

HISTORY OF SOUTH WILLINGHAM RAILWAY STATION



**ON THE
LOUTH TO
BARDNEY
LINE**

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SOUTH WILLINGHAM
HISTORY GROUP

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SEPTEMBER 1880 - an imagined day at South Willingham Railway Station....

Until the advent of the railways, the United Kingdom used Local Mean Time. Greenwich Mean Time was adopted first by the Great Western Railway in 1840 and a few others followed suit in the following years. In 1847 it was adopted by the Railway Clearing House, and by almost all railway companies by the following year. It was from this initiative that the term "railway time" was derived. It was gradually adopted for other purposes, but a legal case in 1858 held "local mean time" to be the official time. On 14 May 1880, a letter signed by 'Clerk to Justices' appeared in 'The Times', stating that 'Greenwich time is now kept almost throughout England, but it appears that Greenwich time is not legal time. This was changed later in 1880, when Greenwich Mean Time was legally adopted throughout the island of Great Britain under the Statutes (Definition of Time) Act 1880. It did not affect the timetable of the Great Northern Railway and its station at South Willingham. The local farming community would continue to work as day light hours and weather conditions permitted.

Just after dawn various members of the station staff would be stirring. At the station, Charles Smith, station master, and his family of five are having breakfast cooked by his wife Ann.

As signalman, William Horsewood, walks down to the station from his house on Hainton Road, the surrounding fields are busy with farm labourers, among them - William Bruse; William and Joseph Button; George Firth; James Kirk; Frederick Pickering; Thomas Prescott; and Godfrey York - with preparations for the crop harvests starting on the Heneage Estate. Local shepherd James Brumpton is also readying sheep to drive them to the station for the local market in Louth.

Great Northern Railway platelayers would start walking to one of their cabins at the entrance to South Willingham Tunnel for a brew before starting an arduous day walking the line to deal with any permanent way issues.

At around 7.30 am the station gates would be swung open and in would come William Taylor, coal packer, to get ready for his rounds and deliveries. He is recorded as living at the

Blacksmiths Shop - now The Anvil. William Horsewood would walk the short distance from the platform and haul himself up the steps to the signal box and begin the procedure for opening his section of the line by tapping messages to Wragby and Donington On Bain. The stationmaster would sort mail and parcels ready for loading onto the first passenger trains to Lincoln and Louth.

Nationally, back in April, William Gladstone had led the Liberal Party to a general election victory forcing out Benjamin Disraeli's Conservatives from government. It was Gladstone's second period as Prime Minister. The Elementary Education Act enforced school attendance up to the age of ten in England and Wales - much to the delight of Fanny Salvage, School Mistress at South Willingham School on Blacksmiths Lane - but perhaps less so for local school children having to stay on and local tradesmen and parents who needed the income to help towards the family upkeep.

Newspapers carried reviews of Gilbert & Sullivans "The Pirates of Penzance" which had opened in London to much acclaim.

Overseas the Second Anglo-Afghan War raged with news coming through of a British victory at the Battle of Kandahar. Trouble was looming elsewhere in the Empire - December 1880 would see the start of the first Boer War in South Africa.

Any sheep/lambs for Louth Market on a Wednesday or Saturday would be moved down to the station yard and loaded onto wagons in readiness for 9am. Local farmers would still drive sheep by road to Louth also. If delivered to Louth station - the assembled sheep would then be driven along Ramsgate and Church Road in Louth and finally onto Newmarket to the Livestock Market.

From 8 am the station platform and public rooms would be swept in readiness for the day. The first train travellers wishing to go to Lincoln for business would head down Station Road - perhaps including Farm Bailiffs James Glithers and Frederick Hall. Entering the rear of the station into the booking office, Charles Smith would punch out the return tickets for the impending journey. If required, the station porter, possibly George Smith, would collect and load any luggage on to his barrow and wheel in readiness onto the platform. Depending on the wind direction, in the

distance, the sound of a train whistle entering the High Street Tunnel would be heard on its way from Donington On Bain.

8.30 am the first of the day Louth - Bardney passenger train departs, comprising of two coaches - first class and, mostly, third class apartments would be available with individual doors for entry. It would be many years before corridors would be available. Passengers would change at Bardney for the short haul to Lincoln Central, arriving at 9.23am. Those wishing to get eventually to London Kings Cross would arrive there at 2pm. Post, newspapers such as the Lincolnshire Chronicle, and parcels from Louth would be unloaded to be collected by William Brumpton and taken back to the village shop.

Around 9 am the first goods train of the day arrived from Bardney having set off from there at 7.40 am. The engine would detach itself with the wagons needed for South Willingham, leaving the rest and the brake van on the single line, move them into the siding and collect any others before backing them onto the others waiting on the single line. It would eventually arrive at Louth at 10.20 am. Local Carters/Waggoners Henry Collingwood and Charles Desgorges would wait in the station yard ready to collect and move on any materials for businesses in the area, signing for goods at the weigh bridge cabin. Among those awaiting deliveries locally would be: Samuel Bett, Master Shoe Maker at the Shoemakers Shop - now Cobblers Cottage, and Edward Foston, Master Wheelwright from the Wheelwrights Shop. Making wheel rims for him would be Edward Greenwood whose family lived at what is now The Forge, whilst working from the village blacksmiths shop - now The Anvil. He would also take delivery of any iron for horse shoeing and railings and general iron work locally.

Villagers wishing to spend time in Louth for shopping purposes would start gathering on the platform gossiping and discussing village activity. If the wind was keen from the Benniworth direction or if it was raining, shelter would be sought inside. If it was a Wednesday or a Saturday it would be market day in Louth and the train busy.

9.36 am the first of the day Bardney to Louth passenger train departs arriving at Louth at 10.01 am. Here some passengers would change, if they wanted to go to Grimsby or southwards on the alternative route from Grimsby - London Kings Cross, or travel to

Boston. Families would also head to the coast, changing at Louth for a visit to Mablethorpe or Skegness. The Reverend James Maingay, Rector of South Willingham, may have been passenger on his way to a pressing engagement at St James in Louth.

Around 10.30 am, if it was a Tuesday, a cattle goods train arrived from Louth before moving on to arrive at Bardney at 11.05 am. Major local farmers such as John Drakes from Top Walk Farm, John Fieldsend, and Edward Harrison from Walk Farm would have started early to move any cattle down to the stations' cattle ramp for loading onto specialised cattle trucks.

10.58 am Louth - Bardney passenger train departs.

11.25 am Bardney to Louth passenger train departs.

Around mid day station staff might gather for lunch at the station or signal box during the hour between train activity. They would occasionally be joined by the village Police Constable, Henry Arnold, doing his rounds to check all is well.

Around 12.40 pm the second and final goods train would arrive from Bardney. It had departed from Bardney at 11.40 am and would arrive at Louth 1.35 pm. Sand, bricks, timber could be included for local projects. Collecting would be Robert Brocklebank, Master Bricklayer together with Thomas Parker, brickmaker, from the local brick yard - at the old Bridge House and the village carpenter William Cordey from what is now Old Carpenters Cottage.

Around 1.30 pm (except Tuesdays) the 12 noon goods train from Louth arrived, reaching Bardney at 3.05 pm. This may have brought perishables for sale at the village shop to be consumed by villagers at their evening meals.

Telephones did not arrive until the 1920's but telegrams could be compiled at the village shop and delivered to the station and sent onwards to Louth or Lincoln and beyond by railway on the next two passenger trains. Once again, William Brumpton would be on hand.

The village tailor, John Bett and dressmaker Harriet Bell might also be awaiting materials along with Joseph Portas, Corn Miller, from The Mill overseeing shipments out.

3.21 pm Louth - Bardney passenger train departs, bringing back villagers who arrived at Louth at 10.01 for short business purposes or for the Louth Market.

4.52 pm Bardney to Louth passenger train departs returning village passengers who would have gone for the day on business to Lincoln on the 8.30am or 10.58am morning trains. They would have boarded a train at Lincoln Central at 4pm.

Around 5.05 pm (except Saturdays) the last goods train from Louth would arrive (having set off at 4.20pm), arriving at Bardney at 6.50pm. In the station yard, having done his coal rounds, William Taylor, would head back home.

6.05 pm the last of the day Louth - Bardney passenger train departs. This would bring back passengers who had required a full days

business in Louth and any families who had spent the day at the coast.

7.28 pm the last of the day Bardney to Louth passenger train departs. Block by block the signal boxes would close down until the next day. Closing down messages would be sent from South Willingham signal box to the next box in both directions to ensure no train was still on the sections. The additional safety net adopted was that the driver of the train had to have a token handed to them by the signal man before heading into single line sections. Passing loops were available at Donington on Bain and Wragby. By 7.55pm the last train would have cleared the line in Louth. The engine would move onto the locomotive shed at Louth overnight for de-ashing and removal of clinker, before coal tender refilling, water re-lighting at dawn the next day.

At South Willingham Station Charles Smith would walk down to the road and swing the station gates shut after another day.



A LOUTH TO BARDNEY RAILWAY LINE SCENE IN GREAT NORTHERN RAILWAY DAYS

HISTORY OF SOUTH WILLINGHAM RAILWAY STATION

The station was completed in 1874. The road bridge was built in 1873 with stone abutments and wing walls, brick arch and a span of 25 foot with 22 foot at the skew. The tunnel (High Street Tunnel) was completed in 1874 in brickwork: span rail level 14 foot; maximum span 14 foot 10 inches; headway at centre 15 foot 11 inches and a length of 558 yards. At least one South Willingham resident was known to have help build the tunnel - William Pickering - see postscript section.

The entrance to the station was from Station Road (today the old gate still hangs forlornly) a few yards up to the station on the left remains the old weighbridge office. Iron railings originally ran along the left hand side to separate the goods sidings from the entrance road. Along the site where Harrison Engineering are current occupants you would find the goods yard sidings. Here would be found coal staithes and a cattle ramp for loading onto wagons. The yard had a goods loading gauge. Four track spurs ran off a loop from the main trackway for the shunting of goods wagons. Opposite the platform was a points lever for access to the loop. In addition, South Willingham had its own signal box. The brick base is still visible - the cabin above being made of timber. Signals for right of way to Louth and Bardney directions were found 100/200yds in each direction



THE CHARMING GREAT NORTHERN RAILWAY SOUTH WILLINGHAM SIGNAL BOX LOOKING OVER THE RAILWAY BRIDGE. THE SIGNAL IS UP AND AN INCOMING GOODS TRAIN FROM LOUTH IS ARRIVING.

