

From your Branch Chairman

Welcome to the first newsletter of 2021. After the year we have just had, I must say this current lockdown is more of a trial of endurance. Normally in these notes I would be looking forward to the highlights we can expect in the coming year, but this time there are not that many of these, with the one bright light on my horizon being I should be getting my first dose of vaccine by the end of March and I can then start thinking about some days out. The majority of our branch membership are senior citizens so I do hope you are keeping well and you have your vaccine appointments upcoming if you haven't already had them.

On page 6 is my review of 2020 and a look forward to what we can expect rail wise in 2021. Having looked again at what I have written, I really ought to apologise for giving you such depressing reading. As one of my friends often says 'things can only get better'!

It is clear we will be unable to hold any face to face Railfuture meetings for some months to come, so we are organising a branch Zoom meeting, in lieu of the AGM, on Saturday 6 March where you can take part. (Details on page 12). Following this we will probably have future short Zoom meets to discuss specific topics. Our response to the December 2021 East

Midlands Railway (EMR) timetable consultation and how the branch responds to Covid recovery plans are two likely topics.

Experiences within Railfuture of online meetings and webinars is very mixed. Of the branches I have been in touch with there are obviously some members who don't have an internet connection, but on the other hand, in many cases, attendances have been as high and sometimes higher than they normally are

at face to face meetings. Quite a few members who used to find it difficult to travel to meetings have been able to take part in online events, so I think in the future we will probably see a mix of face to face and online meets.

I have an email circulation list which is wider than just the branch committee; with more meetings being held online there is now an opportunity for you to hear interesting speakers at neighbouring branch events and take part in discussions on matters affecting a wider area.

At the time of writing I'm currently involved in Railfuture conversations on the National Infrastructure Commission report on the Midlands and North, how it affects the Eastern leg of HS2 and our



EMR Class 170 undergoing driver training at Hykeham

aspirations for better links between Lincolnshire and the West Midlands. We have just finished commenting on a Railfuture paper on flexible ticketing to replace season tickets. I am regularly circulating details of these events and discussions so you could take part if you wish. I have no wish to overload your email inbox, so these details will only be sent to anyone who asks to be added to my email list.

I will close by saying I do hope as many of you as possible will take part in the Branch Zoom meeting and if there are any matters you wish to raise please don't hesitate to contact me.

David Harby Branch Chairman

A New Rail Link between Leeds and Cleethorpes ?

A proposal has been developed by Peter Cookson of Pontefract Civic Society to develop a new rail link between Leeds and Cleethorpes, via Pontefract (Askern), Thorne, Scunthorpe, and of course Grimsby, and either Castleford or Wakefield at the Leeds end) thus saving people from North and North East Lincolnshire from changing at Doncaster.

The proposal is based on arguments about improving connectivity between West Yorkshire and northern Lincolnshire, bringing a new stream of leisure traffic to Cleethorpes and opening up new job markets for people at our end of the line, as well as access to Leeds and beyond for shopping, recreation, and other purposes. The proposal would also strengthen the case for building a new station at Askern, for which a lot of preparatory work has already been done.

Peter has presented his proposal to the West Yorkshire Combined Authority, who have accepted his analysis of the situation and that is based on making the best advantage of a new junction south of Askern. He is also working to secure the

support of both Yvette Cooper and Ed Miliband, with limited success so far. My involvement has been to set up a meeting between two councillors from North Lincolnshire Council responsible for connectivity (both of whom happen to be my ward councillors!), Peter and Nina Smith, Chair of RailFuture Yorkshire. Both councillors were supportive and were taking it to the Place Board a few days afterwards, and meeting and feeding back to the leader of the council and local MPs. Meanwhile, I'm putting Peter in touch with Mike Savage with a view to Mike using his contacts in North East Lincolnshire Council, to the same effect.

There will obviously be some consideration about how this will work capacity wise, with a plan to develop a service up the Brigg line to Barton on Humber, although it is thought that's not going to be a problem, and with a significant use of the line by freight to and from Immingham docks. There is also the issue of the single line section in the approach to Cleethorpes (thanks to Don for raising these latter issues), but I guess these will all be covered in a feasibility study.

Any member interested in these developments is very welcome to get in touch.

