

From the Chairman

In my report to the AGM quite a bit of space is devoted to the branch involvement with franchise renewals during 2015. This coming year promises to be almost as busy.

Under the auspices of our membership of the TravelWatch East Midlands Steering Group, Chris Brown and myself have already had discussions with the Department for Transport (DfT) over the upcoming Direct Award for Cross Country. As Cross Country operate the Nottingham – Birmingham services, some changes to that franchise would be needed to fulfil our aspirations for a direct Lincoln to Birmingham service reintroduced in the next East Midlands franchise.

We now have an organisation called Midlands Connect which is looking to represent the East and West Midlands in a similar manner to the Northern Way for the North. The government is suggesting it would have influence on rail franchise specifications in a similar way to Rail North over the new Trans Pennine and Northern franchises. The East Midlands have always come off worst in comparison with other areas for

improved rail services, so this can only be a positive move.

Even though the East Midlands Trains (EMT) Direct Award has only just started, the DfT will start formally consulting soon on the specifications for the next East Midlands franchise. In anticipation of this, Lincolnshire County Council is consulting residents as to the changes they wish to see. By the time you read this, the branch will have responded with our usual list of aspirations.

The various media releases that followed the announcement that Arriva and First are taking over the Northern and TransPennine Express franchises respectively in April, have given us the basic detail about new trains etc, which are very encouraging, but I have been around for too long to take what I read in announcements as the full story.

It is only when the franchises start and we see what changes in culture that the new operators bring with them that we will really find out how it will affect passengers. However initial signs are good and Arriva deciding to appoint the current Managing Director, Alex Hynes, to

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2016 BRANCH ANNUAL GENERAL MEETING – SATURDAY, 19 MARCH
Saxilby Methodist Church, Main Street, Saxilby – 10:30

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Saxilby Methodist Church is just over ten minutes walk from the Railway Station. Walk down Station Approach and turn left at the Fish & Chip Shop, on the corner of Main Street, passing the Village Hall; the Methodist Church is on the right, almost opposite a riding school.

Railfuture Lincolnshire Branch Committee 2015 to 2016

Alphabetical list of members:

Anthony Berridge

Friends of the Barton Line Representative

47 Eastfield Road, Barton on Humber DN18 6AW
01724 721397



Chris Brown

Freight Group

Finance & General Purposes Group

22 Cupola Close, North Hykeham
Lincoln LN6 9PZ

01522 696309 07766496466

cmb-24@outlook.com

Ralph Coulson

24 Willingham Road, Market Rasen LN8 3DR
01673 842177 07792947498



Susan Dovey - Sales & Catering

47 Elizabeth Avenue,
North Hykeham LN6 9RR
susandovey@ntlworld.com

Alan Gouldthorpe Corresponding Member

48 Overton Court, Barton on Humber,
N Lincs DN18 5QH 07412060971
bartonrail@aol.com



**David Harby - Branch Chairman,
Exhibition Screen Officer,
Acting National Finance Officer,
Media Spokesman,
Finance & Corporate Governance Group
National Freight Group**

