

## From the Chairman

The beginning of the year is a time to look ahead, so firstly some information about national and local campaigns for 2018.

Nationally, the focus will be on 4 issues that Transport Focus research has shown rate highly on passengers' list of priorities. These are:

- Fares and ticketing – to offer value for money
- Passengers first – punctual, reliable, frequent services and a customer service culture
- Route modernisation – including electrification – to increase capacity
- A bigger railway – to increase capacity and drive economic growth.

In the branch nothing much changes as all these issues are ones that we have been pushing already whenever we get the opportunity. All part of the customer first philosophy.

A complaint that is becoming ever more frequent to me from passengers, as the numbers using the Castle Line grow

rapidly, is the lack of an adequate number of waiting shelters on platforms and waiting shelters in the wrong place. Not just rural stations – there is no cover for passengers waiting all the way along platforms at Retford and Newark Northgate. This prompts me to say one of my personal campaigns for 2018 is to press for more waiting shelters, trains actually stopping alongside the waiting shelters and decent car parking and paths without large puddles whenever it rains.

Internally the branch is keen to increase membership and to this end we have appointed a small sub group to look at ways of doing this. Ann Hindley wrote about this in *Rail Lincs* 79 and she intends to move this forward in 2018, so would still welcome offers of help from members.

Looking towards service changes in 2018, the Northern Connect services from Lincoln to Leeds are due to start in May. If East Midlands Trains (EMT) are

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**Lack of shelters is a problem at large and small stations. To minimise station dwell times, passengers at Grantham are asked, often several minutes before a train is due, to assemble on the exposed and narrow platform 2 to await arrival of northbound services.**

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able to divert some timetabling resources away from sorting out their Midland Main Line/Thameslink woes early enough, we also hope to have the second phase of Sunday morning improvements, including hourly trains at Hykeham and Collingham.

With AGM speakers organised from EMT and Northern we should hear about progress with both of these. As in recent

years I urge as many members as possible to attend the AGM. Your local branch relies on membership subscriptions to pay our running costs. In the last two years, few members have attended the AGM, except the branch committee, so we have, as a committee, been wondering if the current AGM and meeting procedure gives value for money. Room hire for a whole day is expensive.

*David Harby, Branch Chairman*

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## End of the line for pocket timetables

In line with other operators such as Virgin Trains East Coast, East Midlands Trains (EMT) have now ceased to supply pocket timetables unless they are for 'line of route', i.e. Sleaford booking office which used to have timetable leaflets for all the EMT services, now only stocks leaflets for the Nottingham – Skegness and Joint Line routes. The reasons given are [1] people use the internet (which EMT want to encourage), [2] to reduce printing costs and [3] to eliminate waste of printing too many leaflets, which remain unused at the end of a timetable duration.

This change of policy by EMT has meant the end of a voluntary service provided by member, Paul Jowett. Since 1976, with the support of British Rail,

Central Trains and latterly EMT, he has distributed timetable leaflets to up to thirty sites in and around the Sleaford area, including libraries, shops, post offices, churches, council offices and pubs. Supplies, in carefully controlled quantities to avoid waste, have also been displayed at Ancaster, Heckington, Ruskington and Metheringham plus Cranwell, RAF Cranwell and Leasingham. Sleaford Booking Office now has a finite supply to, hopefully, last for the duration of timetable validity.

As Station Adopter at Ruskington, Paul does not now have a supply of leaflets to give users if they ask for information. A sign of the times – an end of a forty-year era. *(PBJ)*

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## Beeching reversed – a triumph of spin over substance

The media headlines in late November would lead us to believe that the Government was planning a wholesale reversal of cuts from the Beeching era. These headlines were nearly all printed (or on the TV and radio) the day of the release of the Governments Strategic Vision for Rail report released on 29 November.

In reality all the routes mentioned for reopening to passenger traffic are schemes that are not new. Bristol -

Portishead, Exeter – Okehampton, Tavistock – Bere Alston and Ashington – Blyth have all been proposed before and have all been subject to some form of reopenings study. There is no new money promised – the report talks of 'new sources of funding and financing unlocking improvements' which is another way of saying that schemes will substantially have to be paid for by those who benefit, such as new housing and economic developments. As an example

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the East West Rail scheme between Oxford and Cambridge unlocks large areas of potential housing development in areas where there is high demand for more housing.

