

The Great East–West barrier

Have you ever tried to escape from Lincoln, not easy is it?

Although we have two through trains a day to London, ironically leaving within a few minutes of each other, even getting to London is not easy as the connections at Newark are not always good with, at times, the shuttle from Lincoln waiting for the London train to vacate platform 3.

We would like to see a better service via Nottingham but the constraints of the flat crossing at Newark means that even altering stopping patterns to improve services from Hykeham is impossible because of the lack of paths across the East Coast Main Line, so any hope of a more frequent service is a non starter. The solution, a flyover, does not seem to be on the agenda of Network Rail at present and would, I suspect, be very difficult to fit in.

The other option is to travel via Sheffield to places like Derby, Birmingham and the West Country, this is a valid route, but that is not easy. There is, on the positive side an hourly service, but it is slow owing to it stopping at every station and the low line speed as far as Gainsborough and of course it uses that high quality luxury stock, Pacers. The solution here is a semi fast service to Sheffield calling at only Kiveton Bridge after Worksop with a new Worksop to Sheffield stopping service to produce a 30 minute interval service from Worksop to Sheffield.

If the current Newark terminating services from Kings Cross were extended to York not only would it solve the connection problems at Newark, but would then provide an hourly service from Retford to Doncaster and York so that the Sheffield trains could connect into Northbound and Southbound services at Retford, providing much better journey options than at present via the infrequent service direct to Doncaster.

Just a few thoughts, but we do need to be pushing for some of these improvements in the next round of franchising. (CB)

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

Cottesmore Press - Grantham - 01476 407569

Friends of the Barton Line

The Friends have been exasperated by the spate of unreliability and lack of information, earlier in the year, which was extremely undermining the efforts of those who were trying to promote the line. The first train of each day from Cleethorpes to Barton and back was being substituted by a coach service until the start of the Sunday service on 19 May. Since the introduction of the new timetable the Class 185 working has been replaced by a Class 153 calling at all stations, but terminating at Grimsby Town on the return run. However this service is currently being replaced by a bus; possibly until July. This had become necessary because of the land slip on 12 February near Hatfield & Stainforth station, which had caused the temporary closure on the Scunthorpe – Doncaster line and was affecting the availability of the Class 185 sets which provide the service. TransPennine Express is running one train per week to Cleethorpes and back on the Brigg line from Saturday, 25 May for the duration of the closure of the line through Hatfield & Stainforth. (AASB)

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

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Good attendance at Cleethorpes AGM



Photographs, by Sue Dovey & David Harby (clockwise from top left):
Mike Savage with some of the official guests and speakers
Chris Brown in discussion with The Mayoress
Sue Dovey presenting flowers to Mayoress of Cleethorpes
David Harby with Nick Donovan, MD, First TransPennine

**NEXT YEAR'S AGM
MARKET RASEN see page 11**

GRANTHAM RAIL SHOW model railway exhibition - Sat/Sun 7 & 8 September

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

10:00am – 5:00pm Sat. 9:30am – 4:30pm Sun. Adults £4, Child £2, Senior Citizen £3

In association with the Mallard High Speed Festival at Grantham station – SEE PAGE 11

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Grantham Rail Show

As we go to press, it has been formally announced that the record breaking steam locomotive, Nigel Gresley's A4 Pacific "Mallard" will be visiting Grantham on the same weekend as Grantham Rail Show model railway exhibition on 7 and 8 September 2013. As part of the 75th anniversary celebrations of the record breaking run, a partnership including South Kesteven District Council, Lincolnshire County Council and major sponsor Carillion Rail, in co-operation with East Coast Trains, Network Rail and the National Railway Museum will enable Mallard to go on show on former sidings, off the Up slow line adjacent to the car park south of Grantham station. The sidings are being relayed by Carillion Rail. Mallard will be joined by other historic exhibits as part of a free east coast 'Story of Speed' when visitors will not only get a close up view of Mallard, but a chance to view a Deltic locomotive – Mallard's high speed diesel successor. It is hoped to have a free vintage bus service linking the Grantham Rail Show at Walton Girls' High School & Sixth Form, off Harlaxton Road, with the display at the station.

The Rail Show and this year's unique Mallard event provides one of the few opportunities we have to meet and talk to members of the public who are not always regular rail users. This year we hope to have a Railfuture presence at both events and ask branch members for their commitment to volunteer their help in manning the two stands. As the press release states: "Thousands of visitors are expected to flock to Grantham...."

