

2012 BRANCH ANNUAL GENERAL MEETING
SATURDAY, 10th MARCH
ST. HUGH'S CHURCH HALL, MONKS ROAD, LINCOLN
- PLEASE NOTE THE NEW VENUE -

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the line of live now pay later. Essentially we need our politicians to see that success can only work if the whole country benefits and not those with deepest pockets. This is a situation which seems to be happening in Scotland, now that it has its own independent parliament. If I am not mistaken, Scotland seems to have benefited from a gradually improving transport system as well as other facilities, such as better old people's homes. This may be due to greater independence for individual politicians. As our present government has seen its party support collapse in Scotland, I think that our politicians have much to learn from what is happening north of the border. The re-opening of more railway stations as well as the manning of ticket offices would not only give meaningful employment to more people but would also help to take traffic off our congested and dangerous roads and reduce the need for road repairs and more car parking. *Tom Rookes, Lincoln*

APOLOGY

In recent issues of *Rail Lincs*, the list of Branch Committee members has inadvertently shown Paul Jowett as being Member of North Kesteven District (NKDC) Rail Focus Group. This is incorrect, as Paul represents the Branch on NKDC's Partnership Group which covers transport, industry, land usage, housing etc. There is no specific rail group. Apologies for any confusion this may have caused. (PM)



A plywood replica of the original fireplace in the restored waiting room at Market Rasen station.

Find out more in Rail Lincs 63!

ANSWER TO CONUNDRUM ON PAGE 4

Depart Nottingham 06:53, arrive Spalding 08:59 via Lincoln. Depart Spalding 21:00, arrive Nottingham 22:50 via Melton Mowbray.

Rail Lincs 63 will be published in June. Please let the Editor have copy by 12 May.

The views and comments expressed in *Rail Lincs* are not necessarily those of the Railway Development Society.

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Rail Lincs

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railfuture

L I N C O L N S H I R E
 N e w s l e t t e r

Letter from the Chairman

I am going to start my item this time by writing about buses. Some members would probably say to me "what are you doing writing about buses? Railfuture is a rail campaigning organisation." My reply would be that we are, but many members can only travel by train if they have a bus service to get them to and from the station. Indeed early results from the member survey in the last *Railwatch* show that as many as 40% of you travel to your station by bus.

For many years bus services to rural villages have been sparse, if there were any at all. Towns have had some sort of daytime service even if they finished in the early evening and Lincoln had a good service from early morning to late evening, until cuts to subsidised services last spring saw Lincoln lose many evening services, thus forcing some members to use their car to go to the station just because there was no longer a bus home.

This spring the bus industry is facing multiple funding cuts which are sure to mean even more service cuts. The Bus Service Operators' Grant is being cut by 20%, funding for the concessionary travel scheme is being cut and County Councils will have to cut transport budgets to meet reduced government funding. Some currently profitable services will become loss making and Councils will have to

reduce the number of services they subsidise. The outcome of all this will be that it will be even more difficult to use public transport.

For as long as I have been a Railfuture member we have been campaigning, with some success, for integrated transport and a seamless transfer between bus and rail. There is now a real danger that transport interchanges, such as is planned for Lincoln station, will be little use to rail travellers simply because there will be no buses to take us home.

Whilst I was writing my Chairman's report for the branch AGM, I looked through the minutes of branch meetings from the 1980s to find out when Peter Honniball started to distribute *Rail Tyne-Trent*. A point that quickly stood out to me was the frequency that currently active members appeared in the minutes of meetings from a quarter of a century ago. In the 1986 and 1987 minutes, I counted 24 members mentioned who are still active enough now for me to have had some contact with them during the last 3 months. As I qualify for my Senior Railcard, this highlights a trend I have been noticing more and more recently—the average age of our active volunteers is increasing.

Over at least the last five years our net membership has declined. It is inevitable

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Details Inside

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

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SELTA Representative Position vacant

and is, to my knowledge, the only attempt by a British government to produce a comprehensive transport policy. The Act provided for five Executives covering Docks and Inland Waterways, Hotels, London Transport, Railway and Road Transport. Air transport was excluded. During the 1950s the road haulage sector was privatised and on 1st January 1955 separate managements were set up for road haulage, hotels, docks, and inland waterways. The railways were reorganised on the basis of six Area Railway Boards.

