



Railways around Habrough in 1903 before the opening of Immingham Dock in 1912.

The 1903 Habrough Junction signal box had opened in 1883 replacing an earlier box. It was a Manchester Sheffield & Lincolnshire Railway [MS&LR] type 2 design fitted with a 28 lever MS&L tappet frame. Closure came on 17<sup>th</sup> September 1988 when the level crossing was converted to automatic half-barriers and supervised by Ulceby Junction signal box.

The UP line is east towards Grimsby and the DOWN line is west towards Barnetby and New Holland.



Looking towards Grimsby from the road crossing footbridge. A dmu is stood in the up platform. The down platform is behind the photographer. c.1971. [John Law collection]

## **The 1903 Habrough Train Register**

**by Malcolm Hayles, Gordon Luck and Richard Bedwell**

In September 2017, John Trevitt, curator of the Immingham Museum, donated a 1903 Train Register book from Habrough Jn signal box to the GCRS archives. The signal box stood next to the down main line, alongside a level crossing, facing the up station platform. The signalmen worked to adjoining boxes at Brocklesby (Barnetby direction), Ulceby (New Holland direction) and to Immingham Sidings (Roxton) in the Grimsby Direction.

The book is believed to have been stored in the loft of Habrough Station and was found whilst the loft was being cleared, prior to the building being demolished. It dates from 13 February to 12 September 1903, and contains some very interesting facts of the GCR during this period. The pages are tabloid size – 17 inches by 11 inches.

Resident signalmen were Harry Ward and William Clark who worked 10-hour shifts. W.F.Stark, who was probably a signalman/porter, worked the other four hours. Most days Henry Abbot, the stationmaster, came into the box and signed the train register. It was his duty to ensure the box was running smoothly and that there were no problems on the line. Each day, as it was getting dark, William Todd, the signal lamp-man, would light all signal lamps and secure them to the signals and gateposts at Habrough station. Next day at dawn he would return them to the lamp room. His actions and the times he performed this duty were registered in the book.

The signalmen registered approximately 120 trains a day, 60 each way. The types of trains running to/from Grimsby via the GCR line, averaged out at 50 passenger trains, 18 fish trains, 22 coal trains and 30 general goods trains. Of course 9 of the fish trains on the up and 11 coal trains on the down consisted of empty vans/wagons. One of the goods trains, however, was the local pick-up goods, that would shunt the goods yards each side of the main line between passing trains.

One other feature the signalmen recorded in the register during daylight hours was the number of each train locomotive. Particularly frequent was no.567 which worked regularly on passenger services from Grimsby to New Holland, and to Sheffield. It was probably based at the Grimsby locomotive depot, as it also worked regularly on fish trains to Manchester. What makes this particularly interesting is that a working replica of this engine is presently being built by the GCR 567 Loco Group based at Ruddington on the GCR(N), south of Nottingham.

Working people at the beginning of the century did not travel very far to get to work, and this was the case for Habrough based railway men. In the census of 1901, there were 21 living in the village and this included the two resident signalmen. Harry Ward was the nearest, you could say 'he lived on the job', residing at a house two doors from the Station Hotel. Harry was born in Revesby near Horncastle in 1874, the fifth child of eleven. At the age of 22 he married Maria Baron in Brigg and joined the railway as a signal cleaner and lighter at Retford station on 5 October 1896. Two years later he was promoted to signalman at Checker House signal box between Retford and Worksop, staying for two years before gaining promotion to the signal box at Habrough on 10 June 1900. When Immingham Dock was being built, he gained promotion to the larger newly built boxes of Barnetby and Wrawby Junction. He retired at Lincoln, just prior to the beginning of the Second World War, and returned to the Habrough area. He died at the Station House in Ulceby on 19 August 1950.

## Calendar for Year 1903

January							February							March						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
			1	2	3	4							1							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29
														30	31					

  

April							May							June						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
		1	2	3	4	5					1	2	3	1	2	3	4	5	6	7
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28
27	28	29	30				25	26	27	28	29	30	31	29	30					

  

July							August							September						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
		1	2	3	4	5						1	2	1	2	3	4	5	6	
6	7	8	9	10	11	12	3	4	5	6	7	8	9	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28	29	30	28	29	30				
							31													

  

October							November							December						
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su
			1	2	3	4							1	1	2	3	4	5	6	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			
							30													

*Easter Sunday - 12 April*

The train register dates are from 10 February to 20 September 1903.