Whilst the mainstream media was going into raptures of delight over reversing Beeching, they largely missed another part of the Strategic Vision – ending the Virgin Trains East Coast (VTEC) franchise early and replacing it with an East Coast Partnership. If they actually read the Strategic Vision, rather than relying on media releases, their latest editions would have had a comprehensive analysis of the VTEC situation.

None of the rail industry partners come out of it smelling of roses. VTEC clearly miscalculated their franchise bid and offered too much in the early years. Revenue has not risen as fast as predicted but they will continue to make the agreed franchise payments each year to 2019 funded in part by funds from Stagecoach Group. It is from 2019 when the problems really mount up.

The VTEC franchise bid was made on the expectation that new Azuma trains would be delivered on schedule and paths would be available for improved timetables in May 2019 and May 2020. For this to happen Network Rail needed to complete all the promised infrastructure improvements on time. However, since the franchise award, these have been 'reprioritised' where some will be delivered late and others maybe not at all. There are also reports that the Azuma contract, something along with Network Rail, that the DfT is responsible for, is running 90 days late.

At the same time, despite strong objections from DfT, the ORR has awarded Open Access paths to First Group to operate a competing fast service between Edinburgh and Kings Cross which will obviously extract

revenue from one of VTECs main revenue earning routes. Another new factor since the franchise bid.

So where do we go from here? The Government has said that the East Coast Partnership will be introduced from 2020. Most rail commentators predict that to set up an organisation which will be responsible track and inter-city trains on a route that is used by 16 operators, including freight, by this date is very optimistic.

In the meantime, at the last VTEC stakeholder briefing we were told that introduction of our direct trains from Lincoln to Kings Cross are still scheduled to start in May 2019. (DH)

## **Our local heritage railway**

The restoration of the Gt. Louth to Louth railway was the long term objective of the preservation group which was formed when the line was closed by British Rail over thirty year ago.

Ludborough station became the group's base and then the long haul began to rebuild the historic line as a heritage railway.

Since then much progress has been made, and in 2009 a milestone was reached when steam trains started running to North Thoresby.

The plan now is to extend the line in stages, as funds become available, southwards towards Louth. The Lincolnshire Wolds Railway owns the trackbed as far as the industrial estate on the outskirts of Louth – a distance of 5 miles.

The first target is to reach Pear Tree Lane, but there is much enabling work, such as clearing undergrowth and scraping and preparing the trackbed, which needs to be done before the line can be extended. For more information on this local heritage railway visit: [www.lincolnshirewoldsrailway.co.uk](http://www.lincolnshirewoldsrailway.co.uk)

## Freight opportunity

The well established steel trains from Boston to the West Midlands could be joined by a new freight flow.

18 September 2017 saw DB Cargo (DBC) run a trial train of steel coils, 1,300 tonnes, for contractor "Acelor Mittal". Initially a weekly train is likely depending on DBC completing work at its logistics centre in Wolverhampton in July. There will then be the potential for up to four trains a week. It is hoped this new service comes to fruition; it could encourage more rail freight to use Boston Docks in the future. Of course, having two single line sections between Sleaford and Boston does cause capacity issues; the result of the misguided singling policy by British Rail at the end of the 1970s. (PBJ)

## Friends of the Barton Line

- Barton Line services continue to suffer from performance issues. On two occasions during last October and November, the 05:59 Cleethorpes – Barton – Grimsby Town service was cancelled due to vandalism. Other delays and cancellations have been attributed to non-availability of train crews.

- TransPennine Express (TPE) is to provide an extended canopy on platform 1 at Cleethorpes station. The company is also to install chilled food storage facilities on its trains so that food would be on sale from a mini counter between Cleethorpes and Doncaster while trolleys would continue to ply the aisles west of Doncaster. (AASB)

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## Local connection to a famous locomotive

Lincoln born Roland Kennington sadly died on 17 September 2017, aged 80. He was Chief Engineer of the famous steam locomotive 4472 "Flying Scotsman" for nearly two decades when it was firstly under the ownership of Sir William McAlpine and later Tony Marchington, prior to it being purchased by the National Railway Museum. Born in Lincoln in 1937, son of a stonemason, he had a talent for metalwork at school. At the age of 11 he became a trainspotter and spent many happy hours at his home town's station and 'bunking' Lincoln 40A shed, often being kicked out by staff. Newark and Grantham on the East Coast Main

Line were also two of his favourite haunts.

On leaving school in 1953 he joined engineering company William Foster & Co, starting as an apprentice toolmaker and, after gaining a National Certificate in mechanical engineering, became a toolmaker and then time standards engineer. In 1960 Foster's was taken over by WH Allen & Co, and in 1968 Roland was moved to the Company's Bedford factory, where he lived for the remainder of his life.