Because of a failure to develop an integrated transport system the government passed a bill on 1st January 1963 replacing the BTC with five successor bodies: The British Railways Board, The British Transport Docks Board, The British Waterways Board, The London Transport Board, and The Transport Holding Company. What I believe should have happened is that the original structures ought to have been built on by future governments, whereas party infighting and vested interests seem to have taken over. A comprehensive structure was gradually chipped away because of the loss of central vision, just as is now happening with the welfare state. Other than in London, the result of this fragmentation has been higher costs and increased bureaucracy. When I got the vote in 1963 I wanted to know what plans there were to build new roads and railways, but the conversation never seemed to rise beyond fundraising and attacks on the opposition. The root of this problem seems to have been cultural. When I began employment at Robey and Company Boiler Works in 1958, it was some time before I got to know who ran it, because the management were not usually seen in the works. Rather there was a persistence of small minded class

consciousness, the us and them of workers and management. Perhaps the more radical idea of worker shareholders could have saved such firms as Robey and Co. from bankruptcy but there was, and perhaps still is, an attitude from the top that the lower orders are ignorant and incapable. History tells us that people of all types are self-centred and indulgent whereas responsibility helps to open their eyes and expand their minds as well as improving production.

Although much of the welfare state and other state industry has been destroyed, the basic outline is still valid. Of course we now have to deal with international trade in a way that was unknown 65 years ago and people's expectations are higher. However, I think it is a modern myth to believe that individual progress can be sustained while the rest of society is ignored. Clearly the individual choice for transport has now created dangerously congested roads, polluting vehicles, leading to noisy streets, damaged houses, and rising cases of asthma. Ultimately it has to be cheaper and safer for the general population to have more public transport so that those who need to drive on our roads can do so in safety.

The question now is whether or not we would be able to get a government to implement such policies even if they are seen as practical. Britain has moved from a privilege born system to a monetarist one like the USA. Britain's last grandee prime minister, Sir Alec Douglas Home, once said it would be a mistake for us to be ruled by actor politicians by which I suspect he meant by analogy the USA, but this is the way we have become along with the belief in the importance of image, a situation encouraged by our culture of television and visually orientated pop singers. Our image based culture has also encouraged us to believe in the need to follow the Americans along

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step in making better use of public transport. Such ideas need to be expanded rather than reduced. An expansion of the Oyster Card system outside the London area could help to bring down the price of public transport.

Many people in Lincoln use cars in the evening because buses, in most areas, are non-existent. Even when there was an evening service it was poor. A lowering of bus and rail fares in the daytime could help to break the car habit at least in part and reduce the demand on car parking spaces. It has always been known that higher bus fares deter customers. Buses travelling into outer London often run a comprehensive service up to midnight. There are other evening services in London which are poorly patronised but because they cover outlying districts they fulfill a social need. Although it can be argued that because of commuting, London is an exception, there is nowadays also much more commuting from outside of London because more people now travel long distances and do shift work.

Two television programmes called 'India on Four Wheels' showed how western India is rapidly becoming industrialised, particularly in regard to car ownership. The downside of this is that there is a huge rise in accidents and pollution both personal in the form of asthma and environmentally in the form of acid rain. This is affecting ancient buildings like the Taj Mahal and leading to the dispossession of land from peasants and destruction of environmentally protected areas such as the Sunderbans. This situation shows how, if proof be needed, societies across the world are destroying themselves and their environment.

Stephen Hawking has been running an interesting series of programmes about modern technology on Channel 4 called

'Brave New World with Stephen Hawking', one of which featured the purpose built Masdar City near Abu Dhabi where the energy relies on renewable sources and the private car has been replaced by electric railways. Although this is in its early stages as the city is still being built, I think it shows governments across the world the value of a comprehensively planned self sustaining environment.

While it may be argued that such schemes are pie in the sky for the rest of the world this is mainly due to a lack of vision and willpower on the part of western governments. As I see it, western society has created a problem in its domination by the expertise of specialisation. Of course we do need people who are experts in special areas, but any attempt to bring these fields together into a whole breaks down when we find that such people are prone to create their own individual complex worlds, whereas what is needed are simplified co-ordinated schemes.

Despite its severely limited resources, the 1945 Labour government created a blueprint for a modern Britain, not so much because of nationalisation but because it was designed for a national economy. This was never the red socialist government it is sometimes claimed to have been, although some of its noisy supporters certainly fall into this category. The 1944 Education Act was primarily the work of leading Conservative politician R A Butler; William Beveridge, the main architect of the welfare state, was a Liberal peer; and Prime Minister Clement Attlee was described by his wife as: "never really a socialist, well not a rabid one." Mrs Thatcher described herself as an admirer of Clement Attlee: "a serious man and a patriot— all substance and no show."