6 Carral Close, Brant Road,
Lincoln LN5 9BD 01522 874513
david.harby@railfuture.org.uk



Paul Jowett

**Rail Lincs Southern Correspondent
Branch Representative on North
Kesteven District Council's Partnership
Group**

8 Deepdale Drive, Leasingham,
Sleaford, Lincs NG34 8LR



Francis Wallace Lee

14 Thirlmere Close,
North Hykeham, Lincoln LN6 8ES
01522 686592.
francis.lee1@ntlworld.com



Colin Lingard

Branch Treasurer

33 Lady Frances Drive,
Market Rasen, Lincolnshire
LN8 3JJ 01673 843510
colin.lingard@railfuture.org.uk



Phil Mason - Rail Lincs Editor

Branch Vice-Chairman

10 Cottesmore Close, Grantham
NG31 9JL 01476 407569
phil.mason@trackprint.net



Geoffrey Meanwell

39 Alexandra Road,
Woodhall Spa LN10 6RE
01526 352389



Tim Mickleburgh

Corresponding Member and NE Lincs Councillor

11 Boulevard Avenue,
Grimsby DN31 2JP
timmickleburgh2015@gmail.com

Nigel Morley

52-58 High Street, Heckington, Lincolnshire
NG34 9QT nigelpmorley@aol.com



Don Peacock

Hon Branch Secretary National Passenger Group

1 Queens Road,
Barnetby le Wold, N Lincs
DN38 6JH 01652 688549
don.peacock@railfuture.org.uk



Tom Rookes - Minutes Secretary

77 Ruskin Avenue,
St. Giles, Lincoln LN2 4DE
01522 540513
thomasrookes@btinternet.com

Mike Savage - Corresponding Member

260 Grimsby Road, Cleethorpes, DN35 7ET
01472 235721 michael.savage73@ntlworld.com

Carolyn Sharp - Corresponding Member

33 Firbeck Ave., Skegness, Lincs PE25 3LA
01754 766581 carolyn5@hotmail.co.uk

Ms Ann Hindley

Orchard House, 11, Commonsides, Crowle,
Scunthorpe, DN17 4EX 01724 798664

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run their franchise will provide continuity which is often sadly lacking when a new franchisee takes over.

A new direct express service between Lincoln and Leeds via Sheffield did not come as a complete surprise as some bidders had floated the idea during consultation discussions with us but it is still a welcome innovation. It also encourages us to be ambitious in our wish list for the next East Midlands franchise.

Away from trains and on to the track, the financial situation for Network Rail seems to be getting worse every month. What the general news media are not printing, no doubt because it does not fit in with their anti Network Rail agenda, is that the vast majority of the work Network Rail are contracted to do during Control Period 5 (2014-2019) is proceeding on or under budget. It is with the extra electrification work that the politicians added to the CP5 work programme at a late stage where the costs are escalating hugely.

I doubt if it is simply a coincidence that the revised completion dates in the Hendy Delivery Plan for the Midland Main Line and TransPennine electrifications are similar to the realistic dates that were being quoted to be by rail industry insiders when the schemes were first announced. They were saying then that it would be far cheaper in the long term to do the work increasing line speeds and improving operational efficiency and track capacity before electrification work, and that is now what is happening. If the

electric wires had been installed before line speeds were increased we would not now be looking forward to 125mph trains over the Pennines so ironically the early delays wiring between Manchester and Liverpool may well have been a long term benefit.

However, the political need to get the Great Western Main Line (GWML) electrification finished, however much extra it costs, is having an impact on us. We are seeing commissioning dates for resignalling between Lowdham and Newark slipping further away and other work being delayed. Any hope of seeing a start on the East Coast Main Line (ECML) flyover at Newark before 2020 seems to have vanished. It is not just the extra costs of GWML electrification, it is the diversion of skilled resources to that scheme from elsewhere that will affect us.

The cynic in me says that our political masters cannot afford to have brand new electric IEP trains still sitting idle in sidings, instead of running to Bristol and Cardiff, when the next general election comes around in 2020, so the work will be finished by then whatever the consequences to planned work elsewhere.

As usual in the rail industry over recent years, we do have interesting times ahead!

Elsewhere in this edition of *Rail Lincs* you will find details of our AGM at Saxilby. I do hope I will see you there.

David Harby
Branch Chairman

2016 BRANCH ANNUAL GENERAL MEETING – SATURDAY, 19 MARCH
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FULL DETAILS ON PAGE 7

ATTRACTING YOUNGER MEMBERS

I would like to respond to David Harby's point in *Rail Lincs* 73 about getting younger members to join Railfuture, especially female ones. In my experience women are more likely to be attracted to the arts and community work, men to science and engineering. For example, consider the difference between women's and men's magazines. I have been a member of Lincoln Astronomical Society for many years and although this is still very much male dominated, there has been a growth of interest from women. Most significantly a considerable growth in membership. Some of this is likely to be due to the national image. We have always had some female lecturers, usually of mature years but, judging from television programmes, there has been a growth nationally of younger ones, both male and female. Although I am not a Brian Cox fan, he is popular with the ladies and this feeds into the image for

the younger generation. I think that railways need a higher profile. My impression is that it is not only our local Railfuture branch which is predominantly over 60 but also our national membership. How much is this the case?

Perhaps Railfuture needs a more inter-generational image. Michael Portillo is a good advocate for rail travel but I wonder if it is possible to have a forum based programme such as we get on Sky at Night or Springwatch? However, these are observational programmes so I am not sure this could be done with railways. Ian Allan started trainspotters' groups which were very successful with young people, predominantly boys, but again this was observational. It was also at a time when there were still important British engineering developments in [steam] locomotive design. My impression is that we need to get back to Britain making trains to spur new interest. There may of course be other possibilities I have not thought of.