*(Acknowledgements to Steam Heritage magazine and Nigel Gresley Society member and Branch Committee member, Geoff Meanwell)*

### BRANCH COMMITTEE MEETINGS

The Branch committee will meet on the following dates during 2018: 21 April, 21 July and 20 October at Swithin's Community Centre, Baggholm Road, Lincoln LN2 5AX, commencing at 10:45.

All Branch members are welcome to attend and participate in committee meetings. The only restriction being that voting on appropriate issues is limited to elected members of the committee.

# **railfuture** Lincolnshire Branch

*Saturday, 10 March:*

*St. Swithin's Community Centre, Baggholme Road, Lincoln:*

*Enjoy a "Rail Day" with fellow branch members*

## **"Lincolnshire Railways – moving forward"**

**Open session in the afternoon – book a buffet – bring a friend**

Timetable:

- 10:30 Assemble – Complimentary coffee or tea available  
11:00 AGM (Agenda below)  
12:00 Lunch break with a Buffet Lunch (only £4, please book in advance, see below)  
13:00 Afternoon session open to the public

Speakers:

**"Northern Modernisation of Rail in the North"**

**presented by Pete Myers, Northern Rail – Stakeholder Manager (Northern)**

**"Lincolnshire Stations and Services"**

**presented by Rob Mercer, East Midlands Trains – Area Station Manager, Lincoln**

### **BRANCH ANNUAL GENERAL MEETING**

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 10 March 2018 at St. Swithin's Community Centre, Baggholme Road, Lincoln LN2 5AX. (see page 9 for directions)

#### AGM AGENDA

1. Apologies
2. Minutes of 2017 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 (Branch Income & Expenditure Account - page 9)
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

1 Queens Road, Barnetby le Wold DN38 6JH. Tel: 01652 688549

*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*

### **Refreshments at the AGM**

At the Branch AGM on 10 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 2018 AGM

Welcome to my annual chairman's report. I will concentrate in this report on our branch activities in 2017 as my thoughts for what we can expect in 2018 are outlined in my article on page 1.

When I settled down in front of my computer to write this report I started by looking back at my 2017 report. As I mentioned in that report, the topics concerning us were very similar to previous years. They were the same topics that have been concerning us for as long as I have been your branch chairman – overcrowding, franchises and prospects for yet more delays and cutbacks due to railway finances being in yet another mess – and are the same this year.

The year started with us expecting to see DfT launching the consultation for the next East Midlands franchise early in the year. At that time 'informed sources' were telling us that everything was ready for a consultation launch as soon as the local elections were finished. However what these 'informed sources', and presumably DfT, were not expecting was that the Prime Minister was then going to call a surprise general election. We finally saw the launch on 20th July.

DfT organised a briefing in Lincoln where a room full of stakeholders, including most of the branch committee, asked plenty of questions about a wide range of topics from how quickly we will see an end to gross overcrowding to whether the franchise specification could include a bus link to Louth.

A summary of the Railfuture response has already been published in *Rail Lincs* so I won't repeat them here. What is pleasing is that all the other responses I have seen have been very similar using the East Midlands Councils template as a starting point.

DfT are now studying the responses with the intention of issuing an Invitation to Tender in April 2018. We will then find out if, after encouraging stakeholders to put forward a unified 'ask', DfT have actually taken any notice of them.

Overcrowding has again been a major concern that we have been raising throughout the year. Not just commuter services - Market Rasen passengers are still being left behind on the platform by full trains on Saturdays. All very frustrating to us, but the simple fact is that there is just no rolling stock available anywhere in the country even though EMT have DfT approval to lease another unit when (if) they can find one.

Overcrowded trains to and from Skegness on summer Saturdays have been with us for many years despite extra rolling stock being used. This year EMT have again used a HST on peak summer Saturdays and bank holidays and strengthened Monday and Friday services. This has provided some relief but there is still overcrowding at times. We also still have the ridiculous situation where Skegness and Grimsby have different summer and winter timetables. The Skegness weekend break leisure market is not well served by rail and we have made this very clear whenever we have the opportunity.

Committee members have devoted time this year to meetings with franchisees. Northern, Transpennine, EMT and VTEC have all held stakeholder meetings at which the branch has been represented. As well as these formal stakeholder meetings there have been numerous less formal communications with our local TOC management throughout the year.