The British Transport Commission came into operation on 1st January 1948

Continued from page 1

that we will lose members due to age and infirmity and lose others who move away without telling us their new address. Given our ageing membership, the rate of loss is not exceptional. Where we are falling down is in the recruitment of new members. We are simply not recruiting enough to replace those we lose and not enough of those we do recruit are like the enthusiastic 30 – 50 years olds who were around when I became an active Lincolnshire branch member in 1986.

An analysis of our new member data shows that one-to-one recruitment is a proven successful method. If Railfuture is to continue to prosper and have enough active volunteers an exceptional effort is required of existing members to recruit new, and preferably younger, members.

Finally I come to our AGM. This is your chance to have your say. Please make an effort to attend and, to emphasise my

Additional stop for Graylees' commuters

After much campaigning (see *Rail Lincs 61*), the re-introduced stop of the first morning train at 06:39 to Grantham is now in place. This should aid those commuters from Graylees village (on the former hospital site) next to Rauceby station, who work in London and currently drive to Grantham.

Following closure of the hospital some years ago, the train service at Rauceby was curtailed to basic franchise requirement. The addition of this morning stop is the first step in North Kesteven District Council's (NKDC) aim to see Graylees village, which has no public transport except for Sleaford "Call Connect" demand responsive mini buses, to be better served.

As part of Railfuture Lincolnshire's link with the NKDC Partnership Group, details of the train service at Rauceby have been published in the Sleaford Standard and

earlier comments, why not bring a friend with you. Prospective members can attend the morning session but cannot speak or vote. Don't forget we have a new venue this year.

At the public meeting after our AGM we welcome back an old friend of the branch, Pete Myers – Head of Service Quality from Northern Rail, who will combine an update of Northern with customer service news and the latest position we are in re the franchise as we fast move towards its' close. David Berman, the member of our national board of directors who oversees national responses to consultations and is a key member of our Information, Publishing and Communications Group will be telling us about Railfuture activity at national level. We hope to have a third speaker but at the time of writing I am still awaiting confirmation that they are able to come.

David Harby

NKDC's free paper which reaches every household including Graylees. Although it is a very large development, Graylees is devoid of any shops, Post Office or any community facilities; not even a notice board. However, details of train services have been included on a "Station Page" on the Graylees Community website.

Despite the current poor train service at Rauceby (six departures), a new state-of-the-art real-time help point (part of EMTs' franchise agreement) has been installed at the station.

The NKDC Partnership Group has been asked to look again at the provision of a short direct pathway from Graylees to Rauceby station. Some four years ago, the original plan for a pathway was dropped. Other transport issues discussed by the Partnership included the decline of rural buses and lack of connections with rail. (PBJ)

Friends of the Barton Line

- Official footfall figures from Network Rail for 2009-2010 compared to those for 2008-2009, showed a small reduction for each station along the Barton Line except Stallingborough and Healing.
- Since the introduction of the earlier train times in May, there appeared to be a tendency for trains to arrive a few minutes late at Barton, but managing to depart again on time.
- Network Rail, as part of their forward planning, intend to upgrade the signalling on the Barton Branch in 2016. The work would also include the lines to Immingham, Cleethorpes, Gainsborough and Lincoln with the control centre being located in York. The modernisation of the railway, albeit at the sacrifice of the line's historic operating environment, is welcome if it meant an improved service and reduced costs. The upgrade would involve the decommissioning of the manned signal boxes and crossings. It was desirable to have the signal boxes listed, provided that they could be maintained in good condition, but they would probably be too close to the track to let to third parties. (AASB)

A timetable conundrum

Here's a question for timetable 'anoraks' from Peter Honnibal:

How can you travel from Nottingham to Spalding on one train and back on another (ie no changes) without passing over the same railway line twice?

Answer on back page.

BRANCH AGM

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Railway Rambles

Railfuture member Stuart Parker is also the Area Secretary of the Lincolnshire Ramblers. He is also the walks co-ordinator for the Penistone Line Partnership as featured on BBC N's 'Countryfile' with Julia Bradbury last January.

They hold regular walks, at least twice a month, mostly between stations on the line between Sheffield, Barnsley and Huddersfield, but occasionally on the Lincoln, Retford, Sheffield line and also on the Saturdays-only Brigg Line service.