Tom Rookes,
Lincoln

PROMOTING RAIL IN NORTH EAST LINCOLNSHIRE

Since being elected last year, you have listed me as being a North East Lincolnshire Councillor. But what impact has this had on the fact that I also serve as a Corresponding Member of the branch committee?

Well to begin with, I took part in several meetings when there was the threat of direct trains from Cleethorpes to Manchester Airport ceasing. On more than one occasion I pointed out the fact that people were buying two separate tickets between the two stations because it was cheaper for them to do so. Yet this meant that such travellers weren't recorded as having made the through journey!

On top of this, there was the removal of acute stroke services from the Diana Princess of Wales Hospital to that at Scunthorpe. I and other non-car users mentioned the difficulties it would cause visitors, including the expense of having to buy rail tickets on the day.

Indeed others on the council have got used to me being a voice for those who don't drive, and have to rely on public transport, be it bus or train. So in that regard, I feel I've served Railfuture's interests well.

Tim Mickleburgh,
Grimsby

Getting more women involved in Railfuture

I've been a member of Railfuture for more than twenty years because I'm a regular user of the railways and because I care about the future of public transport. I have been to a couple of AGMs in the past and, since some of my caring responsibilities have lessened, have been to a national AGM and to last year's Lincolnshire AGM. I was conscious of the small number of women in Sheffield and that I was the only woman in the audience in Lincoln. The issue of getting more women involved was raised and, as a result, I said I would write this article.

As a community development worker, I am often asked by people running community groups, village halls, etc how to get more people involved. I mention four factors: people have to know you're there; they need to know how to contact you; they need to be made to feel welcome and what's on offer must be relevant. I would apply all these to getting more women involved in Railfuture. Women are major users of railways and more women work on them now, but how many of them know about Railfuture? Can information be made available at stations and on trains, through RMT to railway staff? The information needs to have clear details about who to contact to join or become more involved.

Walking into a church hall full of men who know lots of technical information about how the railways work is a daunting

prospect. Are there ways of designating some committee members as 'welcomers' or greeters' of new people turning up to an AGM (difficult for people like me who turn up late, I appreciate!)?

We also need to be reassured that our lack of technical knowledge won't stop us from getting involved. My reluctance to become involved is because I feel unsure that I have anything to contribute. However, once the discussion turns to the services provided in my area, I'm aware that I do understand the issues because I experience them. Maybe some thought needs to be given to how we can contribute to the work without having to understand the finer points of signalling and rolling stock, but which will give rail users like me opportunities to learn more about them.

These points apply to attracting new people to Railfuture – men and women, old and young, people from different ethnic groups. Only one of these actions will take some resources which is that of producing promotional materials so it would be important to get this one right. Some input from people from under represented groups would help to get it right and make it appropriate and easy to read and respond to. I would certainly be willing to help in this process and would welcome any other women members of Railfuture to join me. *(Ann Hindley)*

NKDC Better Transport Committee

Paul Jowett was able to resume his work, after indisposition, at the December 2015 meeting. He pointed out the need for North Kesteven District Council (NKDC), via the committee, to produce a sensible "wish list" to pass to Lincolnshire County Council (LCC) so that

in the lead to the next East Midlands train operating franchise, the views of Sleaford area can be stated. Paul is to formulate ideas as a basis for discussion at the March 2016 meeting. The December meeting was warned that local bus services could be decimated due to the further crisis in LCC's funding budgets. *(PBJ)*

Award for Sleaford staff

Kim Cinevas, the resident booking office clerk (plus her relief staff) have won the East Midlands Trains' (EMT) Ticket Office of the Year Award. Kim also won in 2012 and was runner-up in 2013 & 14. Kim provides a very special brand of service to help the rail travellers of Sleaford, with her kind, cheerful manner upholding the best of railway traditions, which her customers recognised by voting for her to receive the award. After twenty-years service, Kim has gone one better having been nominated and winning EMTs' "Outstanding Individual Award" covering the company's entire network.

Although not a staff member, Carolyn Sharp the Adopter at Skegness, received a special award in recognition of her work at the terminus. Both ladies deserve the recognition for their efforts.