The time taken to plan and set up displays and then dismantle afterwards, does take up a full weekend and more, therefore it is important if members can offer to help for a few hours at the exhibition sites or designing a new display

board etc.

Stock for our sales stand, which goes a long way to financing the cost of the weekend, is running low so if you have any sales material it would be most welcome. Rail books and anything of interest to children always sells well. If you can offer help or sales stock please contact David Harby. It will be very helpful if members can commit to specific times when they are available to assist.

Spalding Station

It appears that the structural problems at Spalding railway station may soon be resolved and work resumed on the vacant rooms, surplus to railway requirements.

The original plans were for the local radio station to use space which would need permanent security staff to be on duty due to the equipment and also as a base for the local Police Community Support Officers. It is not clear whether these plans are still ongoing. The station has been repainted and along with floral displays by staff and the Friends (station adopters) group, looks very attractive. (PBJ)

2014 AGM

After the success this year of moving the AGM away from Lincoln, we expect that by the time you are reading this the Festival Hall at Market Rasen will have been booked for the next branch AGM on 15 March 2014. We expect to be following the same agenda that has worked well in recent years with the formal AGM in the morning and, after a break for lunch, a public meeting in the afternoon.

As we are at Market Rasen, services on the Lincoln – Grimsby route, or rather the lack of services, will feature in the afternoon session. If members have other specific topics they would like us to cover would they please contact David Harby or Don Peacock.

News from Skegness

from Carolyn Sharp

On Saturday 20 April, West Coast Railway Company (WCRC) ran a charter train from Skegness to Windsor – top and tailed by 57313 and 57314 – two new additions to the loco fleet of WCRC, both ex Virgin and still painted in Arriva colours. All went well and passengers enjoyed four hours in Windsor with the added bonus of blue skies and sunshine despite an early frost.

On Saturday 12 October 2013, WCRC are running a charter train from Skegness to Hastings picking up at Wainfleet – Boston – Heckington – Sleaford – Grantham. Premier Dining Seats: £159.00. First Class Seats: £79.00. Standard Class Seats: £59.00. For further details - please contact Carolyn Sharp:- 01754 766581, 07733238577.

The destination of the autumn excursion is limited to travelling south again as engineering works are in progress on many other routes.

The postponed double steam charter to Skegness in May is now scheduled for Saturday 13 July using *Oliver Cromwell* only. Wait and see!

Network Rail Inspection Saloon 'Caroline' made its annual trip to this part of the country on Tuesday 21 May staying overnight in Skegness – departing early Wednesday morning into North Lincolnshire. 'Caroline' is a one-coach open saloon. In the 1980's Prince Charles and Diana travelled on it on their honeymoon. *Lord Hinton* (class 37, DRS) is the loco which usually accompanies 'Caroline' on its weekly trips from April to September to various destinations throughout Great Britain. My daughter, Holly, is employed by DRS and works as

hostess on 'Caroline' throughout this time travelling all over and meeting Network Rail officials and other VIPs.

Skegness Station

May Day Bank Holiday proved very busy at Skegness. By 13:00 over 600 passengers had arrived - 286 on a 156 at 11:00. Consequently all evening trains were busy departing Skegness. All due to the weather – now long forgotten with return to NE winds.

During the Nottingham blockade Skegness seems to be faring better than many places in that on some days trains do run the entire journey from Nottingham to Skegness and return. Early and late trains from Nottingham to Grantham and return are replaced by buses throughout the blockade. It will be interesting to see how all the luggage and buggies and sundries accompanying passengers fare during this time. It does seem unfair that dogs are not permitted on buses since many travel by train to Skegness. (Last year I did also count cats, fish, birds, hamsters, gerbils, rats and a snake – fortunately all caged.)

The route of the HST to Skegness on Saturdays in the peak season is still under discussion. (CS)

Charter from Skegness standing alongside a Southern Class 450 unit at Windsor & Eaton Riverside



From the Chairman

2013 has been a busy year so far and there are so many topics I could write about that I am going to cop out and write a few words about each.

Firstly the branch AGM. Cleethorpes is not the easiest of places to reach from the south of the county so I was very pleased to see a third of our branch membership there. Even more pleasing was to see a full room for the afternoon conference. When we were planning the conference we were keen to get a good attendance from non members and with 24 signing the attendance list and quite a few more who did not sign, we certainly succeeded in our aim.

The idea for an AGM at Cleethorpes to coincide with Cleethorpes 150 came from Mike Savage and he organised the event from start to finish. I received some very complimentary emails afterwards which were well deserved. The event was exceptionally well organised and at their next meeting the branch committee passed on their grateful thanks to Mike who, along with Tim Mickleburgh, has joined the branch committee as a corresponding member.

The closure of the Doncaster – Scunthorpe line by the Hatfield Colliery landslip came as a surprise to everyone, but after a few initial hiccups the emergency rail replacement buses and freight diversions have worked very well. To reroute up to 140 freight trains every day was quite a feat for which Network Rail deserve our congratulations.

At the start I did hear of a few problems with the rail replacement buses, but First TransPennine responded to stakeholder comments and when our committee member Chris Brown, someone with plenty of rail replacement bus experience from the sharp end as a driver, had a look at the operation, he commented that it

was the best he has ever seen.

Whilst on the subject of train operating companies (TOCs) responses to stakeholders, I have been impressed with the way East Midlands Trains (EMT) has organised the Nottingham blockade services. A lot of planning has gone into this, including a full scale exercise of the complicated bus movements around Nottingham station. Locally, EMT has put in a lot of effort to solve a problem I identified for Hykeham passengers so as to ensure they can get to work for 09:00. Let us hope that any unforeseen problems that crop up during the blockade are as efficiently dealt with.

During the blockade EMT is offering a 15% discount on ordinary tickets where passengers have to use a rail replacement bus. A discount for journeys which are disrupted due to engineering work is something Railfuture has been campaigning for. Now EMT has set an example let us hope other TOCs follow.

In one of his recent Lincolnshire Echo columns, my local MP, Karl McCartney chose to pontificate on the local railway scene. As might be expected he had plenty to say about the Lincoln High Street level crossing, much of it misguided in my opinion, and his wish for a direct train to Kings Cross, but he had nothing to say about local services. I do sometimes wonder why there is so much local media emphasis on trains to London but very little about any other. London may be our capital city but it is not the centre of the universe. Judging by my experience of overcrowded and slow trains to Nottingham and Sheffield, local services deserve as much, if not more, emphasis.

Representatives from the recently formed Market Rasen Rail User Group attended our last committee meeting to

discuss how we could work together for better services on the Lincoln – Grimsby route. Since then I have had further discussions with them and Lincolnshire County Council which have resulted in a survey of existing and potential rail use at Market Rasen being planned. Lincs CC have kindly agreed to print the survey forms and provide prepaid reply envelopes. The survey (also available on-line) is due to be launched on 6 July. If you live in the Market Rasen area please look out for the survey, fill it in, return it and encourage your friends, neighbours and acquaintances to do likewise.

Whilst on the subject of surveys, branch committee members Chris Brown, Alan Gouldthorpe and myself have assisted with a survey of Hykeham station users on behalf of the Nottingham to Lincoln Stakeholder Board. For six days over a two week period almost every passenger joining every train at Hykeham and some alighting passengers were interviewed. Swinderby was also surveyed but without any Railfuture input. The detailed information gained will be used to campaign for and plan future services on the route.

At their full council meeting on 12 April 2013 Lincolnshire County Council formally adopted their 4th Local Transport Plan. This sets out their transport strategy for the next 10 years. Public transport is mentioned, but the majority of the strategy concentrates on roads. We were assured by Lincs CC that after LTP4 was adopted they would revise the detailed Rail Strategy, so we now await this revision.

All in all, with other activities mentioned elsewhere, it has been a busy spring for yours truly and the rest of the committee. However, after years of fighting rail contraction it is a pleasant change to be involved in some positive actions.

David Harby

Major resignalling works at Nottingham

The increasingly unreliable 40 year old signalling system in the Nottingham area is being replaced this year. At the same time the opportunity is being taken to improve the track layout and add an extra platform at Nottingham station. To enable the work to be completed there will be major disruptions at Nottingham station between 20 July and 25 August. There will be no trains to the west of Nottingham station for all of this period. Trains from Lincoln and Skegness will only be able to reach Nottingham for some of the blockade period. Liverpool – Norwich services will be diverted via East Midlands Parkway and Oakham and will not call at Grantham.

East Midlands Trains (EMT) held a very useful meeting on 10 May where stakeholders were able to ask questions and raise concerns. A lot of planning has gone into the rail replacement bus services and we were assured that there will be plenty of controllers in place to deal with immediate problems as they arise. South East Lincs Travellers' Association (SELTA) passenger counts are being used to ensure that there will be sufficient units allocated to Skegness to Grantham/Nottingham trains.