At committee meetings some members commented that the VTEC trains they had used did not seem to be as busy as they were in the previous year, so we were not surprised to hear the news that the franchise was not meeting its financial targets. The government are now proposing to end the franchise early and introduce an East Coast Partnership from 2020. So far the introduction of the direct Lincoln to London Kings Cross service from May 2019 is still on target, but after our previous experiences with direct services being cancelled, I must admit to some lingering doubts whether these will start on time.

At both the May and December timetable changes we have seen one of our long standing campaigns start to succeed with Sunday morning services on the Lincoln to Nottingham route starting last May and the Sunday morning Lincoln to Sheffield services, promised in the Northern franchise competition, starting in December.

The recent release of station usage figures for the year to 31 March 2017 show large increases for most Castle Line stations and especially for Hykeham and Collingham. This follows the introduction of 2 trains per hour between Newark and Nottingham and an enhanced service to Hykeham, Swinderby and Collingham. Railfuture have for many years been saying that there are many routes where, if the service was improved, there would be no shortage of passengers to use them. This is exactly what is happening on the Castle Line.

As well as service improvements we are always looking for improvements to the wider passenger experience. The extended car park at Hykeham is being very well used, as is Swinderby car park. The Westbound platform at Hykeham, which was in a poor state and was continually being patched up has

finally been replaced, though we are annoyed to note that so far only one of the 2 previous waiting shelters has been re-erected.

After many years without any facilities the opening of “Carriages” in the superbly restored interior of Newark Castle station is a welcome venture especially as they are providing refreshments of a standard well above what we often see at stations.

The work at Lincoln station is progressing well with a completely redesigned station forecourt completed and the car park and new bus station due for completion in January. Major changes are due to take place within the station buildings this spring. When these are completed we should have a station that is finally fit for purpose.

A complement to the building work at Lincoln station has been the planters and pictures organised by the station adopters, the Rotary Clubs of Lincoln. Railfuture have sponsored 2 planters at Hykeham station that are placed so that every vehicle travelling past the station sees our sponsorship notices. Station adopters throughout our branch area do many hours of voluntary work, not just improving the appearance of stations, but also helping and advising passengers. 5 members of the branch are station adopters and we all find that as well as being a rewarding task we learn a lot from our conversations with passengers.

The branch committee met 5 times during the year. I said in my report last year that we have to remember that the typical passenger, even in our rural branch area, is not remotely interested in how our signalling and rolling stock operates. They want a comfortable train, with a seat, good waiting facilities and good, and accurate, passenger information. Many committee discussions have centred on these issues and we have also set up a sub group to look at promoting membership locally and attend some events.

Whilst on the subject of committee members I would like to thank all of them for their contributions during the year. I will also make no apologies for again mentioning in my annual report that none of us are getting any younger and we really do need some new blood.

*David Harby, Branch Chairman*

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## **Hon Secretary's Report to be presented at the 2018 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.

There will be no election for Chairman, Vice-Chairman, Treasurer or Secretary because there has been no member proposed and seconded for these posts. 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. Railfuture in general is looking at this problem nationally. The work of Ann Hindley and the subcommittee on this has identified a number of possible strategies. One of these is having a Branch stall at certain events such as model railway exhibitions, Lincolnshire Show, Green Fairs and annual fairs and events. This as you will realise will require a lot of time and it is something that the committee hope would appeal to our members, who although they do not want to commit their time to committee work might give a half or full day to staffing the Branch stall.

The committee has also devoted a lot of time to work relating to Transport for the North. You might remember in January, John Prescott walked out of a public meeting hosted by Transport for the North branding it a sham. Originally this was to be set up in a similar way to Transport for London with its own budget and ability to initiate projects. In January the government announced that there would be no budget and the organisation would be an advisory body. Here in Greater Lincolnshire (North Lincolnshire, North East Lincolnshire and the shire county of Lincolnshire) we are effectively marginalised by both the Northern Powerhouse which deals with Yorkshire and the Humber but at best sees Humber as being Hull and totally ignoring what used to be South Humberside (North/North East Lincolnshire), and Midlands Engine does not consider Lincolnshire as really in its domain. We spend a lot of time pointing out the error of their ways in any consultation document.

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.

