as was often the case at busy industrial locations. The nearest industrial sites would have been the ironstone workings at Claxby (which in fact only worked from 1868 to 1885), and where the station’s two sidings for general traffic (behind the shorter ‘Up’ platform), probably handled all rail borne traffic.

Slightly further north, the similar workings at Nettleton Mine, opened in 1928, were a different matter, and quite extensive sidings were built adjacent to the railway at Holton-le-Moor; today only the crossover between the two tracks, just south of the level crossing remains, the traffic having ceased in 1969. This was the access point to the ‘Mid-Lincoln Iron Co’s’ siding’ (as detailed on the LNER 1928 plan of the route). There were both open cast and underground workings at Nettleton Mine, which provided the Normanby Park, Scunthorpe, blast furnaces of John Lysaght with much of their raw material, peak production realizing 1000 tons per day from Holton to Scunthorpe. In time however, imported ore with a much higher iron content replaced the domestic product, sounding the death knell of the mining industry across the UK and not just at Nettleton.

A section was closed in 1968 when more than 40 men had been made redundant; the last deep mining shift at Nettleton ironstone mines had ended at 5.0pm on Friday 29th March. Open cast mining and chalk quarrying was to continue for the remaining 110 men. In February 1969, the Rasen Mail announced that the ironstone mines would close completely in six months’ time. The 60 men currently employed will have work for at least that period. The mines were by this time part of the John Lysaghts arm of Messrs Guest Keen group; the mine had been bought by Lysaghts in 1934 from the Mid-Lincolnshire Iron Co. Latterly, the mines had been producing 4000 tons of ironstone and around 1500 tons limestone pw. When once over 200 men had been employed, just a skeleton staff of two foremen and five men worked to dispatch the outstanding ore stocks until final closure on 30 April 1971.

A short siding also existed at Nova Scotia bridge, leading off the Lincoln line only, so trains could only serve it from that line, and the train crew would have had a key to operate the points leading into it. It was built for timber traffic.
from the estate there, although it has been verbally mentioned that in WW I it might also have been used for loading horses, presumably for the Army. According to a Mail article in 1990, Market Rasen had two sawmills in the early years of the 20th century. Both were established by a Mr. William Wilson, the one in town at Gallamore Lane, and the other on Nova Scotia woods. The timber supply apparently ran out in 1925 and the businesses closed. Again, the LNER 1928 route plan describes this as ‘Butler’s Siding,’ at a point approx. a mile and a half north of Market Rasen station; presumably it was still in use at that time by another party. Interestingly, the 1:10,000 OS map ref. TF19SW shows a property called Sidings Farm, on the northern edge of Walesby Moor woodlands, and east of the line, just about at the point to which the siding would have run, and is still shown on modern large scale OS maps.

Plate 24: a 1980 view of the ‘Down’ (Lincoln) platform, with the second goods shed towering over the platform wall. The old gas lamps appear to have been converted to electricity, rather than new ones supplied (but see later more modern times lamps). The wagon is on the line leading to the coal drops adjacent to Chapel St. bridge, and must be some of the last coal traffic before the yard was closed and the signal box removed. [source: M. King/Lincolnshire Libraries].

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The 'Grouping' of the railways in 1923 by the post WW I government, resulted in some changes to the major flows of fish traffic from Grimsby, especially to London. The GC route via Market Rasen and Lincoln to London (Marylebone) was withdrawn in 1924, and all fish traffic henceforth used the East Lincs. line via Louth and Boston to London (Kings Cross). In 1923 some eight complete trains left Grimsby daily, and the traffic increased between 1922–1928 by some 10,000 tons pa. (Mills). The traffic did in fact return to the route through Market Rasen after the Louth and Boston line was closed to all traffic in the 1970s, and local people can well recall the priority given to these trains passing along the line.

Plate 25: view from Nova Scotia bridge showing the Butler’s Siding access from the ‘Down’ line. [source: Maurice Higham collection].
Memories of a bygone age

MARKET RASDEN had two sawmills during the early part of the century.

One was situated off Gallows Lane and the second must be found deep in the Nene Valley undervalued.

The sawmills provided work for dozens of local people and were set up by Mr. William Wilson who came to live at Clay Lodge, Market Rasen, moving from Goodworth and Broughton.

Mr. Wilson, related to the Alnwick family, had the coal rights to much of the timber to be found within the area and the wood was cut and prepared for many uses.

In 1935 the supply of timber ran out and the Market Rasen sawmill closed down. Mr. William moved to Selby, York in 1942 to set up yet another sawmill which he operated until his death in 1942.

These two old photographs give a glimpse back to the earlier part of the century during working conditions and methods used to cut and stack the timber from our local forests.

The railway played an important part in transporting the Market timber to many parts of the county, and a special raft carrying was used to great effect, just to the west-end of the town.

Plate 26: feature from the Rasen Mail of 10 February 1990, in their nostalgia section. [source: Rasen Mail].
Plate 27: a useful view taken from a train entering Market Rasen station on 01 August 1970. All access to the goods shed and yard is now from this end of the station, and the track going behind the signal box leads to the coal drops at the far end of the yard. Alterations to the track layout were possibly done when the shed was rebuilt in 1957. Coal stacking is taking place to the right, for which merchants paid an area rental. The wall of what was originally the cattle loading dock is against the coal wagon. The small goods shed office is visible on the end of the building.

[source: M. King/Lincolnshire Libraries].

c): Signal Box

When the railway was constructed, it would probably have been the case that hand signalmen were still being used to operate points and give signals to the train drivers. At the outset of train travel, men had been located at signals and points to operate them individually and give flag signals to the train drivers. The Company's 1855 Rule Book states: ‘Rule 151: Signalmen and Pointsmen are not allowed to leave the Points and Signals of which they have charge during their regular hours of duty.’
The signal box at Market Rasen was ‘possibly built between 1850 and 1900’ (Lincolnshire Standard 27.10.1984) but no more definitive date has been located. The first signal box using levers to control the operation of points and signals was introduced into the UK by John Saxby, an employee of the London Brighton & South Coast Railway. Mechanical signals (as distinct from the hand signals of the policemen or flagman beside the tracks) were first used in 1841: these would still have been controlled by men alongside them. John Saxby came upon the railway signaling arena in the 1850s, by which time a ‘signal platform’ with an enclosed box for the signalman had become established practice at large junctions. Saxby however, who evolved the signal box as we know it over the last century or more, began building boxes to a standard design to enclose not just the operator but also the levers and mechanisms, from around 1863 onwards, ‘boxes’ prior to then having the operating rodding exposed below the platform. Eventually he established the firm of Saxby & Farmer, which became one of the leading manufacturers of signaling systems, having a large works at Kilburn, London, by 1863.

Plate 28: how the early railway signalmen operated
[source: The Victorian Railway Worker].

Originally, signals were given by hand, using either flags or lamps. The work was assigned to railway policemen, who continued to work the first fixed signals. Railway policemen were sworn in by a magistrate and wore uniforms which closely paralleled those of the regular police.
The development of the electric telegraph was of great importance to the railways, as it enabled messages to be sent between stations and/or signal boxes, regarding the safe running of trains. Although electricity had been used in experiments with exchanging messages, it was not until 1837 that satisfactory trials between Euston station and Camden, London, were held. The railway company involved here decided not to install the system, but other companies developed it and by 1843, for example, the Great Western Railway had the electric telegraph in use between London Paddington and Slough. It is thought that block working and interlocked signaling was introduced on the MS&L Rly during the 1870s and 1880s, so the signal box more likely dates from 1880 to 1900.

Whilst the first forms of signaling relied upon trains being allowed to proceed, by the hand signalman or ‘policeman,’ on a time interval system (generally ten minutes after the preceding train), the development of the electric telegraph allowed trains to be controlled by the signalman sending them forward only after he had received notice, from the next man along the line, that the previous train had reached him safely and gone on its way. This became the system, using bell codes sent by the electric telegraph, which applied until recent times when control of trains from a large centralised control box became the norm. However, the old semaphore signals and manual signal boxes remained a feature of the line from Grimsby to Lincoln, until August 2008 when a new centralized control opened at West Holmes, Lincoln, leading to the closure of the four signal boxes in the station area, which then linked to Wickenby ‘box.

Interestingly, the MS&LR Rulebook gives the following details of hand or semaphore (fixed) signals to be used by employees:

<table>
<thead>
<tr>
<th>Color</th>
<th>Code</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Danger</td>
<td>Stop</td>
</tr>
<tr>
<td>Green</td>
<td>Caution</td>
<td>Go Slowly</td>
</tr>
<tr>
<td>White</td>
<td>All Right</td>
<td>Go On</td>
</tr>
</tbody>
</table>

Based on the comment above, it is assumed that block signaling was not installed at the time of the line’s opening through Market Rasen, but just when the telegraph was installed has not been determined. However, there were signal boxes either side at Claxby & Usselby, and Wickenby, presumably dating from the same time of construction, although the road level crossings at these and other places would have required the employment of a crossing gatekeeper from the start of operations. These boxes were between some two and four miles from Market Rasen. The compulsory use of the electric ‘block telegraph’ to pass messages and the interlocking of signals and points to prevent conflicting movements, was introduced into the UK following the Regulation of Railways Act 1889.

One very important impact that the railways had on life across the UK was the need to establish a uniform time, so that trains could operate to a timetable that could be applied in any part of the country. Prior to the establishment of ‘railway time’ in 1848, there would have been several minutes difference in time between, say, London and Exeter. The GWR’s timetable in 1841 contained the disquieting statement that ‘London time is about four minutes earlier than
Reading time, seven and a half minutes before Cirencester and 14 minutes before Bridgwater.'

To ensure that all stations worked to the same time, the railway companies introduced systems to ensure that all stations, signal boxes etc had clocks showing the same time. The MS&L company’s regulations applicable to ‘Working the Electric Telegraph,’ as shown in their 1855 Rule Book, stated ‘Each Clock on the line must be regulated by the same time; and for this purpose Sheffield will hold the XE needle over to the letter E at 9.58am, and will reverse it exactly at the expiration of two minutes, thereby indicating that it is ten o’clock; when each Clock must be regulated in accordance with the signal.’