I am already aware of some Routing Guide Easements which will be permitted during the blockade and more are still being negotiated as this is being written. Looking at the easements, I am already aware of, it seems that for most, maybe all, cross Nottingham journeys, it will be possible to find a diversionary route (e.g. Lincoln to Leicester via Peterborough or Sheffield) without having to pay any higher than normal fare. (DH)

Experiencing an ECML disruption

Services on the East Coast Main Line were severely disrupted on Easter Saturday, 30 March, due to a power supply problem affecting overhead lines at Newark North Gate. East Coast, Grand Central and Hull Trains services were subject to delays which, in many instances were in excess of one hour.

Trains in both Up and Down directions were affected. Frustratingly for passengers, initially the customer information screens at Grantham showed northbound services to be running on time or at worse a mere ten minutes late. It was not until a train had departed and moved a few hundred yards from the platform end to come to a stand at the signal berth just north of the station, where it waited for up to an hour, that the full impact of the disruption became apparent. If only staff at Grantham had been able to explain this impending delay, passengers would have felt better informed. It transpired that electric trains were being held just north of Grantham station so that they could be given a clear run to Newark where they 'coasted' through North Gate station. Subsequently this delay caused following trains approaching Grantham from the south to become 'stacked' one behind the other and becoming increasingly late. Services operated by IC225 electric trains could not make scheduled stops at Newark North Gate because of the 'coasting' arrangement and only diesel powered trains: HSTs, Hull Trains and Grand Central were able to make a Newark North Gate call. In some cases Hull Trains and Grand Central services were making additional calls at North Gate and passengers were advised to change from IC225s at Grantham or Doncaster.

Services were disrupted throughout the day, with some IC225s being 'dragged' by 'Thunderbird' Class 67s, as repairs were not due to be carried out until the Saturday night. (PM)

Days out by train from Lincolnshire

Saturday, 22 June 60009 'Union of South Africa' hauls the Railway Touring Company charter from Kings Cross to York picking up at Potters Bar, Stevenage and Peterborough.

Saturday, 6 July Compass Tours charter from Peterborough, Grantham, Bottesford and Nottingham to Carlisle.

Saturday, 13 July Steam Days charter hauled by 'Tornado' from Kings Cross, Stevenage and Peterborough to Beverley and Scarborough.

Wednesday, 9 October West Coast Railway Co charter from St. Neots, Huntingdon, Peterborough, Grantham, Newark North Gate, Retford and Doncaster to Carlisle via the Settle and Carlisle line and return along the Cumbrian Coast line.

Saturday, 12 October PMR charter from Lincoln, Nottingham, Alfreton, Chesterfield and Sheffield to Carlisle. Haulage by 46233 "Duchess of Sutherland" Hellifield – Carlisle – Hellifield.

VISITING CHARTER

On 20 July Compass Tours has a charter arriving in the County when a pair of Class 20s haul the 'Jolly Fisherman' from Hooton, Chester, Crewe, Whitchurch, Wem, Shrewsbury, Wellington, Telford, Wolverhampton, Walsall, Coleshill Parkway and Nuneaton to Lincoln, Wainfleet and Skegness. (GM)

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explain matters: why a blockade gets most work done quickly, for example.

Overall, Network Rail did a good job, the bridges look good to last another 150 years and there are great improvements to the roadways and footpaths. Two glaring mistakes were the failure of promised 'door to door' letters to households in the vicinity of the two bridges in the village to materialise and the contractor tasked with road signing of diversions made a 'hash' of the detailed work. Also, it did not help that on the only road open through Ruskington at the height of the bridge works, a public utility contractor decided to carry out planned work necessitating traffic lights on the only open diversion route!

A big plus was East Midlands Trains' arrangements to provide bus replacements during the Sleaford to Lincoln line closure. A special booklet was published by Lincoln staff, with copies available locally, at booking offices and handed out on trains prior to the disruption.

Also on the Joint Line, it appears that Saxilby station will gain a footbridge for users and a planning process is being instigated. However, no decisions have been made for Ruskington or Metheringham. (PBJ)

Sleaford Station

At Sleaford station, just one business unit remains to be used as part of an initiative between East Midlands Trains and North Kesteven District Council to renovate the unused rooms. Having the space occupied also acts as a deterrent to misuse at the station.

During May, the Booking Office had a complete refurbishment to upgrade the working area for the staff and renew equipment. Security will also be improved, which, hopefully, will mean that East Midlands Trains see the Booking Office having a long term future. (PBJ)

Timetable changes and planned engineering work

Except for the usual summer only services on the Grimsby and Skegness routes, the only service change this May is that the previous 06:10 Peterborough to KX service is extended and will now start from Grantham at 05:44. It is reported that East Coast hope to extend this to start from the December timetable change.

As well as the Nottingham blockade, mentioned elsewhere, there is planned weekday as well as weekend engineering work on the Joint Line. There may also be some last minute changes as a result of the Hatfield/Stainforth work so whenever you travel this summer and autumn you are advised to check for last minute alterations. (DH)

Franchise Renewals

After the complete shambles of the West Coast franchise renewal Department for Transport (DfT) have issued a new franchise schedule. East Coast will be the first of our local franchises to be re-let, with the new franchisee due to take over in February 2015. The Northern and TransPennine franchises have both been extended to end in February 2016. With both ending at the same time it will enable DfT to change the Northern England franchise areas. The East Midlands franchise is extended from April 2015 to October 2017. The government have made it clear that the existing franchisees will not automatically continue to operate the franchise during the extension. This is subject to a satisfactory outcome of the financial negotiations and Directly Operated Railways will be standing by to take over any franchise if needed. (DH)

Joint Line Update

The Sleaford Avoiding Line has now been put back to good order but still awaits the signal contractors. The southbound Up line is operational, but as of 14 May, the relayed northbound Down line still awaited reconnection to existing track at Sleaford North Junction. It is not clear whether the Down line will be put into use in the near future, although informed sources suggest that it may not be brought back into use until new signalling is installed. The Up line is used with existing semaphore signals. Currently light engine movements are taking place over the Up line as route learning refreshers prior to the East Coast Main Line diversions during June.

Sleaford North signal box and the splendid brick built South box will, of course, close sometime in 2014. Unconnected with the Joint Line, there is speculation that Sleaford West and East signal boxes may well close around 2021/22. Of course experience reminds us that on the railway such a target can slip as the network moves to its aspiration of controlling the railway with thirteen or fourteen signalling centres.

Bridges on the Avoiding Line have been completely rebuilt. They cross the River Slea Navigation, Boston Road (old A17) and the Sleaford - Boston railway line. Four bridges on the Joint Line north of Sleaford North signal box were rebuilt during the blockade of the line in March and April. At the same time bases for new signals and cable troughs were installed, together with track relaying. Major works included the lowering of track in Washingborough Tunnel and rebuilding of the following bridges, from south to north: Paper Mills Bridge on a minor road, Anwick Road (A153) on the busy Skegness route and Fen Road a minor village road within Ruskington. With three busy bridges, two really vital for

Ruskington, to be closed at the same time, the problems were so severe for Ruskington it was decided to leave work on the fourth bridge, Priory Road which is located near the station between the A153 and Fen Road bridges, until the last so that one road to the east would be open for the village.

Work on the first of the three bridges commenced on time during the blockade covering the Easter period when train services were suspended. Preparatory work to divert utility services was carried out prior to road closures. Although the bridge works were completed on schedule, road closures over-ran by up to ten days due to problems with various utility companies and lack of co-ordination between contractors. The requirement to install crash barriers on each side of the A153 bridge (for the first time) meant that a long period of single line road operation had to be implemented. These delays meant that work on Priory Road Bridge started late by about two weeks. Work being carried out from 20:00 on Saturdays until 06:00 on Mondays with the intention of completion in time for the Joint Line diversions.

All four bridges have new centre spans and the old GNR side arches have been totally filled in with concrete. According to a Balfour Beatty engineer, apart from superficial brickwork wear and tear, the old bridges were extremely sound, hence there being no need to completely remove the side arches. The bridges have uniform high parapets, comply with W12 loading gauge and compliant for future electrification.

