

From the Chairman

I must start my ramblings with a big thank you to all those members who came to our AGM. We are trying to move AGM venues around the branch area so that over time all members have a venue within easy travel, but we do appreciate that what is an easy journey for one member can be very difficult (or sometimes impossible by public transport) for another. As it was, the last half an hour at Market Rasen was somewhat hurried, with members having to rush away to catch a train.

Despite that, I hope that members thought it was worth their while attending. We chose Market Rasen to give Market Rasen Rail User Group (MR RUG) the opportunity to highlight the deficiencies of their local public transport and to attract some local publicity. With at least 12 non-members attending the afternoon session, I think we can say that we reached that objective.

If we can find a suitable venue within an easy walk of the station, it is likely that the 2015 AGM will be in Sleaford.

Chris Brown's comments on franchising attracted quite a bit of discussion in the afternoon break so he has repeated them in this issue of *Rail Lincs*, for the

benefit of members who did not attend.

I have been thinking back over the 20 plus years I have been involved with Railfuture, but cannot remember a time when we have had so much investment in our local rail network. Already in 2014 we have the much improved entrance and booking office at Lincoln and new car parks at Hykeham and Collingham. The Joint Line upgrade continues, with completion planned for near the end of this year. A resignalling scheme for the Immingham area is in the planning stages, followed by resignalling of the Brigg Line. The new track layout at Peterborough was brought into use after Christmas and the station improvements were almost finished

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Spacious new booking office at Lincoln designed to remove queues from the station entrance

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when I was there at the end of April. If only half of the plans for the Brigg Line and Gainsborough stations come to fruition, their environments will have undergone a transformation.

Looking forward, the Lincoln to Nottingham route is due for more renovations during Control Period 5 (to 2019) and a flyover for the Newark flat crossing is back on the agenda again, as is a grade separated junction at Werrington. The redevelopment around Lincoln station to give us a new shopping centre and an integrated transport hub is still on the agenda. All very encouraging.

Members who were at the AGM would have noticed that I was using 2 crutches to move around. In total my leg was in plaster for 14 weeks so I had plenty of opportunity to sample the disabled facilities on our rail network. During that time I travelled regularly by train over a wide area: Peterborough, Cambridge, East Croydon, Kettering, Birmingham, Stafford, East Midlands Parkway and Nottingham (3 times). The help I was given by railway staff and fellow passengers was excellent; East Coast assisted travel team re-arranged a seat booking over the phone in under 5 minutes, to give me more leg room; on busy trains able bodied passengers did mostly get out of Disabled Priority seats without asking.

What is annoying with crutches is negotiating the bridge over the tracks at Lincoln. It is so narrow that with crutches one cannot walk past passengers coming from the other direction. There was one wet morning when I had to stand at the top of the stairs for ages waiting for a full

trainload of passengers to come from the other direction.

I have mentioned redevelopment of the area around Lincoln station. After my experiences of negotiating with crutches the station footbridge and the pedestrian footbridge from Tentercroft Street car park, I would love to see both these bridges cleared away and replaced by a covered walkway linking a renovated Tentercroft Street car park (ideally a multi story) with the new bus station and giving direct access to all platforms.

How the latest ORR figures on rail industry financial performance are interpreted in the media make interesting reading. I saw an article recently about renationalisation of the railways which discussed franchising of the ECML and finished with a comment that the railways receive a £4bn annual subsidy.

Government grants paid to Network Rail (NR) last year did come to £4bn but to call it all subsidy is misleading. Some of it is investment and renewals, £1.5bn of it is used to pay interest charges on NR's borrowings for enhancements and at least £200m goes on government "loan guarantee fees". NR also has to pay Uniform Business Rates which just go back into the public purse.

In 2012/13 TOCs' premium payments all but wiped out all subsidies including cap & collar revenue support and all PTE contributions for sponsored services. Total money returned to government through premium payments and revenue share agreements came to £1.93bn and total subsidy came to £1.96bn.

David Harby, Branch Chairman

Northern Honour Inventor John Harrison



“We name our trains after ‘Great Northerners’ and John Harrison certainly fits the bill. His work has left a legacy across the world and we are delighted to be able to honour him in this way.”