Along with life in the other departments of the station, the signal box and its staff would have carried on undisturbed throughout the many years until the rationalization economies of the 1960s and 1980s came about. In later times, (when freight traffic from Immingham grew and the Louth lines had closed) the box at Market Rasen would probably have been staffed from 10.00pm on Sunday until 10.00pm on Saturday, apart from when a Summer Sunday service of passenger trains was operated, until its closure in 1981. However, the BR Working Timetables for the period September 1960 to June 1961 (and doubtless for many years either side) show that the box at Market Rasen was only open from 6.00am until the passage of the last train, on weekdays. This would have been before the advent of heavy freight trains running throughout the night, as happens nowadays, so it is interesting to see that in fact there now exists a greater volume of traffic than operated years ago. At that time (and probably throughout its life) there was provided at Market Rasen a refugee siding which could hold a train of 46 wagons; these were provided for shunting purposes, but could also be used to allow faster trains to overtake slow ones.

The only serious disruption to services in the earlier times appears to have been on 19th September 1907 when according to the Mail, a freight train was derailed 'near Market Rasen, catapulting hundreds of tons of ore down a 15 foot embankment as 23 wagons overturned. The busy Grimsby to Lincoln line was immediately closed and two families living at no: 32 Gatehouse, half a mile from Market Rasen had a lucky escape from injury as one wagon loaded with ore tipped up just outside their front room window.’ See Chapter Five for some more recent incidents. Gatehouse no. 32 was apparently between the Punches Lane footpath crossing, just north of Market Rasen, and Nova Scotia bridge.

The box eventually closed in 1981 (cf. Chapter Five c), after the goods yard had been closed, and the removal of crossovers and sidings for freight purposes had meant that it could be replaced with a longer ‘block section’ between the Holton and Wickenby boxes, which remained in use to control the road crossings. There was then also no need for signals between these two boxes. The intermediate small level crossings had been equipped with automatic half barriers. The Mail 15.08.1981 described the scenario thus: ‘As a further step towards economy on the Market Rasen branch of BR, the Market Rasen signal box is expected to be demolished next week and, according to one report, it may be re-erected in a garden at Lincoln to be used as a greenhouse.’ After years of service the box was decommissioned leading to the retirement of Mr. G E Ball.
Plate 29: a Mr. G Smith standing in the area of the Station Master’s garden with the signal box visible across the tracks, behind. A water column for filling loco. tenders appears to be on the end of the ‘Down’ platform although no other reference or view of it has been found, but it was still there in post-war years. [source: Maurice Higham collection].

who had been senior signalman at Market Rasen for 27 years. The Mail also commented that ‘although Market Rasen is now the only passenger station remaining between Lincoln and Barnetby, many of its earlier functions have gradually been phased out, the most important being the closure of the former busy goods yard. It was when this yard closed the future of the Market Rasen signal box, which is believed to have been in its present position for well over a century, first came up for review.’ (No reference has been found in the Mail or any other source as to the exact date of the goods shed’s closure). Total station staff was then reported to be one clerk and one porter (known by then as a
'railman.') – probably Mr. Mike Fletcher and Mr. Dick Barton (see plate 30 below).

Plate 30: box at closure
[source: Rasen Mail]

Plate 31: the station layout in an LNER 1928 plan. The signal box would have had a similar plan showing all the points and signals with their lever numbers.
[source: National Archives].
CHAPTER THREE

PEOPLE & PERSONALITIES

The railway itself was mentioned in the very first edition of the Market Rasen Mail & Lincolnshire Advertiser, dated Saturday 20th September 1856: a boy about two years old wandered away from his Grandfather’s nursery and walked along the adjacent railway line towards Buslingthorpe, wheeling a small barrow. He was found between 4.0 and 5.0pm near Linwood, and sent back – apparently on his own! A passing coal train fortunately did not cause any injury to the child. The boy was young Thomas Sutton, and he was going to visit his platelayer Grandfather, also Thomas Sutton, at his railway cottage. Incidentally, Thomas the elder was apparently responsible for planting the horse chestnut trees outside the station entrance, on the boundary of the nursery grounds. The earliest traced public reference to any of the railway’s staff was in the Mail for 25th April 1857 when we read that the death occurred ‘at Market Rasen on the 19th inst. of Eliza, wife of W. O’Harra, railway porter, aged 28 years.’

The various Directories referred to earlier give the following details of the senior railway staff:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Residence</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Taylor Brown</td>
<td>Station Master</td>
<td>Railway Station</td>
<td>PO 1855</td>
</tr>
<tr>
<td>William Brown Taylor</td>
<td>ditto</td>
<td>MS&amp;LRy</td>
<td>ditto</td>
</tr>
<tr>
<td>George Houghton</td>
<td>ditto</td>
<td>-</td>
<td>White 1856</td>
</tr>
<tr>
<td>William Crossland Fell</td>
<td>Clerk in charge</td>
<td>Railway Station</td>
<td>PO 1861</td>
</tr>
<tr>
<td>William Crossland Fell</td>
<td>Station Master</td>
<td>-</td>
<td>Morris 1863</td>
</tr>
<tr>
<td>William Crossland Fell</td>
<td>ditto</td>
<td>-</td>
<td>Morris 1866</td>
</tr>
<tr>
<td>William Crossland Fell</td>
<td>ditto</td>
<td>Chapel St</td>
<td>White 1872</td>
</tr>
<tr>
<td>Henry Crossland Fell</td>
<td>Goods Clerk</td>
<td>Chapel St</td>
<td>ditto</td>
</tr>
<tr>
<td>John Edward Holmes</td>
<td>Booking Clerk</td>
<td>-</td>
<td>ditto</td>
</tr>
<tr>
<td>W. C. Fell</td>
<td>Clerk-in-Charge</td>
<td>-</td>
<td>PO 1876</td>
</tr>
<tr>
<td>Wm. Crossland Fell</td>
<td>Station Master</td>
<td>-</td>
<td>White 1882</td>
</tr>
<tr>
<td>Henry Crossland Fell</td>
<td>Goods Clerk</td>
<td>-</td>
<td>ditto</td>
</tr>
<tr>
<td>Geo. Hy (Henry?) Sissons</td>
<td>Booking Clerk</td>
<td>-</td>
<td>ditto</td>
</tr>
<tr>
<td>W.C. Fell</td>
<td>Station Master</td>
<td>-</td>
<td>Kelly 1889</td>
</tr>
<tr>
<td>John Porter</td>
<td>ditto</td>
<td>-</td>
<td>White 1892</td>
</tr>
<tr>
<td>William Jackson</td>
<td>ditto</td>
<td>-</td>
<td>Kelly 1896</td>
</tr>
<tr>
<td>William Jackson</td>
<td>ditto</td>
<td>Railway Station</td>
<td>Kelly 1900</td>
</tr>
<tr>
<td>Isaac Henry Chantrey</td>
<td>ditto</td>
<td>ditto</td>
<td>Kelly 1905</td>
</tr>
<tr>
<td>Isaac Henry Chantrey</td>
<td>ditto</td>
<td>ditto</td>
<td>Kelly 1909</td>
</tr>
<tr>
<td>Isaac Henry Chantrey</td>
<td>ditto</td>
<td>ditto</td>
<td>Kelly 1913</td>
</tr>
</tbody>
</table>

(presumably the same person wrongly described in one or the other form – the 1851 Census shows ‘William B Taylor, 27, railway station master, Leeds, a boarder with Barnett Charles in Queen St.’, cf. also note below).

(NB: in the section listing Traders etc the roles are reversed, but it seems more likely that WC Fell remained as SM, and his son became Goods Clerk, the first reference to that position).
Isaac Henry Chantrey    ditto    ditto    Kelly 1919  
Clifford Grosvenor Turner ditto    -        Kelly 1922  
Clifford Grosvenor Turner ditto    -        Kelly 1926  
James Henry Davies ditto    -        Kelly 1930  

Subsequent editions of Kelly's make no mention of the station master, only the existence of the station on the L.&N.E.Rly. Aubrey's does not refer to the railway.

We can learn more about these people from the Rent Roll book originally kept at the station. The extant book is titled MS&LR on the outer cover and the entries in the copy located (at the National Archives) date from the 1870s through to the late 1960s. In the second page we find that Mr. J. Porter paid 5/-pa rent for the station house, with effect from 30.06.1890; Mr. W. Jackson took over with effect from 14.08.1893; Mr. I.H. Chantry (note spelling variation from Directories, above) as from 14.07.1903. This helps to date their time at the station. Incidentally, Mr. C.G. Turner paid £20pa at first, rising to £27.5.0pa from 03.07.1926. Inflation!

The Rent Roll book also reveals the identities of other staff who rented gardens and areas of railway land, no doubt for them to grow their vegetables to feed the family. Areas of Waterloo St. belonged to the railway company, (NB: Waterloo Terrace cottages were built 1848), as in 1909 Mr. Hy. Enderby (Signalman) paid 10/-pa for 'garden ground' there. Mr. J. Eyre paid 6/-pa for 380 square yards of 'garden ground' on the Up side of the line, between mileposts 26.50 and 26.75 (half and three quarters on old keyboards!), from 23.02.1937. This was also stated to be 'in the vicinity of gatehouse 32’ – presumably therefore this was the cottage referred to in Chapter Two in connection with the derailment of the train of iron ore.

Other areas of land were let at various times to non-station and (possibly) non-railway staff, eg: Mr. T. Holmes, sub ganger; a Mr. J. Mendham, 12 Dear St.

The Early Victorian Market Town tells us that ‘when Mr. W. B. Taylor, who had served six years as station master at Market Rasen, left at the beginning of 1855 to take over another station near Sheffield, his friends raised a public subscription to present him with 'a token of their esteem and regard for him as a townsman and of their appreciation of his obliging manners ... as Stationmaster.' He was presented with a silver tankard and a purse of gold in a ceremony at the Gordon Arms by Mr. John Slater, the bank agent in the company of many respectable folk.’