Ann Hindley

Friends of the Barton Line

Suffice to say that the Barton trains were entirely replaced by buses from Wednesday 23 December to Saturday 2 January due to severe staff shortages at Cleethorpes depot. Also Friends of the Barton Line is seeking quotes for the repair of the Thornton Abbey Running-In Boards which have suffered from exposure to all weathers.

To clarify the item in *Rail Lincs* 88: only more TransPennine Express services are formed of six-car units and not Barton Line services.

Anthony Berridge

Railcard Refunds ?

Grantham Railway Society member, John Hunt describes how he tried to get a refund on his Senior Railcard

You are probably already aware of this, but some members may not be.

In April, having a Senior Railcard with over a year's validity left, I enquired whether it would be extended to compensate for the inability to make journeys – I had several trips planned which had to be cancelled.

The promised reply never came, but after a reminder I got the reply below. Predictable enough, but I think appalling customer relations. An extension or a small discount on renewals would surely have been a worthwhile commercial gesture to us 5 million committed passengers.

Hello John

Thanks for taking the time to email us. I hope you and your family are safe and in good health during this pandemic.

I was sorry to learn that you were unable to use your Senior Railcard due to the current situation. I understand that you want an update regarding the refund or extension on your Railcard.

After careful consideration, the government has confirmed to us that Railcards will remain non-refundable and will not be extended.

We understand the restrictions due to COVID means some Railcard customers haven't made all of the journeys they had planned.

Refunding or extending Railcards for over 5.1m customers would come at a significant cost to the taxpayer, at a time when the focus must be on maintaining rail services to support the country's recovery from the pandemic. To date over £476m of rail tickets have been refunded for people whose travel plans unexpectedly changed. Thanks again for your continued patience, and we understand that this may not be the answer you were hoping for.

Kind regards Mehvish Khan

National Railcard – Senior Advisor



EDITOR'S MAIL

Like David Harby (*Rail Lincs 88*) I'm very worried about the future of our railways, especially given the fact we now have Lockdown 3, the most unwanted of any sequels.

When I lived in Hebden Bridge, I was glad that rail services were good enough for me to take up employment in both Leeds and Manchester. But given the opportunity to work from home instead, I'd have jumped at the chance. For even ignoring any money saving (that didn't apply with regard to Leeds as I bought a county-wide weekly ticket), I would have had the benefit of an extra two hours a day to do as I wished.

So if people today are on the same wavelength, it is inevitable that far fewer will commute by train. This will mean less trains needed, and a reduction in services. Similarly it will be harder to argue a business case for re-openings, and I can sadly see Railfuture having to fight closures rather than advocating new lines.

The one glimmer of hope is that after all these shutdowns, people will be clamouring to get out and about, whether on holidays or day trips. Thus it is important to stress the use of railways in the leisure market, such as people coming to Skegness, Lincoln and Cleethorpes by train. The same tourism that saw seaside resorts grow in the 19th century may well be the network's saviour in the 21st.

Tim Mickleburgh, Grimsby

2021 Local Rail Outlook

How we recover from Covid is going to dominate the 2021 rail scene, but before I go into some detail about predictions for the financial health during the coming year, I will comment on the other plans for the year.

Both the Werrington dive under and Kings Cross remodelling should be completed during 2021. To enable these to be done there will be quite a few weekends when services to Kings Cross are disrupted and whole months when some LNER services are amended or cancelled whilst platforms at Kings Cross are unavailable.

Some preliminary work for the introduction of digital in cab signalling on the ECML will be taking place but this is unlikely to need timetable changes.

Installation of the lift at Retford should be completed so all platforms are accessible without having to cross tracks.

The Lincoln bound platform at Gainsborough Lea Road was due to be replaced next year but this is held up by planning bureaucracy and is unlikely to be even started. A manned booking office will be reinstated at Gainsborough Lea Road as well, but again more likely for 2023.

East Midlands Railway (EMR) have a commitment to install Smart Kiosks at all stations with a more sophisticated TVM than previously seen in our area along with touch-in card readers. The plan is for them to be in a shelter with integral guttering and water butt so there is a water supply for watering planters. There is a trial installation at Uttoxeter currently.