Peter Clark, Mayor of North Lincolnshire, comments: “I am thrilled the name

One of the most influential inventors of the Eighteenth Century was honoured at the end of April, when Northern Rail unveiled its John Harrison train. Harrison was raised in Barrow upon Humber and found fame when he invented the marine chronometer – saving countless lives at sea due to its ability to find longitude and therefore locate ships.

The event, organised in conjunction with Barton-Cleethorpes Community Rail Partnership, took place at Barton-on-Humber station and saw Northern’s Head of Operations, Chris Jackson and Cllr Peter Clark, Mayor of North Lincolnshire, unveil the train’s nameplate and give speeches to pay tribute to the inventor.

The train itself is a Class 153 Northern unit (153316) and will travel the network, primarily around Humberside and South Yorkshire.

Chris Jackson, Head of Operations at Northern Rail, comments:

John (Longitude) Harrison has been chosen to coincide with the 300 year anniversary of the Longitude Act which John Harrison is famous for. The day will be celebrated locally in Barrow on Humber and elsewhere across the world.”

“I live in Barrow on Humber, where John Harrison also once lived. I hope the train will promote and publicise who John Harrison was, his legacy and create a huge tourist attraction for North Lincolnshire.”

Mike Gathercole from Barton-Cleethorpes Community Rail Partnership, comments: “Our partnership strives to encourage passenger numbers on the *Humberlinc Line* and the addition of this John Harrison train to Northern’s fleet will no doubt help us to do this. We would like to thank all those involved who have made it possible.”

(AG)

What Privatisation ? ?

Now admit you thought that our railway system was privatised nearly twenty years ago, didn't you? You could of course be forgiven for this as everything from official sources talks about the "privatised" railway.

England, Scotland and Wales do indeed have railway companies that are not owned by the government, if that is, you discount East Coast, but the reality is that they are not really private companies with the freedom to run their companies as they wish. What they do is to give the Department for Transport (DfT) a quotation for the cost of running these "privatised" companies but the specification of which services are to be run and what rolling stock is to be used is strictly laid down by the DfT. If they want to run extra trains or use extra rolling stock then this can't be done without the say so of the DfT.

Most fares are also laid down by the Government of the day and it has even been suggested that the rail companies can't even breathe without the permission of the Department for Transport.

So the Train Operating Companies are private aren't they? Well that depends on how you define private. EWS the freight company is owned by DB Schenker, the nationalised German rail company who incidentally also own Arriva Trains Wales, Chiltern Railways, Grand Central, Cross Country and a part share of London Overground. Greater Anglia is operated by the nationalised rail company of The Netherlands who also have a stake in Northern Rail and Merseyrail. French company Keolis, majority shareholder SNCF, the French nationalised rail company, has a minority share in the Southern, South Eastern and London Midland Franchises.

So then it is a privatised system isn't it? Oh! Did I forget Network Rail, although that is at least fully owned by the British government.

As they say in all the best courtroom dramas "I rest my case", except that, of course, should the Scottish Referendum go in favour of independence, then all the Train Operating Companies that have Stagecoach or First running them, which is essentially all the others, will be controlled from a foreign country as well.

Chris Brown

East Midlands Trains Class 153 Naming

A naming ceremony took place at Lincoln station on 10 April when an East Midlands Trains Class 153 was named *X24 Expeditious* after the Second World War midget submarine. The craft was built in 1943 by Marshall & Son of Gainsborough, and conducted two successful operations on 10 April 1944 and 11 September 1944. The naming of the train marks the 70th anniversary of the first successful operation at Laksevåg, Norway.

Naming the train was Lt Cdr Frank Powell, chairman of the Lincoln Branch Submariners' Association. The suggestion for the naming came from EMT Senior Conductor David Norton, who's father helped build "Expeditious".