A quick look at three Census returns puts some human life into the bare details given in the Directories and elsewhere:

1851 Railway station master 1, railway inspector 1, railway porter 2. 
Engine driver 1 – although this was more likely to have been for a stationary mill engine, for example, as there has never been an engine shed at Market Rasen.
<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Age</th>
<th>Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. Crossland Fell</td>
<td>Head</td>
<td>42</td>
<td>Railway Stn. Master</td>
</tr>
<tr>
<td>Henry C. Fell</td>
<td>Son</td>
<td>18</td>
<td>Rly. Station Clerk</td>
</tr>
</tbody>
</table>

**Born**

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Age</th>
<th>Born</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wm. Crossland Fell</td>
<td>Head</td>
<td>52</td>
<td>Gainsborough</td>
</tr>
<tr>
<td>Mary Jane Fell</td>
<td>Wife</td>
<td>52</td>
<td>ditto</td>
</tr>
<tr>
<td>Amelia S Fell</td>
<td>Daughter</td>
<td>24</td>
<td>Hibaldstowe</td>
</tr>
<tr>
<td>George H. Jervis</td>
<td>occ. Rly. Porter</td>
<td>32</td>
<td>Goxhill</td>
</tr>
<tr>
<td>Edward Clark</td>
<td>occ. Rly. Goods Clerk</td>
<td>19</td>
<td>Sheffield</td>
</tr>
</tbody>
</table>

Had Henry Fell moved away by now, or perhaps secured his own home, 10 years later? Perhaps he gained promotion elsewhere, although he is shown in White 1882 (above), but of course the information collected for these Directories would have probably been twelve months old by the time it appeared in print.

This suggests that Mr. Fell lived at Hibaldstowe before moving to Market Rasen in time for the 1861 Post Office Directory entry. As Mr. Porter had moved into the station house in 1890 and taken his place by the 1891 Census, it appears Mr. Fell retired in 1889 or 1890. He died in 1893, leaving an Estate of £422.7.11. His Will, made in 1860, had included as a witness one William Gilliatt, Railway Clerk, which was a respected occupation, requiring the ability to read and write.

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Age</th>
<th>Born</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Porter</td>
<td>Head</td>
<td>49</td>
<td>Loughborough</td>
</tr>
<tr>
<td>Elizabeth M Porter</td>
<td>Daughter</td>
<td>21</td>
<td>Hornbоро’ Dale</td>
</tr>
<tr>
<td>Sarah Slater</td>
<td>Sister-in-Law</td>
<td>44</td>
<td>West Melton</td>
</tr>
<tr>
<td>Ely G Slater</td>
<td>Visitor</td>
<td>13</td>
<td>Nottingham</td>
</tr>
<tr>
<td>Henry Enderby</td>
<td>occ. Signalman</td>
<td>27</td>
<td>Benington</td>
</tr>
<tr>
<td>Willie Camwell</td>
<td>occ. Rly. Signalman</td>
<td>30</td>
<td>Worksop</td>
</tr>
<tr>
<td>Geo. H. Jervis</td>
<td>(as above)</td>
<td>41</td>
<td>-</td>
</tr>
<tr>
<td>Edward Clark</td>
<td>(as above)</td>
<td>29</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Age</th>
<th>Born</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Jackson</td>
<td>Head</td>
<td>68</td>
<td>Selby</td>
</tr>
<tr>
<td>Emma Jackson</td>
<td>Wife</td>
<td>62</td>
<td>Chesterfield</td>
</tr>
<tr>
<td>Minnie Jackson</td>
<td>Daughter</td>
<td>40</td>
<td>Sheffield</td>
</tr>
<tr>
<td>Maud Jackson</td>
<td>Daughter</td>
<td>22</td>
<td>Sheffield</td>
</tr>
<tr>
<td>Percy Jackson</td>
<td>Son</td>
<td>21</td>
<td>Sheffield</td>
</tr>
<tr>
<td>Florence Jackson</td>
<td>Daughter</td>
<td>18</td>
<td>Sheffield</td>
</tr>
<tr>
<td>Nellie Jackson</td>
<td>Daughter</td>
<td>37</td>
<td>Guide Bridge</td>
</tr>
<tr>
<td>Geo. H. Jervis</td>
<td>(as above)</td>
<td>51</td>
<td>-</td>
</tr>
</tbody>
</table>

In Kelly 1913 we see that a Mr. Thomas Jervis is Station Master at ‘Grimsby Passenger Station,’ so perhaps this was a local railway family.

All the Jackson children were still single, the only employment shown for them being Percy as a Railway Clerk (keep it in the family!), and Nellie being a barmaid. Mrs. Jackson was a Teacher of Music. The childrens’ places of birth suggest that Mr. Jackson had been employed by the Great Central Railway for many years, all their birth towns being on that company’s routes.
Details of later Station Masters become scarcer to locate, as their importance in
the local community declined and Directories ceased to mention them, or
themselves ceased publication. We do know however that Mr. Rex Kew was the
last one to occupy the post, and that he retired in 1966 after 18 years in the job
(Lincs Chronicle 09.10.70); the station was later ‘managed’ by the booking office
clerk.

Life on the railways

In 1857 we find the Mail telling us that robberies had been taking place from
the railway for some time. After the theft on 18th January of five stacks of corn,
search warrants were obtained by the police and the railway and local police
combined forces to ‘search the house of Wm. Malkinson, at Market Rasen,
where an immense quantity of stolen property was found, including sacks of
wheat, flour, some stones of candles, drapery goods china etc.’ The report
concludes with the reassuring news that ‘the officers have discovered the gang
that has so long been a terror to Rasen and the neighbourhood.’

Whilst life carried on uneventfully for most people of the town, the Mail
recorded in 1907 that platelayer Wm. Mundy, who lived at Holton gatehouse,
was killed by a goods train when walking home in the dark. He was probably
using the track as an unauthorized footpath home, a not infrequent practice,
but much railway work in the operating fields was often dangerous – shunters
were caught between the buffers of vehicles, footplate crews could be burnt by
blewbacks from the fire or killed in boiler explosions, permanent way staff were
injured and killed when out on the line. Between just 1872 and 1876, it was
reckoned that nearly 3000 railway workers lost their lives. Local residents
could also be injured when using the railway, legally or otherwise; the Stamford
Mercury reports in January 1854 that ‘the small son of Mr. Benjamin Draper, of
the King’s Head Inn, had his foot severely crushed when playing on the line
near the warehouse.’

Reference was made in Chapter One to the benefits of railway employment in
York in the 19th century, and Armstrong’s work relating to railway employment
(see Reference Sources), shows railway wages in that area c.1850 to have been:

- labourers: approx 12/-pw
- carpenters/masons etc: 18/-pw
- porters: 17/-pw
- engine drivers: 24/- to 36/-pw

Relative to other groups, these workers were much better off in the 1850s than
at the end of the century, when the novelty of railway employment had worn off
and rates of pay elsewhere had caught up. Employment with the railway
companies was much akin to that of the armed forces, with life dictated by
adherence to the book of Rules & Regulations with which every employee was
issued, and to which they must conform at all times. Working for the railways
was a way of life, which often meant subsequent generations joined the same
company for their lifetime as well. It was also a form of employment not unlike
the armed services, with rules and regulations to be observed at all times.
Railway Economics by Fendon, quoted in Davies, sets out the following wage rates for comparison:

<table>
<thead>
<tr>
<th>Grade</th>
<th>1886</th>
<th>1913</th>
<th>1920</th>
<th>1926</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine driver</td>
<td>39/7</td>
<td>42/11</td>
<td>103/-</td>
<td>88/1</td>
</tr>
<tr>
<td>Goods guard</td>
<td>27/6</td>
<td>30/9</td>
<td>84/6</td>
<td>66/5</td>
</tr>
<tr>
<td>Goods porter</td>
<td>20/0</td>
<td>22/1</td>
<td>72/11</td>
<td>49/1</td>
</tr>
</tbody>
</table>

This shows the effects of WW I on employment conditions, aggravated further no doubt by the 1926 General Strike. Men in particular began to look for alternative, better paid and less hazardous and demanding work.

Employees’ lives were dictated by the Rule Book, and examples from MS&LR Rule Book show how they were expected to behave on and off duty. The earliest copy found is entitled ‘Rules & Regulations to be observed by all Officers & Servants employed by the Manchester Sheffield & Lincolnshire Railway Co,’ published in Manchester on February 23rd 1855. Reference is made however to the fact that it is ‘… revised and reissued for the information and guidance of the Officers and Servants employed.’ This suggests a Rule Book was established early on by the various railway companies. It is interesting to quote from the Introduction, which is over the name of Edward Watkin, General Manager. Amongst other items it is noteworthy to see the foresight contained in the following item, which could well be repeated to public service employees today:

‘To induce people to travel, it is obviously necessary to make travelling easy and agreeable, and too great attention cannot be given to travellers (many of whom must be strangers in the district – some of them ladies, and some children) to travel with confidence and facility.’

With regard to employees’ behaviour, we find inter alia that ‘Intelligence and zeal are not alone sufficient, but require, in addition, good character, for no man will continue to perform his duties efficiently who disregards moral offence.’

At a station the size of Market Rasen the staff would have been divided in their work between the passenger and goods functions. Having found no trace of a Goods Agent, just a Goods Clerk, the Station Master undoubtedly was responsible for the control of both passenger and goods work, with a (chief) goods clerk(s) to deal with the paperwork on that side, in the same way the booking office clerks did on the passenger side. The porters were probably allocated to either the passenger station, which also dealt with parcels traffic that was sent on passenger trains, (cf. Plate 40), or the goods shed, as there would have been enough work to keep them going all day, certainly in the heydays of the traffic passing. The signalmen were a law unto themselves, having to undergo examination of their knowledge of the Rules & Regulations appertaining to the running of the trains, to a much greater extent than most other grades. The District Engineer was responsible for the track maintenance staff, but at a station like Market Rasen, all departments would undoubtedly have mixed together, in the mess room if nothing else (cf. Plate 32).

The station master was almost always a man of substance in the community, as we have seen elsewhere when the very first holder of the post at Market
Rasen moved on the greater things. He would have to have knowledge of the work of all his staff on both areas of operation, be required to attend any mishap at any hour of the day or night, be responsible for the station’s takings and banking, paying the staff their weekly wages, enforcing discipline, and so on. His annual salary could range in the 1880s from £95 to perhaps £350 at the major stations. The added attraction of low rental housing and free travel concessions comprised quite a formidable package for the time. The Company Rule Book gives this insight:

‘Rule 114: A Clerk in Charge of a station will be responsible for the due collection and correct and punctual account of all matters connected with the Company’s revenue.’ [see Plate 36 which shows a modern day Cash Remittance form submitted by each station’s booking office to a larger, local station].