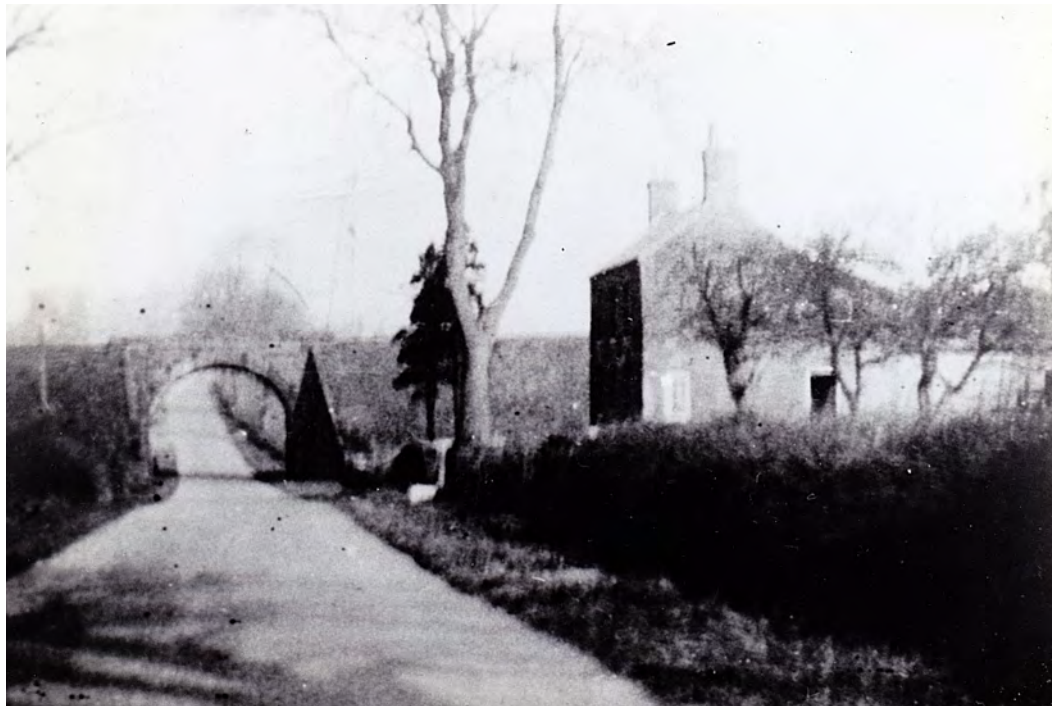
To the west the line ran on to East Barkwith and eventually Bardney where there was link to go northwards to Lincoln Central or southwards to Boston or via Woodhall Junction, Woodhall Spa and Horncastle or looping round to Skegness. Running east from South Willingham the line traversed the now demolished railway bridge over Station Road - below which was the original "Bridge House" seen in some of the photographs in this article - and curved, before heading under the Wolds at High Street Tunnel eventually emerging to Donington on Bain. The line ended at the busy Louth Station with links there for Grimsby & Cleethorpes or southwards for Mablethorpe. The Station building had two halves; the nearer half to the road entrance was the station masters house with the other half the booking office, waiting room etc. Public conveniences were believed to be at the rear of the station alongside the adjoining field - one of which still exists. The station platform would have had a very open aspect overlooking fields towards Benniworth. The platform had a variety of advertising boards, seats, fire buckets, a clock and porters barrow together with a water pump - now a well feature.

THE LINCOLNSHIRE CHRONICLE.

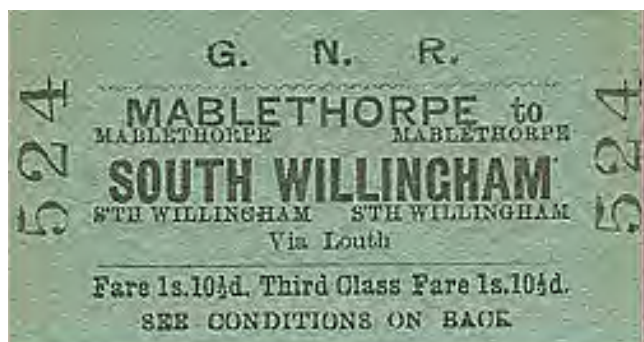
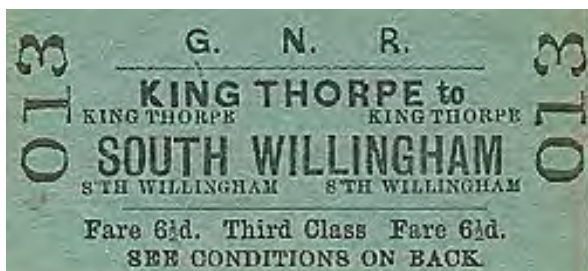
POLICE, SATURDAY.—Before the
and J. Maltby, Esqs.—*George*
charged with having, on the
wilful damage to the amount of
fence, the property of Mr. R. J.
liams appeared to prosecute, but
withdrawn on payment of 5s.
h, 11, *Edward Simpson*, 12, and
11, were charged with having
meadow field, belonging to Mr.
respassing therein, on the 31st
liams prosecuted.—Fined 5s.
costs.—*Robert Owley*, an old
nken calendar, Greetwell Gate,
nd disorderly in High-street on
including costs, 25s., or in de-
labour. Defendant did not ap-
own, drover, and *William Geo.*
e charged with sleeping in a
g to Mr. John Foster, early that
g.—Fined 7s. each, including

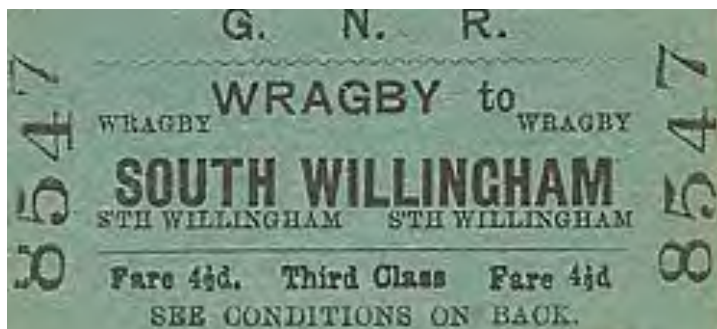
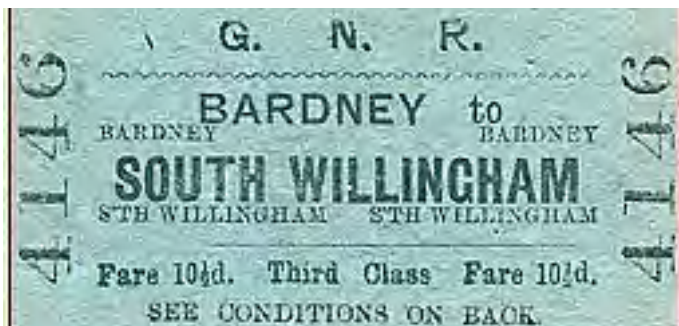
3rd May last, at Bardney. Fined 8s., including
costs.—*Henry Green*, of Minting, labourer, was
charged with riding without reins, at Bardney, on
the 14th May last. Fined 8s., including costs.—
Thomas C. Brown, of Ludford, labourer, was
charged by P.c. 71, A. Newton, with being drunk
and disorderly, at Ludford, on the 20th May last,
and fined £1 8s. including costs.—*James Andrews*,
of South Willingham, stationmaster, was charged
by Inspector Smith with selling ale without a
license, on the 14th May, 17th May, and 20th May,
at South Willingham Railway Station. Fined :
first case, £3, and £2 4s. 3d. costs; second case,
£5, and costs; third case, £7, and costs; ;
altogether, fines and costs, £19 19s. 3d.; in
default three months' hard labour. The Inspector
found three barrels of beer when he searched his
premises, which the Magistrates ordered to be for-
feited. Andrews absconded after the summons
was served upon him, and has not since been heard
of.

AN INAUSPICIOUS START - JAMES ANDREWS, SOUTH WILLINGHAM'S FIRST STATION MASTER AND OCCUPANT BEFORE OPENING. FROM LINCOLNSHIRE CHRONICLE JUNE 11 1875



STATION ROAD LOOKING TOWARDS SOUTH WILLINGHAM VILLAGE. THE RAILWAY BRIDGE, AND THE FORMER BRIDGE HOUSE ON THE RIGHT





**A VARIETY OF GREAT NORTHERN RAILWAYS TICKETS -
NOTE THE FARE PRICES!**



PLATFORM VIEW LOOKING TOWARDS STATION ROAD RAILWAY BRIDGE. THE SIGNAL BOX IS ON THE RIGHT, LOADING GAUGE IN THE GOODS SIDINGS, PORTERS BARROW BY THE SEAT. THE CLOCK IS ON THE WALL WITH A LITTLE ROOF TO PROTECT IT FROM THE ELEMENTS. THE SECTION INCLUDING THE BAY WINDOW WAS THE STATION MASTERS HOUSE.

The station was renamed South Willingham and Hainton when opened - no doubt due to the influence of the Heneage Estate. The 1881 Census records Charles Smith (aged 51) as Station Master - originally hailing from Middlesex along with his wife Ann (49) two daughters: Annie (23) and Harriet (11) and four sons: George (21); Charles (13); Arthur (9) and William (7). No doubt the younger children attended the School (now Lavender Cottage) on Blacksmiths Lane. The signalman, William Horsewood born in Thornton Moor, Lincoln, (28) lived in one of the houses along Hainton Road with his wife Betsy (24) who was born in South Willingham, as was their daughter Martha (11 months). Also recorded is a nephew 2 year old William Pickering born in Grimsby. A visitor, Sam Miller (27) - also a Great Northern Railway Signal Man, is recorded as staying at Rebecca Pickwells elsewhere in the village. The coal packer in the village was William

LOUTH AND LINCOLN LINE.

Distance from Louth	UP.						WEEK DAYS.						Distance from Bardney.	DOWN.						WEEK DAYS.					
	a.m.	a.m.	a.m.	p.m.	p.m.	Wed.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
...	KING'S CROSS dep.						5 15	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Peterboro'						6 55	10 57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Boston						7 30	12 35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Firsby						7 9	1 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Burgh						7 15	1 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Alford						7 31	1 32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	GRIMSBY						9 35	2 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ply.						Ply.	Ply.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	LOUTH dep.						8 5	10 29	2 56	5 40	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Hallington						8 12	10 37	3 3	5 47	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7 3	Donington on Bain						8 23	10 50	3 14	5 54	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10 3	S. Willingham & Hainton						8 30	10 58	3 21	6 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 3	East Barkwith						8 35	11 3	3 27	6 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15 3	Wragby						8 42	11 15	3 34	6 17	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17 3	Kingthorpe						8 47	11 21	3 39	6 22	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21 3	BARDNEY arr.						8 54	11 29	3 47	6 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Bardney dep.						9 10	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Five Mile House						9 16	11 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Washingboro'						9 22	11 50	4 10	6 53	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Boston arr.						10 55	11 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	LINCOLN						9 23	12 1	4 20	7 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Grantham						11 44	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Nottingham						12 34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Doncaster						12 39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	York						12 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Wakefield						12 48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Leeds						1 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Bradford						1 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	KING'S CRS (v. Lin)						2 0	6 30	10 0	3 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	" (via Boston) .....						...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Until further notice there will not be any Sunday Trains,

* 4.0 p.m. Train from Doncaster runs on Tuesdays and Fridays only.

Great Northern Railway Timetable of the 1880s.

Taylor (46) - originally born in Snelland with his wife Mary (43) - originally from Middle Rasen. He is listed as living at the Blacksmiths Shop (now The Anvil).

