

FORWARD



Immingham Dock Centenary Souvenir

1912 - 2012

£2.50



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A pictorial record of Immingham Dock

**A 'Forward' publication
from
The Great Central Railway Society
2012**

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An Introduction by Ken Grainger

If Immingham Dock had been the Great Central Railway's only bequest, the nation would still owe the company a tremendous debt of gratitude for what is today Britain's largest port by tonnage, handling up to 55 million tonnes of cargo per year, and premier energy port. Of course over the hundred years since Immingham Dock opened it has had to adapt to changing demands, including serving as a base for submarines in the Great War, then for the Humber Force of cruisers and destroyers in World War 2. It had also been the WW2 home to the *Grampus* class minelaying submarine HMS Seal, before she had the misfortune to become the only British submarine to be captured and pressed into service by the *Kriegsmarine* as its U-8.

A new oil terminal and gas jetty are but two of the major developments which have kept Immingham abreast of modern day requirements, not least the reversal of coal traffic, from export to import, and most recently the addition of an outer harbour roll-on, roll-off terminal. That the dock has been able to adapt so seamlessly is due to the Great Central Railway's far-sightedness in its conception and painstaking thoroughness in its construction.

As early as 1873, in the middle of the Manchester, Sheffield and Lincolnshire era but with Grimsby already feeling the strain of its burgeoning trade, the MS&L's Engineer Charles Liddell pinpointed Immingham as the ideal site for a new dock. Just six miles upstream from Grimsby, unpromisingly bleak and marshy Immingham was the point where the Humber's deepwater channel flowed close by the Lincolnshire bank. Here a dock could be constructed which would offer deepwater access without constant dredging.

At the time nothing more was done, but by 1900 when the need to relieve the pressure on Grimsby was becoming desperate the eminent marine engineer Sir John Wolfe Barry reached precisely the same conclusion as had Charles Liddell: Immingham was the place to dig. Despite inevitable wrangling, the Humber Commercial Railway and Dock Act was passed on July 22nd, 1904, with the tender of the Edinburgh contractors, Price, Wills and Reeve being accepted on November 10th, 1905. Price, Wills and Reeve's tender was £900,484 but to a degree that was "the tip of the iceberg". That was the projected cost of the building of the dock itself, by their 2,500 workforce backed up by 30 locomotives, 30 horses and 1,400 wagons trundling along upwards of 100 miles of temporary track, but represented little more than a third of Immingham's total cost of £2,600,000. The workforce would have needed to be far greater were it not for the utilisation of 10 steam navvies with ample cranes and pumps, and 14 pile drivers.

A violent thunderstorm wasn't allowed to disrupt the customary junketting at the July 12th, 1906 cutting of the first sod by the GCR Chairman's wife, Lady Henderson, then the contractors set to with a will. The guests at that glittering event had converged by means of special trains from Manchester and Marylebone, from Cleethorpes and (somewhat improbably) from Chesterfield, but they would then have completed their journeys along what was later to become the Grimsby District Light Railway. That was also the route by which, during the ensuing years, enormous volumes of material would be delivered to the works, and over which a fair proportion of the workforce would daily travel to and fro in the "Navy Mail" of old Metropolitan carriages.

The contractors operated a quarry at Brocklesby which provided much of the stone required for the works, but over the light railway came cement from the Medway, and gravel from Sunderland and the south coast. Granite was shipped in from Sweden while timber, jarrah wood, pitch pine, elm and oak came from as far afield as Australia, America and Russia. The surrounding land was raised by nearly five feet as 1½ million cubic yards of mud, pumped from the river, was added to the 3½ million cubic yards excavated from the dock. It was an immense undertaking.

By the time the contractors had finished, a 1100 feet square central dock extended at its western end into two parallel arms, each 1,250 feet by 375 feet. Around the seaward arm timber-pond, five travelling cranes stacked imported timber, while the quay between the two arms catered for iron and steel with a mighty 50-ton fixed crane and ten travelling cranes.

At the eastern end of the dock stood Transit Sheds 2 and 3, each with their own cranes, and beyond them an enormous granary. But Immingham was primarily about coal, and along the 2,350 feet length of the southern quay seven hydraulic coal hoists stood ready to pour 700 tons of export coal an hour into the holds of waiting ships. Each of those hoists was fed by eight gravity sidings, in turn supplied by reception and storage sidings with a capacity of more than 9,000 wagons - just part of Immingham's 170 miles of track.

Immingham was conceived regardless of expense and the new railway line from Ulceby would bring interminable trains of coal for export to the docks (it continues to serve the same purpose today, but in the opposite direction, for imported coal!) while the new Doncaster avoiding line prevented a potential bottleneck from stifling the traffic flow.

Any ship which could pass through the Suez Canal could enter Immingham Dock through its 90 feet wide entrance lock with three huge pairs of hydraulically operated gates along its 840 feet length. The dock offices and Transit shed No.1 stood on the eastern side of the lock, while on its western side was a 740 feet by 56 feet graving dock, which could be pumped dry of its 1¼ million cubic feet of water capacity in 84 minutes.

On either side of the entrance lock, jetties diverged out into the river, the eastern one providing a landing stage with a double track passenger station at its outer end. In that era of coal-fired steamships the western jetty provided all states of the tide bunkering from another of those 700 ton per hour coal hoists, locomotives pushing full coal wagons along one of its two single-track girder bridges, then the empties being allowed to roll back down the other.

Everything about Immingham was on the grand scale, and its enormous hydraulic and electrical power demands - including illumination of the whole dock area by 350 arc lamps and powering the Immingham Tramway which, from May 1912, paralleled the Grimsby Light Railway - were met by the power house, close by the landward end of the western jetty. Within it, a bank of nine twin-flue Lancashire Boilers and four 630hp engines powered a range of state-of-the-art hydraulic accumulators and turbo-alternators. Until its closure in 1957, the power house supplied 6600 volts AC to three sub-stations, for conversion into the tramway's 500 volt DC overhead pick-up.

The first ship to be loaded at the new Immingham dock was the *Mars*, a Swedish freighter, on May 15th, 1912, though the first vessel to leave had been the GC's own SS *Dewsbury*, which had set out from the western jetty on her maiden voyage as early as June 17th, 1910. But the official opening, which would totally eclipse the grandeur of the 1906 Cutting of the First Sod, was scheduled for Monday, July 22nd, 1912. No less than 4,000 guests were invited to the shindig, arriving via a special train from Marylebone, Leicester and Nottingham, with a second from Manchester and Sheffield, while an intensive service ran between Cleethorpes and Grimsby and on the Hull - New Holland ferry. The Grimsby Light Railway and the Immingham tramway were working to capacity. At 12.30pm on a gloriously sunny day, to the strains of the Cleethorpes Pier Pavilion orchestra, luncheon was provided for 1,418 honoured guests in No.1 Transit Shed. Purdon Viccars was in the chair at the luncheon because Chairman Sir Alexander Henderson and General Manager Sam Fay were at Grimsby station, waiting with other dignitaries to greet their Majesties King George V and Queen Mary. This would be the first visit by a reigning monarch to Grimsby since Queen Victoria's in 1864. They arrived from Kings Cross in the Great Northern Railway's royal train at 12.47pm.

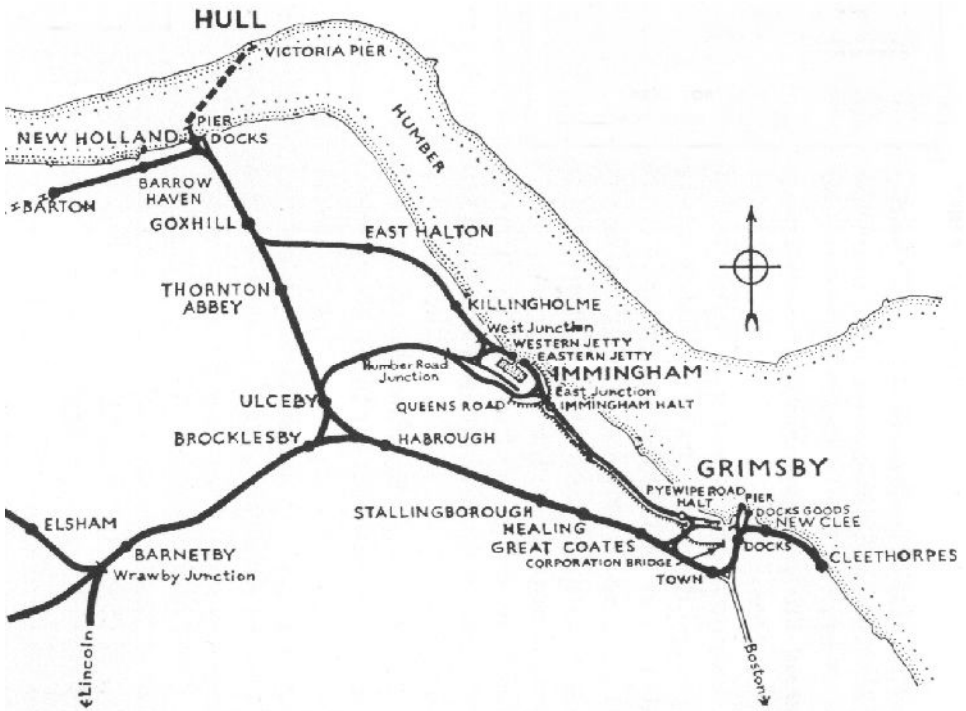
After the obligatory presentations, loyal addresses and (*noblesse oblige*) listening to the singing of 10,000 children, their Majesties and their entourage were conveyed to the Grimsby Dock station, where the royal train waited, now headed by the immaculately turned-out Compound Atlantic No.364 *Lady Henderson*, to take them on to a temporary platform built opposite Immingham's entrance lock.

More presentations and the inspection of a guard of honour preceded their Majesties stepping aboard the PS *Killingholme* which, after the lock gates had opened at the King's triggering of an electronic signal, took them on a sedate twenty minute circuit of the new dock, lined by scarlet coated Territorials and "tens of thousands" of their cheering subjects. From a position on *Killingholme's* upper deck they admired the new dock, which was occupied by gaily decorated steamers from various nations and three British gunboats, *Leda*, *Halcyon* and *Skipjack*.

The King and Queen disembarked alongside Transit Shed No.2 where, after more presentations of dignitaries and (*yawn*) loyal addresses - - this Royalty business isn't all a bed of roses y'know - the King declared the dock open, and that it would henceforth be known as "The King's Dock". In truth that name never caught on and "Immingham Dock" it has always been.

Before the royal party departed, one final part of the ceremonial proceedings remained. In an act to which apparently Henderson alone had formerly been privy, the King asked Fay to kneel and then to arise "Sir Sam". Rarely can a knighthood have been so richly deserved and the cheers, it was said, could be heard in Grimsby!