‘Rule 117: Clerks in Charge and Station Masters will be held responsible for the general conduct and good order of all persons employed within their respective stations.’

All employees were bound by Rule 15: ‘No Officer or Servant of the Company is allowed to trade directly or indirectly for himself or others, or to keep a public-house, or a shop of any kind. They must devote their entire time and energies to the Company’s service. Any person acting in opposition to this Rule, will be subject to dismissal.’

Some other points of interest from the Company Bye Laws (enacted 1847 and repealed and amended in 1854) are:

- Smoking in trains and stations is prohibited.
- Dogs are not allowed to travel in carriages with passengers.
- Passengers are not to ‘ride on the roof, steps, or platforms of any carriage.’

Railway employees however have traditionally been quite vocal about their conditions of employment, and the following letter from ‘A Market Rasen Branch Signalman’, although not strictly relating to Market Rasen itself, shows how they could voice their feelings, in this case through the correspondence columns of the Great Central Railway Journal of December 1907:

“Sir,

The boxes on the above branch are opened at 2.0am, on Mondays and several of the signalmen live 2 miles away from the station. For instance, the signalmen at Snelland have to reside at Wickenby as they won’t let a house to a railwayman at Snelland. Now this means getting up at 1.0am, or rather sooner, without you come on Sunday night and arrive at the box about 11.0pm, and wait for opening time, and this you cannot wonder at a man doing as lives so far away, because if he did not he would often be in bed when he ought to be at the box, and two miles away. Why cannot the boxes be open at midnight and then we could leave home about 11.0pm, and open on arrival. I should like to see other signalmen’s views on this subject.”

The boxes would possibly have been open 24 hours after the Monday opening, until the end of the week – but see also the comments in Chapter 2(c).
Plate 32: this 1957 photo marking the retirement of a member of the permanent way staff was also taken to mark the imminent demolition of the original goods shed. Judging by the line-up, those present represent the passenger, goods, signal box and permanent way staff, all assembled along with the Station Master, Mr. Kew. [source: Rasen Mail].

However, many staff on all the railways spent their entire career following a steady position at one station, or rose through the ranks by moving around in order to speed up the process. Some examples of those who worked at Market Rasen, as taken from the Staff Changes section of the Great Central Railway Journal, are as under:
September 1910: J.S. Coulson appointed Lad Porter.
June 1911: J.S. Coulson appointed Adult Porter.
August 1912: J.S. Coulson moved to Porter at New Clee.
September 1912: F.W. Castle appointed Porter (no doubt to fill the vacancy created by Coulson).
October 1914: Porter F.W. Castle left to join the Colours.

In the same month’s issue we find details of six other men moving from or to Market Rasen. Undoubtedly the effects of the War were being felt at all railway locations as men left to join up, and shortages of staff would probably have been a problem in many locations:

November 1914: A. Lacey Lad Porter Tuxford, to Market Rasen.
February 1915: A. Lacey Lad Porter to Porter, then moved to Goods Porter at Mansfield.
June 1915: we find the first references to the recruitment of women for Railway Service, mainly to clerical and related duties, but none appear at Market Rasen.

The same sort of details continued in the staff magazine of the L.N.E.R. which absorbed the Great Central in 1923:

May 1927: A.E. Copper Market Rasen to Nottingham City Office.

(C. Liddle from Healing to Market Rasen. (a replacement?).

This information continued to be a regular feature of railway staff magazines well into the days of British Railways, formed in 1948.
CHAPTER FOUR

TRAIN SERVICES

The earliest detailed timetables found were published in the *Market Rasen Mail & Lincolnshire Advertiser* in the following format on a regular basis from the first edition in 1856 onwards:

<table>
<thead>
<tr>
<th>Railway Time Table</th>
<th>Between Lincoln and Hull</th>
<th>JANUARY 1857 – TRAINS LEAVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln for Rasen to Hull</td>
<td>5.45</td>
<td>6.21</td>
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<td>10.10</td>
<td>10.44</td>
<td>12.12</td>
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<td>3.30</td>
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<td>6.30</td>
<td>7.11</td>
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<td>3.0</td>
<td>3.41</td>
<td>5.36</td>
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</table>

| Hull for Rasen to Lincoln | 7.00 | 8.51 | 9.30 |
| 12.45 | 2.23 | 3.0 |
| 5.15 | 7.8 | 7.44 |

Market Rasen Market Train for Lincoln on Fridays 10.23

| SUNDAY | 8.15 | 10.3 | 10.40 |
| 4.40 | 6.28 | 7.8 |

The connections from New Holland via the Humber Ferry to Hull were initially of importance, but the latter city had been connected by rail to Selby for several years by the time the route via Market Rasen opened in 1848, so eventually the ferry service attained only a relatively local importance. However it soldiered on until the opening of the Humber Bridge in 1981 when the ferry service promptly closed down. The pier remains standing but the whole area is now developed for industrial and commercial purposes. Mention can be made here of the heyday of the Great Central Railway’s own North Sea sailings from Grimsby, to Hamburg, Rotterdam, Antwerp and Esbjerg, but these also are now long gone and replaced by the North Sea Ferries from Hull. After the withdrawal of the Humber Ferries from New Holland in July 1981, it was still possible for a while to use a boat train service from Lincoln to Habrough for the Tor Line sailings from Immingham, but later the company moved its base to Felixstowe.
White 1872 states there are: 5 Down and 3 Up passenger trains daily
3 Down and 2 Up goods trains daily

The July 1922 edition of Bradshaw [author's collection] shows the service as being:

This would have been the last timetable operated by the Great Central Railway, as in 1923 the main railways of the UK were ‘grouped’ by Government decree into the Big Four, the GCR becoming part of the London & North Eastern Railway. This in turn of course became part of the nationalized British Railways (Eastern Region) in 1948, which in turn again were de-nationalised in 1998.
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**Summer Tickets** are issued at the above fares, Any Train, Any Day throughout the year.

The return journey may be made by any train on any day up to one calendar month after the single journey. **First-Class Tickets** are also issued at fares approximately two-thirds higher than those shown.

**Children** under 14 years of age, half-fares.
The first BR timetable, 1949, shows departures:

To Lincoln at: 7.59 (to Birmingham) 8.19, 9.53, 1.26pm, 2.24SO, 3.46, 6.55.

To Cleethorpes at: 6.06, 9.08, 10.13SO, 1.31SX, 5.41, 8.21; there were also expresses from Birmingham stopping at 4.45 and 9.21pm.
No Sunday services.

We have seen earlier how excursion traffic was established on the railways from an early date – not all, but mostly, due to the efforts of a certain Mr. Thomas Cook, in connection with his Temperance work. In 1957 the following summer weekend excursions were typical of those on offer all around the BR network:

BR was also keen to lay on special excursion trains for large groups, and in June 1971 some 400 ladies from various local WI branches travelled to Stratford-on-Avon, including 110 travelling from Market Rasen.
Plate 34: ladies from local Womens Institutes join an excursion train at Market Rasen in June 1971. [source: Rasen Mail].

The British Railways timetables for the year May 1973 to May 1974 show the following service from Market Rasen:

<table>
<thead>
<tr>
<th>Weekdays:</th>
<th>To Lincoln/Newark:</th>
<th>To Grimsby/Cleethorpes:</th>
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<tbody>
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<td>06.55</td>
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Sundays:

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</table>
The Winter 2007 – 2008 service was as under, and continues largely unchanged each year:

### TRAIN DEPARTURES FROM MARKET RASEN

**From 09 December 2007 to 17 May 2008**

**To LINCOLN & NEWARK**

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<thead>
<tr>
<th>MONDAY TO FRIDAY</th>
<th>SATURDAY</th>
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<tr>
<td>06.34 (06.52 L) (07.17 N)</td>
<td>07.33 (07.52 L) (08.15 N)</td>
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<tr>
<td>07.39 (07.57 L) (08.22 N)</td>
<td>10.01 (10.21 L) (10.45 N)</td>
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<td>10.03 (10.22 L) (10.49 N)</td>
<td>12.03 (12.21 L) (12.45 N)</td>
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<td>14.27 (14.46 L) (15.11 N)</td>
<td>16.01 (15.19 L) (15.52 N)</td>
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<td>16.36 (16.54 L) (17.22 N)</td>
<td>18.42 (19.01 L) (19.34 N)</td>
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<td>19.06 (19.24 L) (19.50 N)</td>
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**To GRIMSBY & CLEETHORPES**

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<thead>
<tr>
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<td>20.09 (20.52 G) (21.01 G)</td>
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National Rail Enquiries: 08457 48 49 50  
East Midlands Trains: 08457 125 678

This information has been produced by the Market Rasen Station Adoption Group from published railway timetables. No responsibility can be accepted for changes or omissions.
CHAPTER FIVE

MODERN TIMES

We have seen from this history that life at Market Rasen and its station continued fairly uneventfully through many a year, and it was not really until the post war era that economies in railway operations began to take serious effect. The Rasen Mail in looking back at its previous issues, reproduces the following in August 1969:

‘Less than a year ago Market Rasen railway station was a scene of activity and liveliness. Its big goods yard was constantly open and busy. Local RAF personnel came daily in lorries to collect piled up equipment and to empty wagons of freight from its sidings.

The passenger side of the station was, it seemed, equally active. Everywhere one found friendliness, good humour, courtesy and helpfulness from the staff. But take a look now. What a change. The booking centre, once the centre of the ‘hive’ is closed. The porters’ room is shut and the ladies’ waiting room heavily padlocked.

‘Though the general waiting room is still open, an air of forgottenness seems to have replaced all that, just a little while ago, was the centre of something essentially alive in Market Rasen. Trains still stop and passengers still continue to travel from Rasen, but with the introduction of pay trains these changes have come.

‘It seems a friendless, lonely place now. Silent often, without the bustle and the familiar faces so many know so well. It’s a pity that Market Rasen station will never be the same again.’