*Don Peacock, Hon Secretary*

# ANNUAL PASSENGER JOURNEYS FROM OFFICE OF RAIL REGULATOR DATA

Station	2014-15	2015-16	2016-17
Aalthorpe	10,086	11,894	10,702
Ancaster	9,910	7,356	7,162
Barnetby	67,242	64,576	63,100
Barrow Haven	1,638	1,604	1,526
Barton-On-Humber	43,766	37,486	39,784
Bleasby	4,538	5,938	6,808
Boston	209,618	207,368	211,824
Brigg	1,000	1,172	1,710
Burton Joyce	5,372	8,228	11,542
Carlton	25,168	36,344	46,578
Cleethorpes	269,992	259,844	288,094
Collingham	68,792	80,726	102,974
Crowle	30,942	28,350	29,164
Fiskerton	13,116	20,302	26,760
Gainsborough Central	1,552	1,352	996
Gainsborough Lea Road	141,834	153,286	156,776
Goxhill	17,268	13,178	13,334
Grantham	1,259,632	1,308,536	1,389,610
Great Coates	11,540	9,390	10,354
Grimsby Docks	4,932	4,080	4,574
Grimsby Town	451,658	422,136	438,050
Habrough	31,882	30,098	33,724
Havenhouse	166	162	106
Healing	13,036	10,626	9,822
Heckington	74,804	70,940	64,624
Hubberts Bridge	324	520	1,182
Hykeham	49,972	71,056	107,614
Kirton Lindsey	162	200	358
Lincoln	1,649,584	1,753,856	1,816,018
Lowdham	43,870	49,272	57,236
Market Rasen	60,486	62,908	66,398
Metheringham	94,750	106,248	99,704
New Clee	524	458	1,286
New Holland	19,608	14,708	14,996
Newark Castle	538,503	572,285	752,394
Newark Northgate	986,319	1,048,193	900,824
Newark Castle and Northgate combined	1,524,822	1,620,478	1,653,218
Nottingham	6,848,182	7,200,432	7,468,864
Peterborough	4,596,144	4,697,874	4,774,744
Rauceby	2,420	5,584	10,948
Retford	456,132	484,908	506,900
Rolleston	4,544	4,340	5,532
Ruskington	83,240	87,328	91,016
Saxilby	57,298	61,920	64,358
Scunthorpe	411,584	408,506	415,526
Skegness	351,134	354,070	349,008
Sleaford	312,888	321,288	316,570
Spalding	171,274	185,396	189,884
Stallingborough	13,048	10,588	10,602
Stamford	349,606	355,860	355,532
Swinderby	15,022	11,034	14,462



Station	2014-15	2015-16	2016-17
Swineshead	3,886	3,800	3,886
Thornon Abbey	1,164	1,342	1,040
Thorpe Culvert	284	286	210
Thurgarton	1,930	1,506	2,470
Ucelby	7,812	6,808	6,598
Wainfleet	58,578	53,838	46,328

### Notes on Annual Passenger Journey Data

Figures are based on tickets sold, so the substantial numbers who travel from some stations without buying a ticket are not counted.

Passengers from Newark are often on a 'Newark Stations' ticket, so historically it was uncertain from the ticket sales data which station they used. An exercise was carried out in 2016/17 to do passenger counts at both stations so as to get a better basis for estimating the split and the 2016/17 figures reflect this.

The two trains per hour Newark Castle to Nottingham service, along with a better service from Hykeham, Collingham and Swinderby, started May 2016 and has obviously had an effect on Castle Line stations.

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

Ruskington and Metheringham have a sizeable student market so fluctuations in numbers going to school/college in Sleaford and Lincoln will be large enough to be seen in the statistics.

### Railfuture Lincolnshire Branch Income & Expenditure Account for the year ended 31 December 2017

	2017	2016
<b>Opening balance</b>	522.48	989.80
<b>Income</b>		
Donations	71.50	23.00
Bank interest	0.12	0.12
Share of sales income	18.00	0.00
Funding from national funds	675.00	520.00
<b>Total income</b>	<b>764.62</b>	<b>543.12</b>
<b>Less Expenditure</b>		
Branch campaigns	361.25	440.44
Branch AGM	112.00	0.00
Branch Admin	84.00	0.00
Newsletter	300.00	320.00
Brian Hastings Memorial bench		250.00
<b>Total expenditure</b>	<b>857.25</b>	<b>1010.44</b>
<b>Closing balance</b>	<b>429.85</b>	<b>522.48</b>

**Note:**

During 2017 the branch bank account was closed and funds transferred to a virtual account within Railfuture national funds. The closing balance shown for 2017 are the funds available to the branch at the year end.