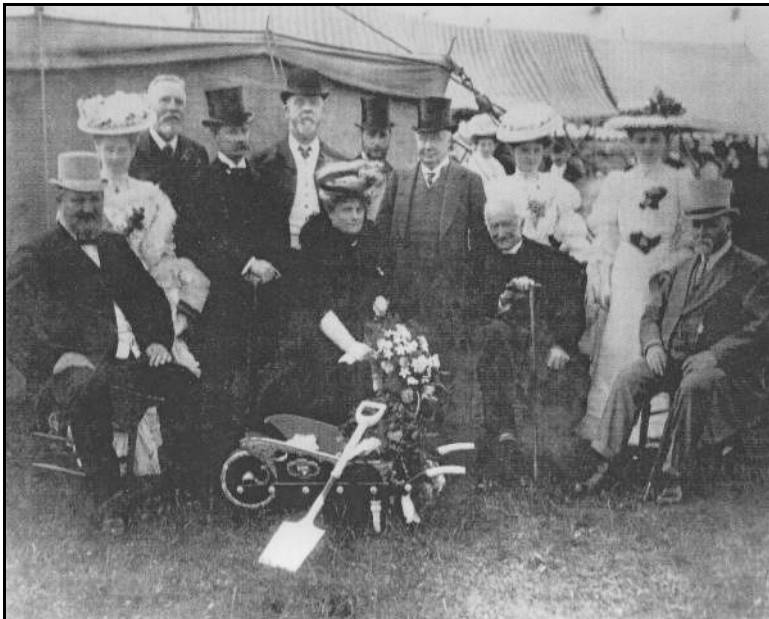
Immingham Dock was in business!





▲ The flags are flying from the hospitality marquees as the GCR board members, dignitaries and guests gather in an open field near Immingham to witness the Cutting of the First Sod by Lady Henderson, the chairman's wife, who is the lady in black contemplating the ceremonial barrow and spade. GCRJ

▼ Lady Henderson is sitting with a select group for a posed photo. From left to right: Mr C.J. Wills (*seated*), Mrs Fay, Mr E. Chapman, Sir A. Henderson, Mr R. Hollowday, Lady Henderson (*seated*), Mr Sam Fay, Sir George Doughty, the Bishop of Lincoln (*seated*), Miss Fay, Miss Clarice Fay and Mr J. Price (*seated*). GCRJ





- ▲ Excavation of the dock using steam navvies. The water dock itself covered 45 acres out of the total dock property of 1,000 acres. The depth ranged from 30 to 35 ft.
- ▼ Work on the quays around the lock. On view are two pile drivers, a crane and a bucket excavator. All are steam powered. The workmen travelled from Grimbsy on the Grimbsy & District Light Railway, alongside which was later built the electric tramway.

both IMM





Work progressing on what looks like the entrance lock.

IMM

The contractors made use of narrow gauge lines to carry away spoil from the workings. This was used to raise the level of the surrounding land along with dredgings from the Humber channel.

IMM

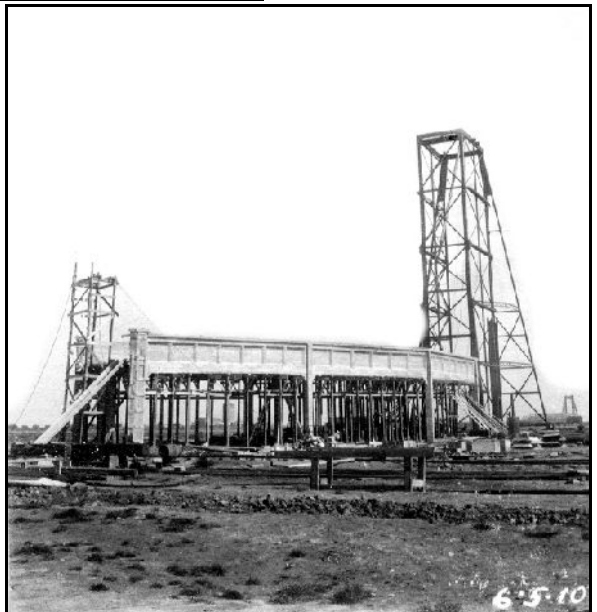


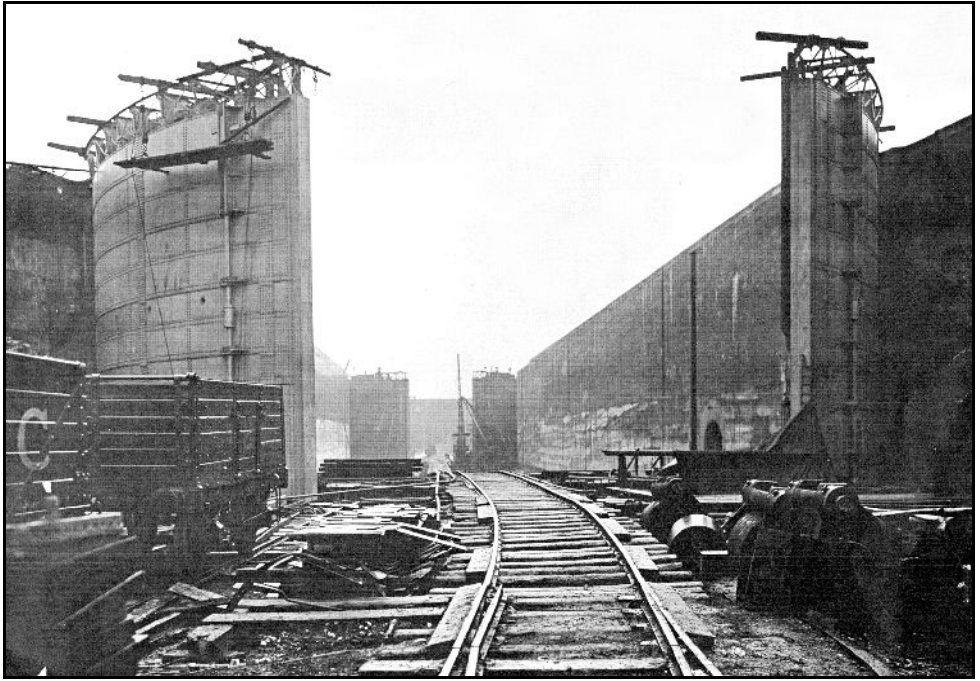


A coal hoist under construction. Seven of these were placed along the south side of the south western arm.
IMM



Each coal hoist was fed with loaded wagons from the gravity sidings by an elevated section running along a concrete bridge. This photo is dated 6 May 1910.
IMM



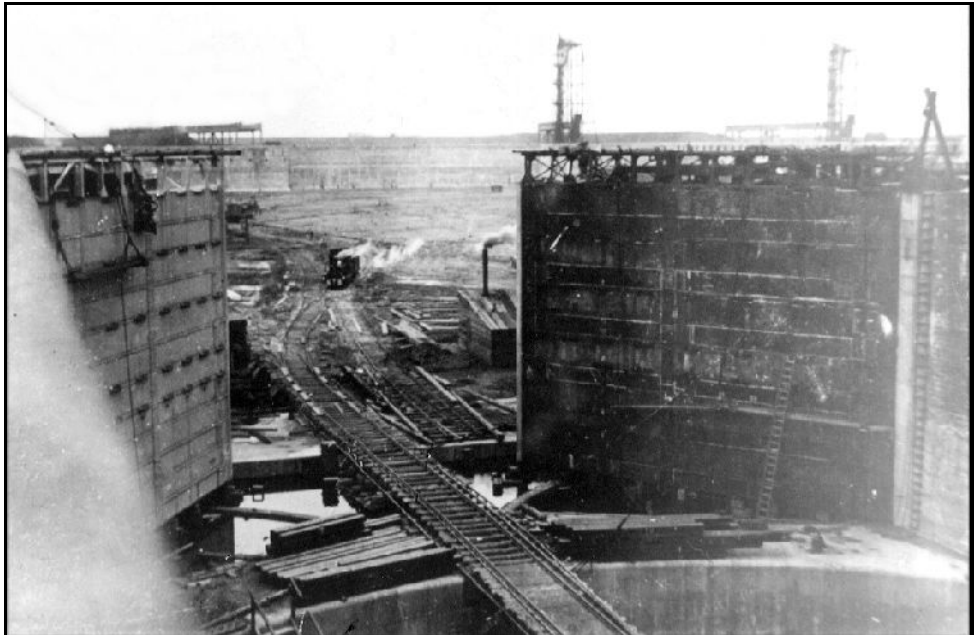


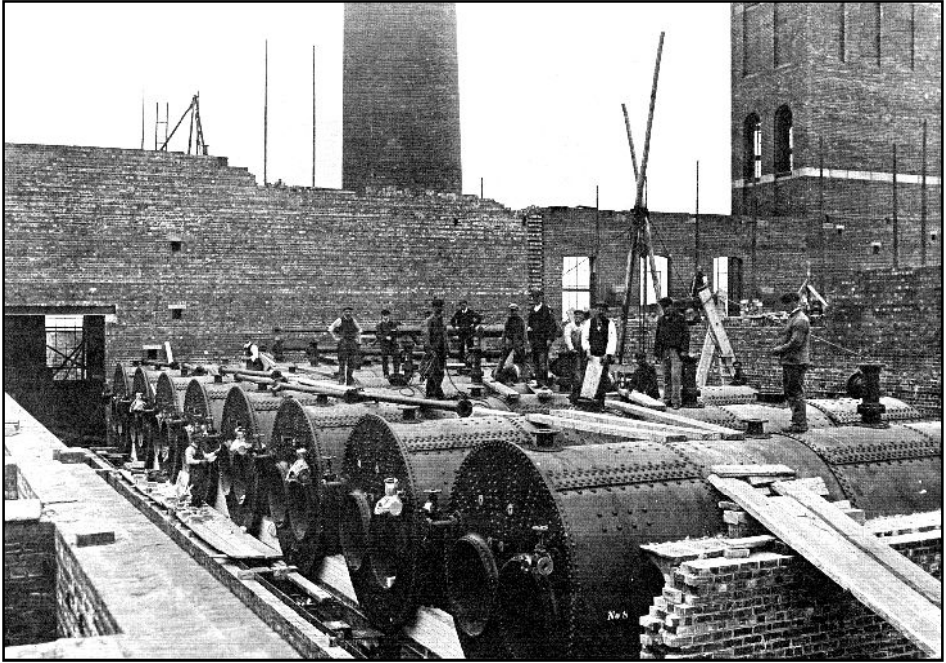
Work is well advanced on the entrance lock. This view is from the dock side of the lock from which access was gained by rail traffic.

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Looking the opposite way towards the dock. A contractor's locomotive can be seen on the dock floor.