There is quite a long history of decline before the station eventually became an unstaffed location, to sink into a period of inevitable decline and vandalism symptomatic of the modern age. In the 1960s though, as part of the proposals to close the line between Grimsby and Boston, through trains were introduced between Newark and Cleethorpes. The last steam train left on 8th September 1962, being the 8.16pm to Cleethorpes. From Monday 10th all trains were operated by diesel multiple units. On October 5th 1970, the East Lincolnshire line was closed and all Grimsby – London services were routed via the Market Rasen line. As seen in Chapter Four, during the 1970s there was probably the best frequency of trains over the line ever seen in its history, including the London trains, and of course by then all steam trains had been banished from BR and so modern diesel trains would have made travel more attractive to the public. However, the growth of car ownership by all and sundry was taking hold of the country, and having a severe impact on public transport, both rail and road everywhere.
A disruption to traffic occurred in 1971 when the Queen Street bridge was hit by an excavator being carried on a lorry, the load being too high to pass under the bridge. No doubt the hapless driver and his company were charged by BR for the disruption which occurred, trains having to be cancelled for some time until repairs were completed to make the bridge safe for the passage of trains, and re-instatement of the parapets which had been demolished. In September 1974, the line was again closed when a lorry became wedged under the bridge.

In August 1979 however, the life span of the original bridge was causing concern, and work began on pouring concrete strengthening of the abutments. In November the same year, two weekends were required for the complete removal of the original bridge and its replacement by a new steel one. The Mail described the operation thus: ‘On the night of November 17th giant cranes will move to lift away the lines and half the old bridge, then replace it with a new section. The second half of the job will be carried out the following week.’ The sections of the bridge span were assembled in the goods yard, so obviously its reduced usage by this time allowed plenty of space. The new bridge was said to ‘not only look smarter, but should also give rise to less noise and vibration.’ The new bridge was also to display hazard stripes to warn lorry drivers of its height!

Plate 35: work in hand to replace the original bridge over Queen St., in November 1979. [source: Rasen Mail].
The tracks to the south of the station had to be closed on 6th May 1964 when a nine year old Vickers Valiant refueling jet (WZ 363) from RAF Marham, Norfolk, crashed at night in a field between the line and Mr. Chantry’s West Farm, in Linwood Road. All five crew members were killed in the accident, believed to be due to a known electrical problem which caused the rear elevators to become locked in one position by the malfunction of the electric motor which powered them. For those wanting more information, full details of the accident can be found at www.207squadron.rafinfo.org.uk/valiants/welles. Another air connection with the railway was the ability to see an Avro Vulcan cockpit section alongside the Air Training Corps squadron hut, seen from the train as it crossed over the Waterloo St. bridge.

Without trawling through all the local newspaper reports of accidents throughout the station’s history, we can just take a snapshot of the 1970’s:

**Rasen Mail 10.01.1970:** a train of naptha tankers was stopped at Holton-le-Moor with a wagon on fire, and the line was closed whilst fireman attended for some three hours. The train was eventually allowed to proceed to Market Rasen for the defective wagon to be shunted into the sidings.

**Rasen Mail 24.06.1972:** a man, his wife and baby were killed at Claxby Grange level crossing when their mini van was hit by a train from London to Grimsby and Cleethorpes.

**Rasen Mail 22.04.1972:** a broken fishplate at Claxby led to the line being closed for repair work. Apparently passengers waiting at Market Rasen eventually went to the Booking Office to claim a refund on their fares.

**Rasen Mail 26.05.1973:** a train of oil tankers was being shunted into the sidings at Market Rasen station after one wagon had developed air brake trouble, when two wheels became derailed. London bound trains had to be diverted via Doncaster.

**Rasen Mail 19.05.1974:** a four day closure of the line resulted from a goods train derailment at Claxby.

**Rasen Mail 16.11.1974:** a train of empty engineer’s wagons experienced a derailment of ten wagons ‘just after passing through the station blocking a footpath’ [?]. There was ‘severe and widespread damage to the track.’ In May 1903, a goods train was derailed at a similar location.

**Rasen Mail 15.01.1977:** a woman who had alighted from a Grimsby to Lincoln train on the 13th was killed when she crossed the line behind the train and was hit by a light engine travelling through the station on the other line.

**Rasen Mail 19.05.1979:** on Monday 15th, firemen were called spray foam on a leaking tanker at Holton-le-Moor.
a): Passenger service decline and closure:

In *Regional Railways – East Midlands*, we find the following commentary on the final days of any sort of ‘main line’ service to London: ‘.. the least glamorous Inter-City service in the region is from Cleethorpes and Grimsby to Newark Northgate. Admittedly, the Humber-Lincs Executive brings Inter-City 125 stock to this route once a day in each direction, but most other workings are formed of DMU’s, the loco-hauled trains having been replaced in October 1985. Nevertheless, there is a two-hourly frequency: an outstanding level of service for the little town of Market Rasen. Further north, the village of Barnetby is even better served as trains via Scunthorpe and Gainsborough stop there as well.’

The intermediate stations between Lincoln and Barnetby, excluding Market Rasen, were closed to passenger traffic in 1965. A history of the various stages of run down in passenger services and facilities after the 1965 cuts, can be made from the editions of the *Rasen Mail* and other Lincolnshire newspapers over the years involved:

*Rasen Mail 01.11.1965*: closure of stations at Leadenham, Holton-le-Moor, Reepham, Langworth, Snelland, Wickenby, Moortown, North Kelsey and Howsham.

*Rasen Mail 27.01.1968*: closure proposals for the East Lincs. routes showed improved prospects for the Grimsby route via Market Rasen for passenger traffic to Kings Cross. Track improvements ‘to allow heavier freight trains are seen as possibly paving the way for the establishment of a bigger rail service centre at Market Rasen.’ (Optimism is a wonderful thing!). The Station Master having retired in 1966, control of stations had began to move to an Area Manager structure within BR and on May 6th the new Lincoln Area Manager and his Assistant visited Market Rasen. The latter, Mr. C Eggleston, was to be responsible for Market Rasen.

*Louth Standard 02.02.1968*: plans for an extension of service over the upgraded railway line between Grimsby and Lincoln via Market Rasen were now in an advanced stage. Beginning on 6th May ‘this line will enjoy a better service to Kings Cross than ever before. The new timetable provides for nine trains daily between Market Rasen and London, against only four at present.’ The service would improve further if the proposal to close the East Lincs. lines is carried out. There would be a service between Market Rasen and Lincoln roughly every two hours. No substantial extension of existing freight services is envisaged.

*Rasen Mail 14.02.1968*: there will be a new Cheap Day Return from Market Rasen to Kings Cross at £2-7-6d as from the May (Summer) timetable. The item also stated that ‘no plans had yet been made to expand goods handling facilities at Market Rasen. A new Sundries division to take charge of goods had recently been formed by BR at Lincoln.’

*Rasen Mail 04.05.1968*: the new service is described as having seven trains daily from Grimsby to London Kings Cross, with none on Sunday. Obviously
some optimistic reporting previously, although this now seems to have been an
over generous service by any stretch of the imagination.

*Rasen Mail 01.02.1969*: ‘news was received at Market Rasen yesterday of the
decision to make Market Rasen merely a halting point for trains. Normal
station facilities will be withdrawn. As from May 19th the booking office will be
closed but a skeleton staff is likely to become redundant. The move is part of a
number of economy measures being carried out by BR.’

*Rasen Mail 08.02.1969*: a BR spokesman at Doncaster said there was no
comment to make on the news Market Rasen was to become merely a halting
point for trains. The matter was still under consultation with the Unions
concerned.

*Rasen Mail 21.06.1969*: the station will have no staff to deal with passengers
from June 25th onwards, BR announce. Fares will be collected by the train
guards. A BR advertisement in the Mail was obviously using 1960s “spin” when
it publicized the changes and told passengers that the benefits would be: ‘No
Queuing, No Booking, No Fuss.’

*Rasen Mail 28.06.1969*: complaints were already being made that parcels were
not reaching Market Rasen promptly. Councillor M. Fletcher – the erstwhile
clerk-in-charge at the station – ‘confirmed the view that the fault was at Lincoln
which had recently been made a centralization point.’

*Rasen Mail 28.02.1970*: MPs Marcus Kimball and Peter Tapsell have asked for
improvements at Market Rasen station. Councillor W C Hall complained of “the
lack of thought regarding the comfort of passengers … the ladies’ section of the
waiting room was padlocked compelling them to go a quarter of a mile to the
toilet.”

*Rasen Mail 21.02.1970*: local travellers call for a fire in the waiting room as ‘…
there is a stove, and coal in a basket, in the room.’

*Rasen Mail 11 04.1970*: work has started on preparing and re-staffing Market
Rasen station for its new role as railhead for passengers who would previously
use the East Lincs. line, due to close on May 4th. For the first time in many
years there will be through trains to London, two in the morning and two back
in the afternoon and early evening. The station became a pay train station with
the withdrawal of staff for passengers in June 1969. Full facilities are now
being restored according to BR.

*Rasen Mail 30.05.1970*: closure of the East Lincs. route was agreed in
December 1969, but deferred after objections were received by the Minister of
Transport. A new date is to be announced for closure, which will lead to
Cleethorpes–Grimsby-Kings Cross trains being routed via Market Rasen, in
place of Louth and Boston.

*Rasen Mail 18.07.1970*: closure agreed for the Louth route and London trains
will travel via Market Rasen from October 5th 1970.
Lincolnshire Chronicle 09.10.1970: Market Rasen station re-opened as a staffed station after having been a pay-on-train service only for the last year. Town Councillor Michael Fletcher is Clerk-in-Charge. [cf. plate 32]. Closure of the East Lincs. line on Saturday is thought to mean more trade for Market Rasen. Louth passengers will travel by ‘bus to Rasen for trains. There will be trains to London at 07.54 and 09.05, returning at 19.16 and 21.36.

The last Station Master (Rex Kew) had encouraged Mr. Fletcher (a platform hand) to take the clerical examination some years ago. Leading Railman Jack Deller returned to the platform after a year’s absence [cf. Plate 33], and the other Railman is Bill Chantry [descendant of the former Station Master? – believed to be a relative of the Mr. Chantry at West Farm where the air crash occurred]. Installation of electric lighting at the station also took place.

