

Spalding Railway Station

I would like to put up a sign which is attached which says 'Lest We Forget' with a Poppy Field and Soldiers in the background. The pictures will be on Di Bond Boards which can then be taken off and changed if needed or removed if requested. The impact from these boards will benefit the people who travel from our Station and for those who travel through Spalding Station, it will certainly be good to see and benefit the area much better to look at. It will be tasteful public art and give positives in our local area, as we honour Remembrance every year by holding Remembrance Services all over South Holland.

A little about the Station and the building:

Railway station and attached foot bridge. 1848, for the Great Northern Railway Company. Unite brick with painted brick and ashlar dressings. Slate roofs with bracketed overhanging eaves. Brick chamfered cornice. 10 tall brick stacks. Entrance front 20 bays from the left, a tall 2 storey staircase block, set back, with a hipped roof and a large round headed window. Flat roofed single storey wing in front has 2 blind round headed openings. Then a 2-storey single bay gabled section with a tripartite sash below, and a plain Venetian window above. Then a recessed section with a single plain sash flanked by single doors with overlights, above another plain sash. Beyond a tall 3 storey tower with painted cill bands and a pyramidal roof. A 2 light cross casement with flat ashlar hood on brackets, above a round headed casement with side lights, and above a cross casement. Then a single storey wing with 3 round headed entrance arches and beyond a slightly projecting gabled wing with another round headed entrance arch. Beyond a further wing with a central blind window flanked by 2 plain sashes on either side, then a further slightly projecting gabled wing with a plain Venetian window. Beyond a 6 bay, single storey range with 3 blank panels and 3 plain sashes. Platform facade, largely covered by a large wooden canopy supported on iron columns with ornate iron brackets. To the south-west an iron foot bridge spans the line with a 2 storey brick stair tower with a hipped slate roof. Foot bridge continues beyond to further platform with 2 continuous flights of steps.

Spalding gained its first rail links to Peterborough, Boston and [Lincoln](#) in 1848, courtesy of the [Great Northern Railway](#) (GNR) who built their main line from London to [Doncaster](#) through the town; Spalding railway station opened on 17 October 1848.^[2] This route was superseded by the direct line via Grantham within four years, but it remained well used by traffic heading towards [Louth](#) and [Grimsby](#) over the former East Lincolnshire Railway.

The GNR subsequently added a line eastwards to [Sutton Bridge](#) via [Holbeach](#) (the Norwich & Spalding Railway) in stages between 1858 and 1862, a westward route

to [Bourne](#) in 1866 and another to [March](#) the following year in an attempt to thwart the ambitions of the competing [Great Eastern Railway](#) (GER). These efforts did not succeed however and the company eventually agreed to work these routes jointly with the [Midland Railway](#) (the former pair forming the backbone of the [Midland and Great Northern Joint Railway](#) system) and the GER (March line) by the beginning of the 1870s. The collaboration between GNR and GER also led to the construction of the last route out of the town, the GE&GN Joint line to [Sleaford](#) which opened to traffic on 1 August 1882.^[3]

By the end of the nineteenth century the town had become a major rail crossroads and the station had grown to reflect this, having more than doubled in size from its opening half a century earlier. It would also later become a popular destination in its own right, with the annual [Tulip Festival](#) bringing excursion trains into the town from all over the country from the late 1950s onwards.

[British Railways](#) was formed on 1 January 1948, and Spalding station was renamed Spalding Town on 1 December 1948.^[2] The Midland & Great Northern routes into the town were heavily used, particularly in the summer months, well into the 1950s, but they were the first to suffer from the BR economy drive of the time, closing to passengers on 28 February 1959.^[4] The East Lincolnshire line to Boston was to suffer a similar fate a decade later, with the last trains to Grimsby and Peterborough running on 3 October 1970. This left the Joint Line as the only surviving route through the town; typically just three trains per day each way between Lincoln and March/Cambridge called at the station in this period. However, its status as a junction was restored within months, the line to Peterborough regaining a limited (thrice daily, peak hours only) passenger service from 7 June 1971.^{[5][6]}

The Joint line remained a busy freight artery for the next few years, serving as one as the main outlets for the [marshalling yard complex at Whitemoor](#) but the general decline in freight traffic in the area would ultimately lead to the Spalding to March portion's closure to all traffic on 27 November 1982.^[7] This left the town effectively with the same rail access as it had back in 1848, albeit with trains to Lincoln running via Sleaford rather than Boston. Services to and from Peterborough did improve following the closure of the March line, with the existing service from Lincoln diverted to start and terminate there and some extra trains being added to the timetable.

The station, known in steam days as Spalding Town, was honoured on 3 May 2002 when a main line locomotive was dedicated to it. Class 31 diesel No. 31106, owned by Cambridgeshire businessman and enthusiast Howard Johnston, who was born nearby, arrived on a Tulip Parade day special train, and a short stopover was arranged for Colin Fisher, Chairman of South Holland District Council, to unveil the cast Spalding Town nameplate (which includes the authority's crest within it) on the side of the engine. He was also presented with a replica plate as a permanent reminder of the occasion. Although intended for public display, this has not yet taken place.