In 1891 the Station Master remained Charles Smith, living with his wife and another daughter - Ellen (27) who wasn't at the station 10 years earlier. Only one son remained with the family - William - who had become an Assistant Clerk. Meanwhile, William Horsewood and his family had added two more daughters, Alice (8) and Florence (3), both born in South Willingham. William Horsewood was now the Railway Porter at the station. Lodging with them was Wilson Lupton (22) from Lumby, Yorks who had become the signaller. Elsewhere, on Hainton Road, lived Robert Batchelor (43) born in East Barkwith. He worked on the railway as a platelayer. Platelayers were responsible for an area of the railway track along the line and had an arduous job maintaining and repairing the permanent way - often having their own cabin alongside the track as a base. Living with Robert Batchelor was his wife Sarah (35), originally from Nettleham, his son Fred (12) and daughter Lucy (4). Levi Taylor (49) , originally from Corringham, had become the coal seller and lived with his wife Sarah (47).

On August 1st 1896 the following appeared in The Mail (the original British Newspaper Archive find is too blurred to reproduce unfortunately) after the peerge of Lord Heneage:

"Perhaps never in the history of Hainton has there been such profuse display of bunting and this will be recognised when we say that for almost two miles the road along which Lord and Lady Heneage were to pass was decorated with flags and bannerettes. At South Willingham Railway Station at which the party were to disembark, there was a considerable display. From the station to the flagstaff opposite a long string of bunting fluttered lazily in the softening breeze, while from the signal box a large flag waved. The weighing office too had its decorations and on the left side of the roadway leading up to the station numerous bannerettes adorned the railings, the gateway also being fittingly decorated. Along the roadway to South Willingham streamers floated from the hedgerows and from the church tower a large banner loyally waved its welcome. At the curve of the road leading to Hainton against the Post Office, against which a large flag floated, a beautiful

arch, which deserves a word of commendation, was erected. This triumphal arch, which was decorated with evergreens and foliage presented, from its position, a very imposing appearance, and excited the favourable comments of all who were privileged to see it. On the side facing the railway station were the words of welcome: "Welcome Home Lord and Lady Heneage", while on the other side was the loyal wish: "Health and Happiness". Two strings of streamers fluttered from each side of the arch, which was perfectly adorned with appropriate bunting. From this point to the lodge gates at Hainton flags and banners placed at judicious intervals were placed on both sides of the road and presented a very gay appearance....." The article then moves on to describe events at Hainton.

By the turn of the century the 1901 Census records some change. Alfred Coulson (48) born in Stevenage had assumed the role of Station Master living with his wife Ravina? (48) who originally hailed from Lewes in Sussex and, finally, son Cecil (14) born in Withcall. Allen? Baynell? or Boyett? (33) is working as the station porter living with his wife Eleanor (from Fulletby) on Hainton Road. Together they have one year old son born in South Willingham. Recorded as being in the coal yard remains Levi Taylor and his wife. The signalman was now Charles Ernest Kettleboro (21) who hailed from North Kyme. He is recorded as boarding with Francis Bett in the village. Finally Robert Batchelor remains a platelayer on the railway and now has an additional daughter, Rebecca, aged 7 born in South Willingham.

An unfortunate breakdown occurred on the Louth and Bardney railway on Friday morning last week, when the train from Lincoln due to arrive at Louth at 9-38 was unable to proceed further than South Willingham tunnel, the engine completely breaking down. This necessitated a wait at Louth by those proceeding to Lincoln until another train could be formed. The matter was made worse by the fact that, although it was known by telegraph that the line was clear up to Willingham, the train could not proceed until the staff had been brought from Donington, and Friday morning being bitterly cold, with snow and sleet, this was anything but pleasant. On arrival at Donington station everyone had to get out of the train which had gone on from Louth and wait in the station in a blinding snow-storm until the engine went on to Willingham to bring the other train and engine forward. Those who had early engagements at Lincoln were consequently late, arriving there about 12-25, and those coming from Lincoln and that direction to Louth market did not reach here until after the stock auction was over. This certainly is very annoying to passengers, and cannot be to the interests of the Great Northern Railway, for this is not the first breakdown which has occurred recently on this line.

RAILWAY ANNOUNCEMENTS.

GREAT NORTHERN RAILWAY.

OBREP EXCURSIONS.

To **SOUTHWELL** (Southwell Hunt Races), **May 17**,
 from **Donington-on-Bain** 10.28 a.m., **South Willingham** 10.35, **East Barkwith** 10.40, **Wragby** 10.46, **Kingthorpe** 10.50, **Bardney** 11.5, **Five Mile House** 11.10, **Washingborough** 11.16, returning at 5.10 p.m.

LINCOLNSHIRE CHRONICLE EXCURSION ADVERT FOR GNR RAIL EXCURSION FROM SOUTH WILLINGHAM TO SOUTHWELL RACES

The last Census before the First World War in 1911 shows some further changes of the railway staff. Alfred Coulson, Station Master, and his wife remain at the station. Frederick Colaw (27), born in Lincoln, is working as Railway Clerk and boarding in the village. Alongside him now working as Railway Porter is Albert Squires (22) from Sibsey and has a wife, Elizabeth (23). There is no recorded signalman living in the village, also no mention of coal merchants. Robert Batchelor is now 63 and has another son, also Robert (9), born in South Willingham joining his wife and daughter. Joining him as GNR Platelayers in the area are Richard Clark (35) originally from Wragby and John Green (34), originally from Lincoln.

In the 1920's a platelayer earned in the region of 19 shillings a week. If they lived in a GNR company tied house - 1 shilling was deducted for rent.

The next census for 1921 is due to be released in 2021. 1931's was unfortunately destroyed during bombing in World War 2.

LOUTH, BARDNEY, and LINCOLN.—Great Northern.

Up.	Week Days only.						Miles.	Down.	Week Days only.					
	mrn	mrn	aft	aft	aft			King's Cross Station, 352 London.....dep.	mrn	mrn	frn	aft	aft	
Louth.....dep.	7 48	9 55	3 55	30 9	55		—	5 g 57	k 10 35	12 30	4 k 0	.....	
Hallington.....	7 54	10 13	11 5	36 10	1		2 1/2	Lincoln (High St.)..dep.	8 20	10 45	3 54	5 7 10	.....
Withcall.....	7 59	10 6	3 16	5 41	10 6		5 1/2	Washingboro'.....	8 26	10 52	.....	4 11 7 16	.....
Donington-on-Bain.....	8 7	10 14	3 24	5 49	10 13		9 1/2	Five Mile House.....	8 31	10 58	.....	7 21	.....
South Willingham and	8 14	10 21	3 31	5 56			13 1/2	Bardney.....	8 50	11 10	3 28	4 30 7 39	.....
East Barkwith [Hainton	8 19	10 26	3 36	6 1			15 1/2	Kingthorpe.....	8 57	11 17	3 35	4 37 7 46	.....
Wragby.....	8 25	10 32	3 42	6 7			18	Wragby.....	9 2	11 22	3 44	4 42 7 51	.....
Kingthorpe.....	8 29	10 36	3 46	6 11			20	East Barkwith [Hainton	9 7	11 27	3 49	4 47 7 56	.....
Bardney 383.....	8 36	10 43	3 53	6 18			23	South Willingham and	9 12	11 32	3 54	4 53 8 1	.....
Five Mile House.....	8 56	.....	.....	6 35			28	Donington-on-Bain.....	9 20	11 40	4 25	2 8 9	.....
Washingboro'..... [673	9 2	10 56	4 12	6 41			27 1/2	Withcall.....	9 27	11 47	4 9	5 8 9 16	.....
Lincoln (H.St.) 344, 369	9 12	11 54	21 6	51			30 1/2	Hallington.....	9 31	11 51	4 13	5 12 9 20	.....
169 London (K.C.) arr.	1 5	2 15	7 46	10 47				Louth 392..... arr.	9 38	11 58	4 20	5 18 9 27	.....

g Via Boston. k Via Grantham.

For OTHER TRAINS between Bardney and Lincoln, see page 369.

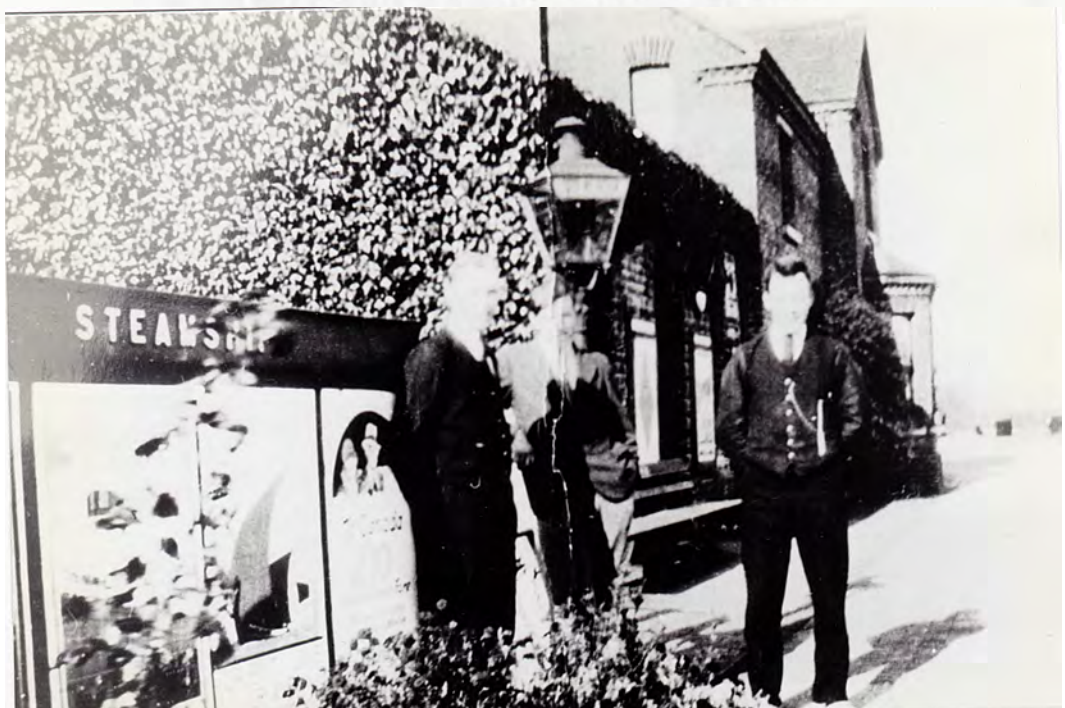
LOUTH, BARDNEY, and LINCOLN.—Great Northern.