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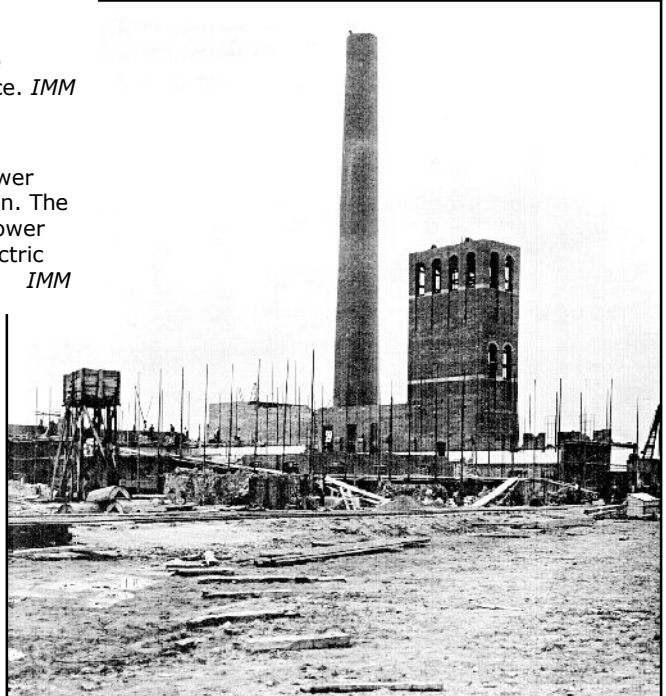


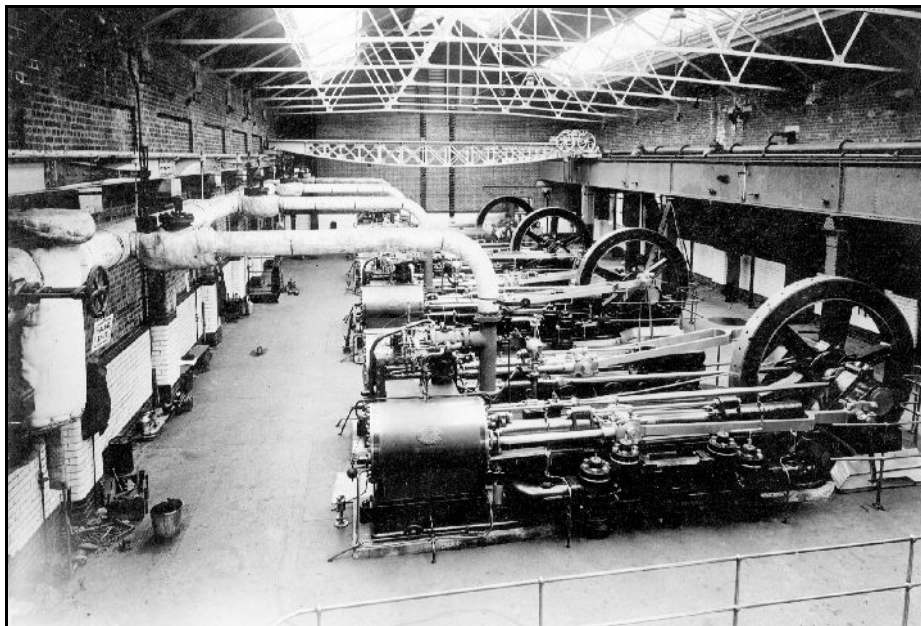


The power station under construction showing the Lancashire boilers in place. *IMM*



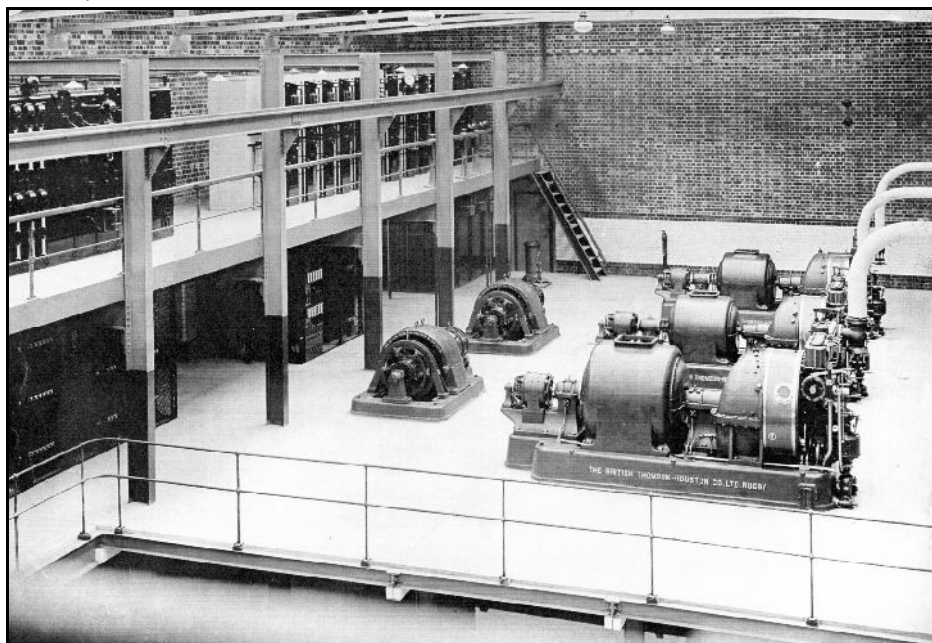
A general view of the power station under construction. The electricity was used to power the dock site and the electric tramway from Grimsby. *IMM*





▲ The steam from the eight boilers was fed to four 630hp horizontal steam engines. IMM

▼ The electricity was generated in four turbines, three of which are visible in this view. To the left, on the raised walkway, are banks of meters measuring the power output. IMM



Royal Visit to Open Immingham Dock.

Instructions to Station Masters, Inspectors, Engine Drivers, Guards Platelayers, Signalmen and others concerned.

Journey of Their Majesties the King and Queen and Suite,
from King's Cross to Immingham Dock and back on Monday, July 22nd 1912.

1. On Monday July 22nd 1912

A Pilot will run at an interval of 15 minutes before the Royal Train

	<u>Arrive</u>	<u>Pass</u>	<u>Depart</u>
Kings Cross			9.45am
Grimsby Town	12.47pm		1.00pm (empty)
Grimsby Docks	1.03pm (empty)		1.40pm
Grimsby Town		1.43pm	
Habrough		1.53pm	
Ulceby Jct		1.56pm	
Humber Road Jct		2.03pm	
Immingham Dock	2.20p.m. (special platform at rear of dock offices)		

Return journey

No.2 Transit Shed			3.40pm
Humber Road Jct		3.57pm	
Ulceby Jct		4.04pm	
Habrough		4.08pm	
Grimsby Town	4.20pm		4.25pm
King's Cross	7.32pm		

The Great Northern Company will work the train between King's Cross and Grimsby Town and the Great Central from Grimsby Town via Grimsby Docks to Immingham Dock and return to Grimsby Town.

Loco power (between Grimsby and Immingham) Mr Robinson, Gorton
Guards -do- Inspectors Oldknow & Fenwick

- When passing through points at Habrough and Ulceby the speed of the Royal Train must be reduced to 10 m.p.h.
- The train will be hand-signalled from Humber Road Junction to the special platform near the dock offices at Immingham and from No.2 Transit Shed to Humber Road Junction and not to exceed 10 m.p.h. The following Inspectors will be in charge of hand signalling arrangements.

Inspector	Hunter	Humber Road junction
	Underhay	Reception Junction
	Buckley	Empty Sidings
	Clipson	Marshalling Sidings box
	Lusby	Curve, east end of engine shed
	Kitchen	Contractors Temporary
	Darwood	Jct of Eastern Jetty branch with Transit Shed

Rouse
Turner

Jct of Eastern Nos 1 & 2 Transit Roads
North-west corner of dock near
Immingham Halt.

4. From King's Cross the train will consist of:-

Engine
Brake van
Saloon
Her Majesty's Saloon
His Majesty's Saloon
Dining car
Special Saloon
Brake Van.

5. On arrival at Grimsby Town the Royal Train must run through the loop and be drawn down over the West cross-over road, clear of the overbridge, where the G.N.R. engine will be detached and the G.C.R. engine, which must be standing ready on the down line MUST after the crossover road has been secured with clamps and padlocks be backed onto the train and drawn into the station.

The engine must stop with the footplate opposite the Up starting signal at Grimsby Town Station, a platelayer with a red flag at this signal to indicate the exact position to the driver. Inspector Wright will be in charge of these arrangements

6. When all passengers have alighted the train must go forward, empty stock to Grimsby Docks at the times shown and stop with the engine at the Up starting signal. The engine must be uncoupled and go forward into the sidings and remain there until after the Royal Train has left. The engine booked to take the train forward to Immingham and the pilot engine which will precede it, must, after the cross-over road points have been clamped and padlocked; back across from the Down Line to the train on the Up Line. Inspector Trudgett will be in charge of these arrangements at Grimsby Docks.
7. At 1.30pm the Cleethorpe Road Crossing gates must be closed and the Royal Train put into position for loading, with the engine footplate opposite the white mark painted on the platform.
8. The pilot engine must leave Grimsby Dock for Immingham at 1.25pm in advance of the Royal Train and no train must be allowed to foul the lines on which it runs until the Royal Train has passed and has at least two sections ahead. On arrival at Immingham Dock the pilot engine must come to rest at the Stop Blocks at the end of the road and remain there until after the Royal Train has arrived and been removed to No 2 Transit Shed. The engine working the Royal Train must be brought to a stand with the footplate opposite the bottom end of the platform. A platelayer with a red flag will stand at this point to indicate the exact position to the driver.

Immediately the Royal Train party have alighted an engine must be placed at the rear of the Royal Train and transfer it to No 2 Transit

Shed in a position for re-loading. Inspector Arrand will be in charge of the working at the special platform.

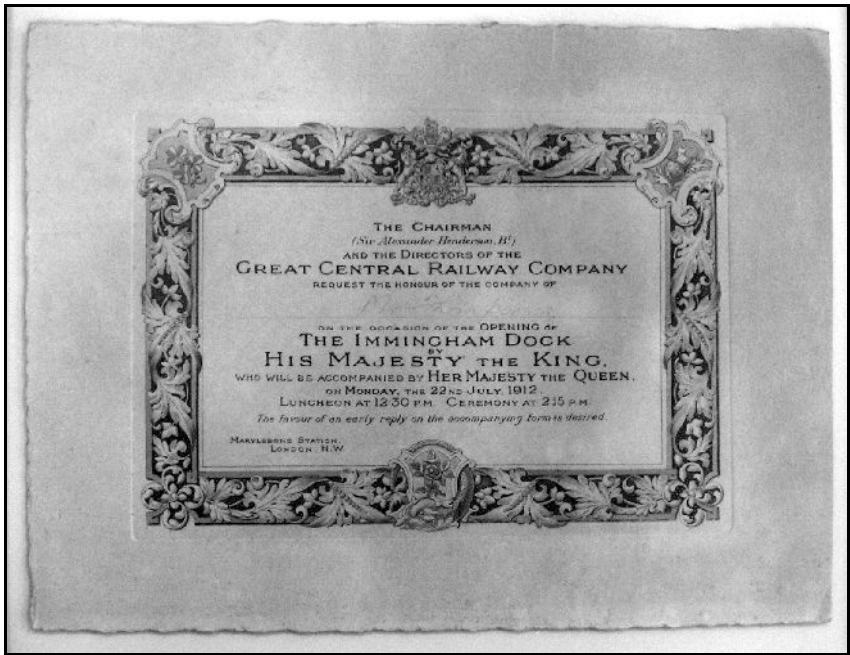
9. The train and pilot engines must run around the triangle at Immingham Halt to turn and afterwards back onto the Royal Train in No 2 Transit Shed.
10. The pilot engine must be dispatched from No 2 Transit Shed at 3.25p.m. and run in advance of the Royal Train and no train must be allowed to foul the road on which the Royal Train will run until after it has passed. On arrival at Grimsby Town the G.C.R. engine must be released at once and run forward to Grimsby Docks. The facing points must then be set for the Great Northern line and clamped over.
11. The Great Northern engine stabled in Abbey Bay platform must then be brought on to the Royal Train to work forward at 4.25p.m.
12. Alteration to Trains
 - (a) The 12.30 p.m. ordinary train from Cleethorpes to Retford must not be allowed to leave Grimsby Docks until after the Royal Party have alighted at Grimsby Town station.
 - (b) The special train booked to leave Grimsby Town at 1.45 p.m. for Immingham Halt via Pyewipe Road must be at the Up platform not later than 1.20 p.m. and must not afterwards be moved until the Royal Train has passed.
 - (c) The 11.00 a.m. stopping train, Penistone to Cleethorpes, must not be allowed to leave Brocklesby until the Royal Train has passed over Habrough Junction.
 - (d) The ordinary trains due to leave Cleethorpes at 1.13 p.m. and 1.25 p.m. must on this date leave at 1.35 p.m. and 1.40 p.m. respectively. The 1.35 train however must not be allowed to leave New Clee until after the Royal Train has left Grimsby Docks
13. The Royal Train will be worked by two guards, Oldknow and Fenwick with the following: A representative from the locomotive department and one from traffic. Guard Oldknow will be the front guard and Fenwick the rear guard.
14. Train fitted with automatic brake and Westinghouse brake
15. Trains running in opposite direction or same direction on adjoining lines, must be brought to a stand 15 minutes before pilot engine is due.
16. Passenger trains allowed to proceed must refrain from whistling, not exceed 10m.p.h. or emit smoke unnecessarily.