(source The Railway Magazine)

Intercity East Coast Franchise

Lobbying on the new franchise has continued since the branch AGM. Lincoln MP Karl McCartney organised an event in Lincoln on 16 May where representatives of all three bidders (First Group, Virgin/Stagecoach and Keolis/Eurostar) were given presentations illustrating how the University of Lincoln, the Magna Carta exhibition at Lincoln Castle and the expansion of Lincoln businesses, such as Siemens, present an opportunity to run a profitable service to Lincoln.

Your chairman was invited to the event along with most of the local business and council leaders. After the presentations the audience had around 30 minutes with each bidder asking questions and putting forward aspirations for the new

franchise.

The case for more services had already been put forward very eloquently, so your chairman concentrated on the two issues which are raised most frequently with him namely; diverted EC services passing non stop through Lincoln whilst at the same time passengers from Lincoln are put on a rail replacement bus to catch the train and the direct Kings Cross service being cancelled on Saturdays when engineering work is being carried out elsewhere on the ECML.

Bids have to be submitted to the Department for Transport in June and winning bidders should be announced in November. (DH)

Future transport funding

In the last edition of *Rail Lincs* we mentioned the changes in the way funding for transport schemes is going to be allocated. It is now up to the local authorities and Local Enterprise Partnerships (LEPs) to determine local investment priorities and to include the schemes in their bids for funding from the local growth fund. In view of this, we thought it would be useful to members to know what the funding priorities are. Here is a list of the rail related priorities:

Greater Lincolnshire LEP:

Lincoln Transport hub

Spalding rail freight hub

Nottingham to Lincoln rail link capacity improvements.

Doncaster and Cleethorpes gauge enhancements for freight and increased passenger frequency.

Greater Cambridge Greater Peterborough LEP:

Improved frequencies on Peterborough to Lincoln and Stansted Airport to Birmingham routes. (DH)

New Railfuture Vice President

Martin Vickers MP (Cleethorpes) was appointed as a vice president of Railfuture at the national AGM in Sheffield. Members who attended our 2013 Branch AGM and conference in Cleethorpes, will no doubt remember his opening remarks in which he told us of his support for rail and his wish to see the reintroduction of direct services from Cleethorpes to London. He is a member of the House of Commons Transport Select Committee; the All-Party Parliamentary Rail in the North Group and chairman of the All-Party Parliamentary Rail Group. Locally he has been a great help in highlighting local rail issues and on 24 May travelled on the Brigg Line and recorded an item for You Tube. See <http://youtu.be/YiZXklxTtQ8>. Back in February he attended a Railfuture organised meeting with Network Rail in Cleethorpes, where they briefed us on plans for resignalling the Immingham area. (DH)

Lincolnshire Charters

Saturday, 28 June

Kings Cross, Potters Bar, Stevenage, **Peterborough, Grantham to Scarborough.**

Hauled by 70013 "Oliver Cromwell" Promoted by RTC

Saturday, 16 August

Grantham, Bottesford, Bingham, Radcliffe, Netherfield, Nottingham, Tutbury & Hatton, Uttoxeter, Blythe Bridge, Stoke on Trent to **Cardiff** via Central Wales Line.

Hauled by Class 47. Promoted by Compass Tours

Saturday 16 August

Doncaster, Retford, **Newark North Gate, Grantham, Peterborough to Eastbourne.**

Hauled by Class 47/57. Promoted by Statesman Rail.

Friday, 22 August

Nuneaton, Hinckley, South Wigston, Leicester, Melton Mowbray, Oakham, **Stamford,**

Peterborough, Grantham, Newark North Gate to Dundee.

Hauled by Class 47. Promoted by Compass Tours

Saturday, 13 September

St. Neots, Huntingdon, **Peterborough, Grantham, Newark North Gate**, Retford, Doncaster to **Ludlow** for Food Festival.

Promoted by West Coast Railways

Friday, 3 October

Lincoln, Nottingham, Derby to **Chester.**

Hauled by Class 47. Promoter Northern Belle

Saturday, 11 October

Cleethorpes, Grimsby, Habrough, Barnetby, Scunthorpe, Thorne to Chichester.