Prepared by David Harby  
Acting National Finance Officer  
12th January 2018

### Getting to the AGM

Branch meetings are held at St. Swithin's Community Centre on the corner of Croft Street and Baggholme Road, LN2 5AX, ten minutes walk from Lincoln railway station. From the station, cross St. Mary's Street and head for Sincil Street (via Norman Street), at end of Sincil Street, cross River Witham by footbridge to Waterside north, pass Witch & Wardrobe public house, then to Thorngate and left on to Broadgate, crossing the dual carriageway at the pedestrian crossing. After the crossing, bear left into St. Rumbold Street. Continue on St. Rumbold Street into Croft Street. Entrance to St. Swithin's Centre is on your right, near the junction with Baggholme Road.

If travelling by car. Proceed southbound down Broadgate and turn left into St. Rumbold Street (just past the Premier Inn) or into Waterside North. There is no parking at, or close to, St. Swithin's Centre. The most convenient car park is Siemen's Car Park (available weekends only) situated between St. Rumbold Street and Waterside North. Walk to St. Swithin's Centre via St. Rumbold Street, as described above. (approx. 5/10 minutes).

# Railfuture Lincolnshire Branch Committee 2017 to 2018



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**Lincoln's £30 million transport hub scheme is nearing completion** and features a pedestrianised plaza in St. Mary's Street connecting the new bus station with the



railway station. A free presentation by the Institution of Civil Engineers was given to the public on 6 February at The Collection, Danes Terrace, Lincoln.

*(Illustration: Institution of Civil Engineers)*



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## All change for Grantham car parking

Major changes to car parking arrangements at Grantham station were introduced at the beginning of February.

There are five separate car parks at Grantham: two on Station Approach plus parking bays for 'Premier Parking' and disabled parking at ninety degrees to the roadway, and only a short distance from the station entrance. Another car park is adjacent to the Up line to the south of the station and there are two larger car parks on Station Road East.

Prior to 31 January all car parks were operated by Virgin Trains East Coast (VTEC) and its various predecessors. The

two car parks on Station Road East are on land owned by Grantham Estates and leased to the train operating companies. The lease of car parks on Station Road East has now been transferred to National Car Parks (NCP) together with the car park at the north end of Station Approach. This leaves VTEC only operating the smaller car park on Station Approach and the one to the south of the station, plus control of 'Premier' and disabled parking.

The three NCP car parks are pre-pay, requiring the entry of registration

*continued overleaf*

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numbers when purchasing tickets, using either cash, card or 'phone, but rely on the use of number plate recognition cameras to check for parking infringements, whereas the VTEC pay and display car parks rely on staff checking tickets displayed in windscreens.

The NCP car parking charge is £11 for 24 hours, 50p less than VTEC. Off peak 09:30 - 16:30 and Saturday/Sunday is £7 for both. VTEC provide free short-stay parking for up to 60 minutes.

In recent years, the car park at the eastern end of Station Road East has been used for Sunday Car Boot Sales with two hour parking concessions in the adjacent pay and display car park, but it is not known whether this arrangement will continue in the future.

A few years ago, South Kesteven District Council announced a 'Gateway to Grantham' scheme which included a multi-storey car park south of the station

entrance and a pedestrianised avenue from the station entrance to the town centre. As with many similar proposals, nothing has materialised!

Parking opportunities near the station could improve if a proposal by Tanvic Spares to turn redundant premises at the corner of Grantley Street and Wharf Road into a car park, get the go ahead.

VTEC employees with parking passes to use their company's car parks are hoping that the 50p reduction at NCP car parks will be sufficient to entice train passengers to move rather than occupying the limited number of spaces at the VTEC car parks. Some train crew live in the Grantham area and use Grantham to railhead to Kings Cross. There is the potential that train crews unable to find parking spaces, will miss their trains to Kings Cross where a departure could be delayed or cancelled because there is no driver!

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## Poacher Line Music Trains back on track

The popular Poacher Line Music Trains resumed on 25 January when Electro-Acoustic Due "Identity Crisis" joined the 18:05 Boston - Nottingham service at Sleaford, where Mark Hickman and Tango Ellerby performed songs along the Poacher Line route to Castle Rock Breweries Canalhouse in Nottingham (only a short distance from Nottingham Station). Revellers returned from Nottingham on the 20:51 service. For more information visit: [www.poacherline.org.uk](http://www.poacherline.org.uk)



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Rail Lincs 81 will be published in June.  
Please let the Editor have copy by 12 May.

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Registered in England & Wales No. 5011634.  
Registered Office: 24 Chedworth Place,  
Tattingstone, Suffolk IP9 2ND

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*Refer to pages 10 & 11 for contact details of branch officers mentioned in Rail Lincs.*