Sam Fay,
July 16th 1912



Inspector Oldknow.

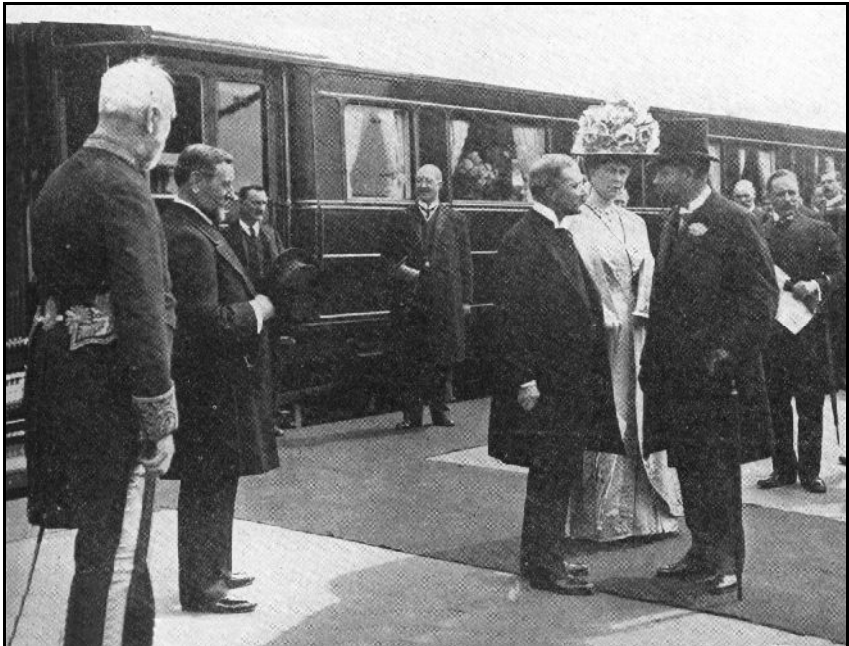
One of a series of humorous cartoons by Thos. Hobson that appeared in the *Great Central Railway Journal*. This shows Inspector Oldknow who played an important part in the railway operations on 22 July.

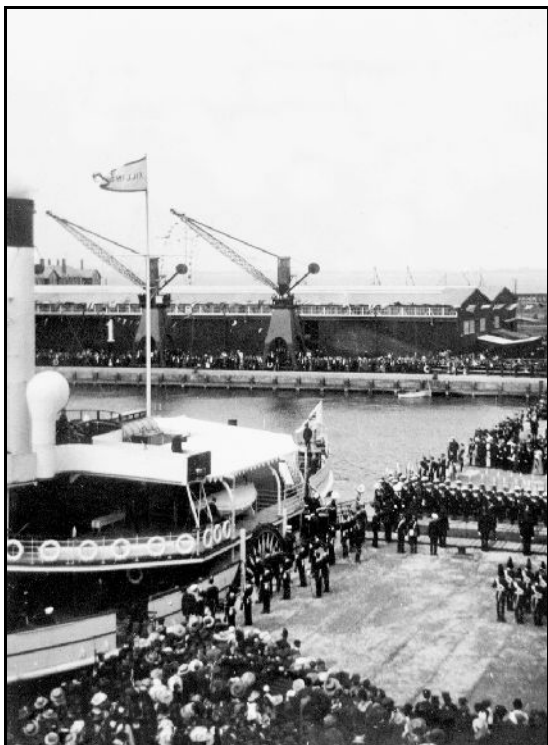
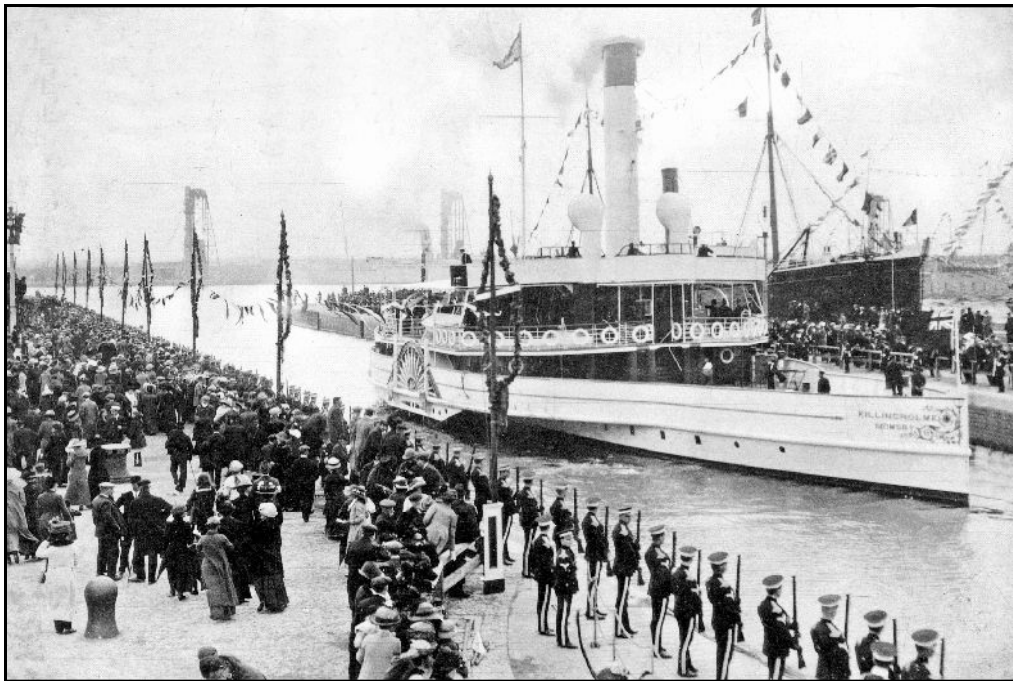


▲ An invitation to the opening ceremony.

IMM

▼ The Royal Train was hauled to Immingham from Grimsby by the Robinson Atlantic no.364 *Lady Henderson*. The train travelled via Habrough, Ulceby Jnct and Humber Road Jnct to terminate at a special platform behind the dock offices. Here their Majesties alighted to be met by Henderson. Fay is holding his hat on the left. GCRJ





After the King had pressed a button to open the lock gates, their Majesties went aboard the PS Killingholme. It is seen here moving in reverse from the lock pit into the main dock. The ship positioned in the graving dock for the occasion was the GCR's own SS Immingham.

IMM



After a sightseeing tour around the dock the royal party disembarked alongside transit shed No.2 for the reception.

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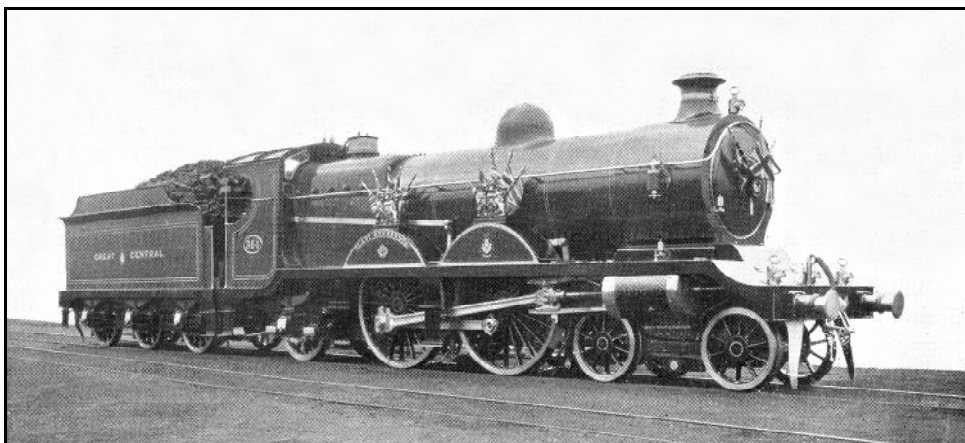




Mr Sam Fay, the General Manager of the GCR, is knighted by His Majesty King George V with Queen Mary stood on the right. It is believed that Sir Alexander Henderson was the only person in the GCR party privy to the event. GCRJ

A report from the *Hull and Lincolnshire Times* 27 July 1912

Then, when iverybody thowt it was finished, the King asked for Mr.Sam Fay. Up to now he hed ta'en a back seat, just as if a little man shud be seen an' not heard. Owiver, he gits called higher up, and next thing we sees him kneeling before his Majesty, who borrowed a sword. I wondered wat was going to 'appen, wat had he done amiss for the King to want a sword, but bless yer, he didn't hurt him a bit. He just touched him on the shoulder with it, an' his lips moved as if he wer saying, "Arise, Sir Sam Fay," but foaks cheered, and them long hats waved harder than iver. Then I sees Sir Sam Fay - an' he did look pleased - slip up between the line of blue jackets to see if Royal Train wer on the line. It wer, all right. Then them Life Guards chaps played National Anthem, and the King and Queen, bowing and smiling right and left to us loyal Lincolnshire foaks, walked slowly to ther train, followed by the big gents, who had ta'en part. Then guns begun to bang away, and away goes the fost gentleman and lady of the land. The big engine (Lady Henderson) fair snorted with pride.



No.364 Lady Henderson adorned with flags and insignia for her special day.

GCRJ



▲ Guests were fed and watered in transit shed No.1. Two 4-4-0s on the duplicate list were utilised as providers of hot water for the caterers.

IMM

▶ It was a very special day for Joyce Barwick, the daughter of the portmaster, as she was chosen to present Queen Mary with a bouquet of flowers. Something to tell the grandchildren about!

IMM





▲ The staff of the main contractors - Price, Wills & Reeves- pose for a group photograph.