The Barton branch

transfers from Northern to EMR franchise in spring 2021. This is an incredibly complicated process as leases have to be transferred, new track access agreements signed with Network Rail, rolling stock leases transferred and new staff contracts organised etc etc. A very lucrative exercise for the lawyers involved!

EMR will be getting less old second hand rolling stock which are more passenger friendly than the current fleet. They will be refurbished with WiFi, mobile phone charges and better passenger information systems.

We should learn the government response to Network Rail's zero carbon strategy. Ideally Network Rail will be given permission to plan a programme of electrification work so as to keep the current electrification teams working. However to do this they need to authorise electrification of the Midland Main Line from Market Harborough to Sheffield within weeks before the team working on Bedford to Corby is disbanded. As is their

usual practice, the Treasury is prevaricating on this. So much for the government levelling up agenda!

Whilst on the carbon reduction topic there are now prototype battery and hydrogen powered trains on test though we are unlikely to see any tested locally this year at least.

What is unclear at present is what rolling stock will be used on summer Saturday services from Nottingham to Skegness. In recent years EMR have used High Speed Trains (HST) with capacity of 400+ along with plenty of luggage space on two return services every



continued on page 5

Saturday during the summer holiday peak to provide relief for the normal service trains. These HST's were used on Nottingham to St Pancras services Monday to Friday but have now been replaced by newer trains and withdrawn from service. The new class 810 Aurora bi-modes will be cleared for use to Skegness, but we are near to 3 years away from these being in full service.

We were due to get new timetables with more local EMR services in two stages in December 2020 and December 2021. The December 2020 change has been put back to May 2021 due to Covid, but the second stage is currently still on time. The May timetable sees a second direct return service introduced between Lincoln and St Pancras with both stopping at Hykeham and Collingham along with a major uplift of trains stopping at Swinderby.

LNER services were due to be revised in December 2021 but due to the Covid related delays in upgrading the route, the revision is now due for May 2022.

Northern are looking at their services over the whole of the North with the intention of ending up with a more robust and reliable timetable than the one in use before Covid hit us. At that time there were some services that were reliably late due to the franchise specified by DfT trying to squeeze more services through key junctions than the junctions could cope with. After the services were cut drastically during the first wave of Covid, the opportunity was taken to modify the timetable taking out unreliable services. This work is still ongoing and will probably not be finished until the post Covid demand is clear.

With around £550-650 million per month currently being invested to keep the railways running and predictions that passenger numbers, and revenue, will not reach pre Covid levels for many years

we can be sure that the Treasury will be looking for savings during 2021.

Short distance travel such as commuting, education and shopping grew quite quickly last summer so we can be fairly sure that, on the assumption that Covid is controlled as the vaccination programme proceeds, short distance demand will soon be at around 80% of what was normal. After all many city residents don't have an alternative to public transport.

There must surely be quite a lot of pent up demand for leisure travel within the UK after a year of travel restrictions and an uncertain future for overseas holidays during 2021. We know train operators are gearing up for a campaign to get leisure travellers back as soon as our politicians deem it safe to use public transport.

The one category of passenger that will definitely not come back quickly is the business traveller and long distance commuter. There are serious predictions that we will be doing well if it reaches 50% of pre Covid levels within 5 years. Some employers have found that they can operate successfully with most employees working from home for much of the week and employees have got used to a working week without 2-3 hours of commuting per day. A big incentive for employers is the savings to be found from drastically reducing the volume of expensive city centre rented office space.

Loss of high value business and long distance commuting revenue could well mean that fares revenue decreases by a higher % than passenger numbers putting more pressure on rail finances.

The amount of rolling stock in service is dictated by the quantity needed to operate the peak services and the degree of social distancing needed as Covid in some form will be with us for years to come. Around London, especially, a lot of

rolling stock can be seen stabled unused in sidings except for two hours in the morning and evening. If commuting demand doesn't fully recover then some older, more expensive to maintain, rolling stock can be scrapped, but that also means less staff will be needed to maintain it and fewer train crew needed to run services.

Considering train crew, it is difficult to see the government not putting pressure on train operators to reduce the number of double manned trains on the network

when many of them are already fitted for driver only operation. They will be in a strong position to withstand any strike action when, if train crew go on strike, the government will actually be saving quite a lot of money by not running the trains.