Hauled by Class 47/57. Promoted by West Coast Railways

Thursday, 23 October

Chiswick, Putney, Clapham Junction, West Brompton, Hertford North to **Lincoln**

Promoted by Steam Dreams

Saturday, 29 November

Peterborough, Grantham Newark North Gate, Retford, Doncaster to **Edinburgh.**

Hauled by Class 47/57. Promoted by Statesman Rail

Friday, 5 December

Linlithgow to **Lincoln**

Hauled by Class 47/57. Promoted by Scottish Railway Preservation Society

Friday, 5 December

London Victoria to **Lincoln**

Hauled by Class 67. Promoted by VSOE

Saturday, 6 December

Doncaster, Retford, **Newark North Gate, Grantham, Peterborough**, Huntingdon, St. Neots to **Canterbury.**

Saturday, 13 December

Skegness, Wainfleet, Boston, Heckington, Sleaford to Bath.

Hauled by Class 47/57. Promoter West Coast Railways

Level Crossings

*Some thoughts on level crossings
by Tim Mickleburgh*

There are those who dislike level crossings on safety grounds. Personally I think you will find that in most cases when there is an incident, and CCTV cameras are available to record what is happened, you will find that it is not the crossing which has been at fault.

However, I do take issue with the time that barriers stay down. In the country, I've waited around 45 seconds while a train passes. This is when it has been travelling at full speed on the straight. So why is it that when I stand as a pedestrian at Grimsby's Littlefield Lane crossing I wait a minimum of 1 min 45 seconds, often 3 minutes or more?

For the train hasn't even left Grimsby Town station by the time barriers go down, while there is another crossing between there and that at Littlefield Lane. This is taking caution to ridiculous extremes. It is also making it more likely for people to take the law into their own hands, by crossing the track in the gap which pedestrians can clearly get through. Such individuals, which I hasten to stress have never included me, know that the trains aren't going that fast, and will take the same kind of risk people take when going over a busy road that has no crossing.

I can't condone this, but understand why, if someone is in a hurry, they'll take a chance. So why don't they put the barriers up later, rather than simply have CCTV cameras to record anyone walking over the tracks instead of waiting pointlessly?

(TM)

From the Chairman's Inbox

Our chairman recently received an email from a member detailing his experiences as a regular traveller on the Poacher Line. They make disturbing reading.

On Friday, 30 May he travelled from Heckington to Nottingham. Sixteen passengers boarded at Heckington. ALL GOT A FREE RIDE. There was no sign of the guard who made no attempt to check tickets or collect fares, even on the 25 minutes non stop journey from Sleaford to Grantham. As there was someone smoking in his carriage, our member alighted at Grantham. He bought a ticket for his journey there and caught the following Norwich to Liverpool service onwards to Nottingham.

What a contrast. The guard on this service was very punctual in examining tickets and then, following closely on, came round with a large plastic bag to collect rubbish, all in a very pleasant and efficient manner.

Our member is a frequent user of the Poacher Line and his, admittedly non scientific, estimation is that 20 - 25% of the journeys he travels on this route are free of charge courtesy of non appearing ticket collectors. He comments: "Not only is a lot of revenue being lost by East Midlands Trains (EMT), the non selling of tickets makes a nonsense of the station usage figures."

Your chairman will be meeting EMT around the time you receive this issue of *Rail Lincs*. This is one issue he will be raising.

(DH)

Progress at Gainsborough

On Friday 9 May at Gainsborough Central Station, Bill Newton Dunn the MEP for the East Midlands launched the Brigg Line Master Action Plan, in partnership with the Friends of The Brigg & Lincoln Lines Rail Group, Gainsborough Rail and Bus Group (GRaB) and Lincolnshire Railfuture.

These three individual action plans for Brigg, Kirton In Lindsey and Gainsborough come from months of preliminary work and meetings that were held in each town. The plans, which have wide support from the Local Authorities and local communities, include the short, medium and long term goals for the railway line and its surroundings, including an improved railway service in the near future. The action plan can be downloaded from the Friends of the Brigg and Lincoln Lines website:

<http://e-voice.org.uk/friendsofbrigg-lincolnlines/brigg-line-action-plan/>

By the time you read this edition of *Rail Lincs* some of the short term goals will already have started. Some electrical work was carried out at Gainsborough Lea Road in May and offers of help from some local volunteer groups are being taken up with the intention of improving the station environment during June. (DH)



Bill Newton-Dunn MEP and Cllr Mick Tinker, Mayor of Gainsborough launching the Brigg Line Master Action Plan.