Mr. Kew was reported in the Rasen Mail of 1st November 1965 as saying “there’s no other station on BR that gives a better service to its customers than Market Rasen.”

Mr. Kew had been in post for many years, as had his Clerk Mr. Fletcher, both continuing a railway tradition: Mr. Fletcher’s work as a Town Councillor was also a community service long embraced by the railways, who allowed staff time to carry out such duties. His widow remembers two lady porters at the station when she was young, this probably being a wartime measure, (but note front line of staff, Plate 32), when women filled many posts vacated by the men who had joined the armed forces. Mr. Fletcher finally left in 1983 due to ill health, after approximately twenty five years service at Market Rasen. Another long time porter, from pre-war days, was a Mr. Alf Donner, and in the 1950’s there was a Mr. Halpenny, presumably related to the contentious local history author, and a Mr. Abi (uncertain what that is short for) Holden. The last station porter is reported to have been one Bob Cox, but Alan Watson (1990-1995) is credited with having locked it for the final time at the end if its last staffed life.

Rasen Mail 09.12.1970: “Market Rasen has an important future as a railhead for a large area of Lincolnshire” was the view expressed by BR officials at a meeting in London for civic heads and businessmen invited to sample the Inter City service from Humberside to Kings Cross. There will be four trains each way each day.

Rasen Mail 22.04.1972: plans are still unchanged for improving the passenger service to London beginning in early May. There will be eight trains from Market Rasen to Kings Cross on weekdays, and three a day on Sundays.

Rasen Mail 11.05.1974: passenger traffic has trebled at Market Rasen compared with what it was a few years ago and the use made of the station by passengers is still growing. Closure of the East Lincs lines helped traffic growth. Mr. Michael Fletcher, chief clerical officer, told the Mail “Inquiries pour into us daily.”
Plate 36: Station Master Rex Kew (right) who retired in 1966, after some 18 years in residence, and the last Clerk Michael Fletcher, in the office towards the end of the station’s fully staffed life. [source: Mrs. M. Fletcher].

Rasen Mail 07.12.1974: station receipts are around 40% higher than last year, with a build up of traffic as “Market Rasen becomes one of Lincs’ busiest little railway passenger centres.”

Lincs. Chronicle 18.04.1975: a BR spokesman confirmed there were no plans to divert any Market Rasen trains to Scunthorpe or any other route.

Rasen Mail 01.11.1975: the Market Rasen success story continues, with latest traffic receipts showing an increase in money terms of 25% compared with the same month last year. While this is accounted for partly by a fares increase, there is also an increase in the number of passengers carried. No plans to cut services in line with BR’s current economy move. The station is at its busiest when the early morning trains are leaving for London.

Rasen Mail 29.11.1975: BR has withdrawn the early passenger train to London. The first train now leaves Market Rasen at 7.54am.
Rasen Mail 08.05.76: BR announce cutting out one train to London daily, due to low patronage. Fewer passengers travelled to Immingham for Tor Line ships, which had now removed to Felixstowe.

Rasen Mail 21.02.1981: BR announce they wish to electrify the main line service through Lincolnshire as part of a national £763 million plan. BR also had plans for improved goods and parcels services (Rasen Mail 28.03.81).

Rasen Mail 25.07.81: Councillor Wilma Allison says BR has forgotten about Market Rasen, judging by its untidy appearance: long grass on the approach road, the waiting room needs painting, the public ‘phone has gone.

Rasen Mail 15.08.1981: the signal box is expected to be demolished ‘next week.’ The station staff had been reduced from twelve when Mr. Kew was Station Master, to the present two (clerk and porter). [The final staffing after Mr. Fletcher retired – see above – was probably two senior porters or ‘railmen’].

Plate 37: the last days of a staffed railway station; the second staffed phase, when a Station Master was not considered necessary. It is of course prior to the 1981 closure of the signal box. [source: Lincolnshire Chronicle 9.10.1970].
Rasen Mail 11.09.1982: a new High Speed Train service from Cleethorpes to London started on Monday 4th October, leaving Cleethorpes at 06.15, Market Rasen at 07.03 and arriving London 09.15. A day return fare of £14.80 was available. The evening return train arrives here at 20.40.

Rasen Mail 28.09.1985: West Lindsey District Council has ‘listed’ the station buildings, which will make it difficult for BR to demolish them [see comments on the dealings between the Council and the railway operating division, below].

Grimsby Evening Telegraph 07.11.1985: Market Rasen’s mayor comes out against plans to demolish the station buildings, in the face of estimated costs of £30,000 to refurbish them, or £15,000 to provide portable accommodation.

Grimsby Evening Telegraph 04.01.1988: BR plan to have a clerk on duty only from 06.45 to 15.20. Presently there are three staff, proposed only the one clerk. There will be no staff on Sundays, when two London trains arrive and depart. There will be a public announcement system operated from Wickenby signal box.

An unnamed worker at the station claims the crossing lights could fail and endanger passengers; a woman was killed several years ago while crossing the line (cf. Rasen Mail 15.01.77).

Grimsby Evening Telegraph 15.01.1988: the station buildings are in danger of demolition and BR has failed to give firm answers on their future after three years of negotiation. It is believed £30,000 is needed to renovate them, with 50% offered by the Railway Heritage Trust.

Grimsby Evening Telegraph 03.06 1988: Edward Leigh MP announced that BR has gone back on its word about staffing. He had been assured a full time clerical officer would be retained to serve local passengers. He asked for an assurance that the Inter City service would not be substituted with a ‘Sprinter’ or similar with a change at Newark. [Exactly as has happened in the course of time!]

Rasen Mail 24.11.1990: BR cancels plans to open a ticket office in Louth to serve the area.

Grimsby Evening Telegraph 20.12.1990: towns in Lincolnshire could be left isolated if Councils do not pay the costs for platform improvements to allow Inter City trains to call, which revenue funds the costs of the station clerk.
Plate 38: An undated (late 1960s?) view of a Down train departing to Lincoln, apparently a Diesel Multiple Unit with a van attached at the rear – this was to carry boxes of fresh fish, which would not have been suitable for carriage within the Guard’s compartment! A GPO postman wheels the bags of mails on a traditional GPO trolley, whilst the railwayman on duty sees the train away. A brick built Gents toilet is at the end of the platform, and the waiting room had doors and a separate Ladies room with WC. The electric platform lamps have not yet appeared, and the awning over the entrance to the Up platform from the Booking Office still exists, as does the Goods Shed and Signal Box. [source: M. Higham collection].

Grimsby Evening Telegraph 29.01.1991: Market Rasen residents make a plea to save the station, with fears it will close if the London service is withdrawn. Rumours abound that BR is running down the station in a bid to close it.

Rasen Mail 01.02.1991: A proposed extension to the M11 motorway ‘could be a life line for the county.’ (cf: RM 02.09.1989 – first reference to suggestions for an M11 link from Humberside to Cambridge motorways).

Rasen Mail 15.02.1991: Town Councillors appeal to the Minister of Transport to save the Inter City service, threatened by the costs of extending the platforms to allow the complete train to stop in the platform. In July the Mail reported that no progress had been made in the matter, the costs of which were said to be £300,000.
Grimsby Evening Telegraph 09.08.1991: the County Council's priority is reported to be to press for saving all rural rail services in Lincolnshire.

Rasen Mail 12.06.1992: BR Inter City reports heavy losses on routes to London from Lincs. and Humberside. Local Councillors refer to excuses to withdraw trains in the past, eg the short platform problems.

Rasen Mail 19.06.1992: local meetings held to discuss BR's plans to withdraw the Cleethorpes to London High Speed Train.

In 1992/93 correspondence between West Lindsey District Council, Regional Railways (the BR 'sector' then responsible for operating local passenger train services), and TSSA, the railway salaried staffs trade union, as well as local residents, showed that the railway company had applied for planning permission to erect a temporary/portable type building, in the station yard, for use as a booking office, because of the unsafe state of the old station office. The Council turned down the request on the grounds that the station as a listed
building (this status granted in 1984) deserved better, whilst the railway company stated that they could not afford to carry out full renovations.

The response to this by Regional Railways on 28th April 1993 was to say that ‘if we cannot now progress the scheme I regret that in view of our legal responsibilities under Health & Safety legislation we shall have no alternative but to de-staff the station and this will have to take effect almost immediately.’

The Council did reverse their decision in order to allow the erection of a ‘Portakabin’ on the understanding that repairs to the buildings would be carried out; various grant sources were debated, although it seems the Planning Department were not convinced that there was any serious intent on the railway’s part to spend over £100,000 to achieve this. Interestingly, there is also expressed by WLDC ‘considerable doubt about the saleability of the building, but it is hoped by British Rail that someone will purchase the site and refurbish the buildings.’

In the end, a temporary office was agreed to, opening in August 1993, but see below as to its final closure as a staffed station. It may have been a case of an irresistible force meeting an immoveable object here, but whatever the merits of the arguments, the station became unstaffed again in 1995. The final member of staff who locked the station on its last day as a staffed station, was apparently Mr. Alan Tomlinson, two of whose paintings are now on show in the waiting room, but see also the reference to Mr. Bob Cox against the extract from the Lincolnshire Chronicle of October 1970 – full details of staff employed in the passenger and goods departments have not been uncovered.

Rasen Mail 22.10.1993: a public meeting heard that Regional Rail is losing money on local services. Sunday trains withdrawn in Lincs. to save £80,000pa.

Rasen Mail 29.10.1993: no progress has been made in talks with Transport Minister to improve rail services in Lincs. and Humberside.

Rasen Mail 23.12.1994: Edward Leigh MP states Market Rasen station is not to close. Regional Railways plan to de-staff the station with effect from May next year. The portable building in use as the ticket and information office ‘is likely to be rented out to a private operator.’

Rasen Mail 29.11.1996: low passenger numbers on High Speed Trains to London cause concern for future of the service. A public meeting on June 18th is told that 2 car Class 158 diesel trains connecting at Newark for London will be the service from May 1997.