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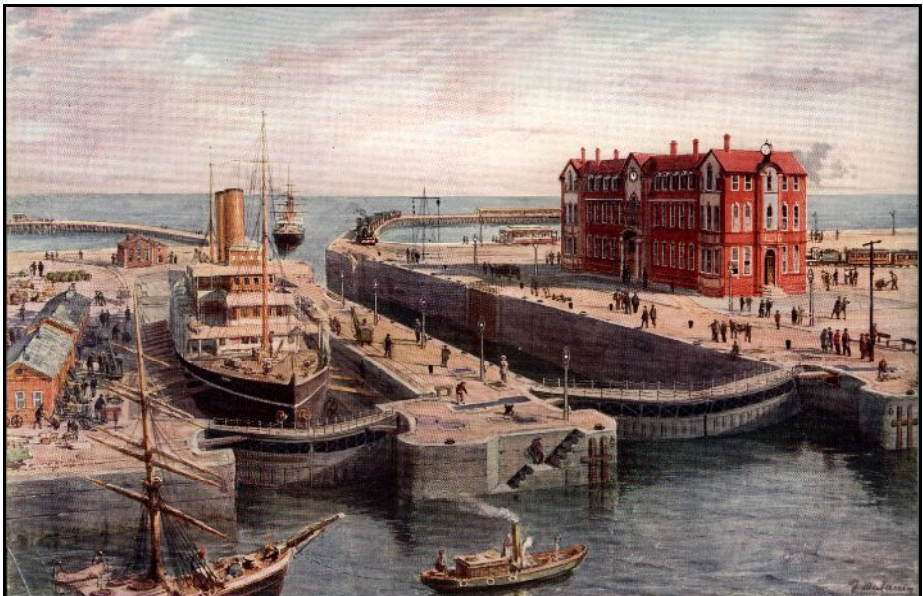
▼ A group of navvies make an interesting subject for the photographer. I doubt if any of them received an invitation to the opening ceremony.

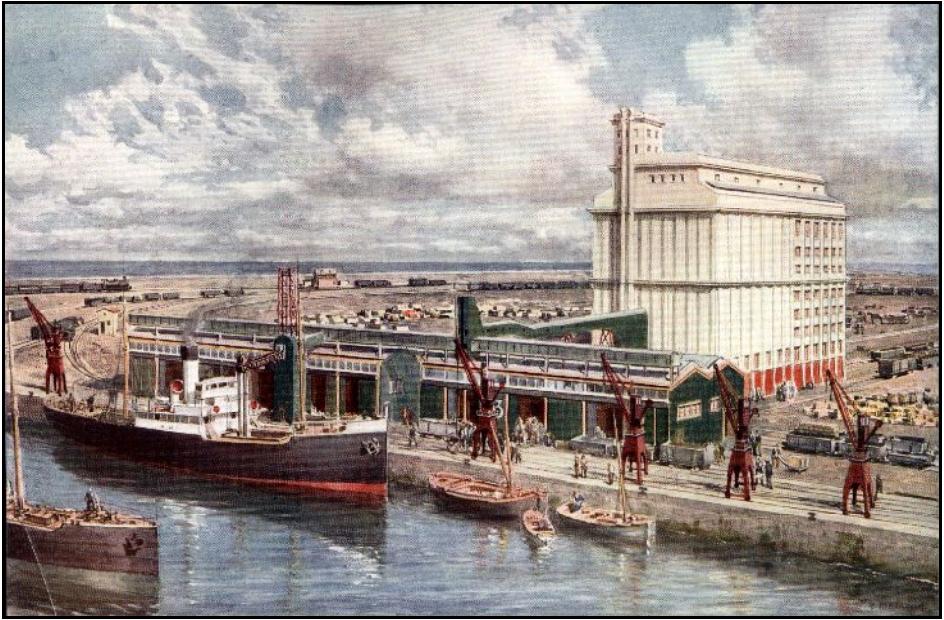
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- ▲ The cover of the souvenir programme given to guests at the 1912 opening ceremony. As well as a description of the Dock it contained six art prints by Fortunino Matania. Print No.4 is reproduced on the cover of this souvenir. GCRS
- ▼ Print No.2 - A ship is undergoing repair in the graving dock on the left. In the centre is the entrance lock. The outer gates are open ready for an arrival from the Humber. The main dock offices are on the right. GCRS



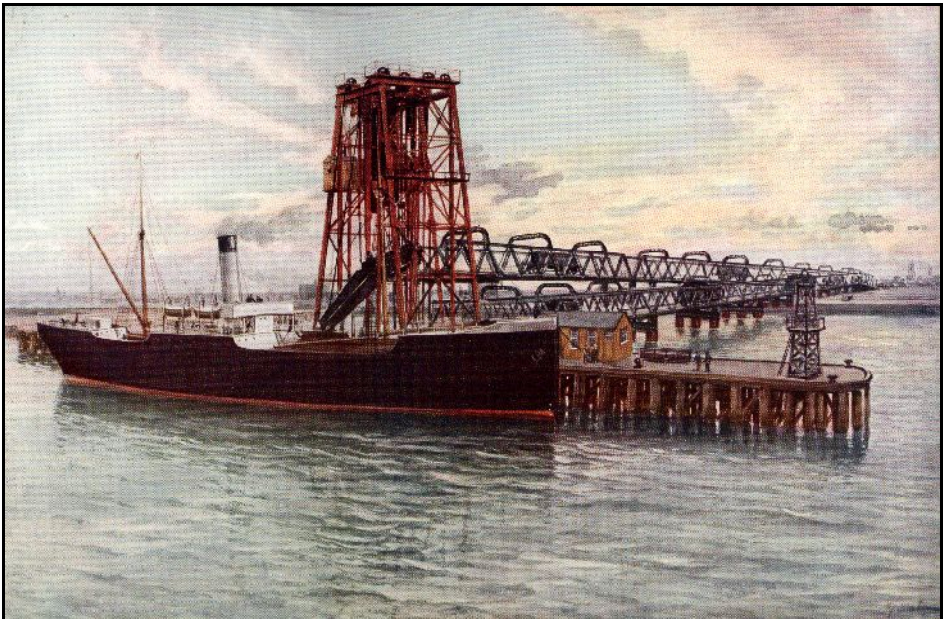


- ▲ Print No.6 - The granary dominates this view. Grain is being offloaded from the waiting ship by a system of conveyors. The transit sheds along the quay are No.2 (on the left) and No.3 (on the right). *GCRS*
- ▼ Print No.5 - The heavy crane was located between the two western arms of the dock. A Robinson 4-6-0 of uncertain identity is in charge of the train positioned between the crane's legs. *GCRS*

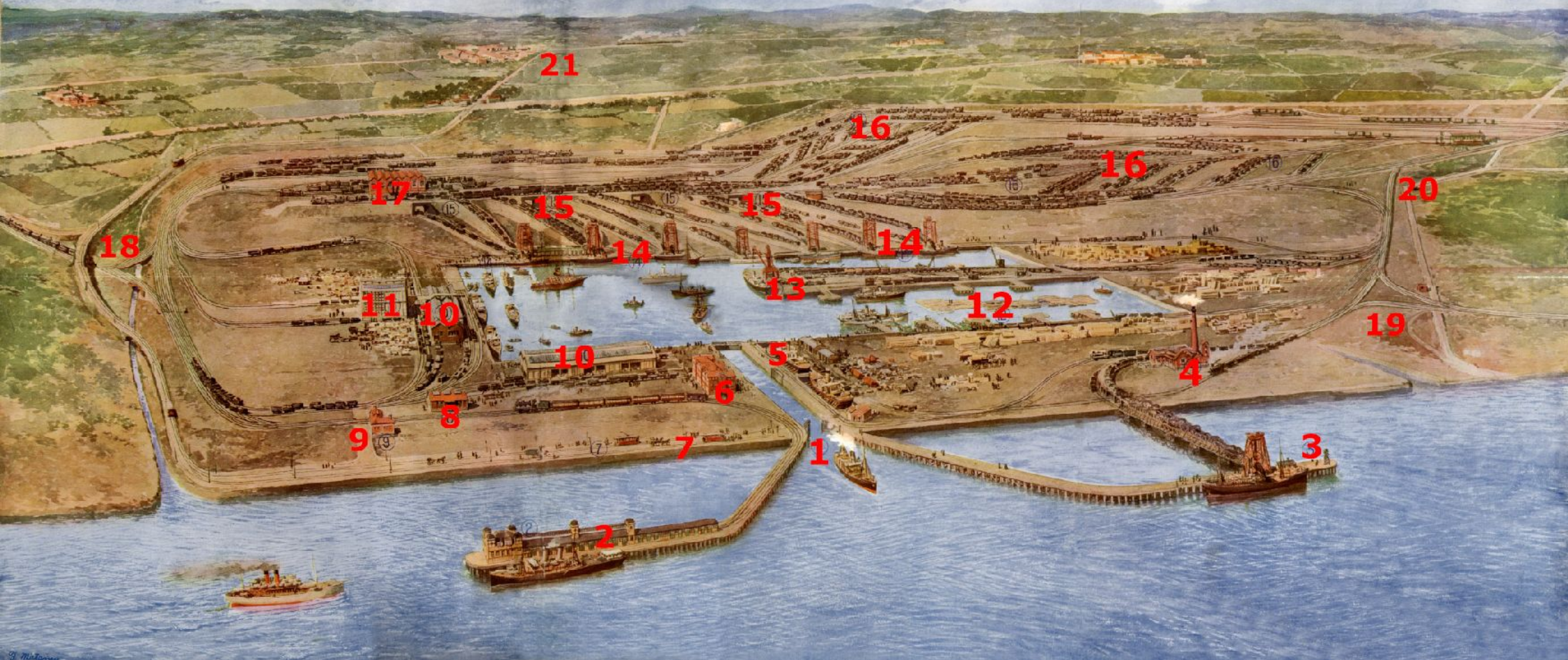




- ▲ Print No.1 - The seven coaling hoists all seem to be busy. Each was supplied by wagons from the gravity sidings on the right along elevated sections which crossed the quayside access road on concrete bridges. *GCRS*
- ▼ Print No.3 - For ships in a hurry there was the coal hoist located on the western jetty supplied by two rail bridges from the shore. *GCRS*



Bird's-eye View of
IMMINGHAM (GRIMSBY) DEEP WATER DOCK



This artistic impression of a bird's eye view of Immingham Dock by Fortunino Matania was included as a large fold-out map in the back of the 1912 Souvenir Programme. The key to the numbered locations appeared on the bottom right of the map. In this digital version the key has been removed and the numbers on the map superimposed in red to make them more easily visible. Additional locations 18 to 21 have been added.