To sum up, the crystal ball for 2021 is even more cloudy than usual and I doubt if anyone has any clear idea where we will be transport wise a month ahead, yet alone 12 months ahead!

David Harby

RAILFUTURE LINCOLNSHIRE BRANCH CHAIRMAN'S REVIEW OF 2020

Well, what a year 2020 has been!

At the beginning of the year there was a lot to look forward to. Among these were a whole year of events to commemorate the 50th anniversary of the closure of the East Lincolnshire Line with a corresponding visitor boost to our seaside resorts; introduction of the rest of the new rolling stock for Northern; new rolling stock for EMR services (well actually not brand new, but 20 year old cast offs from elsewhere on the network, some of which were previously here when really brand new); the Mayflower 400 celebrations which were expected to bring a big boost to the recently introduced hourly Gainsborough Central to Sheffield service and then to end 2020 the first stage of the EMR timetable revisions including an extra daily return service from Lincoln to St Pancras.

We did have the launch of ELR50 on 23 January at Skegness with the naming of 158 864 as "ELR50 Visit Lincolnshire in 2020", but even that early in the year, little did we know we would all be 'confined to barracks' from 23 March.

The imposition of the first 'lockdown' resulted in the numbers of passengers travelling by train collapsing to as low as 16% of normal. Rail companies did a lot to make travel Covid secure with measures such as 'do not use' stickers on train and station seats; stickers on floors denoting social distancing and new cleaning regimes. At the same time they were doing a lot to protect staff with measures such as protection screens in booking offices and staff working from home whenever possible.

Numbers of services running were cut drastically to well under 50% of normal on some routes, but at the same time essential services for key workers were strengthened with more carriages to enable social distancing. Measures such as developing new safe ways of working in maintenance depots meant that less vehicles could be serviced every night and a lot of porta-cabins were hired so train crew could social distance at depots.

Another safety measure that is going to have implications for many more months to come was the decision to stop training new drivers and retraining others on different rolling stock because space in train cabs is very limited and therefore impossible to maintain social distancing. Training has now restarted, but is many months behind schedule.

Another behind the scenes factor which has been safety critical, has been the number of signallers available for work. With some signallers off work with Covid and larger numbers having to self isolate, it has been 'touch and go' at times whether some routes would have to be shut down completely due to a lack of signallers. Other lightly used routes with legacy signalling were closed so the signallers could be redeployed elsewhere.

Train operators have been in the same situation with services sometimes cancelled at the last minute due to too many drivers or conductors being absent with Covid related issues. Barton-on-Humber services have been affected all year where there have been many weeks with no service

at all and Gainsborough Central where the service was combined with the Sheffield to Lincoln service.

As the first wave of Covid abated, services were restored to near 90% of normal and leisure travel picked up, so by September, passenger numbers reached 41% of normal. However this wasn't to last as another wave of Covid hit us, so the latest figures I had at the year end were a fairly constant figure of around 23% of normal since early November, which suggests that this is the future baseline figure for key workers.

At the end of 2019 we were eagerly awaiting the publication of the Williams Report on the future of rail franchising. Publication was still awaited at the advent of Covid when the future of rail franchising then changed dramatically within days. With minimal fare income and services still to run, every franchise was quickly running out of cash, so on 23 March, to ensure that rail services continued to run for key workers, the Government gave all franchises the opportunity to temporarily transition into Emergency Measures Agreements. Under these, the Government pays the operators a fixed fee to run services and takes all fare revenue. Needless to say all operators took up the offer.

Supporting the rail services has been costing H.M.Treasury £550-650 million per month ever since. It was clear by September that the rail industry would need support for the long haul, so train operators were offered a choice of taking up Emergency Recovery Measures Agreements (EMRAs), as a prelude to negotiating Direct Awards, or reverting to their old franchise agreements. Train operators really had no choice, as they would run out of money within days under the old franchises, so at the time of writing, most train operators have negotiated the new deals.

Total sums involved are huge, but ERMA's are not very generous as far as the operators are concerned. They get a management fee of 0.5% of the pre-Covid cost base plus a potential maximum 1.5% performance related incentive payment based on punctuality, passenger satisfaction and financial performance. This compares unfavourably with other industries where companies consider a 5% return on capital as poor.