These walks are accessible from Lincoln Central, Saxilby and Gainsborough Lea Road and often mean catching the 07.00 NORTHERN departure from Lincoln in order to connect at Sheffield with onward 08.36 to Huddersfield. It's free parking at Saxilby station.

All are welcome to take part so call Stuart on 01522-534655 for a free copy of the programme.

Website is: www.southpenninesrail.co.uk

SATURDAY 10 MARCH 2012

BY TRAIN ALONG THE BARTON LINE!

You are invited to take a train along the Barton Line for a 9 mile linear walk in northern Lincolnshire on public footpaths and lanes from Goxhill via East Halton, Killingholme to Habrough. Return connections to Cleethorpes, Grimsby and Lincoln at Habrough. Start: HABROUGH station. (or GOXHILL station at 9.35am) Trains depart: Cleethorpes 09.00, Grimsby Town 09.08 arriving Goxhill at 09.35. OR depart Lincoln Central 08.12, Market Rasen 08.30, Barnetby 08.52 to arrive Habrough at 09.00 then change trains for the 09.24 departure to Goxhill. OR meet at Habrough station car park at 9.00am.

Leader: Stuart Parker, Ramblers' Lincolnshire Area, tel: 01522 534655 www.lincswolds.org.uk

Editor's Mail

WHY PUBLIC TRANSPORT NEEDS A CENTRAL VISION

In *Rail Lincs 61*, Tim Mickleburgh compares the low usage of Grimsby Town Station with Grantham and Lincoln and refers to the lack of a member from North East Lincolnshire on the branch committee. These two points are surely related to the poor service Grimsby receives compared to Lincoln and Grantham. There have been questions raised at our Annual General Meetings about the Grimsby service from Lincoln and also at committee meetings, because it affects members who use stations along the line such as Market Rasen. At our last AGM, in regard to a question about fewer trains from Lincoln to Grimsby, David Horne from East Midlands Trains, said that the route was making a loss. The difficulty we face is that rail companies are commercial organisations which prefer to increase services where they make the most profit. Inevitably rural areas such as Lincolnshire suffer because they are not and never have been highly profitable. The decline of manufacturing is also a disincentive because freight is where the money is. Beeching, and after, has only made things worse because lines have been taken up and property sold off.

Poor services are naturally followed by the vexed question of fares. People rightly complain about high rail fares which are not value for money. Having sold off most of Britain's manufacturing industry, particularly that which was state owned, governments now have to find other ways to raise capital. One of these is to use private finance contracts in areas such as mobile phones and transport. Although some of the cost of high fares can be attributed to shareholder dealing; it

seems likely that a large slice is also taken by governments in order to offset the national debt. An important side to this is that when an industry goes private the public is no longer entitled to know details, so in theory the government is able to disclaim responsibility and to have access to private capital. Government sell offs and a liberal attitude towards manufacturing have, I believe, had an impact, sometimes indirectly, on places such as Grimsby, although decline in steel and other heavy industries has affected Scunthorpe and Lincoln. Governments in Britain have put the banking industry at their centre of thinking. They seem to have little ability to grasp the social implications of high unemployment and poor public transport facilities.

Although many jobs are now automated, there are lots of others which do not get done because there is not the money to pay people. However, unemployed people still have to live, so cutting jobs is to a large extent self defeating.

What is needed is for our authorities to take a wider view of the economy rather than only see areas of profitability. There is a lack of understanding for other areas of society such as the waste caused by unemployment which can lead to crime and illness and the pollution and accidents caused by the lack of good public transport. Grimsby has apparently got one of the worst levels of unemployment in the country. Settle-Carlisle proved that people will use a good service when one is available. Running trains at inconvenient times and finding that people do not use them only proves that those responsible for transport are out of touch with the public.

The involvement of local councils in implementing bus subsidies for those retired or disabled has been a welcome

January Fare Increases

I had intended to produce a table comparing fare increases imposed in January 2012. However, the type of fares available are so complex I have settled for tabulating the cheapest return fare available to each destination without a Railcard. Gaps are where I failed to record the fare before increase.

As can be seen the EMT increases from our branch area are mainly around the 5.9% average. However, the picture for other TOCs and areas is worse with the Anytime Day Return from Lincoln to Sheffield (set by Northern Rail) increasing by 8.5%. This fare is close to the West Yorkshire average of around 8% as reported in February *Modern Railways*.