Rasen Mail 26.01.2000: the station buildings to be auctioned by Strettons in London. A low reserve price of £2000-£3000 is quoted. The grade 2 Listed building could become ‘derelict and a danger to the public’ according to Councillor Chris. Padley. There was no land or car standing to go with the buildings.
Plate 40: labels for Parcels traffic in 1985, again when staff served passengers and traders. [source: author’s collection].
Plate 41: destination labels for parcels and goods traffic saved much hand writing for staff. These labels dating back to the late 19th century were bought in 2008. [source: author’s collection].
**Rasen Mail 10.01.2001:** the Virgin Train group promises Edward Leigh MP a direct service to London if they win the East Coast Main Line franchise (the railways have by now been privatized into separate companies, as distinct from operating in business sector groups under the nationalised BR).

**Rasen Mail 21.11.2001:** a Town Council meeting decries the 'appalling state' of the waiting room. The private operator Hull Trains is said to be looking at a direct service through Market Rasen to London.

**Rasen Mail 01.05.2002:** the local station is reported to be a disgrace. The Mail 15.05. tells us Central Trains announce plans to repair and improve the station 'as soon as possible.'

**Rasen Mail 07.08.2002:** litter and vandalism result in poor condition of the station, and the nearby allotments are neglected. The allotment holders had been ordered off last year to allow developers to build houses, but they and West Lindsey District Council were 'lost in a war of words.' A wooden sign at the station entrance proclaims 'Ganja Station.' [A reference no doubt to the growing of cannabis in the cellars beneath the buildings.]

**Rasen Mail 09.07.2003:** reports of vandalism at the station. A Mr. Ken Mills is reported to be the owner of the former station master's house [part of the overall buildings, but sold separately from the office, parcels etc section].

**Rasen Mail 30.04.2003:** Network Rail erect a fence in Queen St. to prevent the fly tipping taking place under the railway arches of the over bridge across the main street.

**Rasen Mail 17.03.2004:** reports of delays, overcrowding and generally poor services from Central Trains. No repairs have been carried out to the waiting areas. Similar comments made a couple of months later, also complaints about poor connections to London trains (at Newark). Improvements announced by Central Trains and the local MP.

**Rasen Mail 19.05.2004:** Central Trains pledges to carry out improvements to the station 'by the end of the month,' also to add a second carriage on trains on Saturdays and school holidays, and to 'plug a hole in the timetable between 7.33 am and 10.03am to get passengers into Lincoln for 9.0am.'

**Rasen Mail 22.12.2004:** more reports of vandalism at the station. The former station master's accommodation section of the station had by now been bought by the property developer who had already bought the railway offices section, at the auction referred to above. It became tenanted in July 2004 by the person...
who began to take an interest in the condition of the station and later formed
the Station Adoption Group, in agreement with Central Trains.

*Rasen Mail 05.01.2005*: train services had been replaced by buses during the
holiday period, due to engineering work at Wrawby Junction. The replacement
bus services had been poorly advertised, and this problem was referred to again
a fortnight later, along with complaints about the station’s condition.

*Rasen Mail 30.03.2005*: Town Councillor Padley requests the decaying platform
shelter on the Lincoln platform be replaced by a modern structure. It is
however an historic structure, and in the *Mail 19.10.2005* the announcement is
made that the waiting room will be repaired. Network Rail and Central Trains
received financial help from the Railway Heritage Trust.

*Rasen Mail 08.02.2006*: reports the provision of Market Rasen’s ‘Integrated
Transport Hub,’ but no access will be provided from the Tesco site, where buses
are to stop, to the station.

*Rasen Mail 22.02.2006*: the historic and original waiting shelter on the Lincoln
platform is re-opened after refurbishment.

*Rasen Mail 03.03.2006*: Central Trains Managing Director formalizes the work
of John Skelton for the past 18 months in cleaning the station, by agreeing to a
Station Adoption Group. He also agrees the promises made two years ago for
better services and strengthened trains had not been met.

*Rasen Mail 29.11.2006*: a direct service from Cleethorpes to London is proposed
by new train operator, Renaissance Trains, with effect from September 2008,
fifteen years after the last direct service was run.

*Rasen Mail 2007*: several photographs in various editions reported the progress
of the Station Adoption Group, now developed and supported by others. The
station platforms now boast wall paintings and planters of flowers.

*Rasen Mail 23.04 2008*: a proposed service to London from Lincoln by National
Express may commence in September 2009, with a morning and evening train
extended to serve Market Rasen (also serving Cleethorpes and Grimsby).

In 1983 West Lindsey District Council produced a ‘Market Rasen Development
Guide.’ This debated the use of the former goods yard (see below) but also
commented that ‘the railway line which passes from north to south through the
town was selected by BRB for improvement, i.e. modernization of track and
equipment and increased frequency of service.’ It confirms the ten trains per
day to Grimsby/Cleethorpes and nine in the other direction to Lincoln/Newark.
The High Speed Train runs to and from London daily, including Sunday, when
in order to fit in with the afternoon only local service (to avoid opening the
signal boxes on either side in the morning) the service to London leaves at
14.48; this would however have been of value to people returning to the south
after the weekend.
Also mentioned are the Appleby’s coach service from Cleethorpes to London, via Market Rasen, on Friday, Saturday and Sunday, and the fact that ‘the town now contains just one area of allotments owned by the District Council. The site is nearly two acres in area, adjacent to the railway station and currently fully used.’

At the time of writing, the Station Adoption Group continues to work on presenting a clean and pleasant environment for passengers, and improved services are awaited sometime in the future. East Midlands Trains (which replaced Central Trains in late 2007 as franchisee) has introduced a Lincoln to London St. Pancras service from December 2008. Through trains to London from Market Rasen and stations to the north, are still on the horizon for 2009 or 2010.

Plate 42: the station buildings in August 1972, to contrast with the busy scene shown on the front cover. [source: M. King/Lincolnshire Libraries].
Plate 43: the station buildings the same day, from the south. Note the addition of the buildings probably to house modern amenities such as a bathroom. [source: as above].

Plate 44: on 07.07.2007, a special excursion passes through Market Rasen with an ex. L.M.S.R. freight engine at its head. The flower planters are the work of the Station Adoption Group. [source: author].
b): Goods traffic decline and closure:

The goods shed probably ceased to be used for rail traffic during the 1970s, and yard coal traffic eventually became a victim of change after closure for railway use around 1980, as far as has been discovered. During its lifetime, the yard was, as we have seen, well used for coal traffic (latter day names were apparently Ron Bellamy (see Chapter Two (b)) and Messrs. Parsons), sack hire for the threshing trade, and the eventual arrival of several RAF bases in the area ensured that traffic for the stations arriving by rail was met by lorries from the camps for the last part of the journey, into the 1970s. It has been said that the original goods shed was enlarged and re-clad to meet WW II needs, although one of the partners who bought the shed from BR in the late 1970s or early 80s felt the brick building was original, but the office had been extended. He thought the roof had been re-clad in the 1960s. However, photos in the Rasen Mail in August 1957 show the skeleton of a new steel shed arising to replace the original ‘one hundred years old shed’ (see Plate 42), so it would be the modern replacement which was in fact sold for redevelopment of the site.

The modern shed, which appears to have retained the original brick built office, itself at some time extended, did not have a long life. BR eventually sold the shed and yard in the late 1970s or early 80s, after it had been empty for several years, following the withdrawal of Messrs Boots (agricultural services) who had been tenants of the railway. Messrs Boots had had a Nissen hut sales office for their business, at the entrance to the goods yard – see Chapter Two (b). In May 1979 the Mail featured the opening of their new Depot on the Gallamore Lane Industrial Estate. The report mentioned that ‘for many years the Company’s offices and depot have been close by the railway goods yard,’ but that rail wagon traffic had given way to 20ton lorry loads. The Nissen hut was in fact used after Boots left, by Mr. George Bycroft, a nearby garage owner, and a Mrs. Jean Kelsey, upholsterer, before being demolished when unoccupied and vandalized, prior to the site being re-developed.

The premises and site were purchased by two local businessmen, who converted the shed into smaller units to let to other local traders, including the John Deere tractor dealers and Rase Steels. In due course however, the site was sold for supermarket development, but not to Messrs Tesco until after J Sainsbury had gone back on a deal to buy the site themselves. The overall site now includes the ‘Transport Hub’ of course, and the combined Fire and Police Station, (built where the old railway stables stood), which had used a temporary station at the former entrance to the goods yard from the corner of Chapel St. and Linwood Rd. until the new building was ready. Whilst the Tesco store opened in late 2005, the company had still not complied with the full terms of their Planning consent by the time of writing, in that houses have not been built at the old goods yard entrance nor a footpath constructed under the railway bridge on the same side. One wonders why WLDC do not enforce their Planning conditions.

Recollections of the shed suggest it had four or five doors giving access to road vehicles in later times, being the 1957 replacement, and one hand crane was extant inside the shed when it was sold by BR. The original horse stables
existed in a south east corner of the site, where the Police station now stands. An early delivery driver was apparently Mr. Walsham, whose horse was later used by Jack Reaney in the 40s and 50s until replaced by a three-wheel mechanical horse and trailers, driven by the same person, until the end of

business. The last goods clerk may well have been a Mr. Roberts, who lived in Tealby; another person named in this capacity is a Mr. Peter Staves. The saw mill business of Mr. James occupied the area now used by Tesco car park, until the latter days. Incidentally, the Parcels traffic was carried by passenger train, and hence was dealt with through the passenger station offices (cf. Plate 12 showing a sketch of the office layout).

Plate 45: the framework of a new goods shed arises in 1957; the original shed’s office, which had already previously been extended, remains untouched. [source: Rasen Mail].
The agricultural traffic which passed would have included the delivery of machinery and equipment, which was the sort of traffic still handled by rail, and the arrival of steam tractors and similar by rail is recalled by Messrs Michael Hansard and Paul Lucas who were partners in the ownership and business using the goods shed which they bought from BR. Incidentally, the railways were quite accustomed to carrying out household removals up until probably the 1970s, and also complete farm removals, all by rail – animals, equipment, household effects and the family. Apparently after WW II several Scottish farmers relocated to the Market Rasen area, by rail, and their descendants are still in this area.