Up.		Week Days only.				Miles.	Down.		Week Days only.			
	dep.	mrn	mrn	aft	aft			dep.	mrn	mrn	aft	aft
Louth	7 45	10 0	3 5	5 40	332	London (K.C.)	4 45	7 15	8 45	11 30	3 40	
Hallington	7 51	10 6	3 11	5 46	2 1/2	Lincoln (High St.)	8 29	10 23	12 55	3 5	3 47	
Withcall	7 56	10 11	3 16	5 51	5 1/4	Washingboro'	8 29	10 40	1 1	3 53	6 36	
Donington-on-Bain	8 5	10 20	3 25	6 0	5 3/4	Five Mile House	8 34	10 46	1 6	3 58	6 41	
South Willingham and East Barkwith	8 12	10 27	3 32	6 7	9 1/4	Bardney	8 42	10 54	1 15	3 20	4 6	
Wragby	8 23	10 38	3 43	6 12	13 1/4	Kingthorpe	8 50	11 23	1 25	3 28	4 20	
Kingthorpe	8 27	10 42	3 47	6 22	15 1/4	Wragby	8 57	1 32	3 35	4 27	7 4	
Bardney (above)	8 35	10 50	3 55	6 30	18	East Barkwith (Hainton and South Willingham)	9 13	11 43	1 43	3 44	4 33	
Five Mile House	8 51	1 1	4 22	6 42	20	Donington-on-Bain	9 22	11 57	1 57	3 49	4 38	
Washingboro'	8 57	1 7	4 28	6 48	23	Withcall	9 29	12 4	2 4	4 2	4 54	
Lincoln (H.St.)	9 8	1 15	4 37	6 58	26	Hallington	9 33	12 8	2 8	4 9	5 0	
London (K.C.)	9 35	1 40	8 10	1 10	27 1/2	Louth	9 40	12 14	2 15	4 13	5 4	

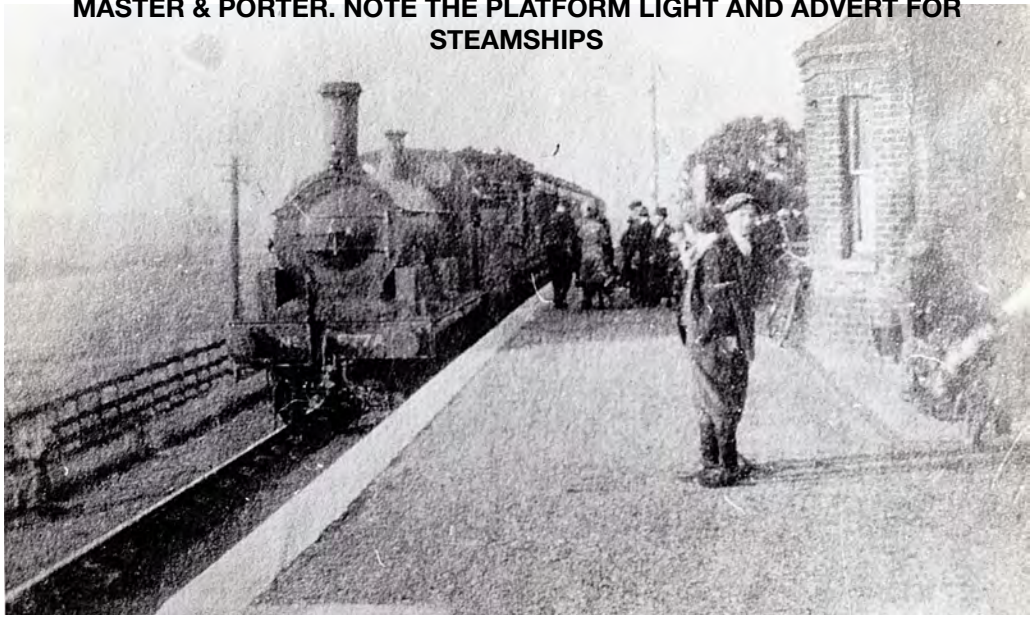
b Via Grantham. Passengers travel via Spalding on Wednesdays.
k Via Bardney.

"THE BUFF BOOK" (LONDON TRADES DIRECTORY) IS IN EVERY IMPORTANT HOTEL. ASK FOR IT.

Bradshaw's Timetable for 1922.



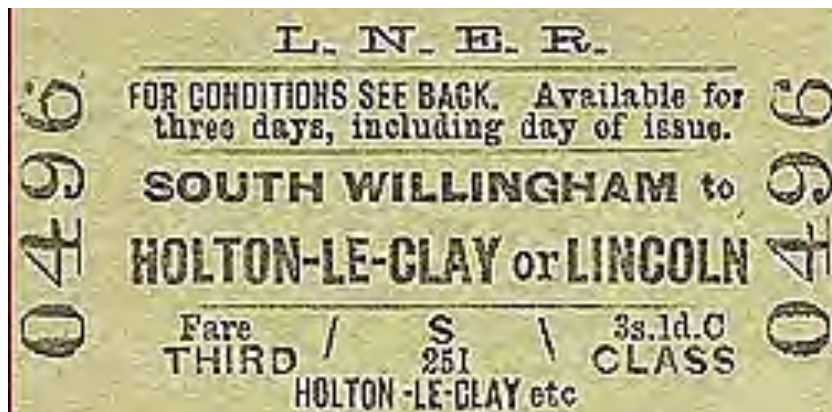
SOUTH WILLINGHAM PLATFORM VIEW SHOWING POSSIBLY THE STATION MASTER & PORTER. NOTE THE PLATFORM LIGHT AND ADVERT FOR STEAMSHIPS



A 1930'S VIEW OF SOUTH WILLINGHAM STATION



SOUTH WILLINGHAM STATION STAFF 1930'S - NOTE THE ENAMEL ADVERTS



A LONDON & NORTH EASTERN RAILWAY TICKET FROM SOUTH WILLINGHAM

LOUTH and BARDNEY.																				
Up.				Week Days only.				Down.				Week Days only.								
	arr	dep	arr	aft	aft	arr	dep	arr	dep	arr	aft	arr	dep	arr	aft					
Louth	7 45	9 56	..	12 15	3 10	5 32	..	Miles 887	London (K. C.)	dep	4 45	..	7 25	..	8 45	..	11 30	..	3 0	..
Hallington	..	10 2	..	..	3 16	5 58	..	887	Lincoln (L.N.E.)	..	8 25	..	10 38	..	12 44	..	4 12	..	6 30	..
Withcall	7 54	10 7	..	..	3 21	6 3	..	Bardney	..	dep	8 45	..	11 29	..	1 18	..	4 32	..	6 56	..
Donington-on-Bain	8 3	10 16	..	12 31	3 30	6 12	..	4	Kingthorpe	..	8 52	..	..	..	1 25	..	4 39	..	7 2	..
South Willingham and	8 10	10 23	..	Bb	3 37	6 19	..	6	Wragby	..	8 58	..	11 39	..	1 31	..	4 45	..	7 8	..
East Barkwith [Hainton	8 14	10 27	..	Bb	3 41	6 23	..	8 1/2	East Barkwith [Hainton	..	9 3	..	11 44	..	1 36	..	4 50	..	7 13	..
Wragby	8 20	10 33	..	12 46	3 47	6 29	..	10 1/2	South Willingham and	..	9 8	..	11 49	..	1 41	..	4 55	..	7 18	..
Kingthorpe	8 24	10 37	..	..	3 51	6 33	..	13 1/2	Donington-on-Bain	..	9 15	..	11 57	..	1 49	..	5 2	..	7 25	..
Bardney 887	8 31	10 44	..	12 57	3 58	6 40	..	16 1/2	Withcall	..	9 21	..	12 3	..	1 53	..	5 8	..	7 31	..
887 Lincoln (L.N.E.)	9 0	11 4	..	1 22	4 41	7 7	..	18 1/2	Hallington	..	9 29	..	12 7	..	1 58	..	5 12	..	..	..
887 London (K. C.)	..	9 47	..	4 29	13	..	..	21 1/2	Louth 888, 890	..	9 31	..	12 19	..	2 5	..	5 15	..	7 48	..

NOTES.

—
 Bb Stops when required.
 b Via Grantham. On Weds
 travel via Spalding.

LNER Passenger Timetable for
 March 1938.



A PASSENGER TRAIN HEADS TO LOUTH OVER THE RAILWAY BRIDGE

Landslips were not uncommon on the line - particularly between South Willingham and Donington on Bain - usually caused by a combination of heavy rain, numerous rabbit holes and sandy soil. A major disaster was averted on July 21 1939 just beyond the High Tunnel at a road bridge when a traveller passing over it noticed the track was covered for some distance and any train coming out of the tunnel from South Willingham would have certainly been derailed. Luckily Wragby Station was called in time to prevent the train about to depart there from leaving.

On one occasion a bombing raid on Germany had to be cancelled because the engine delivering the required armaments was too large to get through the High Street Tunnel and should have been changed for a smaller one at Lincoln. A near disaster occurred on the line in 1944. 18 wagons, the maximum load for the line, each containing a large bomb, arrived at South Willingham. The engine went forward with 5 wagons leaving the rest and the brake van on the single line and proceeded to couple up to 5 empty wagons in the siding, with the intention of backing them onto the rest of the train. However, all that could be seen was the rest of the train disappearing down the incline towards East Barkwith. The runaway train passed through East Barkwith demolishing the level crossing gates. Fortunately communication was established with the signalman at Wragby, who was able to open his crossing gates. He estimated the speed of the train to be about 40 mph as it hurtled through the station. It finally came to a halt at Kingsthorpe. At South Willingham, the train crew and staff feared that the runaway would collide with the Lincoln to Louth pick up goods due at that time. Fortunately it was still at Bardney. The Guard was held responsible for not securing the brakes at South Willingham but, because of wartime restrictions on reporting the movements or armaments, the incident was not reported in the press.

In 1946 a goods train was working hard out of South Willingham on the climb to the High Street Tunnel when a hot ember was thrown out of the engines' chimney landing in a wagon part way along the train containing propane gas cylinders packed in straw. The straw ignited and was burning fiercely by the time the fire was noticed some quarter of mile from Donington Bain station. The driver and fireman stopped and isolated the blazing wagon by detaching wagons behind, drawing forward and detaching the wagon and drawing forward again. Both received burns. By now cylinders were exploding fragments some 200-300 yards. The explosion caused the wagons to run back onto the rear wagons - setting fire to several coal wagons. The 3 crew were awarded the equivalent of the George Cross - the LNER Railway Medal in recognition of courage and resource at a ceremony later at Kings Cross Station.

After World War 2 a rationalisation scheme brought the control of stations along the line under the control of two station masters. A Mr Jones at Donington on Bain being responsible additionally for Hallington, Withcall and South Willingham.

On March 21 1946 the Lincolnshire Echo reported on the inaugural South Wold Farmers Hunt Point to Point Horse Racing held in the field below the station. Over 3,000 people attended including Sir Arthur/Lord & Lady Heneage with extra trains being run. Point to Point Racing continued annually until 1952, the year after passenger services ended.