Key

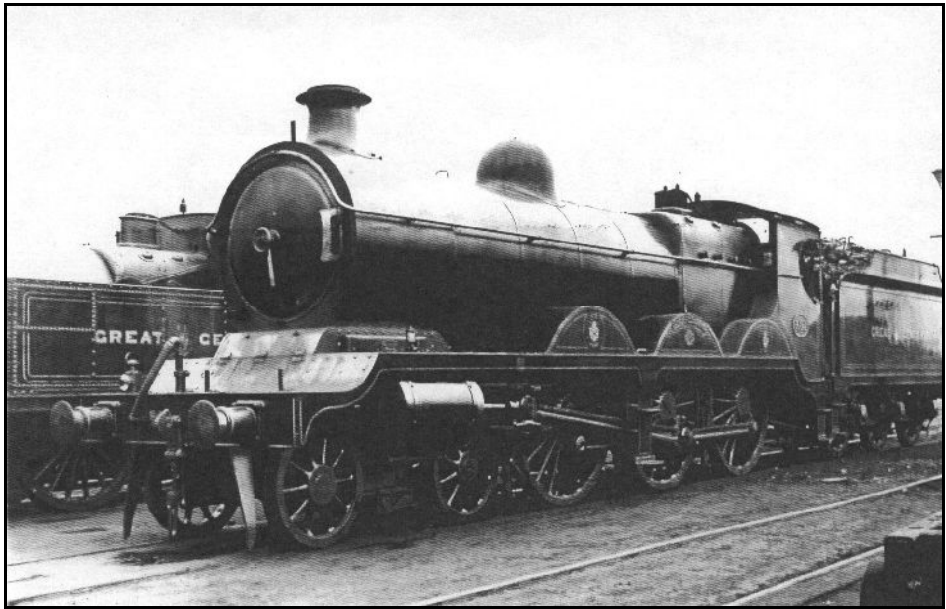
- | | |
|--|---|
| 1. Lock Gates. | 12. Timber Quays. |
| 2. Eastern Jetty and the Passenger Station. | 13. Heavy Cargo Crane and Quay for Pig Iron etc. |
| 3. Western Coaling Jetty. | 14. Coaling Quay. |
| 4. Power Station. | 15. Gravity Sidings. |
| 5. Graving Dock. | 16. Storage Sidings for Coal Trains. |
| 6. General Offices. | 17. Locomotive Sheds. |
| 7. Electric cars to and from Grimsby. (<i>Reversal needed at Queens Road bridge.</i>) | 18. Immingham East Junction, the Queens Road Bridge and Habrough Marsh Drain. |
| 8. Bonded Stores. | 19. Immingham West Junction and the Killingholme Drain. |
| 9. Dining Rooms | 20. Humber Road Junction. |
| 10. Transit Sheds. | 21. Village of Habrough with a GC train approaching. The smaller village of Immingham lies between Habrough and the Docks. |
| 11. Grain Elevator. | |



▲ A painting of SS *Immingham* in its final form. Originally built in 1906 with three turbines and two funnels, it was rebuilt in 1911 with less powerful engines and only one funnel. It was used on the continental services from Grimsby. *IMM*

▼ Robinson class 8F 4-6-0 no.1097 was named *Immingham* in preparation for working the special train to Immingham for the ceremony of the Cutting of the First Sod on 12 July 1906. The model in the photo is of *Immingham* in LNER days when numbered 6097. Built by George Hinchcliffe, it can be seen running on the Gainsborough Model Railway. *Bob Gellatly*





▲ Robinson's magnificent GCR class 8F 4-6-0 no.1097 *Immingham* at Gorton shed. After being named the whole class became known as the 'Imminghams'. After Grouping in 1923 they became LNER class B4. *Owen Russell collection*

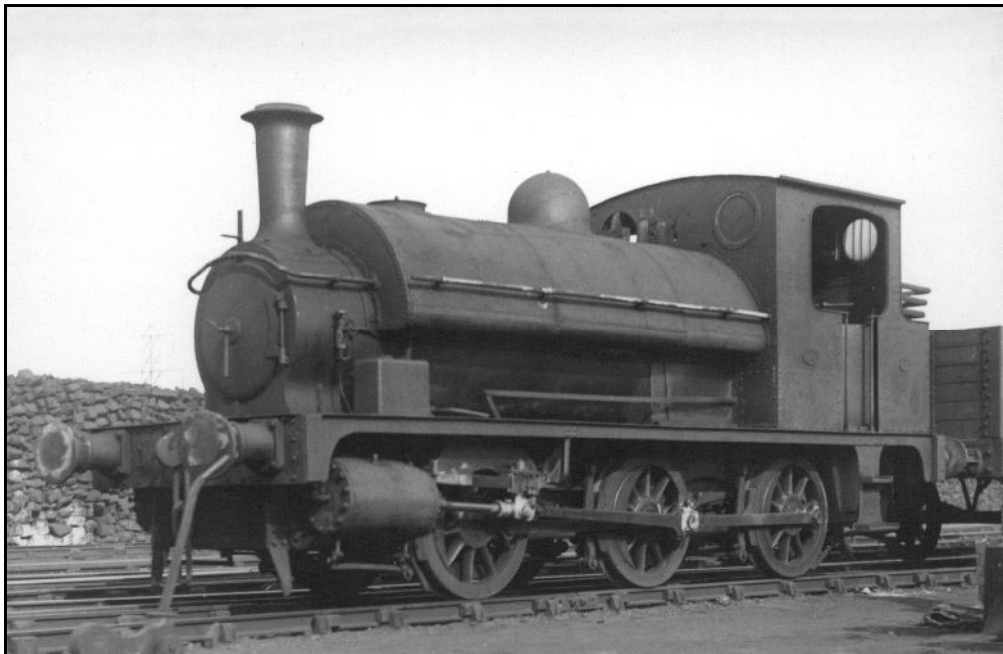
▼ Class 47 no.47380 *Immingham* at Immingham mpd on 4 Sept 1990. Inset is the nameplate and a heritage shed plate for 40B. The loco is carrying the attractive 2-tone grey of BR's Trainload Petroleum sector. *Brian Daniels*





- ▲ Class 08 no.08388 stands by the main dock in March 1981. The loco is carrying the blue livery which was standard on BR for many years. *Andy Hoare*
- ▼ BR class J11 0-6-0 no. 64325 at Immingham shed in BR rust livery. The massive concrete coaling tower can be seen in the background and beyond it the older coaling stage. The yellow distant signal, which has lost its glass spectacles, is on an original GC square wooden post. *Ron Fisher*





▲ The class J62 0-6-0 saddle tank shunting loco dated from MS&LR days and gave useful service at Grimsby and Immingham until the late 1930s. This unidentified example is at Immingham shed. *GCRS*

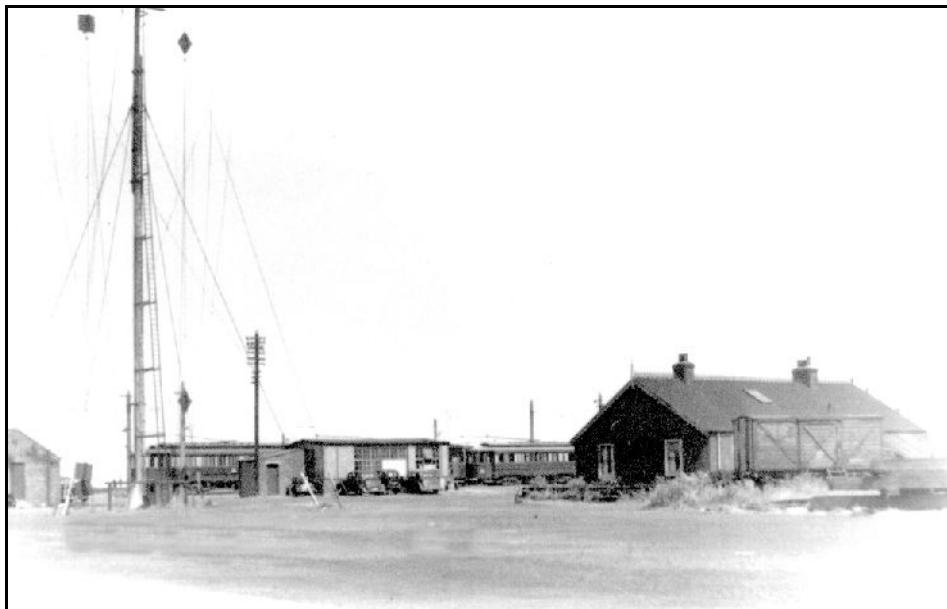
▼ Typical of the last days of steam is this Austerity 0-6-0 saddle tank no.68077 at work around Immingham docks on 26 June 1954. *unknown*





- ▲ LNER class D7 4-4-0 no.5689 at Immingham shed in 1934. A passenger type dating from 1894 and withdrawn in 1936. *Rail Photoprints*
- ▼ BR class O4/8 2-8-0 no.63750 at Immingham shed on 19 April 1959. Built for the Railway Operating Dept in 1917 to Robinson's design and purchased by the LNER in 1924. It was rebuilt with a 100A boiler in 1952 and withdrawn in 1964. The 2-8-0s at Immingham were kept busy on coal trains. *RCTS Archive - Young Collection*





▲ The electric tramway from Grimsby (Corporation Bridge) terminated at the Eastern Jetty. It was constructed by the GCR at the same time as the docks and opened in 1912. Closure came in 1961 *IMM*

▼ Immingham tram no.14 was a former Gateshead tram purchased in 1951 and is preserved at the National Tram Museum at Crich as seen in this view. It is intended to move it to Immingham for the Immingham 100 celebrations. *"Bluegoblin7"*





A view of the empty dock from the granary. The conveyer can be seen crossing transit shed No.3 to reach the quay.

IMM



Transit sheds Nos.2 and 3 were on the eastern side of the dock with the granary behind them.

IMM





▲ A view of the Western Jetty with a ship by the coal hoist. The Western Jetty was the equivalent of today's drive-thru fast food outlet. Ships could save time by bunkering up in the Humber rather than entering the dock. *IMM*

▼ Coal wagons reached the Western Jetty hoist by two single bridges as seen in this view from the shore. The coal hoist is still under construction. *IMM*



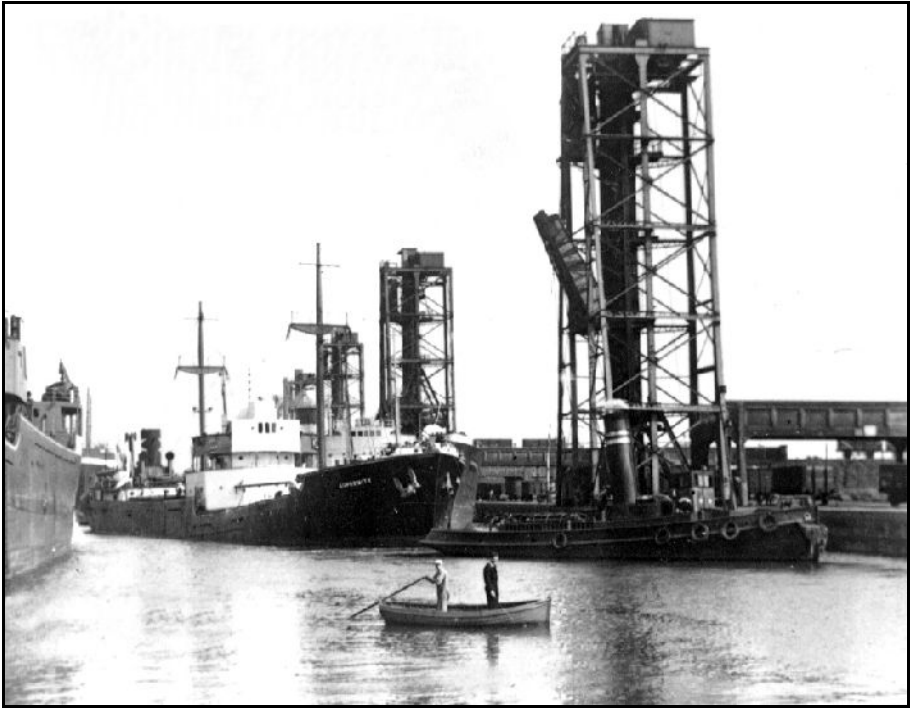


▲ The expanse of sidings constructed to supply the coal hoists in the distance. *IMM*
 ▼ The seven coal hoists along the south quay of the dock look ready for action although the quay in the foreground still needs some work doing on it. *IMM*



▼ A panorama of the dock made from three photos. The date given is 15 May 1912, well before the official opening but the coal hoists on the left are already busy. *IMM*