Just over the border at Newark the situation is much worse. The increases I have quoted are the largest increase to each destination. As in previous years the justification for these eye watering increases is to fund rail investment. The only planned improvement I can think of is the remodelling of Nottingham station, unless some of the increase is to pay for the £30 million that has already been spent on the Intercity Express Programme. A programme that recent reports in the railway press suggest that no bank is prepared to fund! (DH)

The new fare and % increase are listed below. All fares shown are the cheapest return fare without a Railcard.

	Lincoln	Skegness	Newark	Grimsby
Leicester	£13.50 (6.3%)	£30.70 (5.9%)	£11.60 (6.4%)	
Kings Cross	£65.30 (4.8%)	£64.80 (5.9%)	£46.40 (9.4%)	£82.80 (5.9%)
Nottingham	£10.30 (6.2%)	£21.20 (6.0%)	£5.70 (5.6%)	
Birmingham	£24.60 (6.0%)	£49.40 (5.8%)	£26.50 (6.0%)	£63.50 (6.7%)
Sheffield	£15.30 (8.5%)			£20.30 (6.3%)
Leeds		£47.90 (6.0%)	£32.30 (6.6%)	£30.50 (5.9%)
Manchester	£39.60 (5.9%)			£40.80 (6.0%)
Peterborough	£14.70 (5.8%)	£26.60 (6.0%)	£14.80 (8.9%)	

Increase in fares from Newark.

Destination	Ticket type	Increase
Kings Cross	Off Peak Day Return	9.4%
Doncaster	Super Off Peak Return	7.4%
Leeds	Off Peak Return	9.1%
Newcastle	Off Peak Return	8.2%
Edinburgh	Off Peak Return	9.4%
Peterborough	Off Peak Return	9.1%
Birmingham	Anytime Return	8.1%
Leicester	Anytime Return	10.0%

Level Crossing News

GOSBERTON

Member, Peter Honniball, reports he observed workmen on 17 January at Gosberton Level Crossing. He was told they were building a signal box and there will be automatic barriers. (PH)

GREYLEES

The new full barrier level crossing at Greylees, where the Sleaford – Grantham line crosses the A153 road, to the west of Sleaford, is now operational. Fully illuminated, the crossing is a very modern design. Operated from nearby Rauceby Station signal box, the delay to road traffic, when closed, is not as long as originally intimated. At the time of writing, there is a staff presence at the crossing in contact with the signal box, due to problems with the CCTV monitoring system. (PBJ)

Charter Train from Skegness

The next charter train from Skegness and Poacher Line stations: Wainfleet, Boston, Heckington, Sleaford, Bottesford and Nottingham, organised by Railtourer of Hull, will be on Wednesday 16 May to Manchester or Blackpool. Full details of Standard or First Class with refreshment facilities, or the Premier Dining section are available from local agent and branch committee member, Carolyn Sharp. (See page 2 for contact details).

Gainsborough for a Coffee

A small refreshment room has opened up in the old station building at Gainsborough Lea Road station, at the bottom of the slope up to the platform. It has limited opening hours. So if departing or arriving there please support it! (SWP)

Call for action on metal thefts

You cannot have failed to see media reports about the staggering increase in the number of metal thefts in the last year. These heartless crimes have involved plaques from war memorials and gravestones and the roofs from churches, as well as crimes which have a huge impact on our everyday life, ranging from theft of Network Rail cables, which cause massive disruption to the travelling public, to BT cables which have caused the loss of emergency care lines to sheltered housing schemes and the interruption of communications systems to the emergency services.

Many of these crimes would stop overnight if there was no ready market for these ill-gotten gains. Ninety per cent of transactions in scrap metal yards are by cash.

Record keeping is non-existent and no questions are asked regarding source of the scrap. Existing legislation is very weak and goes back to the Scrap Metal Dealers Act of 1964. Maximum fines are very low.

Various organisations, are urging the government to move towards a cashless business model for scrap metal dealers. There will be exceptions to every model, but legislation which gives robust powers to police and local authorities, accompanied by powers of temporary closure given to Police Superintendents and powers of closure and confiscation of assets given to magistrates, will give legitimacy to genuine businesses and put the 'cowboys' out of business.

If you feel strongly about this issue, please sign an online petition at: <http://epetitions.direct.gov.uk/petitions/406> (AG)

As we go to press, the Home Secretary has announced measures to make stealing metal less attractive; including a ban on cash payments and a rise in fines. (Ed)

Local Sustainable Transport Fund

This DfT Fund aims to support local authorities in delivering local solutions to help deliver economic growth in a low carbon way. The Local Sustainable Transport Fund (LSTF) will provide £560million of funding nationally between 2011/12 and 2014/15. Lincolnshire County Council are planning a bid for funds from the second round of LSTF allocation.