Table 73

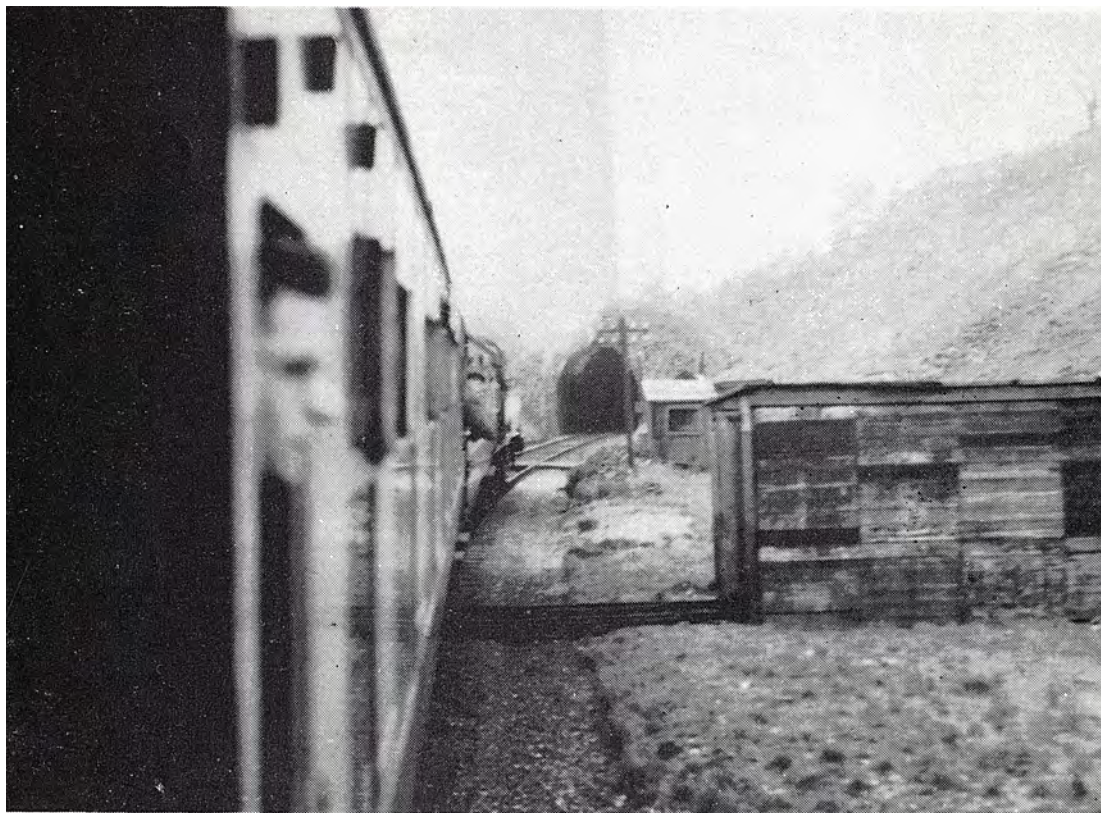
LOUTH and BARDNEY

Bradshaw - October 1950

Miles	Week Days only				Miles	Week Days only			
	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	
Louth..... dep	7 45	12 40	3 57		65 London (King's C.).. dep	8 0	8 50	2 15	
3 Hallington.....		12 46	Aa		65 LINCOLN (Central) .. a	8 20	1 20	6 5	
4 Withcall.....	7 59	12 51	4 8		Bardney..... dep	8 55	1 50	6 25	
7 Donington-on-Bain.....	8 7	1 0	4 17		4 Kingthorpe.....	10 2	1 57	6 32	
10 1/2 South Willingham and	8 14	1 7	4 24		6 Wragby.....	10 8	2 3	6 38	
12 1/2 East Barkwith...[Hainton]	8 18	1 11	4 28		9 East Barkwith...[Hainton]	10 13	2 8	6 43	
15 1/2 Wragby.....	8 24	1 16	4 34		10 1/2 South Willingham and	10 18	2 13	6 48	
17 1/2 Kingthorpe.....	8 29	1 22	4 39		13 1/2 Donington-on-Bain.....	10 25	2 21	6 55	
21 1/2 Bardney..... arr	8 33	1 29	4 46		16 1/2 Withcall.....	10 31	2 27	7 1	
30 1/2 55 LINCOLN (Central) .. arr	9 3	1 54	5 39		18 1/2 Hallington.....	Aa	2 31		
150 1/2 65 London (King's C.) n	1 17	5 15	9 45		21 1/2 Louth..... arr	10 41	2 37	7 21	

Aa Stops when required. § Via Lincoln. ¶ V.a Lincoln. Arr. @ 35 p.m. on Fridays

BRITISH RAILWAYS TIMETABLE AT TIME OF CLOSURE



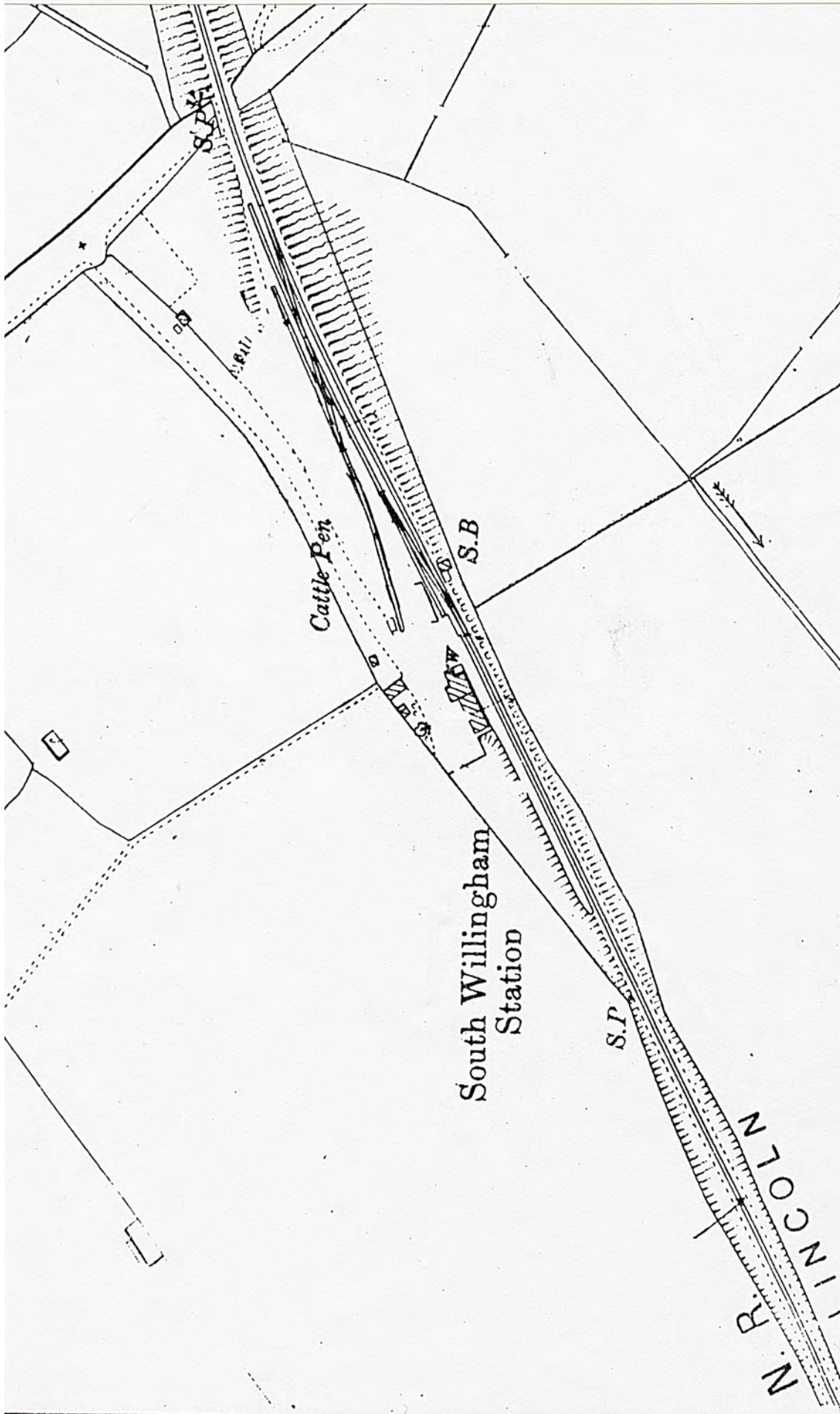
ENTERING HIGH STREET TUNNEL FROM SOUTH WILLINGHAM NOVEMBER 3 1951 ON THE LAST DAY OF PASSENGER SERVICES. NOTE THE PLATELAYERS CABINS ON THE RIGHT



A SAD VIEW OF THE STATION CIRCA 1957, 6 YEARS AFTER THE LAST PASSENGER SERVICE AND A YEAR AFTER THE LAST GOODS TRAIN



A DESOLATE VIEW IN JANUARY 1958 OF THE GOODS SIDINGS A YEAR AFTER CLOSURE TO FREIGHT. A FORLORN CATTLE WAGON REMAINS NEXT TO THE CATTLE RAMP AND AN EMPTY COAL WAGON NEXT TO THE COAL STAITHES.



SOUTH WILLINGHAM RAILWAY STATION TRACK LAYOUT

Today, the station building exists as a private house. The platform is still a clear feature. In the early 70's the bay window was removed on the platform side and rendering applied to the whole building. On the yard side the double apex roofs have been replaced by a single one. The outline of the rooms remain as before but the original staircase position has gone, A new rear extension was built in 1998. The cattle ramp remains at the end of the platform along with a 3 rail buffer end to protect the platform.

An Englishman's home is his station!

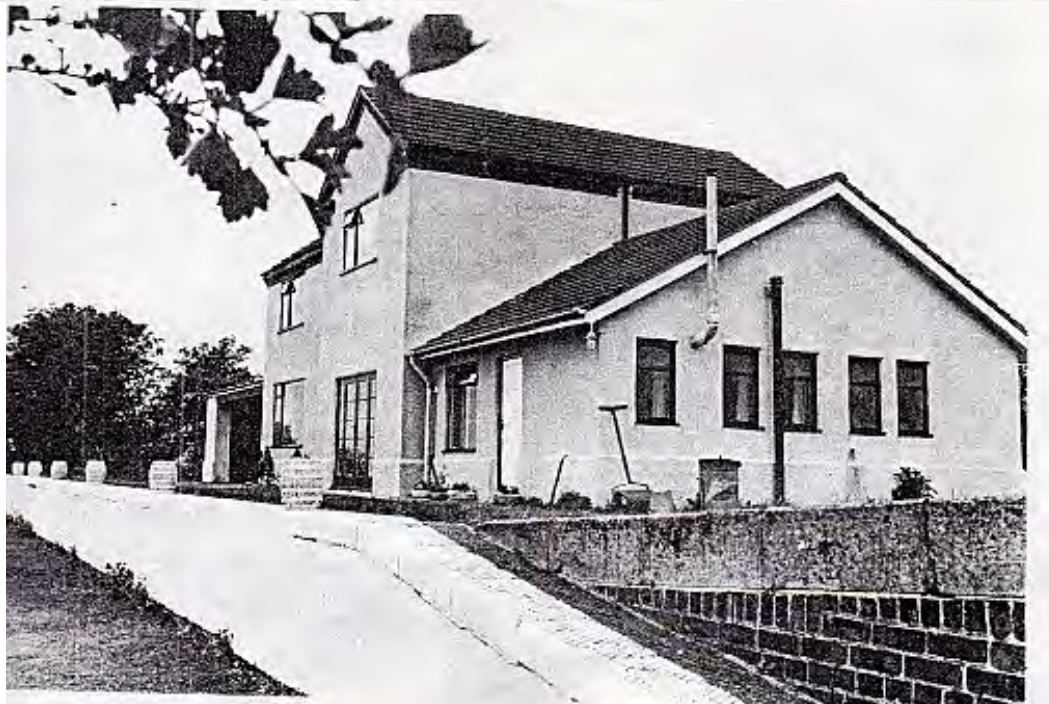
RETIRED Lincoln garage proprietor Ted Aldridge bought South Willingham Station nearly ten years ago when it was only a shell surrounded by a jungle of weeds and bushes.