Away from passenger services, the rail industry has continued much as before. There was a drop off of freight movements for a few weeks, but this quickly returned to near pre Covid levels. Not surprising considering that much of the freight traffic is construction materials and intermodal trains carrying containers from the docks to inland distribution centres.

The passenger lift at Spalding is now open during booking office hours, with longer hours to come when remote monitoring is in place.

During the year 5 schemes in the East Midlands were successful in obtaining development funding to prepare a business case under the Restoring Your Railway Fund, including extending Sheffield to Gainsborough Central services through to Barton-on-Humber. In addition EMR have prepared a study to reintroduce services to Ollerton and submitted it to DfT.

Updates from train operators have in general been good, with a special mention for Northern where their email briefings have been frequent and comprehensive and they have also had some Zoom updates where we have been able to discuss topics.

As far as activities by the local branch are concerned, our last face to face meeting was the branch AGM on 7 March. Since then the committee have kept in contact by email and telephone and have held a few Webex meets. We have found that the most effective online meetings have been short ones to discuss a specific topic when we needed to formulate a response. The main drawback has been that some committee members don't have an internet connection and for others their broadband connection is so abysmal that even if they can connect at the start their connection fails during the meeting.

We have responded to timetable consultations and contributed to internal Railfuture discussions formulating post Covid policy.

David Harby, Chairman Railfuture Lincolnshire branch, 31 December 2020

HON. SECRETARY'S REPORT FOR THE 2021 'NOT AGM'

This could be a very short report – Covid – Lock Down – Very little happening.

However as you will have seen from David's report things have not ground to a halt even if they have been more limited.

We have continued to respond to various consultations. Some of our committee members have trialled station surveys and the results fed back. There is a proposal, Covid restrictions permitting, that our Branch and the East Midland Branch will collaborate in an "Easy Stations" survey in June. This is principally for the East Midlands Railway stations however our intention is that all stations in our area will be surveyed irrespective of operator. Details will be in the June Rail Lincs.

There will not be an AGM as such in March due to the Covid restrictions so there will be no election of officers of the committee or committee members, the current committee and corresponding members continuing. However if there is anyone out there who would like to help us by either becoming a committee member or a corresponding member, please contact me in writing. There will be plenty to do when something approaching "normality" comes, trying to get passenger numbers back up and keeping the Treasury/DfT in check with the savings proposals.

There will, as David has mentioned, an on line meeting with a guest speaker in March and my apologies to those members who are excluded because there is no way of catering for those who cannot join on line.

So hopefully things will improve in 2021. I have not been on a train, either service or heritage, since December 2019. Last year was the first year since 2007 that I have not had a railcard. I hope that you are all well and will enjoy an improving 2021.

Dr Don Peacock Hon Secretary, 5 February 2021

Book Review

"The Railways of North East Lincolnshire – Part 3 More than Railways" – Paul King, Pyewipe Publications, £18.95 (2020), 120pp.

Such is the wealth of material in the author's possession that there is in fact another book to follow what was intended to be the final part of a trilogy.

This volume could be said to deal with the non-railway side of the companies' operations, the "docks, shipping and trams" outlined in its subtitle. So, we read about Grimsby and Immingham Docks, including the railway that used to run along the Eastern Jetty at Immingham to connect with the "Midnight Sun Cruises" going to Norway.

A chapter is devoted to ferries, including that across the River Humber which became the last timetabled service that used coal-powered paddle steamers. Passengers would travel by train down the ¼ mile long New Holland



Paul King (and his wife Jane) promoting his new volume at Grimsby Top Town Market.

Pier in order to board a vessel to Hull.

Similarly, there is extensive coverage of the Immingham Trams, a network which many today believe should have been modernised to provide a better service than today's Stagecoach buses.

Copiously illustrated, this is an invaluable purchase for all of us interested in local public transport.