A busy time at the coal hoists as a tug manoeuvres a ship into position. *IMM*

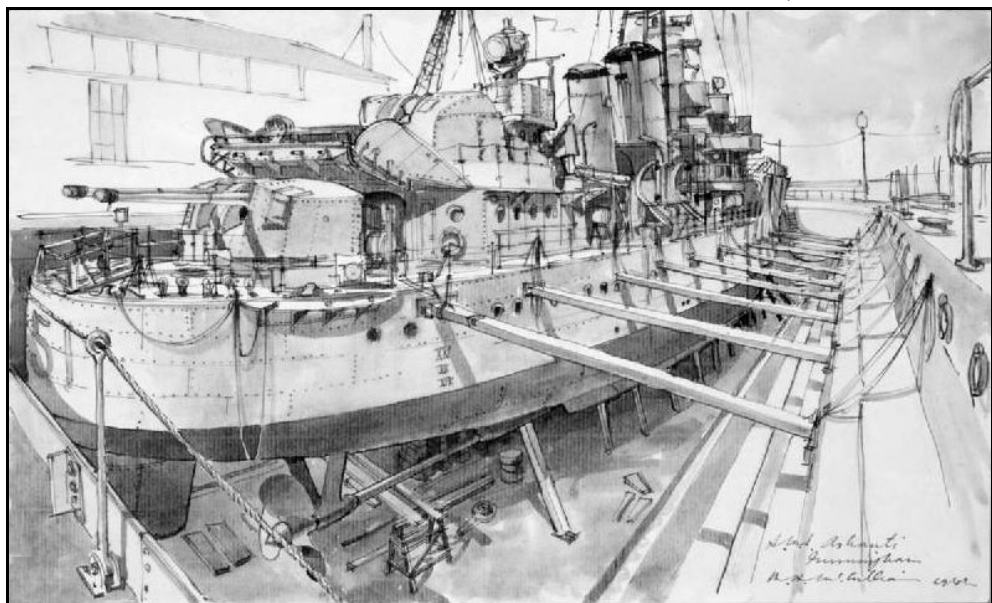
A view from the quayside of a ship being bunkered from a coal hoist. The coal was supplied by wagons on the elevated section above the quay. The quayside railway was used for general cargoes. *IMM*

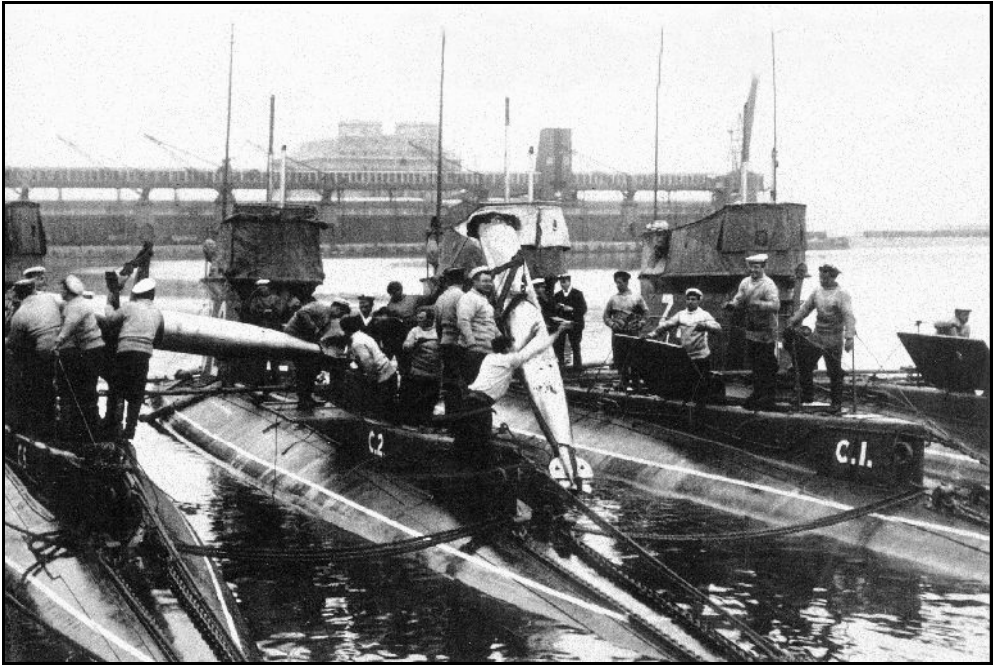




▲ The lock gates are closed in this view taken from a ship moored alongside transit shed No.1. Alongside the entrance lock was the graving (or dry) dock. It had two sections allowing two ships to be accommodated separately as in this view. The left section of the dry dock is occupied by *Baltavia*, a passenger/cargo ship belonging to the United Baltic company. IMM

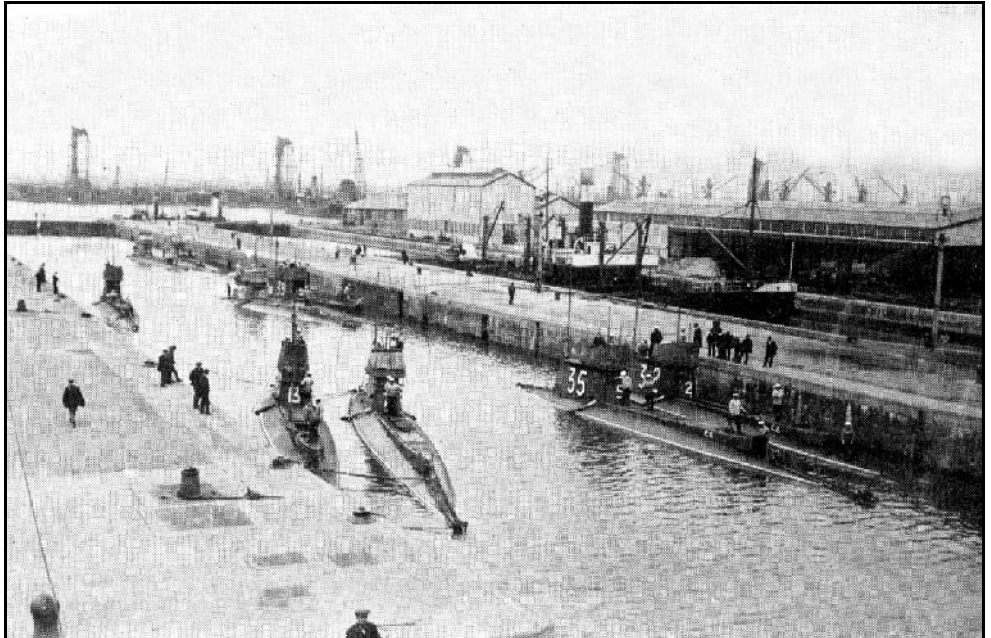
▼ An ink-wash drawing by H.H.McWilliams made in 1942. It shows the destroyer *HMS Ashanti* (G51) undergoing repairs in the dry dock. Although repeatedly damaged she survived the war. Imperial War Museum





▲ Immingham was a naval base during WW1. Here we see submarines loading torpedoes. Transit sheds No.1 and 2 are in the background with the granary. IMM

▼ Here we see a flotilla of submarines in the lock pit. A single ship is occupying the north half of the dry dock. IMM





▲ The WW2 cruiser *HMS Sheffield* (C24) frequently visited Immingham as part of the link with the city of Sheffield. On this occasion she hit the lockpit wall. She was retired in 1964. IMM

▼ Safely docked, *HMS Sheffield* is open to visitors. Two more warships have carried the name *HMS Sheffield*. The 2nd sunk in the South Atlantic as a result of enemy action in 1982. The 3rd was sold to the Chilean navy in 2003. IMM

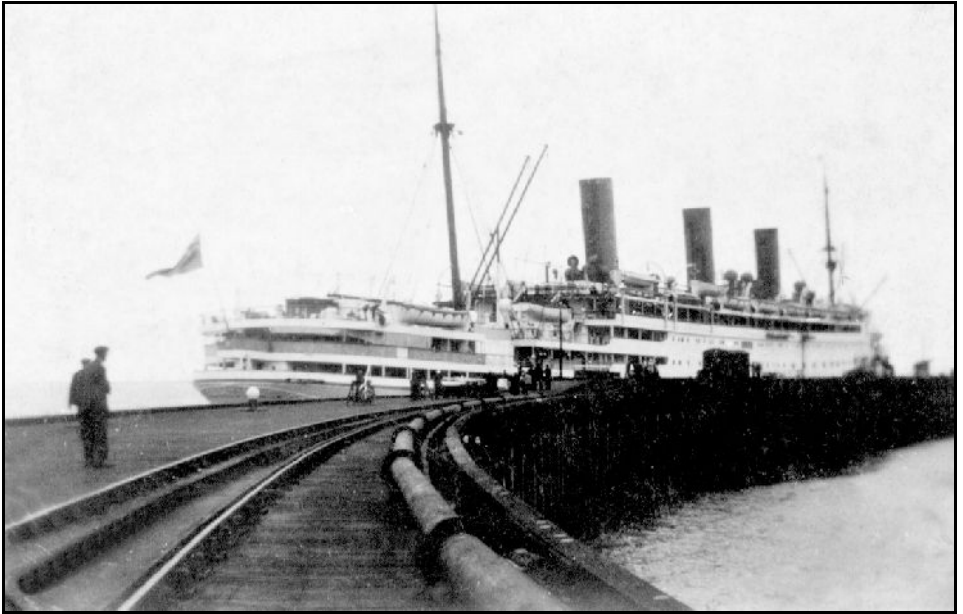




▲ The first ship to enter the dock on commercial business was the Swedish *SS Max* seen here with flags flying in the lock pit assisted by the tug *Great Central I* on 15 May 1912. Although not finished, the dock was opened early as a result of pressure applied to the GCR by the coal exporters. *IMM*

▼ The *SS Max* moored by a coal hoist. The crowd around the base of the hoist will be anxious to see that all is working properly. *Will*

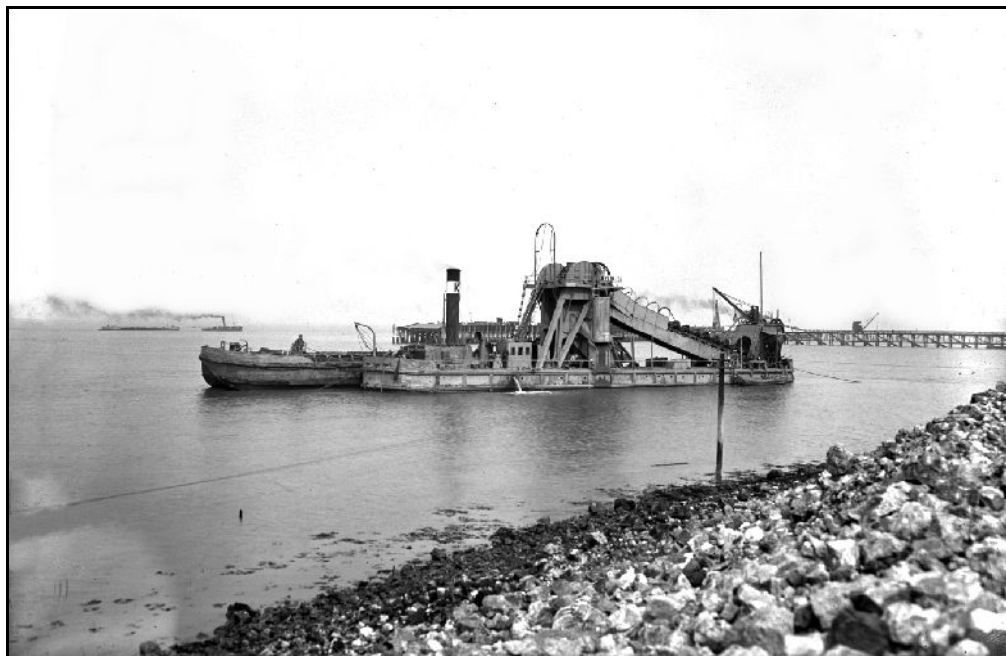




▲ Immingham was also used by ocean going liners. The artist's aerial view in the opening souvenir showed a substantial passenger terminal at the end of the Eastern Jetty. The reality was a windswept open jetty stuck out in the Humber. Fortunately the distance between the train and the ship was short. Here the *Empress of Australia*, a Canadian Pacific ship, is docked at the jetty, probably for a cruise rather than her usual transatlantic crossing. IMM