When he bought the station he had no intention of doing it up until he realised what a solid building it was.

When he discovered that the structure was still basically sound — railway station buildings are built especially strong to take the vibration from passing trains — he began work immediately.

Said Mr. Aldridge, "There is still a lifetime's work to be put into it before it is completely modernised, but it has changed considerably. When the one-time station master came back on a sentimental journey, he failed to recognise the place!"

Neither Mr. Aldridge nor his wife Beryl would say how much the conversion cost them, but he hinted that the station had been bought for a song, and was now worth a good deal of money. South Willingham station was built as a halt on the Bardney-Louth line which closed ten years ago.



LINCOLNSHIRE CHRONICLE JULY 17 1970

OWNERSHIP

Louth & Lincoln Railway	1874 - 1883
Great Northern Railway	1883 - 1923
London & North Eastern Railway	1923 - 1948
British Railways	1948 - 1958
British Transport Division	1958 - 1962

PRIVATE OWNERSHIP

Fred Harker (Sack Hire)	1962 - 1970
Edgar Aldridge	1970 - 1975
John Carter	1975 - 1976
John Mortimer	1976 - 1978
Margie Holden	1978 ->

The Sack Building which was built after closure and now occupies the sidings area was later taken on by Bill Atkinson (Piper Sports Cars) and later became the Marena-Liindsay Kitchen and Bathrooms Show Room. It is now owned by Harrison Engineering - the family of which live at Pasture House.

Postscripts:

It has proved difficult to track down some the names who worked on the railway and their final resting point, despite using some well known on line resources and a lot of research time. Emigration might be one reason. This is what is known at the moment:

St Martins Monumental Inscriptions: Reference G10 Plan 2 – Pickering, William George
IN LOVING MEMORY OF WILLIAM PICKERING DEARLY LOVED HUSBAND OF
MARY G. PICKERING WHO DIED 5TH SEPT. 1924 AGED 74 YEARS AT REST

BORN AND DIED IN THE SAME HOUSE.

Willingham Loses Popular Veteran Resident.

By the death of Mr. William George Pickering, who passed away on Friday week, at the advanced age of 74 years, South Willingham loses one of its best known and most highly esteemed residents. The deceased had lived in the village during the whole of his life, and had indeed occupied only one house from his birth until he died.

In his youth he helped to build the long railway tunnels which pierce the Wolds at South Willingham, and upon their completion he entered the employment of the late Lord Hennege. As estate builder, an office which was held by his uncle and his grandfather before him, he worked on the extensive Hennege estates until he was taken ill some ten weeks ago.

He was successively overseer and assistant overseer for South Willingham, and for years he was treasurer of the local sick and dying club. Sunday by Sunday, for 58 years, he had played the organ at the little United Methodist Chapel, and it is noteworthy that when he first be-



The late Mr. W. G. Pickering.

came chapel organist there were but two Methodist tunes, and a Methodist hymnal had yet to be published. Also for many years he acted as chapel steward.

When the late Lord Hennege, some two years ago, presented the village with a Parish Hall, Mr. Pickering was appointed a member of the Building Committee, and took a leading part in its construction, and at the time of his death he was a member of the Parish Hall Education Committee.

No higher tribute to the many good qualities of the deceased could have been paid than was forthcoming at the largely attended funeral on Sunday. There were indeed more mourners than have attended any funeral in South Willingham for a good many years. A short service, conducted by the Rev. Samuel Price, of Louth, was first held in the little United Methodist Chapel, and then the funeral cortege wended its way to the Parish Church, where the Rector (Rev. A. Temperley, M.A.) officiated and the Rev. Price read the lessons.

There were many beautiful floral tributes, which had been sent by: His sorrowing wife and family; the congregation of the United Methodist Chapel; his brother and sister at Lincoln; Ada, Kit and George, Hamton; nieces and nephews, Grimsby; Harry and Nell, Lincoln; Nell and Kit, London; WOI and Gert, Grimsby; his loving sister and brother, Grimsby; Miss E. M. Johnson and family; Mr. and Mrs. A. Johnson and family, South Willingham; Mr. T. F. Rowson, West Torrington; Mr. and Mrs. Paul; Mr. and Mrs. Foster; the Rev. A. Temperley; Mr. and Mrs. H. Anderson; and Mr. and Mrs. Hudson, Ilkley.

WILLIAM HORSEWOOD
BORN 1853
DIED HORNCastle 1938
AGED 85
(former GNR signalman and porter)

St Martins Monumental Inscriptions: Reference G23 Plan 2
SARAH, THE BELOVED WIFE OF LEVI TAYLOR OF SOUTH WILLINGHAM
BORN JULY 13TH 1843
DIED OCTOBER 14TH 1908
"NOW COMES REST"

ALSO OF
LEVI TAYLOR
BORN JUNE 6TH 1841
DIED DECEMBER 24TH 1927
REST IN PEACE
AGED 86
(former coal merchant)

St Martins Monumental Inscriptions: Reference G40 Plan 2 – Clark, Rose
In Loving Memory of
ROSE CLARK WHO DIED 25TH JULY 1950 AGED 80 YEARS
REST IN PEACE
(wife of former GNR Platelayer Robert Clark)

ROBERT BATCHELOR
BORN 1848
DIED 1916 MILTON, KENT
(former GNR Platelayer)
AGED 68

CHARLES KETTLEBORO
BORN 1880
DIED 1927 NEW BARNET, HERTS
AGED 47
(former GNR Signalman)



SOUTH WILLINGHAM HIGH STREET TUNNEL ENTRANCE TODAY (PHOTO M. DOUGHTY)

SOUTH WILLINGHAM RAILWAY STATION TODAY



OVER 60 YEARS AFTER CLOSURE - THE STATION GATE (PHOTO M.DOUGHTY)



THE GOODS YARD WEIGH BRIDGE CABIN TODAY (PHOTO M.DOUGHTY)



**ORIGINAL BRICK BASE OF GNR SIGNAL BOX (PHOTO TAKEN FROM FIELD OPPOSITE STATION)
OCTOBER 2018 (PHOTO N.SPENCER)**



**CATTLE RAMP WITH ORIGINAL 3 RAIL LENGTH BUFFERS STILL VISIBLE OCTOBER 2018
(PHOTO N.SPENCER)**



STATION HOUSE AND PLATFORM OCTOBER 2018 (PHOTO N.SPENCER)



**STATION PLATFORM COMING FROM EAST BARKWITH DIRECTION OCTOBER 2018
(PHOTO N.SPENCER)**

THE LOUTH TO BARDNEY RAILWAY BRANCH LINE - a brief history

At a public meeting at the Kings Head Hotel in Louth on November 3 1865 it was unanimously agreed to investigate the possibility of a railway from Louth to Lincoln via the Wolds and South Willingham. As the largest landowner in the district, Mr Heneage agreed to act as Chairman of the provisional committee.

The Louth & Lincoln Railway Company was incorporated on August 6 1866. Due to a disappointing local response to raising subscriptions, an application was made to abandon the project in 1870. This was refused however by the Board of Trade. In April 1871 it was decided to go ahead with the project with the Great Northern Railway agreeing to operate the line on completion - exacting 50% of gross receipts from the line once built. Doubtful claims were made by the company on the viability of the line. Trains using the line would save visitors from the Midlands to Cleethorpes time in journeys, it was estimated there 35 million tons of ironstone per square mile near Apley near Wragby and 9 million tons per square mile at Donington on Bain. Blast furnaces would be built to produce pig iron.....

Work began on the line in January 1872 and included shafts and headings for the High Street Tunnel near South Willingham. By August 1873 the 10 miles between South Willingham and Bardney were complete. However, the tunnels at High Street (560 yards) and at Withcall (971 yards) were in trouble due delays by bad weather and a strike by bricklayers in November 1874 because their hands were being badly scalded by wet lime.

The 10 miles from Bardney to South Willingham was opened to goods traffic on November 9 1874 with the complete line opened to freight on June 26 1876 and passenger services on December 1 1876. South Willingham station was renamed South Willingham & Hainton.

Financial returns were an immediate problem. The traffic from the Midlands failed to materialise and losses were being made with traffic receipts between 1876 & 1881 never producing enough to pay the bank interest. In May 1881 a Receiver was appointed. In August 1881 the Great Northern Railway offered £200,000 to purchase the line - for slightly more than half the current expenditure on the line - and on June 30 1883 the Louth & Lincoln Railway Company passed into the hands of the GNR.

A map of the railways in Lincolnshire is reproduced at the end of this booklet showing how the line linked in with Lincoln Central Station from Bardney and the junction station at Louth with its mainline from Grimsby to Peterborough and loops to Mablethorpe.

Prior to the Railway Companies Grouping in 1923 (into the Big 4 - Great Western Railway; London Midland & Scottish Railway; London & North Eastern Railway; Southern Railway) locomotives were supplied from Lincoln. After 1923, as part of the LNER, locomotives that traversed the line were mainly shedded at Louth. Ex Great Northern Railway C12 class 4-4-2T engines worked the passenger services and ex Great Central Railway J11 class 0-6-0's freight and occasional passenger services. An ex Manchester, Sheffield & Lincolnshire Railway/Great Central Railway N5 class 0-6-2T worked the line in the 1950/51 period. Ex Great Northern Railway 4-4-0 D2 and D3 class engines based at Louth were occasionally seen over the line but were not particularly suited.

The following have been photographed on the line with engine numbers in bold (numbers in brackets are their British Railways renumbering from 1948 ->):

C12's: 4548 (67398); 4519; 4013 (67352); 4525 (67379); 7352; (67394); 4531 (67384)

The total count of sixty C12s were built in six batches of ten each, between 1898 and 1907 by the Great Northern Railway. The last sixteen C12s were withdrawn from the British Railways in 1958.

J11's: 6043 (64320) - withdrawn from BR service October 19 1959 ; 6428; 64323

A total of 174 J11s were built between 1901 and 1910 by the Great Central Railway for goods trains. Withdrawals started in 1954 and finally became extinct in 1962.

D2/D3 4307; 4343

A total of seventy locomotives were built in seven batches between 1898 and 1909 by the Great Northern Railway. They were designed for working secondary passenger trains, although they also hauled some fast goods trains. Thirty-one entered British Railways ownership, and the last D2 was withdrawn in June 1951.

N5 (69306)

A total of 131 N5s being built between 1891 and 1901. The first withdrawal occurred in 1936, but only eight had been withdrawn by 1945. The remaining 121 locomotives all survived into British Railways ownership (1948). The rapid introduction of diesel shunting locomotives during the 1950s took their toll and withdrawals of the surviving N5s in the late 1950s was rapid. Many were stored during this time. Nineteen N5s survived at the beginning of 1960, and all were withdrawn before the end of the year.

At the time of the closure of the line all locomotives were 40-50 years old.

Operationally, there were never many services over the line. The 1880 timetable shows 4 passenger services in each direction on weekdays - two in the morning and two in the afternoon with no Sunday service. This remained the case until 1941 when one of the morning services was withdrawn leaving 3 services each way.

In the 1880's the Great Northern Railway ran the following goods trains:

- 7:40am depart Bardney - arrive Louth 10.20am
- 10.10am (Cattle & Tuesdays only) depart Louth - arrive Bardney 11.05am
- 11.40am depart Bardney - arrive Louth 1.35pm
- 12noon (except Tuesdays) depart Louth - arrive Bardney 3.05pm
- 4.20pm (except Saturdays) depart Louth 4.20pm - arrive Bardney 6.50pm.

Once again there was no Sunday Service. Goods trains often were held at the loops at Donington On Bain and Wragby whilst passenger services went through. In the last years of service on the line the goods service reduced to two, then one a day in each direction but not always on a Saturday.

Coal merchants had coal staithes at most stations. As well as transporting cattle, sheep and other livestock, the line looked after the needs of agriculture in general: Peruvian Guano to be spread on the land, rock salt for cattle licks, and locust beans for cattle slabs.

Before telephone lines began being installed in the area during the middle 1920's the station was the focal point for emergency calls to doctors and hospitals. The messages were tapped out by the signal man over the telegraph to the signal box at Louth.

The busiest days for passengers were Wednesdays and Saturdays with most passengers travelling to Louth Market. If local springs dried up the railway would supply a tender of water for most stations and later drinking water was supplied from Donington on Bain station - typically in milk churns.

Regular visitors to line were the stallion man who made periodic visits to farms along the line travelling in a stallion box (complete with accommodation cabin) covering local mares and working horses. Another regular visitor was the French Onion man.

THE LINE AT WAR

WW1 saw the felling of many acres of pine trees around Withcall which were taken by rail and used for shoring up the trenches in the battlefields of France and Belgium.

During WW2 223 Maintenance Unit had several railheads at stations along the line - used to supply nearby aerodromes. Wragby, South Willingham, Donington on Bain and Withcall were used for this purpose. Hallington station was used as an empties dump before being returned to munitions factories. There were times when station yards were filled up with bombs. A sobering thought!

CLOSURE

A letter from British Railways announcing its plans to close the line to all traffic was read out to members of Louth Rural District Council in March 1951. Councillors agreed to the line closing to passengers but not to freight.

The last passenger train departed Louth at 3.47pm Saturday November 3 1951 returning from Bardney at 7.21pm to the sound of fog detonators placed along the line and in the carriages passengers sang "Auld Land Syne".

The line continued as a freight only service until 1956 when on September 17th the section between Louth and Donington On Bain was closed. December 1st saw the section between Donington On Bain (including South Willingham) and Wragby closed and finally the Wragby to Bardney section closed on February 1st 1960 with the track being lifted in 1961.

Bouquet For The Driver of The Last 3.47



Seven-years-old Diana Hinchcliffe presents a bouquet of carnations to Driver W. Cartright. Standing by the cab of the 'old lady' are Fireman F. Hardy, and Guard Cyril Thompson. Also in the photograph, taken by J. West, are Mr. W. Johnson, Louth Station-master, other Railway officials and members of the Gainsborough Model Railway Society.

On the following pages is the Lincolnshire Chronicle article reporting on the last day for passengers November 3 1951:

5 END OF THE LINE!

Songs all the way from Bardney to Louth

OFF into the darkness steamed the engine down the line to the locomotive sheds. The crowd on Louth station cheered then stood and watched; stood looking down the line feeling a little sad.

Goodbyes are always sad, but this was more so than usual. This was not a farewell to friends who would be returning; this time there would be no coming back. Then it was all over, and the figures on the station turned up their collars, and slowly, one by one, disappeared into the cold night.

The talking was over; the protests had died down—and now it had happened. The Bardney-Louth passenger line was closed. The gate had slammed to on another piece of railway history.

At Bardney the officials and railway "spotters," model makers and locomotion "collectors," who gathered for the last journey to Louth, whiled away the waiting time in a near-by cafe.

Over cups of steaming hot tea (didn't the first idea for a steam engine come from a boiling kettle?) they sat and turned back the pages of local history.

The opening of the line was recalled, and the days when it was used extensively by the rural community.

Could the service have been preserved? That was one of the questions discussed at length.

It was suggested that the great running costs could have been cut by the use of diesel cars.

LAST TICKET

The last ticket to be issued for the Bardney-Louth line was purchased by Relief Stationmaster H. Thaker.

Then Driver Cartwright received the guard's signal for "off"; somebody on the platform shouted "goodbye"—and as the train gathered speed the rhythm of the wheels took up the word—goodbye, goodbye, goodbye.

But the travellers were excited by the occasion. The heavy rain which had now started did not dampen their enthusiasm.

At the various "halts" they dismounted to see what was happening, and at Wragby station several autograph hunters were intent on getting the signature of the driver and fireman.

At some of the stations, including Wragby, fog detonators were placed on the line in order to say "goodbye to the old lady."

All through the journey strains of "Auld Lang Syne" were heard from the special coach in which the members of the Gainsborough Model Railway Society travelled.

When the train arrived at Louth dead on time—7.21 p.m.—there was a considerable crowd present to see the finale, and along with the passengers they crowded round the cab of the engine and said goodbye to the train crew.

The Travellers

Among these was Mr. Walter Clark, for 40 years a signalman at the Louth South Box, and Mr. J. W. White, curator of the Louth Museum, who was for many years employed on the railway.

The train steamed out, loud cheers went up . . . it was all over.

Among those who took part in the day's proceedings were Mr. S. C. Webb, assistant district commercial superintendent, Mr. W. Johnson, Louth stationmaster, District Locomotive Inspector, Mr. G. T. Emmerson, and Mr. L. A. Teather, an official from Lincoln Goods Department.

The Railway Correspondence Society by Mr. W. Woolhouse, Fotherby, secretary of the Lincolnshire Section, and Mr. E. Thompson, a member of the London Section of the Society.

Others who made the dual trip were Mr. E. Ingram, Louth fuel officer, and Mr. G. D. Hinchcliffe, an official of the Gainsborough Model Railway Society, the Rev. I. P. S. Jones, and Mr. A. G. Bradley, both of Lincoln.

Mr. R. F. Youell, assistant lecturer in physics at Leeds University, wrote to the Louth Stationmaster that he regretted his official duties prevented him from being present. He enclosed a sum of money to pay for some of the tickets which would be the last to be issued.

OUTWARD BOUND

THE last train from Louth station left at 3.57 p.m., carrying parties of railway employees and "fans" all enjoying the last ride on "the old lady."

Many of them made special arrangements to buy extra tickets at the various stations en route in order to have additional souvenirs.

Had more than three coaches been required for these last trains, two engines would have been used. The railway officials had made arrangements, but only one engine was needed.

DRIVER'S BOUQUET.

Driver W. Cartwright and Fireman F. Hardy had the honour of piloting the last trains. The engine used was an old Great Northern C.12 passenger tank, which had been used on and off on this line for many years.

Driver Cartwright told our

representative that he had been driving this train for 30 years, and Fireman Hardy had fired the engine for seven years.

Mr. G. D. Hinchcliffe of the Gainsborough Model Railway Society, said: "It has been a long day, but it has been worthwhile, and we have enjoyed every minute of it including a visit en route to the Lincoln Locomotive Shed.

"Some of our boys would have given anything to have been allowed to pilot the last train," he remarked.

But there was a thrill for them. At Bardney they were allowed to set the engine on its homeward run on the turn-table.

Just before Guard Cyril Thompson gave the signal to move off from Louth, Mr. Hinchcliffe stepped forward with his seven-year-old daughter, Diana, who was lifted up to the cab of the engine and presented a bouquet of carnations to Driver Cartwright and Fireman Hardy.

Last Letter

This incident proved an excellent opportunity for a large battery of cameras to be levelled on the scene. Little Diana was a very proud girl as she shook hands with the train crew.

A letter was "posted" on the train to a Leeds gentleman. The envelope would have to make a long detour by different trains until it reached Leeds, where it would then be handed over to the G.P.O.

There was a surprise awaiting the train crew at Wragby, when the Stationmaster, Mr. E. C. Savory, stepped forward and on

Against Grain!

IN order to bid farewell to the Bardney-Louth passenger service as "old friends of the line," members of the Gainsborough Model Railway Society travelled the 45 miles to Louth by 'bus!

Their verdict of having to come by road for such an occasion: "Very much against the grain."

behalf of the station staff and the residents presented to Driver Cartwright a wreath of white and bronze chrysanthemums.

Driver Cartwright accepted the wreath, and it was placed on the front of the engine. It bore the following inscription:

Louth-Bardney Passenger
Service.
In Memoriam,
Born 1876.
Died 1951.

MEN REDUNDANT.

There was one sad feature about these last journeys, for it meant that a number of the staff at the Louth Locomotive Shed would become redundant.

These included three drivers, six firemen and six other grades, including cleaners, etc.

The fuel officer for Louth, Mr. E. Ingram, who travelled with the train, told the "Standard" that for this historical journey No. 1 steam coal was supplied. This is generally only used for long distance expresses.

The Louth-Bardney rolling stock is somewhat antiquated, and for the comfort of the passengers the three coaches had been "borrowed" from the Mablethorpe section.



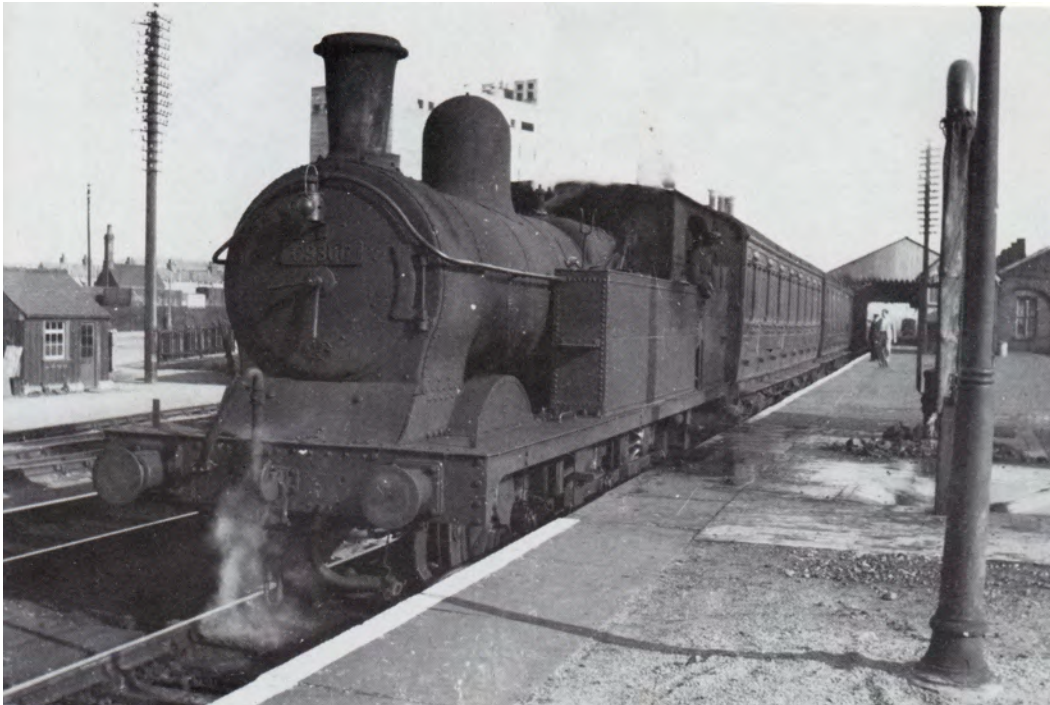
**C12 CLASS NO: 67379 AT EAST BARKWITH STATION OCTOBER 13
1951**



**J11 CLASS NO: 64323 PASSES DONINGTON ON BAIN WITH A
FREIGHT TO LOUTH APRIL 1951**



D2/D3 CLASS NO: 4343 NEAR WRAGBY



N5 CLASS NO: 69306 AT LOUTH JUNE 1 1951

TODAY

Remarkably, most of the railway stations along the line still exist. Louth Station is now surrounded by an industrial estate and the new Aldi supermarket. Hallington, Withcall, South Willingham, East Barkwith remain intact. Kingsthorpe station has totally disappeared and Bardney Station was moved brick by brick to the heritage steam railway at Nene Valley in 1993.

It is doubtful the introduction of diesels would have saved the line. It was too early, as they were not yet widespread on the railways as they were to be in the early 1960's at the time of the Beeching Report and subsequent cuts to the network. Where they were introduced - on the Mablethorpe loop and Lincoln to Skegness and Boston in later years they also did not save the lines from competition from road traffic.

Few drivers would miss the level crossing at Wragby. Already a bottle neck in the 50's - with the traffic of today and jams through Wragby - in the summer it can be imagined they would back up to Horncastle now and perhaps as far as the Lincoln by pass! The trouble was the main gates were operated by the signal man - and they had built the signal box at the far end of the station. Every time a train approached, he would climb down from the signal box and walk the length of the platform to close the gates. He would walk all the way back, climb back up to the signal box and wait for the train to pass through. Once it had gone he would climb back down, walk the length of the platform again to re-open the gates. The whole process taking up to 8 minutes.

Unfortunately, railway lines closed way before the Beeching cuts in the 60's were costly to save once the track and track bed was lost and ownership passed to local landowners and private hands. Another 10 to 20 years later and no doubt a steam heritage line could have been formed - perhaps preserving Hallington to Wragby. The only sound heard since closure has been the reported ghost train around Hallington and Withcall.....

THE FATE OF RAILWAYS LOCALLY ELSEWHERE IN LINCOLNSHIRE

Louth

The engine shed was closed in December 1956. During the 1960's the overall roof was removed and replaced by two smaller canopies and some of the goods sidings removed. The track into the station was lifted in 1979/80 and the up platform demolished. Grain continued to be delivered to the Association of British Maltsters Malt Kin until 1980 and the remaining track lifted in 1981. The main station building was converted into flats. The malt kin building was demolished starting in 2004.

The Louth to **Mablethorpe** line closed on December 5 1960. The line from **Louth to Boston** closed on Oct 5 1970 and with it the **Willoughby to Mablethorpe** line. Louth to Grimsby continued as freight only. Traffic dwindled and line finally closed in 1980. From Holton le Clay to Grimsby the Peakes Parkway road today takes the old main line route. A railway preservation society has restored the line between Ludborough and North Thoresby and continue with the ambition to reconnect fully Waltham to Louth.

Bardney

Closure of the **Lincoln to Firsby** Line took place on October 5 1970. The line from **Bardney to Lincoln** remained open to freight serving the sugar beet factory until January 1981.

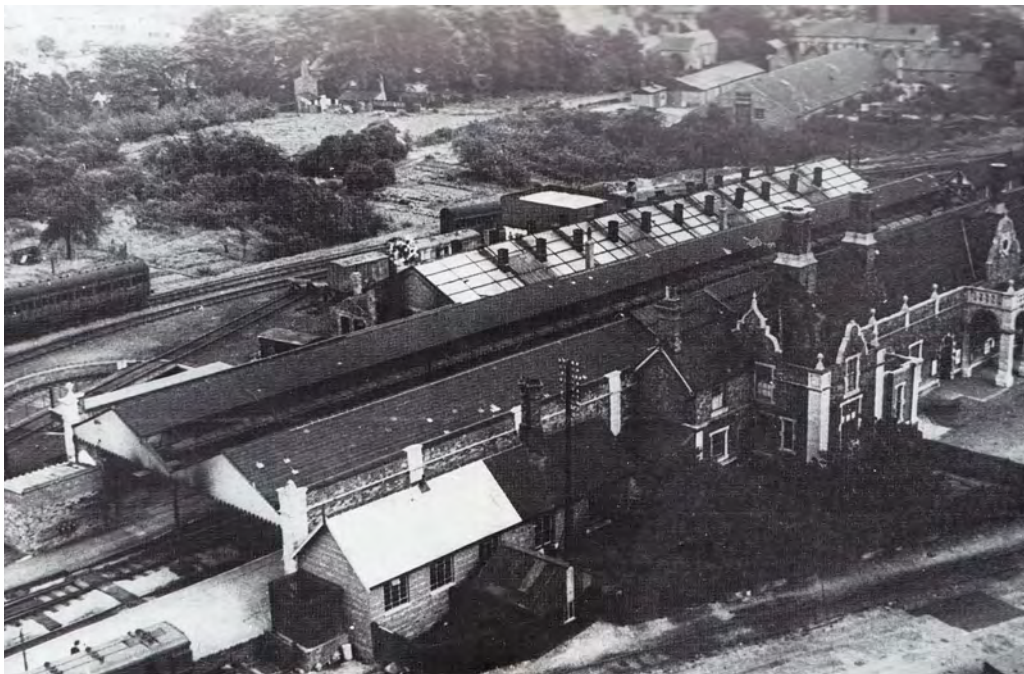
The **Woodhall Junction to Horncastle** branch closed to passengers on Sept 13 1954 with freight continuing until April 6 1971. Horncastle Railway station remained in intact and in good condition until January 1985 when it was demolished by B A Bush Tyres who acquired the goods yard.

Woodhall Junction to Boston closed on June 17 1963

The **Spilsby** branch was closed to passengers as a wartime economy measure on September 10 1939 and was never reinstated. Goods traffic continued until full closure on December 1 1958.

Elsewhere the branch to **Skegness** was due to be closed by British Railways on June 6 1964 but following appeals and inquiries was saved - meaning the line from Boston - Firsby (using part of the old mainline from Grimsby and Louth) - Skegness remains open today.

The line from Lincoln to Grimsby via **Market Rasen** survived.



LOUTH RAILWAY STATION



HALLINGTON STATION IN THE 1890'S



WITHCALL STATION APRIL 1951



**DONINGTON ON BAIN STATION EARLY 1920'S SHOWING RAILWAY BRIDGE
(NOW FILLED IN)**



SOUTH WILLINGHAM STATION JUNE 1951



EAST BARKWITH STATION CIRCA 1900 LOOKING TOWARDS SOUTH WILLINGHAM



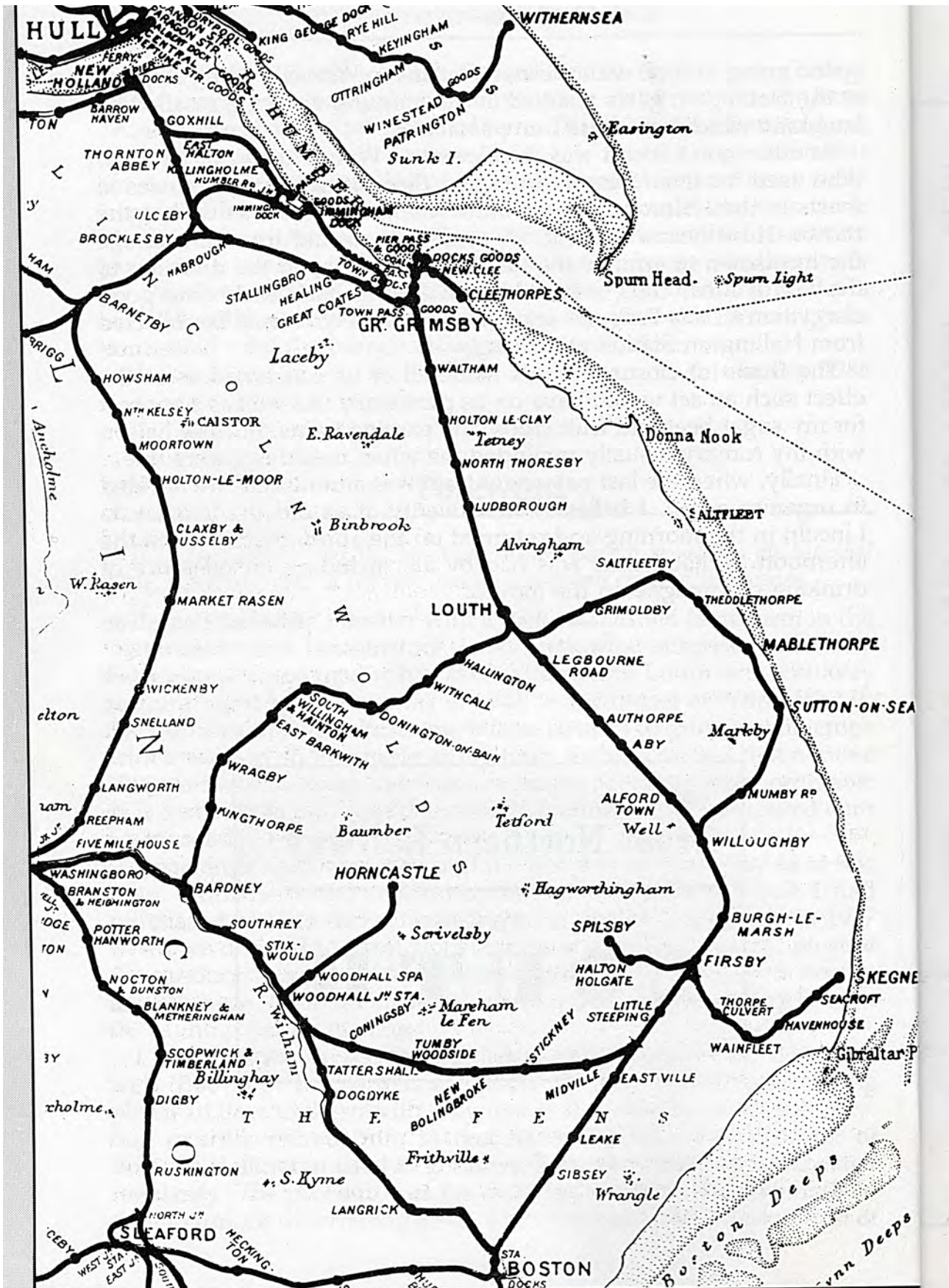
WRAGBY STATION JUNE 1951 (HORNCastle ROAD LEVEL CROSSING IN BACKGROUND)



KINGSTHORPE STATION (NOW DEMOLISHED) JUNE 1951



BARDNEY STATION OCTOBER 1951 WITH BRANCH GOODS TRAIN



MAP OF THE RAILWAY LINES OF LINCOLNSHIRE. CLOSED ARE: MAIN LINE GRIMSBY -> LOUTH -> FIRSBY; LOUTH -> BARDNEY; MABLETHORPE LOOP; SPILSBY LINE; LINCOLN -> BARDNEY -> BOSTON; HORNCASTLE LINE; WOODHALL JUNCTION -> CONINGSBY -> LITTLE STEEPING