At an early stage of the bid preparation, your chairman, along with the Campaign for Better Transport Regional Organiser, had an exploratory meeting with the consultant who was preparing the bid on behalf of LCC. As the bid has developed and the area covered was narrowed down the Railfuture input has been maintained with at least 4 committee members and 1 other member taking part in discussions.

In broad terms the bid covers the area in and around Hykeham including Teal Park and Doddington Road. Details have to be finalised but we anticipate it will include some improvements to the Hykeham station area and better public transport serving the station. As this is written, discussions are taking place as to the role Railfuture could play in the delivery of the bid. (DH)

Land for Rail Freight?

When built, the Lincoln Eastern Bypass will cross the Joint Line within North Kesteven District Council (NKDC) territory. Should Railfuture be asking for land to be reserved at the intersection area for future use as a rail freight facility connected into the Joint Line freight network for the Lincoln area?

If land is not reserved and used for other purposes, certainly in the NKDC area such an opportunity will be lost. Please let the Branch committee know your views. (PBJ)

Adopters' Meet

East Midlands Trains (EMT and the Lincolnshire Community Rail Officer, Jayne Wingad, hosted the second local Lincolnshire adopters' meeting at County Hall, Lincoln.

Despite the 18:00 starting time, there was a reasonable attendance. The meeting was chaired by Michelle Portas, Station Manager at Lincoln, who gave an EMT presentation. The useful meeting enabled an interchange of ideas, concerns and views to be passed between other adopters and EMT.

Adopters from: Market Rasen (2), Newark Castle (1), Metheringham (1), Ruskington /Rauceby (1), Collingham (1) and two possible interested people from Boston attended. Lincolnshire Co-op had a representative in Stuart Parker, Ramblers' Association organiser and Railfuture member. (PBJ)

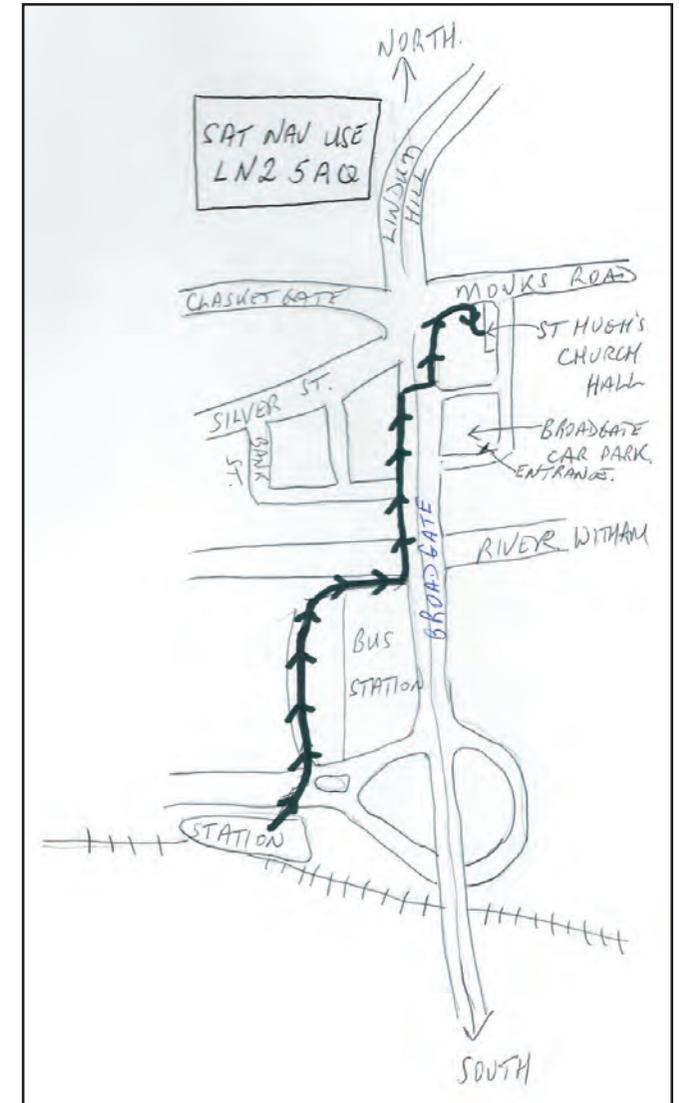
Joint Line Bridges

As part of the upgrading of the Joint Line to enable the line's loading gauge to accommodate 9ft 6in hi-cube containers, eighteen three-arch brick overbridges between Werrington and Bessacarr Junction, Doncaster, are to be rebuilt. The work is expected to take two years.