A study of extant goods sheds in Lincolnshire was made in 1976 by a Ms. Susan Davies, and she says therein: The original goods shed at Market Rasen was in the past replaced by a utility-built construction, the size of which gives an indication of the volume of traffic that was once handled at Market Rasen. However, the expectations for the new building were never fully realized and it is now rented for storage by Boots the Chemists. Most of the area that was once taken over by extensive sidings has now reverted to waste land covered by grasses and wild plants. The older building standing at the side is what
remains of the original goods office.’ [This appears to be a reference to the original clerks’ office, see above, at some time extended to meet the growth of trade, not least by the RAF].

There is also reference to correspondence (no date quoted) between the Station Master (not named), and coal merchants who wanted to bring in small consignments of coal by road; the Station Master imposed a 1/- per ton surcharge for this. However, the rail strike in 1955 led to more coal being brought into the yard by road, and this trend continued to the extent that the surcharge was increased to 2/- per ton. In the 1930s the railways overall owned some 690,000 merchandise and mineral wagons, and private owners added another 630,000 to this (Railway Economics by F G Fendon, 1932, quoted in Davies).

In January 1980, the Rasen Mail reported that BR had decided to cut facilities for handling freight at its three remaining Lincolnshire major freight terminals – at Lincoln, Grantham and Spalding. Lincoln would act as a railhead for traffic generated from places as far distant as Sleaford, Gainsborough, Horncastle and Market Rasen. The extreme north of the county would be served by Grimsby and Scunthorpe.

The reincarnation of the goods yard area was debated in 1983 by West Lindsey District Council, in their ‘Market Rasen Development Guide.’ It is worthwhile quoting from their report to get a picture of how things stood at that time, nearly ten years after the facilities were withdrawn:

‘Land in the vicinity of the railway station is considered by the District Council to be suitable for light industrial development. Part of the former railway goods yard is used by a haulage company for storage purposes, and planning permission has been granted for much of the remaining area to be used for the same purposes. However, any intensification of this use will require a new vehicular access to Linwood Rd., adjacent to the Fire Station. The goods yard is suitable for the provision of a variety of sizes of industrial units. The total area of land is 2.2 acres. ... Having regard to the residential areas on the east side of Linwood Rd., it is considered that light industry would be best suited for the goods yard and adjacent areas’

Having mentioned various users of the goods yard above, the Rent Roll book referred to in earlier chapters throws more light on some of the goods depot income, but not of course the charges for sending freight by rail, which the clerks would have invoiced from the rates books. Rentals – for shed space or yard space rental, display of notices etc - would have been set by the Station Master or the District Goods/Commercial Managers of the time.

Another closure which no doubt affected not just the local residents, but also the off duty railwaymen, was that of the Railway Hotel (cf. Plate 20). In 1902 it was auctioned by Mr. Mawer, being bought by the Market Rasen Brewery Co. for £2370; it was then occupied by Charles Wilson and had stabling for 40 horses, as well as the quite extensive accommodation mentioned in the following sale details. The Rasen Mail reported on 09.12.1972 that ‘the last drinks were served at the Railway Hotel on Sunday night [01 December]. The
landlord Walter Cecil Alcott had transferred his licence to the White Swan, for himself to take it over from Pete Moss.’ The pub will be sold as an un-licensed property. Messrs Geo. Mawer & Co. went on to sell it on 27th March 1973, and the description read: ‘large substantial brick and slated de-licensed property formerly the Railway Hotel, comprising three public rooms, kitchen, seven bedrooms, one residents’ lounge and bathroom.’ The Mail’s report added that the inn had achieved its peak of popularity in the early days of the expansion of the railway in 1848 until WW I, when it was a ‘calling point for waggoners bringing their heavy loads over the hill.’

In November 1980, Appleby’s coaches began a Friday, Saturday and Sunday service to London Kings Cross coach station, which allowed passengers to have a day out in London. It left at 07.30 and was due to arrive Kings Cross at 11.45, a 4 hour 15 minute journey. A Day Return fare was £7.00 (train £13.60); single trip £4.50 (train £11.50), and weekend return £9.00 (train £15.00). Another sign of the times.

c): Signal box closure

We have seen in Chapter Two(c) how the signal box eventually became redundant when the sidings had been removed (this may have been immediately after the goods yard closed, or more possibly some time later, perhaps when the trackwork had been sold for scrap and removed, after which the signal box could be closed permanently), and train control moved to the ‘boxes at Holton and Wickenby.

The Rasen Mail of 23.07.1977 said that BR planned an economy cut by partially closing the box between 4.0pm each evening and 8.0am the following day, and also at weekends; this might be implemented before the end of 1977. A BR spokesman said there would be no effect on efficiency and safety and that the line will be controlled by the signal boxes at other points on the line. No later reference was found to this planned move.

Lincs. Standard 27.01.1984: the Market Rasen signal box is removed by lorry to its new home. It was built between 1850 and 1900, and closed in March 1981. Control of the station’s signals was transferred to the crossing keepers at Claxby [not yet converted to an automatic barrier crossing] and Wickenby. ‘A train mad vicar offered to buy it from the Company [BR] for the Quorn & Woodhouse station in Leics. The sale price of £20 was agreed.’ BR had said it would have cost them between £400-£500 to demolish, so the sale saved them money.

The box itself was rescued from demolition in 1981 by being purchased for use on the privately owned and operated Great Central Railway, based at Loughborough, Leicestershire. This is in fact the remainder of the original GCR company’s highly expensive and totally unjustified ‘London Extension,’ only completed in the early 20th century, and by then duplicating in most respects other company’s lines already in existence. The box therefore remained at a location of the same owning company, and now stands at Quorn & Woodhouse.
station. Here it is fully operational, the Rasen Mail having reported in February 2004 that the box had been restored and brought into operation at its new home, on one of the busiest preserved heritage railways in the UK.

Plate 47: Market Rasen signal box at Quorn, Leicestershire, working again on the preserved Great Central Railway. [source: Maurice Higham collection].
CHAPTER SIX

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Guide to Directories referred to:

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The resources of the *Rasen Mail*, the Market Rasen, Lincoln and Grimsby Libraries and Archives, also the National Railway Museum, were all invaluable, as were the local people who remembered the life and times of the station in its post war years.
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CHAPTER EIGHT

TIMELINE

1800 Wesleyan Chapel built in Jameson Bridge St.
1823 Holy Rood Catholic Church built
1828 Railway planned from Bishopbridge
1837 The electric telegraphic system is patented
  Gas lighting comes to Market Rasen
1839 First use of telegraphic system by a railway
1841 Market Rasen population 2022
1842 Queen Victoria travels by train from Windsor to London, putting
  the seal of approval on rail travel
1844 Meetings held in Caistor to assess support for a railway
  Act of Parliament requires provision of 3rd class accommodation
  Start of Railway Mania
1845 Great Grimsby & Sheffield Junction Railway incorporated
1846 GG&SJR obtained Act for construction
  Barnetby to Market Rasen route surveyed
  Nottingham to Lincoln line opened (Midland Rly)
  Act of Parliament favours standard gauge of track over Brunel’s
  broad gauge
1847 Manchester Sheffield and Lincolnshire Railway formed by
  Amalgamation of four Companies inc. GG&SJR
  Ten Hours Act limits working day for women and children to ten
  hours
1848 Railway opened in two stages from Grimsby to Lincoln (MS&LRly)
  East Lincs. line fully open via Louth (Great Northern Rly)
  Peterborough to Lincoln line open (GNR)
  Public Health Act forces local authorities to institute sanitation
  measures and introduce local Boards of Health and Medicine
1849 Lincoln to Gainsborough line open (GNR)
  Market Rasen Police station and Court built
1850 First local excursion arranged by the railway company
1851 Local solicitor organizes excursion to London for Great Exhibition
1854 First carriage of mail by train
  Two Corn Exchanges built
1856 First edition of original Rasen Mail
1859 Market Place cobbled
  First Market Rasen steeplechase
1860 Stamford Mercury records 100 new houses in the town
1861 Free Methodist (or Wesleyan Reform) Chapel opens in Union St.
1862 Parish Church restored
1863 De Aston School founded
  New Wesleyan Chapel opened
1867-9 Catholic Church enlarged
1868 or 69 Cottage Hospital opens in Dear St.
1869 Town’s fire engine house built
1870 Education Act requires all children aged 5-13 to attend school
1871 Market Rasen population peaks at 2818
Fire brigade formally established
1875 Waterworks Co. piped supply provided
1876 Market Rasen Co-Operative Society opened shop
1877 Parish Church enlarged
Caistor Canal closes
1878 New Local Board (9 members) takes over many functions of the Vestry
1880 Cattle market (in Willingham Rd. prior to 1876) moves to Linwood Rd.
1882 Salvation Army opens Tabernacle in Willingham Rd, later moves to Union St, later again to present site
1884 Parish Church tower restored (and again in 2007/08)
1885 First reference to W H Smith bookstall in use at station
1890 Town streets paved at cost of £1,750
1891 John St candle factory converted to Masonic Hall
1892 Lincoln Co-Op Society takes over MR Co-Op shop
Mechanics Institute disbanded
1894 Market Rasen District Council takes control of town
1897 Great Central Railway formed
New Union St. Co-Op shop opens on site of brewery
1913 First monoplane piloted by Mr. Montague Glew gives flights from Market Rasen
1919 First film shown at Town Hall Cinema
1922 War Memorial unveiled adjacent station approach
Messrs Wymans now operate the station bookstall, W H Smith have moved to Queen St.
Lammas Leas 8 sailed windmill burnt down
1926 General Strike affected railways from May 3rd – 12th.
1927 Market Rasen Brewery closed
1934 Electricity lights town streets
1941 Station overall roof removed
1951 Census shows town has 993 males and 1140 females
1960 Town Hall demolished
1964 Valiant bomber crash in Linwood Rd.
1969 North Sea natural gas arrives
1970 Grimsby to London trains re-routed via Market Rasen
Electric lighting installed at the station
1972 Festival Hall built
1974 West Lindsey District Council assumes most powers of Urban D C
1979 Queen St. bridge renewed

1982 Direct High Speed Train service from Cleethorpes to London introduced
1995 Station becomes unstaffed for final time
1997 Direct train service to London is withdrawn
2006 Station Adoption Group formalized
Historic original waiting room re-opened after restoration work
2008 Market Rasen is virtual epicenter of 5.2 Richter scale earthquake
Plans announced by East Midland Trains and National Express for London services from Lincoln and possibly Market Rasen