

LINCOLN

TANK TRAIL

Useful Information for visitors

ROUTE LOCATION: LINCOLN CITY

STARTING POINT

Museum of Lincolnshire Life, Burton Road, Lincoln, LN1 3LY

TOILETS

Public toilets are located in the museum, Castle Square and City Square Lincoln

PUBLIC TRANSPORT

Visit www.traveline.info for route information or call 0871 2002233 for help in planning your journey

PARKING

The nearest car parks are on Union Road and Westgate, Lincoln. There is a small car park at Museum of Lincolnshire Life.

ROUTE LENGTH AND TIMINGS

The route is approximately 3.5 miles. Allow 2 hours depending on stops.

TERRAIN

Paved paths, no steps, hilly

REFRESHMENTS

Lincoln has many cafés, pubs and shops where food can be purchased.

REMEMBERING THE FALLEN

For more information on the war memorials and the people remembered on them visit www.lincstothepast.com/home/lincolnshire-remembrance

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TANK TRAIL



We are a National Citizen Service group who worked in partnership with Lincolnshire Memories and Memorials project. For our social action, we were tasked with creating a heritage route about the development of the tank in Lincoln during the First World War. As some of the original buildings have been demolished, most people are unaware of this story. On the trail you will visit many points of interest which have a connection to the story of the tank. We wanted the trail to inform people of all ages about the history of the tank and encourage younger generations to get involved with the history of their local area.

This leaflet has been produced with the invaluable help of the Friends of Lincoln Tank, and Adrian Wilkinson from Lincolnshire Archives.

We are especially indebted to Robin Wheeldon who gave us permission to use his illustrations.

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LINCOLNSHIRE MEMORIES AND MEMORIALS WALK

LINCOLN

TANK TRAIL

Discover how the tank was invented in Lincoln.
Activities and information inside.



Historical Background

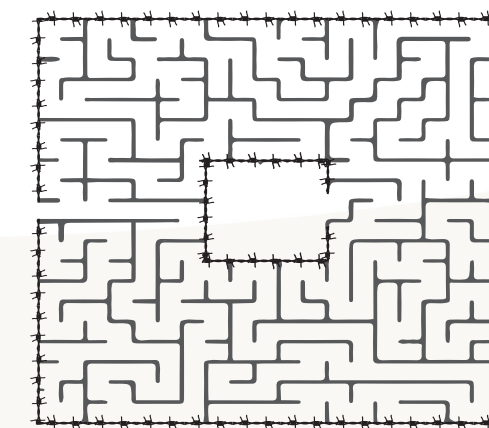
Before the First World War Lincoln was a renowned centre of engineering and manufacture of agricultural machinery. There were several large companies including Ruston Proctor, Clayton and Shuttleworth, Robey and Co, and William Foster. During the war they all worked to produce machinery needed for the war. The experience of making tracked vehicles for farming helped when inventing the tank.

The War

By early 1915 trench fighting was well established and it became difficult for either side to move far. Crossing the area between the trenches 'No man's land' was extremely dangerous. It was scattered with huge rolls of barbed wire and shell holes and soldiers were in full sight of the enemy's machine guns. A 'game changer' was needed. Most advances using infantrymen only moved the front a few 100 metres but at the battle of Cambrai the tanks were able to advance 5 miles into enemy territory.

A bit of fun!

Help Big Bertha Escape the Trench



Can you help me escape the trench?



WALKING ROUTE

LINCOLN



Begin your trail at the Museum of Lincolnshire Life. Do visit the museum to see an original Mark IV tank and find out more about its history.

1 Lincolnshire Life Museum

This museum is home to a First World War Mark IV tank. It was one of the 1,220 tanks built in the First World War. It went into service in August 1917 with 12th Company, D Battalion of the Tank Corps in France. **Can you find out what the Tank is called?**

Tank Fact: Female tanks carried machine guns only. Male tanks were armed with bigger Naval guns.

From there head towards the castle, walking down Burton Road. Cross over Union Road at the junction with Westgate. On the left hand side you will see the Westgate Water Tower.

2 Westgate Water Tower

Lincoln's presentation tank was placed in front of this tower after the war had ended. The tower itself was built in 1904 to provide fresh clean water, after an outbreak of typhoid swept across Lincoln, killing 113 people.

Tank Fact: Communities across Britain held lots of fund raising events to pay for tanks and aeroplanes during the First World War. After the end of the war those who had raised most money were given a tank to display.



Continue along Westgate, on reaching the Bailgate, turn right. Walk along the Bailgate to find the White Hart Hotel, which is on the corner with Eastgate.

3 The White Hart Hotel

A room in this hotel was used secretly by Foster's managing director, William Tritton, Major Walter Wilson and the draughtsman William Rigby. It was here that designs for the first tanks were drawn up and were described as 'water carriers for Mesopotamia' to conceal their true purpose. The workers started calling them water tanks which is how the name 'tank' stuck. The government had called them landships.

Tank Fact: The first tank battle was at Fleur Courcellette on 15th September 1916. It was not a great success of the 49 tanks deployed only 25 actually moved!

Walk along Eastgate until you reach the crossroads, cross over at the pedestrian crossing and walk on the left hand side of Eastgate. At the fork in the road keep to the left hand side and continue into Langworthgate. When you reach the sign for the Eastgate Tennis Club turn left into the club and head towards the private driveway. When walking down the driveway, keep to the left hand side to find the entrance of the cemetery. Inside the cemetery you are looking for the three red marble graves next to each other. Please keep to the path in the cemetery.

4 William Foster's Grave

William Foster founded his business in 1856. Foster's made agricultural machinery including traction engines and threshing machines. William Foster died in 1876 of typhoid. After his death the business became a Limited company keeping his name.

Tank Fact: Caterpillar tracks are made of a continuous band of steel plates. The large surface area enables the vehicle to cross soft ground without sinking. It was designed for agricultural vehicles and adapted for tanks.

Leave the cemetery and return to Langworthgate. Cross over to the other side of Langworthgate and continue to the junction at Wragby Road. Once there turn right and walk down Wragby Road to the pedestrian crossing. Cross over here and into Greetwell Road then turn right into Sewell Road, then right into Eastcliff Road. Number 2 Eastcliff Road was where Sir William Tritton lived.

5 Tritton's House - Eastcliff Road

William Tritton (1875-1946) was an expert in agricultural machinery. He joined William Foster & Co in Lincoln in 1906 and by 1911 was the managing director. Tritton Road is named after Sir William Tritton and Foster's factory was in that area of Lincoln.

Tank Fact: Lincoln was known as 'tank town', the tanks produced in Lincoln were paraded through the streets before they went to war.

Walk down Eastcliff Road and turn right on to Lindum Terrace. Turn left to Lindum Hill and walk down hill to the pedestrian crossing. Cross here and continue along Corporation Street. Cross over at the crossing point with High Street and continue along High Street (pedestrianised) to the War Memorial.

6 War Memorial

Most of the people remembered on the war memorial will have died as a result of trench warfare. There are 971 names here from Lincoln alone. There are four names to find of people who were killed whilst working in the Tank Corps.

Can you find them on the memorial?

- E Horton • S Morris
- SF Parkinson • C W Wigfall



Tank Fact: At the Battle of Cambrai on 20th November 1917 350 tanks were used. The British Army managed to advance 5 miles which was a much greater distance than had ever been achieved with infantry.

Carry on down the High Street. Almost opposite the War memorial is another open area called Cornhill.

7 Cornhill

A tank was placed here in 1918 to help raise funds for the war effort. The Lincoln campaign raised approximately £150,000, which was three times more than had been expected.

Tank Fact: The first tanks had a top speed of 4 miles per hour (5.9 km/h)

Carry on down the High Street until you reach St Marks shopping centre. Then walk along St. Marks' Square until you see a Burger King, next to the River Witham. Take the public footpath / cycle route along the riverside as far as Coulson Street (right hand side). Follow this road around to the Tritton retail park. In Starbucks car park you can see the only remaining wall from Foster's factory.

8 Foster's

This area, originally owned by Foster's, was used for testing the tanks on difficult terrains before those models could be sent to war. Some of the first tank crews learnt how to operate the tanks here. The tank needed to cross trenches and shell holes, crush barbed wire and drive over debris. Tritton retail park is where the factory was. Some original brickwork still remains (behind Starbucks) and the training ground is now covered by a gym and Screwfix.



Tank Fact: Tanks had a crew of eight men, four men were needed for the driving operations. Steering involved engaging different gears on each side of the tank in order to swing it to one side.

The final stop is the Memorial roundabout. Use the pedestrian crossing opposite the retail park to cross Tritton Road. Now walk down Tritton Road, heading towards the University. You will then see pedestrian crossings that allow you to cross onto the roundabout.

9 Tank Memorial

Lincoln engineers worked together to invent the tank in Lincoln in 1915. This memorial shows the early shape and style of the tank, as well as the civilians working together to build it. It is located here as it is close to the Foster's factory site.

Tank Fact: Many women signed up for war work at Fosters. They were known as munitionettes.



The Munitionettes

I'm Florence Bonnet, me and my friends make tracks for the tanks at Fosters. We work 12 hours each day. It is heavy dirty work but our friends keep us cheerful.

10 Returning to Museum of Lincolnshire Life

You can leave the trail here but to return to the start of the route cross over the roundabout to St Marks retail park. Continue through St Marks to join the High Street. Turn left and keep walking along the High Street to Steep Hill. Continue up Steep Hill until you reach Castle Square. If the Castle site is open you can walk through the Castle to the West Gate and down the ramp. Carefully cross Union Road and walk towards the junction. Continue left along Burton Road until you reach the Museum of Lincolnshire Life.