The route used to be a busy freight artery, but regular freight was lost in the 1980s. However, the upgrade will allow freight traffic to be moved from the largely double-track 'Towns Line' section of the East Coast Main Line (ECML) through Grantham, Newark and Retford, which, with the increase in passenger traffic, is seen as a particular bottleneck on the ECML route. (PM)

Getting to the AGM

St Hugh's Church Hall is on Monks Road about 25 yards from the junction with Broadgate. About 5 minutes walk from Lincoln station. From the station cross over towards the bus station and walk along Sincil Street until you reach the river. Turn right and walk to Broadgate. Turn left and walk uphill until you reach the pedestrian lights by the Duke of Wellington. Cross over and carry on walking uphill to Monks Road. The Church Hall is about 25 yards along on your left.



Sat Nav users please note that the post code refers to the St. Hugh's Vicarage which is situated on Broad Gate, whereas the church hall is on Monks Road. Be aware that there is NO RIGHT TURN from Broad Gate into Monks Road.

Not mentioned in the survey is the fact that the Branch has only 3 lady members in their own right (5 more as family members) so there is another area we need to address. Once again, any ideas from the members to move this forward?

Dr Don Peacock, Hon Secretary

RAILFUTURE-LINCOLNSHIRE BRANCH

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2011

	2011		2010	
	£	£	£	£
INCOME				
Subvention	252.00		252.00	
Donations	70.90		30.55	
Profit on Catering at AGM	0.00		20.41	
Net Profit on Sales of Books	6.20		32.50	
AGM Sales – General	0.00		3.30	
Bank Interest Received	0.12		0.12	
		329.22		338.88
Less Expenditure :-				
General Administration	115.00		95.00	
Rail Lincs	126.80		90.00	
Campaigning and Lobbying	84.50		40.00	
		326.30		225.00
NET INCOME/ (EXPENDITURE)		<u>2.92</u>		<u>113.88</u>
NET PROFIT ON SALES OF BOOKS				
Sales	22.00		60.50	
Less Purchases	15.80		28.00	
Net Profit		<u>6.20</u>		<u>32.50</u>
BALANCE SHEET AS AT 31 DECEMBER 2011				
		2011		2010
CURRENT ASSETS				
Cash at Bank and in Hand		845.52		842.60
NET ASSETS		<u>845.52</u>		<u>842.60</u>
ACCUMULATED FUND				
Balance at 1 January 2010		842.60		728.72
Excess of Income over Expenditure		2.92		113.88
		<u>845.52</u>		<u>842.60</u>

BRANCH ANNUAL GENERAL MEETING

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 10 March 2012 at the St. Hugh's Church Hall, Monks Road, Lincoln.

The timetable this year is as follows:

- 10:30 Assemble – Coffee and tea available
 11:00 AGM (Agenda below)
 12:00 Lunch break
 13:00 Open Session (open to the public)
 Guest speakers:
 Peter Myers, Head of Service Quality, Northern Rail Ltd
 Dr David Berman, Railfuture Director
- 16:30 Meeting closes

AGM AGENDA

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Apologies 2. Minutes of 2011 meeting 3. Matters arising 4. Chairman's Report by David Harby 5. Hon. Secretary's Report by Dr Don Peacock 6. Financial Report by Colin Lingard 7. Election of Officers: * <ol style="list-style-type: none"> 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) | <p>*
 <i>All Officers will be returned unopposed. All current Committee members have indicated their willingness to continue. If any other member wishes to serve on the Committee, please contact the Hon Secretary before commencement of the AGM.</i></p> |
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Yours sincerely,
 Don Peacock, Hon Secretary

See page 7 for directions to the venue

Chairman's Report to be presented at the 2012 AGM

Looking back over the local rail happenings in 2011 it has again been a year of mixed fortunes. A new service introduced and improvements to some others, but deadlock remains over the vexed question of the Lincoln High Street level crossing.