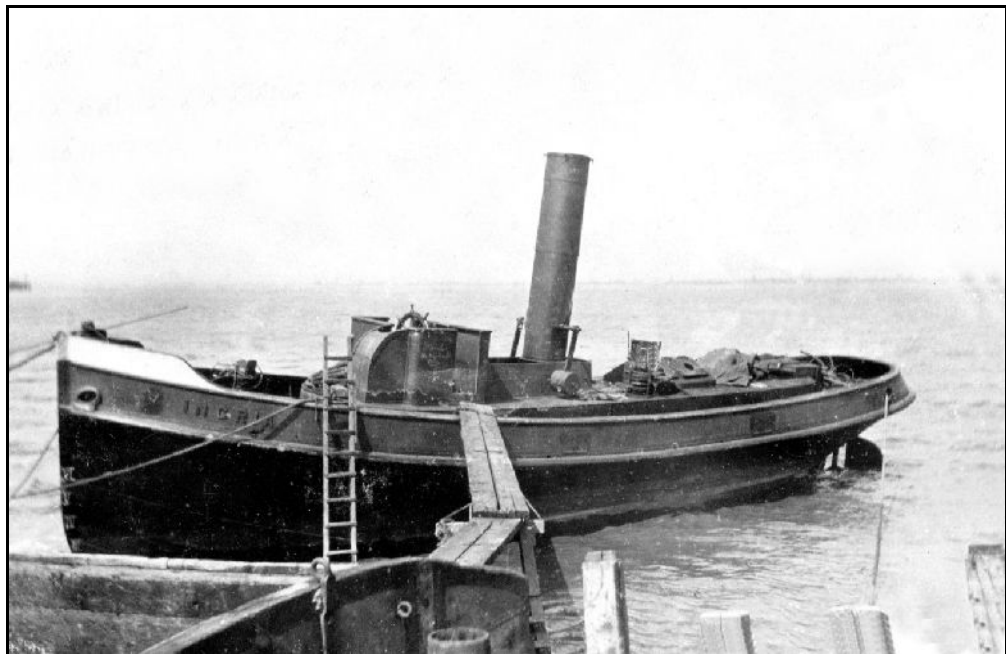
▼ From the ropes attached to the *Arandora Star* she appears to be moored in the lock pit. There is a tug stationed at each end. She belonged to the Blue Star Line - the colourful red funnels featured a blue star in a white circle. IMM





This view of a dredger at work with a barge alongside dates from the construction of the dock. The Western jetty can be seen in the distance. IMM

This strange little craft *Incria* was used by divers involved in dock construction. IMM





A larger graving dock was opened on 21 Oct. 1960 and was named the Henderson Graving Dock. It was located to the west of the old graving dock. This allowed larger vessels to undergo repair at Immingham. The upper view shows the dock under construction and the lower view shows the dock filled with water. The entrance to the dock was adjacent to the old graving dock entrance. *both IMM*





These aerial views show the new Henderson Graving Dock. In the upper view it is empty. In the lower view a vessel is receiving attention. The coal hoist on the Western Jetty has gone and the rail bridge replaced by a pipeline, the jetty now serving as an oil terminal. The photo gives a similar perspective as the souvenir edition's 'Bird-Eye View'. *both IMM*





A coastal freighter crosses the dock towards the entrance lock with the power station chimney amidships. The large crane on the right is on the end of the quay by Transit Shed No.3.

IMM



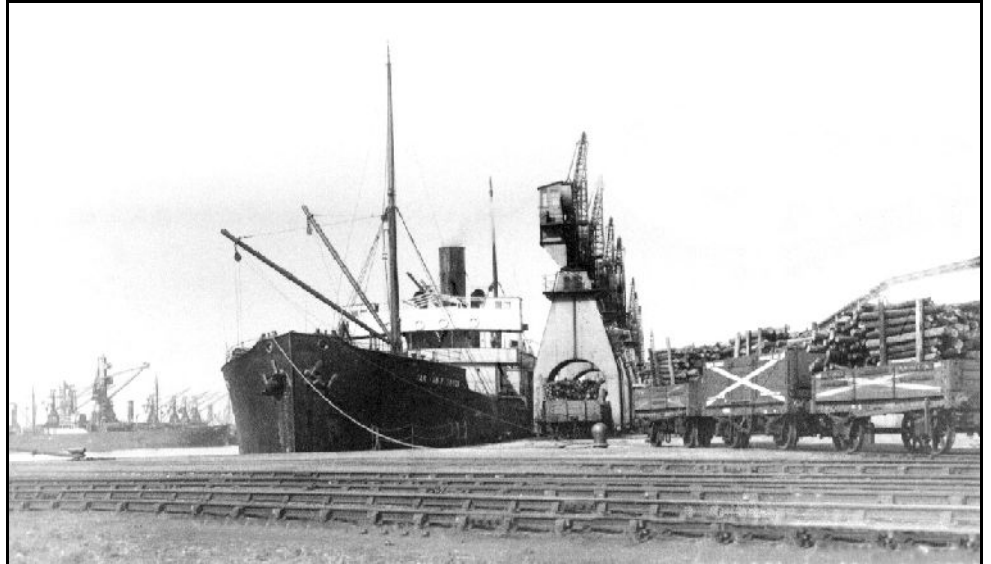
A view of the quay in front of Transit Shed No.3.

IMM





- ▲ A floating crane is being used to transfer a furnace from a barge to a Pickfords low loader. It is destined for the Laporte factory at Stallingborough. Uncannily like the image on page 22. *IMM*
- ▼ Pit props are being unloaded on the quay in front of Transit Shed No.1. The photo is taken not far from that shown on the top of page 28. *IMM*





▲ This 1987 view shows two submarines moored adjacent to the Henderson Graving Dock entrance. This mooring has always been used by naval vessels visiting Immingham.

IMM

▼ The end of the old Timber Dock is used by RoRo ferries. Here a Tor Line vessel is being loaded/unloaded by a tractor unit.

IMM





▲ The first Immingham Dock station was a wooden platform on the south side of the line, built in 1911, from Ulceby to the Western Jetty. A fine selection of timetable boards has been arranged around the ticket office. Presumably these would be put back in the office for storage overnight. The chimney of the power station can be seen on the right. *IMM*

▼ A dmu stands in the platform at Immingham Dock station on 27 June 1959. This more substantial station was built on the Humber side of the line and further on towards the Western Jetty. The coal hoist bridges to the Western Jetty can be seen on the right and the power station chimney on the left. Passenger services ended in October 1969 but the station buildings lingered on for many years. *John Oxley*



The Pilgrims Memorial

The Spring of 1608 saw a small group of Puritans, known as the Scrooby Party, sail from Killingholme Creek (illegally) to Holland. Along with others who had managed to leave England, they settled in Leiden and established their own church. The situation they found themselves in was not ideal and this prompted the leaders of the church in Leiden to consider emigrating to the New World. After a few false starts, this eventually led to the epic voyage of the *Mayflower* in 1620 from Plymouth to Cape Cod. The leader of the group on this voyage was William Brewster from Scrooby. The party consisted of the younger and fitter members of the congregation. It was intended that others would join them after the colony had been established. They arrived at Cape Cod, further north than they had planned, and so became the first English colony in what was to become New England. The term 'Pilgrim Fathers' was a later appellation applied by historians.

To commemorate the 1608 departure, a memorial was placed at the mouth of Killingholme Creek in 1924. With the expansion of Immingham Docks to include the Bulk Terminal and the resulting access restrictions, the memorial was moved to a site in Immingham village where it stands today.



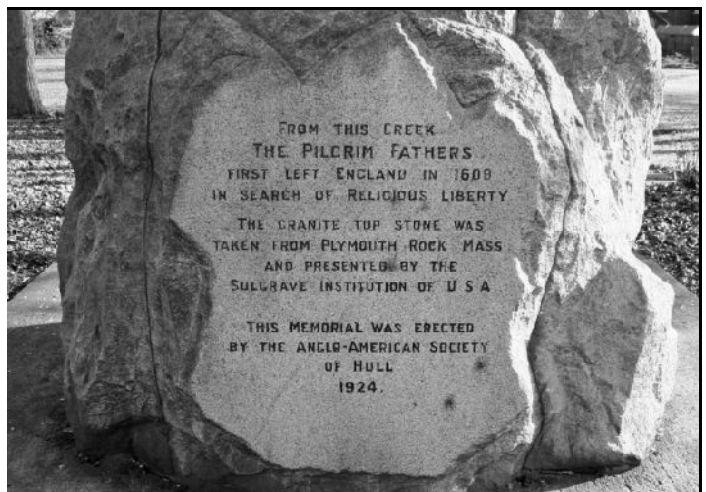
▲
The Pilgrims Memorial at Killingholme Creek with the Western Jetty in the background.

Duncan Campbell

The Pilgrims Memorial after being moved to the village of Immingham.

▶
Close-up of the inscription at the base of the Pilgrims Memorial.

Christine Hasman



Acknowledgements

This publication would not have been possible without the support of the Immingham Museum (*IMM*) who made their collection of photographs available. Other photos have come from the Great Central Railway Society (*GCRS*), the Great Central Railway Journal (*GCRJ*), the RCTS Archive (<http://www.rcts.org.uk/features/archive>) and Rail Photoprints (<http://railphotoprints.zenfolio.com>). Individual contributors have been acknowledged in the photo credits. I apologise for any credits omitted or incorrectly assigned.

I am indebted to Ken Grainger for writing the introduction and to Maurice Barrick for providing the Instructions to Railway Staff for the opening ceremony.

Bob Gellatly

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Alexander Henderson

Chairman 1900-1922.

Knighted 1902.

Became 1st Lord Faringdon 1916.



Samuel Fay

General Manager 1902-1922.

Knighted 1912.

Postscript



To commemorate his 100th birthday the GCRS presented Edgar Fay, son of Sir Sam Fay, with a citation in 2008. It is seen here on display alongside a photo of the four year old Edgar with his toy train set in 1913. And yes, that is the same toy train on display in the upper photo. Edgar wanted to be present at the Immingham centenary event but he died in 2009 age 101.

Paul Dalton Collection



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WITH INDEPENDENT HOIST
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AT ANY STATE OF THE TIDE

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SAM FAY
General Manager