GRANTHAM RAIL SHOW MODEL RAILWAY EXHIBITION

SATURDAY/SUNDAY 6 & 7 SEPTEMBER 2014
10.00am – 5.00pm Saturday. 9.30am – 4.30pm Sunday

**Walton Girls' High School & Sixth Form,
Kitty Briggs Lane, off Harlaxton Road, Grantham NG31 7JR**

ADMISSION: Adult £4.00 - Child £2.00 - Senior Citizen £3.00
Family Ticket (2 Adults + 2 Children) £10.00 - under fives FREE

15 model railway layouts plus trade support & demonstrations – Light Refreshments

Free vintage bus service from/to Grantham railway station on Saturday only

Say 'Hi' to Hykeham Station

Your chairman and fellow committee member Chris Brown attended the official launch of the much improved car park at Hykeham station on 13 May. Also attending in his role as the District Councillor for the area was branch committee member Wallace Lee.

The car park now has a proper tarmac surface and parking spaces for 20 cars, new lighting and CCTV. There is room for about another 80 spaces. Also in the car park is a new cycle storage facility and a "hirebike" stand. Car parking is free.

We are still waiting for the new bus stop which is due to be constructed when a set number of houses (we think 20) are completed in the new housing estate on the old factory site alongside.

There was a good turnout of local authority officers and councillors and we had some useful discussions about future rail and bus plans for the area.

Further along the line towards Newark, Collingham station car park with 58 spaces plus 3 disabled is well on the way to completion. Collingham is already well used by passengers from the villages to the south west of Lincoln. The new car park will, hopefully, reduce the number of cars parking on the grass verge.

(DH)

Joint Line Update

The Joint Line between Lincoln and Spalding was closed from 5 to 13 April, to enable final signalling work to be completed. Barrier level crossings became operational, and a number of staffed gate boxes were closed. Signal boxes at Scopwick, Sleaford North and Sleaford South were closed and quickly demolished, although Metherringham Signal Box remains, as it has been given listed status. The route from Lincoln to Sleaford is now controlled from the Lincoln Signalling Centre. South of Sleaford there will be a progressive closure of the remaining signal boxes and introduction of barrier crossings with subsequent closure of gate boxes, as the Lincoln Signalling Centre assumes more control.

The Sleaford Avoiding Line is now fully operational in both directions, albeit with a temporary speed restriction on the Down side to ensure that the embankment is in order following a long period of being out of use. A smaller design of signals has been used to break up the old long sections, which will provide greater capacity in the future for the expected increase in freight traffic.

At Ruskington, work continues on the construction of a ramp to the nearby road to facilitate access to Platform 1 (Up side). Although this will cause some inconvenience to passengers, it is a safety requirement as the speed limited is to increase to 75mph making use of the foot crossing unsafe.

Work on the A153 road bridge south of Ruskington is now complete with the installation of safety barriers on the approach ramps. The three week road closure was reduced to two weeks in time for the Easter traffic to the coast.

(PBJ)

Investment in signalling and level crossings

Level crossings on two important routes which connect into the Branch area are subject to improvements planned by Network Rail. Both the Nottingham to Newark Castle line and the Nottingham to Grantham line will receive significant investment to re-signal the lines in order to replace life-expired equipment. Once completed it means all signals on the line will be controlled from the East Midlands Control Centre in Derby.