The long awaited direct Lincoln to Kings Cross service finally arrived in May, albeit with an annoying wait at Newark Northgate due to pathing problems. The East Midlands Trains connecting service from Lincoln to Newark Northgate was if anything worse than before, but EMT did manage to find the resources to make some improvements from December. Also from December a minor retiming of the 20:28 Peterborough to Spalding service means that it now makes a valid connection with the 20:22 FCC arrival from Kings Cross. A very useful train for Spalding commuters who take advantage of the cheaper FCC only tickets to Kings Cross.

The McNulty Value for Money study has left us with as many questions as answers. There is no doubt that the railway is too expensive. However instead of proposing a radical restructuring, all the study has proposed is some tinkering at the edges. The government now even seems to be ducking out of this and watering down the projected White Paper into a command paper.

After we were expecting a fare increase of RPI+3% the government made a last minute change of mind and reduced the increase to RPI+1%. Still too high, which is a point I made in my recent Lincolnshire Echo column, but we are still left with the awkward question of 'how are the railways going to be funded?' With McNulty ducking out of radically restructuring the rail industry where is the funding going to come from if it is not from the fare box?

The suggestion in the McNulty study that some ticket offices should be closed attracted a lot of media attention but as is often the case the media only covered half the story. The study floated the idea of closing ticket offices but it also posed the question whether passengers would get a better service if ticket office staff were redeployed elsewhere on the station.

I have been interviewed by TV, radio and printed media on a number of topics: Lincoln to Kings Cross trains; overcrowding; McNulty study; metal theft; the Local Sustainable Transport Fund bid; HS2 and fares come to mind.

The branch again took our display stand to the Grantham Rail Show in September and we took part in a number of stakeholder meetings. In a continuation of my policy as Chairman of trying to involve committee members in as many activities as possible, Don Peacock, Paul Jowett, Alan Gouldthorpe and Chris Brown all attended meetings or events on behalf of the branch in addition to myself.

Whilst on the topic of the branch committee I would like to add a few words of thanks to my Vice Chairman, Phil Mason, who edits *Rail Lincs* so efficiently, Don Peacock as branch secretary, Colin Lingard for looking after our finances and Tom Rookes for another year as minutes secretary. No longer on the committee but still making a valuable contribution by sending out *Rail Lincs* has been Peter Honniball. After carrying it out since our first local newsletter *Rail Tyne-Trent*

started in 1986 Peter has now retired from this task. Thank you Peter for your long and reliable service.

Looking forward, there are plenty of issues for the branch to be concerned with in 2012. DfT are planning the next ECML franchise and there is a lot of lobbying going on to get better Lincoln to Kings Cross services included in the franchise. There is a strong case for more improvements to the Lincoln to Nottingham service but even if funding were to be found we would still need an extra DMU. It has taken since the beginning of the EMT franchise, and a lot of dedicated campaigning, to extract four extra units out of DfT to reduce overcrowding on Liverpool to Norwich, so don't hold your breath!

Rumours are circulating about possible changes to the Northern and TPE franchises when they expire. Will they be merged or will they be split differently to now? Only time will tell.

The Lindongate is expected to get planning approval soon. With the inclusion of a new bus station in the scheme this is a most welcome development for integrated transport in the Lincoln area.

To end this report I think I can sum up by saying we have had a busy year where we have made some good progress but there is much more to do in 2012.

David Harby, Hon Chairman

Hon Secretary's Report to be presented at the 2012 AGM

As the Chairman has already said the past year has once again been a busy one for the Committee. My thanks to them for all their hard work.

Since the last AGM there has been some changes in the Committee personnel with Bill Robin and Wallace Lee being co-opted on to the Committee. Alan Waddington (our Membership Secretary) resigned for health and voluntary work load reasons. Bill has not sought re-election due to a move from Market Rasen. My thanks to the leavers for their positive contribution to the work of the Committee.

Members will no doubt be pleased to learn that Brian Hastings, our Emeritus Chairman, has come through a spell of health problems and is now attending our Committee meetings again.

From the analysis of the membership by Alan Waddington, it is clear that we are poorly represented in the south of the county with only 8 members in the Bourne/Boston/Grantham/Skegness/Spalding area. This is compared with 28 in the central area (of which 14 are in Lincoln) and 16 in the northern area (Barton on Humber contribute 5 to this number and Grimsby/Cleethorpes 4).

The Branch has produced a specific Lincolnshire insert for the RDS National membership recruitment leaflet which we will be distributing. Any ideas for distribution, especially in the aforementioned southern area, would be welcome. Would it be possible for these to be included in say local Neighbourhood Watch news letters or parish news letters?

The Committee does have one Committee member from the southern area but it would be helpful to have more.

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