Industrial Archaeology Notes
1984

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LINCOLN RAILWAYS SK 974707

The pattern of railway services in Lincoln has recently undergone a fundamental change with the concentration of railway passenger services on Lincoln Central Station. A new section of line has been constructed deviating northwestwards from the existing route approximately 1 km south of St Marks's station to join the lowered alignment of the Lincoln Avoiding Line at the point where it crosses the Catchwater Drain.

Opened in August 1882, the Lincoln Avoiding Line linked Greetwell Junction, 2 km to the east of the city, with Pyewipe Junction, 4 km to the west, by way of an embankment running to the south of the city. Greetwell Junction, on the Sleaford line, had connections to Bardney, whilst Pyewipe Junction was situated on the line to Gainsborough, and later to Chesterfield. A connection at Boultham Junction gave access to the East Holmes goods yard and Lincoln Central station by way of a slightly curved and graded spur. It is this spur, on an eased radius of curvature and much less severe gradient, that gives access to the Central station. A single line has been retained from Boultham Junction to Pyewipe Junction to allow trains to travel from Gainsborough to Newark without reversal. The remainder of the Avoiding Line was closed in November 1983 and the formation has already been breached in two places—Tritton and Canwick roads—due to road improvement schemes. Latterly, this line had seen sparse traffic, partially due to the closure, in 1982, of the Lancashire, Derbyshire and East Coast route from Chesterfield, this being a principal feeder of coal traffic to the south-east via the Spalding—March line. In the early 1970s the avoiding line was carrying approximately 70 trains a day.

St Mark's station was the first to be opened in Lincoln, with the arrival of the Midland line from Nottingham and Newark. The incomplete station was opened on 4 August 1846 with passengers having to endure the continuation of construction until the end of the year. It was built with two platforms separated by the centrally placed carriage sidings. Additional sidings were provided to the north and south of the station buildings. This arrangement of platforms, with their continued use until closure, represented a historical link with early railway practice.¹

The station frontage is of a simple classical design with a central Ionic portico and Doric pilasters at each end of the building.

Contemporary repairs to the parapet in Blue Engineering Brick have not enhanced the appearance of the north facing elevation. The original intention was to construct a wall at the eastern end of the train shed adjacent to High Street. However, the construction of the Market Rasen to Lincoln section of the Great Grimsby—Sheffield Junction Railway led to the inclusion of a level crossing on High Street and an 'end-on' connection was made to the Midland line.

Passenger services to Market Rasen commenced on 18 December 1848.

As built St Marks enjoyed the benefit of a double hipped roof over the train shed of some 280 feet in length. This was removed in the early 1950s.

Fig. 3 shows demolition in progress and Fig. 4 the station on completion of the demolition works with the Midland goods warehouse in the middle distance.

The future of St Marks station, a listed building, is unsure, though the site has been made available for development.

Members of the committee were able to investigate the Avoiding Line courtesy of the Lincoln Railway Society.

Notes

RUSTON PROCTOR BOILER WORKS, FIRTH ROAD, LINCOLN SK 968707

With the continued reduction in the requirement for large-scale manufacturing premises in Lincoln local companies have rationalised their accommodation and consequently various industrial buildings are being offered for disposal. One such complex vacated in the early 1980s was the Ruston Proctor Boiler Works situated in the Boultham area of the city.
Ruston Bucyrus used the works until recently, however, in 1984 it was decided to clear the site.

The Boiler Works was constructed some time between 1885 and 1905 and consisted of a six bay structure of local red brick with slate hipped roof. The elevation of the four northernmost bays being slightly higher than the neighbouring two bays. The eastern end of each bay had six cast iron framed windows, equally spaced, above stone window ledges. The symmetry of the elevation has been marred by the insertion of doors half the height of one of the bays.

Gun metal letters identified the premises as 'Ruston Proctor & Company Limited Boiler Works', and these are now in safe keeping at the Museum of Lincolnshire Life.

The interior of these buildings was of clear bays with double vertical 'I-section' steel columns supporting a horizontal 'I-section' beam constructed of bolted plates forming a support rail for the overhead cranes. Above these, single slender 'I-sections' rose to support the steel roof trusses.

In addition to the Boiler Works the offices and remaining premises of William Foster's works were demolished. This included the Edwardian office block, the modern office block of Ruston Bucyrus, the foundry to the west, plus further bays to the south of the complex.

THE MALTINGS, NORTHGATE, LOUTH TF 329877

During the autumn of 1984 the Industrial Archaeology Subcommittee was alerted to the imminent demolition of a range of maltings at Northgate, Louth. A hurried photographic survey of the exterior of the buildings was undertaken. Access to the interior was unfortunately not available.

The complex was of brick with a Welsh Slate roof and appears to date from towards the end of the 19th century. The buildings consist of a three-storey warehouse (Fig. 5) with vehicle access and openings for the receipt of bulk grain on the ground floor, with one Lucam for handling sacks to the third floor. Adjoining the north-facing elevation is a two-storey drying kiln of the same height (Fig. 6).
To the rear of the warehouse a two-storey block with double pitched roof formed the germination floor. (Fig. 7). Braced buttresses separated the windows that were provided for both floors in this section of the building, in contrast to the sparse provision for light or ventilation in the warehouse. Behind the germination floor, and parallel to the warehouse, was the malt kiln. Here, the semicircular tops to the windows in the upper storey contrast the elliptical tops found in the rest of the building. Square bars were set in all the window openings at approximately 150mm centres with, in most cases, exterior wooden frames supporting wire screens. In all cases the sills were of brick. The upper windows had been blocked by modern brick work and the southern gable had relatively recent grain handling equipment installed. The once open vents at the apex of the roof had been sealed.

The final section of the building was probably the malt screening and storage area. This was parallel to the kiln, again with a pitched roof but to a lower height. The change in roof slope at the eastern end of this part of the building together with an apparent alteration in the appearance of the bricks suggests an extension at a later date.

The complex was used until relatively recently for grain storage; the site being cleared in early 1985.