Nottingham to Newark Castle

On the Nottingham to Newark Castle line, the section between Lowdham and Newark Castle is currently controlled by four signal boxes and two gate boxes, all of which date back to the early 1900s. The signal boxes at Lowdham, Fiskerton Junction, Staythorpe and Newark Castle, and the gate boxes at Fiskerton station and Rolleston station will be removed. The current automatic half barrier level crossing at Bleasby and the gated crossings at Morton, Fiskerton station and Rolleston station will be upgraded to obstacle detection crossings with full barriers. The full barrier crossings at Lowdham and Staythorpe will become

obstacle detection crossings. The crossings at Gonalston and Thurgarton will remain as automatic half barrier crossings but will be supervised from Derby. Newark Castle level crossing will be renewed to current standards and controlled from Derby with the aid of CCTV cameras and monitoring equipment.

Grantham to Nottingham

On the Grantham to Nottingham line, the section between Bingham and Allington is currently controlled by two signal boxes, Bingham and Bottesford West Junction, which date back to 1875 and 1876 respectively and which will be both removed. The automatic half barrier level crossing at Aslockton will be upgraded to an obstacle detection crossing with full barriers. Bingham and Orston lane crossings will be renewed and converted to obstacle detection crossings. Scarrington Lane and Normanton level crossings will remain as automatic half barrier crossings but will be supervised from Derby. The Sewstern Lane user worked crossing will be renewed to current standards and supervised from Derby.

Friends of the Barton Line

Northern Rail has been awarded a *new* franchise (as opposed to an extension) to cover the period when the old one expired and the new franchise took over on 22 February 2016. Northern's parent companies (Abellio and Serco) were determined to retain the franchise and were making every effort – through a programme of new development to be seen as *New Northern* – to rise significantly from the operator's position at the bottom of the league table of Train Operating Companies. Consultation for the franchise awards would start in the

summer of 2014 followed closely by submissions from the various tenders to the Government. Amongst the planned developments were new Customer Information Screens at 101 stations on the network. Unfortunately none would be allocated to the Barton Line because of insufficient footfall at the stations.

It is understood that the signal and gate boxes, and associated semaphore signals would remain from Goxhill northwards and that the token exchange would continue at Oxmarsh. The double

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track between Ulceby and Oxmarsh would remain, which would permit trains to pass along this section. The signals currently controlled by Ulceby, Barton Road (Thornton Abbey) and the Up signals south of Goxhill would be replaced by colour lights controlled from York. The Bystaple Lane crossing will be key locked requiring a phone call to York for the gateman to obtain permission to open the gates. The Barton Road level crossing is to have automatic barriers. (AASB)

"The Class of 84"

The Lincolnshire Branch of Railfuture (then the Railway Development Society) was formed on Saturday 13 October 1984 at the Cardinal's Hat in Lincoln.

Twenty eight people were present at this inaugural meeting, but we only have nine names ie. Phil Strong, Trevor Garrod, Steve Wilkinson, Tom Rookes, Mike Savage, Geoff Evison, John Saunders, John Ginns and R Everett. We would love to hear from any of the twenty eight at the meeting, or indeed anyone who can help identify them. Please contact Mike Savage on 01472 235721 or michael.savage73@ntlworld.com

Thirty years on we are hoping to hold a Founders Lunch in Lincoln on Saturday 18 October 2014, followed by an informal gathering of old and new branch members and partners. If you are interested in attending the lunch and/or the gathering, please get in touch with Mike Savage (details above) by Monday, 4 August. No commitment is required at this stage." (MJS)

Railway Film Shows

The following Rob Foxon "Railways Remembered" film shows are being held in the Branch area:

16 October at the Palace Theatre, Newark,

13 November at the Memorial Hall, Grimsby Road, Cleethorpes.

A new programme of rail films.

27 November at the Palace Theatre, Newark.

"Special Christmas Programme of Trains".

All performances commence at 7.30pm.

Further details: 0116 289 0531

Branch on show

This year the Branch will again be exhibiting at the Grantham Rail Show model railway exhibition. There will be displays illustrating Branch activities together with fundraising sales items. It is also hoped to organise a continuous film show during the exhibition.

Help is needed from the membership to staff the stand over the weekend and to provide suitable railway related items for resale. If you can assist, please contact the Chairman or Vice-Chairman (see page 2)

See page 9 for further details



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@RailfutureLincs

Rail Lincs 70 will be published in October. Please let the Editor have copy by 13 September.

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