There was no doubt that the bridge works have caused great anger, anguish and short term disruption for Ruskington residents. A lot of complaints have been made towards Network Rail by people who cannot see the 'bigger picture'. Network Rail held two meetings to try and

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Station Name	County or Unitary Authority	Station Facility Owner	Entries Season	Exits Season	1112 Entries & Exits	1011 Entries & Exits	Interchanges
Barton-On-Humber	North Lincolnshire	Northern Rail	1,575	1,575	47,702	46,088	.
Barrow Haven	North Lincolnshire	Northern Rail	20	20	1,776	1,906	.
New Holland	North Lincolnshire	Northern Rail	454	454	21,692	21,460	.
Goxhill	North Lincolnshire	Northern Rail	1,021	1,021	19,820	18,834	.
Thornton Abbey	North Lincolnshire	Northern Rail	.	.	1,350	1,196	.
Uleby	North Lincolnshire	Northern Rail	478	478	7,950	7,746	.
Habrough	North East Lincolnshire	Northern Rail	2,308	2,308	33,242	29,922	116
Stallingborough	North East Lincolnshire	Northern Rail	82	82	11,104	9,784	.
Healing	North East Lincolnshire	Northern Rail	284	284	11,454	10,204	.
Great Coates	North East Lincolnshire	Northern Rail	265	265	9,040	8,468	.
Grimsby Town	North East Lincolnshire	First TransPennine Express	12,495	12,495	446,902	416,870	7,978
Grimsby Docks	North East Lincolnshire	Northern Rail	242	242	4,062	3,998	.
New Clee	North East Lincolnshire	Northern Rail	.	.	334	298	.
Cleethorpes	North East Lincolnshire	First TransPennine Express	2,855	2,855	264,520	245,100	.
Scunthorpe	North Lincolnshire	First TransPennine Express	22,087	22,087	395,232	375,006	5,556
Althorpe	North Lincolnshire	Northern Rail	991	991	9,298	8,430	.
Crowle	North Lincolnshire	Northern Rail	2,930	2,930	33,868	31,650	.
Barnetby	North Lincolnshire	First TransPennine Express	4,747	4,747	68,642	61,526	3,100
Market Rasen	Lincolnshire	East Midlands Trains	2,284	2,284	59,428	57,746	.
Brigg	North Lincolnshire	Northern Rail	.	.	692	702	.
Kirton Lindsey	North Lincolnshire	Northern Rail	.	.	210	224	.
Gainsborough Central	Lincolnshire	Northern Rail	5	5	1,344	1,134	3
Gainsborough Lea Road	Lincolnshire	East Midlands Trains	12,365	12,365	154,100	146,836	31
Saxilby	Lincolnshire	East Midlands Trains	4,230	4,230	59,032	54,100	.
Lincoln Central	Lincolnshire	East Midlands Trains	128,404	128,404	1,655,324	1,461,738	24,852
Hlyeham	Lincolnshire	East Midlands Trains	3,563	3,563	34,576	25,508	.
Swinderby	Lincolnshire	East Midlands Trains	4,935	4,935	16,814	11,544	.
Collingham	Nottinghamshire	East Midlands Trains	6,779	6,779	59,738	48,296	.
Newark Castle	Nottinghamshire	East Midlands Trains	23,501	23,501	334,218	348,938	46,354
Newark North Gate	Nottinghamshire	East Coast	104,015	104,015	1,087,460	976,526	194,895
Metheringham	Lincolnshire	East Midlands Trains	24,124	24,124	109,586	98,262	.
Ruskington	Lincolnshire	East Midlands Trains	15,614	15,614	91,832	81,646	.
Sleaford	Lincolnshire	East Midlands Trains	44,652	44,652	336,944	323,306	35,737
Rauceby	Lincolnshire	East Midlands Trains	30	30	1,828	1,822	.
Ancaster	Lincolnshire	East Midlands Trains	535	535	4,044	4,388	.
Grantham	Lincolnshire	East Coast	157,005	157,005	1,119,862	1,071,320	213,092
Peterborough	Peterborough	East Coast	551,641	551,641	4,208,108	4,076,724	864,751
Stamford	Lincolnshire	East Midlands Trains	27,732	27,732	288,914	296,430	.
Spalding	Lincolnshire	East Midlands Trains	13,011	13,011	172,692	183,278	.
Heckington	Lincolnshire	East Midlands Trains	6,733	6,733	64,676	61,234	.
Swineshead	Lincolnshire	East Midlands Trains	330	330	2,260	2,378	.
Hubberts Bridge	Lincolnshire	East Midlands Trains	123	123	692	342	.
Boston	Lincolnshire	East Midlands Trains	12,471	12,471	216,440	207,822	.
Thorpe Culvert	Lincolnshire	East Midlands Trains	.	.	340	418	.
Wainfleet	Lincolnshire	East Midlands Trains	4,162	4,162	41,578	64,676	.
Havenhouse	Lincolnshire	East Midlands Trains	.	.	132	100	.
Skegness	Lincolnshire	East Midlands Trains	7,477	7,477	356,812	361,390	.