Tim Mickleburgh

Annual Passenger Journeys from Office of Rail & Road Data

Station	2017-18	2018-19	2019-20
Althorpe	9,818	7,978	9,752
Ancaster	6,572	5,904	5,006
Barnetby	71,268	73,998	66,360
Barrow Haven	1,432	1,916	2,310
Barton-On-Humber	39,488	39,798	36,646
Bleasby	8,014	7,426	8,688
Boston	217,872	226,940	210,854
Brigg	1,688	928	1,678
Burton Joyce	16,270	16,084	15,330
Carlton	54,316	54,632	57,552
Cleethorpes	285,412	296,002	274,032
Collingham	114,322	116,434	128,032
Crowle	28,354	26,956	26,898
Fiskerton	32,822	37,102	36,708
Doncaster	3,857,370	3,917,948	3,946,406
Gainsborough Central	970	1,494	2,384
Gainsborough Lea Road	159,670	164,188	174,123
Goxhill	14,362	13,716	12,432
Grantham	1,364,650	1,413,006	1,390,648
Great Coates	11,144	11,042	8,950
Grimsby Docks	4,502	4,830	4,820
Grimsby Town	454,166	456,768	432,356
Habrough	33,412	39,172	40,942
Havenhouse	172	158	84
Healing	8,820	8,490	9,024
Heckington	66,576	66,494	60,788
Hubberts Bridge	1,412	1,262	1,252
Hykeham	143,482	176,244	183,026
Kirton Lindsey	290	190	272
Lincoln	1,864,830	1,963,938	1,966,100
Lowdham	67,308	72,494	70,442
Market Rasen	64,264	69,840	69,008
Metheringham	99,490	101,878	95,698
New Clee	1,236	1,720	1,578
New Holland	14,254	14,488	13,066
Newark Castle	767,494	802,690	759,898
Newark Northgate	918,902	960,922	909,804
Nottingham	7,858,974	8,004,938	7,864,690
Peterborough	4,909,286	5,059,576	4,934,692
Rauceby	9,714	10,256	9,234
Retford	507,008	519,976	541,674
Rolleston	6,418	6,608	5,408
Ruskington	89,726	82,020	78,110
Saxilby	67,130	75,172	75,654
Scunthorpe	417,530	417,880	396,638
Skegness	357,428	350,864	323,202
Sleaford	309,326	310,906	298,572
Spalding	188,596	193,034	176,342
Stallingborough	10,112	9,460	10,180
Stamford	375,616	384,560	368,652
Swinderby	17,616	18,026	17,912

Station	2017-18	2018-19	2019-20
Swineshead	3,406	3,508	2,648
Thornton Abbey	1,042	1,114	708
Thorpe Culvert	148	258	140
Thurgarton	2,156	3,462	4,338
Ucelby	7,872	7,320	7,190
Wainfleet	47,216	42,160	38,752
Worksop	459,200	440,390	474,830

Notes:

With Covid-19 travel restrictions being in place for the last month of 2019/20 and conductors not selling or checking tickets on some routes for a month before that, we would expect a significant fall below 2018/19 levels if numbers travelling during the pre Covid-19 months were similar to 2018/19. The fact that at some stations, numbers are still above previous years indicates they were continuing to see significant growth. Another factor is that figures are based on tickets sold, so passengers who travel from some unstaffed stations without buying a ticket are not counted.

After a large increase at Castle Line stations following the 2015 & 2016 service improvements, the figures are still continuing to grow at most of them.

In 2016/17 Rauceby gained an additional stop which enabled school travel to Sleaford and this could be seen in the figures.

Market Rasen is constrained by an irregular service and crowded trains. Now all services are 2-car and the service goes regular 2-hourly from December 2021 we can expect an improvement above average.

When all routes go to regular hourly from May 2022, we can expect some increases similar to the Castle Line three years ago.

The figures for individual Gainsborough stations should be treated with caution as tickets are sold to/from 'Gainsborough stations' and the formula for calculating the split between Lea Road and Central predates the introduction of weekday services to Gainsborough Central. Considering the significant increases at Retford and Worksop since the service went twice hourly despite the impact of Covid-19 we are probably safe to assume that the estimate of 2,384 at Gainsborough Central is well below the actual figure.