The awards were presented at Trent Bridge Cricket Ground, Nottingham, as part of the EMT "Great Service Awards" at the end of November 2015. (PBJ)

Have your say on trains

Lincolnshire County Council (LCC) residents are being asked what improvements would encourage them to use trains more on East Midlands Trains' (EMT) network. This is part of a consultation process in the lead up to the re-letting of the East Midlands train operating franchise. It is important that all rail users take part, especially Rail Future Lincolnshire members. Remember, it is not just about the actual service, it is also about adequate rolling stock, station improvements, ticketing, station staff, booking offices etc, etc. LCC want comments by the end of February 2016. The consultation has received coverage in the local press. Send your views by email: rail@lincolnshire.go.uk or by telephone: 01522 782070. (PBJ)

Castle Line News

During the first two weeks of January, East Midlands Trains (EMT) organised passenger counts on and off trains on the Lincoln – Newark – Nottingham – Matlock route. Counting was done by EMT staff and other volunteers, including Chris Brown and David Harby from your branch committee, riding on the trains. Most morning and evening peak weekday trains were counted every day plus a few during the rest of the day. Whilst on the trains the opportunity was also taken to talk to passengers and see what they think of the services.

The information from these counts will be used to review the stopping patterns etc of the new service introduced in May 2015. The intention is to repeat the exercise, in full or part, later this year.

It was a commitment of the Direct Award that EMT would introduce an enhanced Saturday service by December 2016. EMT will be introducing this enhanced service with the May timetable change. Matlock trains will be extended to Newark Castle for most of the day which means that Lincoln – Nottingham journey times can be reduced and some extra calls at Hykeham and Collingham added by removing stops between Newark and Nottingham. The new service is not ideal but EMT have managed to introduce it early and they have agreed to look at suggestions for some changes for December.

The building works at Newark Castle are completed and fitting out has started. It is hoped to have the booking office open during March and a cafe soon after.

By the time you are reading this, it is expected that work will have started on extending the car park at Hykeham station and providing a bus stop within the car park. (DH)

BRANCH ANNUAL GENERAL MEETING

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 19 March 2016 at Saxilby Methodist Church, Main Street, Saxilby LN1 2HA.

The timetable this year is as follows:

10:30 Assemble – Complimentary coffee or tea available

11:00 AGM (Agenda below)

12:00 Lunch break (see page 8 for buffet information)

13:00 Afternoon session open to the public

Speakers:

Peter Myers, Client and Stakeholder Manager, Northern Rail.

Barry Coward, Gainsborough Rail and Bus Group – talking about the campaign for better services to Gainsborough and the Brigg Line.

Complimentary tea or coffee during afternoon break

16:00 Meeting Closes

AGM AGENDA

1. Apologies
2. Minutes of 2015 meeting
3. Matters arising
4. Chairman's Report by David Harby
5. Hon. Secretary's Report by Dr Don Peacock
6. Financial Report by Colin Lingard
7. Election of Officers:
 - a) Chairman
 - b) Vice Chairman
 - c) Hon Secretary
 - d) Hon Treasurer
 - e) other committee members
8. Any other urgent business (notice of items appreciated by Hon Secretary before meeting commences or telephone 01652 688549)

Yours sincerely,

Don Peacock, Hon Secretary

No members contacted the Hon Secretary to stand for the posts of Chairman, Vice-Chairman, Treasurer and Secretary and therefore there will be no candidates' statements published and no voting carried out at the AGM. Branch full members can volunteer to join the committee at the AGM.

Dr Don Peacock, Hon Secretary

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Refreshments at the AGM

At the Branch AGM on 19 March, there will be complimentary tea and coffee available on arrival and during the afternoon session.

A buffet at £4.00 per person, will be available during the lunch break (12:00 – 13:00) and tickets will be on sale during the morning session. If you require a buffet, please ensure you are at the venue by 12:00).

To assist with catering arrangements, please email or telephone Phil Mason (phil.mason@trackprint.net or 01476 407569) to reserve your buffet.

Chairman's Report to be presented at the 2016 AGM

Looking back over 2015 the one common factor which kept us occupied for the whole year was franchise renewals.

The year started with discussions with bidders for the Trans Pennine and Northern franchises. Mike Savage organised meetings in Cleethorpes with all the Trans Pennine bidders, where one of the suggestions we put forward was 125mph rolling stock so we were pleased to see this as one of the new franchise benefits.

Whilst mentioning Mike, I would also like to compliment him on his other activities in the South Humberside area. Through his regular contacts with TransPennine Express (TPE), he managed to facilitate a meeting to discuss timetable and fares issues where some of our local irritations were addressed to our satisfaction and some excellent co-operation with TPE and First Bus rail replacement team to iron out potential problems whilst the route was closed at the year end for the North Lincs resignalling scheme to be commissioned.

Some members from the South Humberside area also had a detailed briefing from Network Rail about the North Lincs resignalling project. In contrast to some Network Rail projects elsewhere, this complex £85m scheme was completed on time and within budget.

On the East Coast Main Line we saw Virgin Trains East Coast take over the franchise. As usual when the Virgin brand is involved, plenty of red has appeared everywhere so we can be in no doubt who is running the services. Virgin are to be congratulated for running services to Lincoln on 5 selected Saturdays this year, but we will have to wait until the end of this decade before we see a major improvement in our Lincoln to London services on weekdays.

The East Midlands Trains (EMT) Direct Award franchise was something of a damp squib with nothing much for Lincolnshire, except a few improvements on Saturdays. Discussions with EMT and Department for Transport (DfT) since the award was announced are pointing towards a desire to give us more, but frustration that this was impossible due to a lack of available rolling stock. This rolling stock shortage is now critical in this area with reports in the local media and personal complaints to me from passengers who were unable to board already full trains at Market Rasen, Newark Northgate and Swinderby.

Not all on the EMT front was a disappointment. The introduction of a much improved Castle Line service in May with Matlock services extended to Newark and faster Lincoln to Nottingham trains is already attracting more passengers. With what is now an almost hourly service at Hykeham, your chairman has noticed the car park getting progressively busier with a situation now where the car park is full and typically 20 cars parked on the waste-ground outside.

Jointly with East Midlands branch we organised a national conference in Newark during June. I have since had a lot of good reports from attendees so I think I am justified in saying that the conference was a success and gave a positive impression of Railfuture to the speakers and non member attendees.

Your committee met 5 times during the year with the November meeting being followed by a presentation from EMT on the Direct Award. This presentation, which was open to all members, was something of a trial in response to calls at the last AGM for more "all member meetings". As chairman I was disappointed at the poor attendance from non committee members and it did make me wonder if the amount of time spent organising it could have been more productively devoted elsewhere.

Your chairman was interviewed during the year by BBC Radios Lincolnshire and Nottinghamshire, Lincs FM, Siren FM and BBC TV Look North. He has also been quoted in, and written articles for, Lincolnshire Echo.

Not everything this year has been positive however. I mentioned in my 2015 report that age catches up with all of us eventually. Nevertheless it was still a shock to attend the funerals of two long-standing committee members this year; Brian Hastings and Andrew Court.

Another committee member, Chris Brown, took over as National Chairman in May then was forced to resign within weeks due to sudden illness. Of the rest of the committee at least 5 of us now have ongoing medical conditions which are restricting our activities to a greater or lesser extent so I make no apologies for repeating my appeal for some new, and younger, blood on the committee.

I will finish with a word of thanks to all the branch committee. By singling out Mike Savage in this report that should not be taken as a comment on the activities of other committee members. Almost all of the committee have devoted quite a bit of their free time to Railfuture during the year. Representing the branch at stakeholder events, organising meetings, taking minutes, editing and writing pieces for *Rail Lincs*, helping prepare consultation responses, helping with the branch stand at Grantham Rail Show etc etc.

There would be a great deal less Railfuture activity in Lincolnshire, and a great deal less rail campaigning in general, were it not for the large amount of voluntary time that committee members devote to Railfuture.

David Harby, Branch Chairman

Hon Secretary's Report to be presented at the 2016 AGM

Another busy year as you will see from the Chairman's Report. The committee members have put in a lot of effort on various projects for which I thank them.

The loss of two members was so unexpected and the contributions made by Brian and Andrew were and will continue to be much missed by the committee.

A commemorative bench has been installed at Crowle station to Brian's memory and his work for the betterment of public transport.

There will be no election for Chairman, Vice-Chairman, Treasurer or Secretary because there has been no member proposed and seconded for these posts. In light of the loss of Brian and Andrew the lack of volunteers to become committee members is a matter of concern. As the Chairman has pointed out, the committee needs new members preferably ones which will reduce the average age. This also applies to recruitment to the Branch in general. In 2015 two members joined the Branch (one of whom I am pleased to report was female) but the Branch lost 3 members in the period October to January so recruitment is a priority and suggestions for improving our performance would be welcome.

I will conclude by saying next year is not expected to be less busy and that if members can help share the work load by joining the committee they will be very welcome. I acknowledge that "Greater Lincolnshire" is a large area and not very well provided for in public transport (bus and rail) or roads and so travel can be difficult. However the committee does provide for committee members to be corresponding members providing reports and drawing attention to issues in their areas to the Committee. Mrs Sue Dovey formally joined the committee at the last AGM so Mrs Carolyn Sharp our corresponding member in the Skegness area was no longer the lone female committee member. We need to recruit more.

Don Peacock, Hon Secretary

During 2016, the Branch Committee will meet at Saxilby Methodist Church on the following dates: 23 April, 2 July, 17 September and 19 November, commencing at 13:00. All Branch members are welcome to attend and participate in these meetings. The only restriction being that voting on appropriate issues is limited to elected members of the committee.

Additional Station Call for Rauceby Pupils

Early in 2015, parents of secondary school pupils living on the large Greylees residential estate, built on the former Rauceby Hospital site, were informed that from September 2015 pupils would not be able to have free bus passes from Greylees into Sleaford schools. Pupils had been able to walk from the estate to a bus stop near Greylees level crossing, but had to cross the busy A153 road to pick-up Centrebus 27 to be in Sleaford by 08:30. Apart for the erstwhile Callconnect service, the estate has no road public transport. As reported in previous *Rail Lincs*, the development has no facilities of any kind. The existing footpaths meant that the walking distance from the estate into Sleaford town centre was over three miles, but a new footpath constructed from the estate to the A153 main road brought the distance below three miles and the free bus passes folded. This resulted in parental annoyance, especially when told that pupils would have to pay to use the bus or walk. The local County Councillor got involved and approached Paul Jowett for help. Two options were proposed: get Centre Bus to divert the morning bus into Greylees, avoiding the need for passengers to cross the A153, In essence, the small detour would not impact service 27 as it had a fifty minute layover in Sleaford before returning to Grantham. Sadly this option did not materialise. The second option was the train, especially as North Kesteven District Council (NKDC) want to see more trains stopping at Rauceby station, which

is adjacent to Greylees. After the Hospital closed, Central Trains thinned out the number of stops at Rauceby leaving just three calls in each direction. Whilst the 16:10 departure from Sleaford is convenient for pupils, the morning service at 08:41 arrives Sleaford 08:46, a little late for pupils to reach the two secondary schools at the north end of the Market Place. The Girls' High School is situated closer to the station. It is not known what transpired as a result of the County Councillor's intervention; only that little was done apart from passing on Paul's suggestions, which also included making available information on train fares and season tickets. It is understood that some parents contacted East Midlands Trains and as a result, from 13 December, on Mondays to Fridays the 07:24 Grantham to Sleaford service (06:41 Nottingham – Boston/Skegness) now leaves Grantham at 07:23, calling at Rauceby 07:46 arriving Sleaford 07:50 in order to assist secondary school pupils. Whilst the extra stop is "a result", it surely falls into the ruling that where there is only a basic service, the train operating company has to provide for commuting and school pupils' needs. The new early service enables those pupils wishing to use the train to arrive at school by 08:15/08:20.

Hopefully, this additional call will increase footfall at Rauceby and aid NKDC Transport Committee's aim to get a few more trains to stop at Rauceby. (PJB)

Changing scene on Lincolnshire Railways



On 29 November, prior to the Christmas blockade for the North Lincs re-signalling work, TransPennine Express gave Branch committee members and other stakeholders the opportunity to experience the route of the rail replacement bus services.

Inset: one of the last 'semaphores,' at Barnetby.



Railway Ramble

Saturday JULY 2nd 2016 – To The Mill On The Hill !

Supporting the Saturdays-only limited train service on the 'Brigg Line', we walk out of Brigg along the River Ancholme to Cadney Bridge, head over to Hibaldstow then follow cross field footpaths to visit Mount Pleasant windmill at Kirton-in-Lindsey.

Sadly the windmill lost it's sails in a gale late last year. However, we are always made welcome at their delightful tearoom!

Then follow the public footpath down the hill leading direct into the station, in good time to catch the return train to Sheffield departing Kirton in Lindsey at 16.02.

Start: 09:30am at **BRIGG**

Finish: **KIRTON in LINDSEY**

Distance: 8 miles.

Depart: Sheffield Midland 08:03,
Worksop 08:33, Retford 08:44,
Gainsborough Central 09:00,
Kirton in Lindsey 09:13 to arrive BRIGG 09:22

OR

Depart: Lincoln Central 07:00, Saxilby 07:09 to Gainsborough Lea Road station, walk across to Gainsborough CENTRAL station in time to catch the 09:00 departure to Brigg.

All welcome – further details call Stuart on 01522-534655.

A joint walk by the Penistone Line Partnership and Ramblers Lincolnshire Area. www.southpenninesrail.co.uk
(Stuart Parker)

Friends of the Barton Line

- Vice Chairman and Secretary of the Friends of the Barton Line (FoBL) have been asked to express the Group's exasperation over the frequent cancellation of trains to the Government's Transport Secretary with copies to the two MPs on the line and to the MEP. The majority of cancellations are thought to be due to ASLEF's withdrawal from the Rest Day Working agreement with TransPennine Express.

- The paucity of the train service to New Holland is making it difficult for local business, Howarth Timber to attract appropriate staff.

- To undertake signalling and track work, a 5-day blockade took place on the area east of Scunthorpe, Brigg and Holton-le-moor from 23:00 on 24 December to 05:00 on 30 December and a 17-day blockade between Habrough Junctions and Cleethorpes from 23:00 on 24 December to 05:00 on 11 January. All passenger trains in the affected areas were replaced by buses during these periods.

From 11 January all local service trains were signalled from Network Rail's York Railway Operating Centre.

- Some of the stations on the Barton Line are to receive Customer Information Screens after those on the main line had been installed.

- The "request stop" restriction at New Clee station has been lifted and other stations on the route have received modern lighting.

- FoBL have produced a colourful and practical leaflet for the Brigg Line.

AASB

Branch Member's new book



Lincolnshire Railways

ALAN STENNETT



Lincolnshire Railways covers the history of rail transport in the county from the earliest plans in the 1830s to the recent developments on the GN&GE Joint. Using over 200 contemporary maps, drawings and photographs it describes the development of a comprehensive network that covered virtually every part of the county, providing transport for farmers' goods, traders' commodities, holiday-makers and day trippers and the everyday business of local people and businesses. Unfortunately, over-ambitious plans and the rapid growth of road transport after WW1 saw many of the lines become uneconomic, with a steady trickle of closures starting as early as the latter years of the 19th century. They accelerated in the interwar years, culminating in the mass slaughter of lines in the Beeching era, although further lines were lost right up to the 1980s. However, the book also considers the Lincolnshire railway successes, including the East Coast Main Line and Britain's busiest rail freight artery, the old Great Central mainline from Grimsby and Immingham - both creations of the railways - through Scunthorpe and on to the

west. It also looks at the potential for an upgraded Joint line to carry more goods through the county and, possibly, allow improved passenger services within it. Alan notes that the book records the Rise and Fall of Lincolnshire's railways, but adds that we may be seeing a new rise - albeit with a very gentle slope!

Lincolnshire Railways, by Alan Stennett, published by Crowood Press at £16.99

from local bookshops or available at the same price, but post free, from Alan at Woodhall Junction, Woodhall Spa, Lincs LN10 6QX or at <http://www.woodhalljunction.net/books-etc.html>

Additonal Rolling Stock ?

Two recent reports in the railway press provide hope for increased rolling stock availability; shortage of which, has long been an issue for our local train services.

The news that Arriva has placed a £490m order with Spanish train builder CAF for 25 x 2-car and 30 x 3-car Diesel Multiple Units to replace the Pacers, as part of an investment in new trains for the new Northern Rail franchise, is good news for the company's services into

Lincolnshire.

The publicity given to Vivarail's project to refurbish and re-engineer the former London Underground District Line D78 trains could eventually provide the additional rolling stock needed by East Midlands Trains to increase capacity on Lincolnshire services. With a maximum speed of 60mph and fast acceleration, the trains are primarily aimed at branch lines in the Southwest and would not necessarily be suitable for Lincolnshire services, where routes overlap on to lines with much higher line speeds. The big opportunity for Lincolnshire is that 'D' Trains could replace 15X Sprinters currently used on sharply curved Great Western branches, which could be cascaded to areas such as ours.
(PM)



ANNUAL PASSENGER JOURNEYS FROM OFFICE OF RAIL REGULATOR DATA

Station	Year	Increase or decrease over time	
	2014-15	1 year	10 years
Althorpe	10,086	57%	84%
Ancaster	9,910	12%	122%
Barnetby	67,242	9%	42%
Barrow Haven	1,638	-23%	-53%
Barton-On-Humber	43,766	2%	-3%
Boston	209,618	1%	-5%
Brigg	1,000	8%	72%
Cleethorpes	269,992	-3%	30%
Collingham	68,792	24%	209%
Crowle	30,942	31%	60%
Gainsborough Central	1,552	27%	7290%
Gainsborough Lea Road	141,834	3%	7%
Goxhill	17,268	-4%	-25%
Grantham	1,259,632	5%	37%
Great Coates	11,540	8%	29%
Grimsby Docks	4,932	6%	-28%
Grimsby Town	451,658	6%	17%
Habrough	31,882	4%	26%
Havenhouse	166	-40%	108%
Healing	13,036	6%	54%
Heckington	74,804	11%	66%
Hubberts Bridge	324	-3%	34%
Hykeham	49,972	25%	264%
Kirton Lindsey	162	35%	-1%
Lincoln	1,649,584	4%	29%
Market Rasen	60,486	0%	47%
Metheringham	94,750	4%	-2%
New Clee	524	51%	58%
New Holland	19,608	17%	-13%
Newark Castle	538,503	124%	-17%
Newark Northgate	986,319	-17%	162%
Newark Stations	1,524,822	6%	49%
Rauceby	2,420	28%	1104%
Retford	456,132	6%	53%
Ruskington	83,240	10%	4%
Saxilby	57,298	19%	20%
Scunthorpe	411,584	9%	41%
Skegness	351,134	9%	-23%

Notes:

- *Figures are from ticket sales so can be distorted by the sale of split tickets and a failure to collect fares.*
- *Tickets from Newark Castle and Northgate are often sold as from “Newark Stations”. The formula to calculate the split between stations has changed over time and has often been suspect so a combined figure has also been listed.*

Incident at Ruskington

On Lincoln Christmas Market Saturday, 5 December 2015, sometime after the 09:28 Ruskington to Lincoln and before the 10:28 Ruskington to Lincoln train, an old railway telegraph pole, shrouded in ivy, situated in the garden of the former Station Master’s house, came down in the strong winds and lay across platform 2 (Down platform). Whilst it did not damage the station fence or platform, it protruded over the track. It was a solid mass: within the ivy were wires and insulators etc. If hit by a through service with limited visibility on rounding the bend, serious damage could have ensued. The driver of the 10:28 Lincoln service saw the problem on approaching Ruskington and was able to stop within platform limits, clear of the obstruction. Station Adopter, Paul Jowett arrived at Ruskington at 11:20, unaware of the incident, to find Network Rail’s “first response team” from Sleaford had just arrived to clear the blockage. Train passengers had been detrained and awaited requested buses. By 11:55 the blockage had been cleared sooner than expected and the train was ready to

depart. Paul had suggested that passengers remain on the train, in the warmth, until buses arrived. The train finally departed Ruskington at 12:02 running in the path of an extra planned service (subsequently cancelled) for the Christmas Market. Paul felt that Network Rail and East Midlands Trains’ (EMT) staff did an excellent job in quickly getting things back to normal. Sadly the incident did spoil a number of passengers’ journeys to Lincoln on the Saturday. A steam hauled charter passed through Ruskington on time at 12:15, no doubt those on board being unaware of the earlier drama. Needless to say, the local press reported wrongly that a tree had been blown down along with overhead wires (no such thing!), delaying hundreds of passengers and days out ruined. No praise for the efforts of railway staff in keeping services running. (PBJ)

NB On Sunday, 6 December, EMT Provided a Sunday service form Peterborough to Lincoln for the Christmas Market.12 (PBJ)

Station Snap-Shots

Award winning Market Rasen station featuring refurbished buildings and murals plus the 'Harrington Hump' to aid train access.

Photographs by Ralph Coulson



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One of several warning signs near the bay, platform 3, at Grantham.

Rail Lincs 75 will be published in June.
Please let the Editor have copy by 14 May.

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Tattingstone, Suffolk IP9 2ND

www.railfuture.org.uk

Refer to page 2 for contact details of branch officers mentioned in *Rail Lincs*.