LINCOLNSHIRE BRANCH CORRESPONDING MEMBERS:

Anthony Berridge

Friends of the Barton Line Representative

47 Eastfield Road, Barton on Humber DN18 6AW
01652 633804 secretary@bartonrail.org.uk

Peter Honniball

Branch Budget Holder

pjhonniball@hotmail.co.uk

Colin Lingard

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

Tim Mickleburgh, NE Lincs Councillor

11 Boulevard Avenue, Grimsby DN31 2JP
Tim.Mickleburgh@nelincs.gov.uk

Nigel Morley

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

Stuart Parker

129, Broughton Gardens, Lincoln LN5 8SR
01522 534655

Mike Savage

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

Carolyn Sharp

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

RAILFUTURE LINCOLNSHIRE BRANCH COMMITTEE 2019 – 2020:



Chris Brown
Branch Representative on North
Kesteven District Council's Transport
Partnership
22 Cupola Close, North Hykeham
Lincoln LN6 9PZ
01522 696309 07766496466
cmb-24@outlook.com



Susan Dovey - Sales & Catering
Hykeham
susandovey@ntlworld.com



Christabel Edwards
Branch Communications Officer
christabel.edwards@railfuture.
org.uk
(Sleaford area)



David Harby - Branch Chairman,
Acting National Finance Officer,
and Media Spokesman,
6 Carral Close, Brant Road,
Lincoln LN5 9BD 01522 874513
david.harby@railfuture.org.uk



Ms Ann Hindley
Branch Data Control Officer
Orchard House, 11, Commonsides,
Crowle, Scunthorpe, DN17 4EX
01724 710819
ann@hindley.gn.apc.org



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



Graham Lilley
99 Northfield Road,
Ruskington NG34 9NP
07544 695977



Phil Mason - Rail Lincs Editor
Branch Vice-Chairman
Branch Data Protection Officer
10 Cottesmore Close, Grantham
NG31 9JL 01476 407569
phil.mason@trackprint.net

Stephen Moir
shmoir@btinternet.com.



Geoffrey Meanwell
39 Alexandra Road,
Woodhall Spa LN10 6RE
01526 352389



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

See page 10
for Corresponding Committee Members.

Remember:
Articles,
Letters,
Photographs,
always welcome for
YOUR
newsletter.



BRANCH AGM “MEETING REPLACEMENT” ZOOM EVENT

Our meeting in March would usually be the Branch AGM but due to our inability to hold ‘in person’ meetings there will not be a Branch AGM this year. We are not obliged to hold one as it is only the national AGM which is mandatory. The NATIONAL AGM will be on Saturday 17 July, either in Birmingham or on Zoom, depending on circumstances. In place of the Branch AGM, we will be holding a **“Meeting Replacement” Zoom meeting on Saturday 6 March starting at 14.00 with a speaker from LNER.**

There will be a presentation from the speaker followed by questions We will then have a break from 15.00 to 1515 to enable you to make yourself a tea/coffee followed by an open discussion among members until 16.15

To take part in the meeting, please send an email to

david.harby@railfuture.org.uk

before 3 March. A link to join the meeting together with joining instructions will then be emailed to you.

Railfuture Lincolnshire Branch Income & Expenditure Account for the year ended 31 December 2020		
	2019	2020
Opening balance	304.81	331.15
Income		
Funding from national funds	877.00	25.31
Donations	41.00	15.00
Total income	918.00	40.31
Expenditure		
Branch campaigns	392.00	5.00
Branch AGM	84.00	60.00
Branch admin	73.50	0.00
Branch newsletter	342.16	306.46
Total expenditure	891.66	371.46
Closing balance	331.15	0.00
Prepared by David Harby Acting National Finance Officer 2nd January 2021		

www.railfuture.org.uk

Direct link to Branch News visit:

<https://www.railfuture.org.uk/Lincolnshire+Branch>



Follow the Branch on Twitter
@RailfutureLincs

Rail Lincs 90 will be published in June.

Please let the Editor Phil Mason, 10 Cottesmore Close, Grantham NG31 9JL, phil.mason@trackprint.net have copy by 15 May.

The views and comments expressed in *Rail Lincs* are not necessarily those of Railfuture.

Railfuture Ltd is a (not for profit) Company Limited by Guarantee.

Registered in England and Wales No. 05011634.

Registered Office:- Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset BS21 7NP (for legal correspondence only). All other correspondence to 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND