

## Local Train Operators Celebrate Magna Carta

### East Midlands Trains

East Midlands Trains (EMT) ran a special charter on Wednesday, 13 May from Nottingham to Lincoln to publicise the start of the improved Castle Line service, which came into effect from Monday, 18 May. Along with fellow members of the Nottingham to Lincoln Stakeholder Board and invited guests from stations on the route (Carlton, Fiskerton, Newark Castle and Hykeham) we were treated to a cream tea on the train. “King John” named Class 158 unit 158847 *Lincoln Castle Explorer* at Lincoln platform 1. An interesting bit of new route for me into Platform 1: we went through the station on the through line and headed towards Market Rasen. Train then reversed into Platform 1.

EMT has acquired a 158 unit from South West Trains (SWT) to operate the extra trains. It is an ex Waterloo – Exeter unit which had First Class. First has been decommissioned but the 2+1 seating is not being replaced by 2+2. The four Lincoln – Leicester diagrams from 18 May are supposed to be two Class 158 and two Class 156 units.

(DH)



## Northern Rail

On Saturday, 13 June, a Northern Rail Class 158 unit 158861 was named *Magna Carta 800* at platform 5, Lincoln station.

Observers do not expect to see the unit at Lincoln very often!



# Railfuture Lincolnshire Branch Committee 2015 to 2016

---

Alphabetical list of members:

**Anthony Berridge**  
**Friends of the Barton Line**  
**Representative**

47 Eastfield Road, Barton on Humber  
DN18 6AW 01724 721397



**Chris Brown**  
**National Chairman**  
**National International Group**  
**Finance & Corporate Governance Group**

24a Lannimore Close, Lincoln LN5 8SF  
01522 544913 07766496466  
cmb-24@ntlworld.com

**Ralph Coulson**

24 Willingham Road, Market Rasen LN8 3DR  
01673 842177 07792947498



**Andrew Court**

Rock Cottage, 91 High Street, Saxilby  
Lincoln LN1 2HA 01522 702651  
andrew.court260@btinternet.com



**Susan Dovey - Sales & Catering**

47 Elizabeth Avenue, North Hykeham LN6 9RR  
susandovey@ntlworld.com

**Alan Gouldthorpe Corresponding Member**

48 Overton Court, Barton on Humber,  
N Lincs DN18 5QH 07412060971  
bartonrail@aol.com



**David Harby - Branch Chairman,**  
**Exhibition Screen Officer,**  
**National Treasurer, Media Spokesman**  
**Finance & Corporate Governance Group**  
**National Freight Group**

6 Carral Close, Brant Road, Lincoln LN5 9BD  
01522 874513 david.harby@railfuture.org.uk



**Paul Jowett**

**Rail Lincs Southern Correspondent**  
**Branch Representative on North Kesteven**  
**District Council's Partnership Group**

8 Deepdale Drive, Leasingham, Sleaford,  
Lincs NG34 8LR



**Francis Wallace Lee**

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



**Colin Lingard - Branch Treasurer**

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



**Phil Mason - Rail Lincs Editor  
Branch Vice-Chairman**

10 Cottesmore Close, Grantham NG31 9JL  
01476 407569  
phil.mason@trackprint.net



**Geoffrey Meanwell**

39 Alexandra Road, Woodhall Spa LN10 6RE  
01526 352389

**Tim Mickleburgh  
Corresponding Member  
and NE Lincs Councillor**

11 Boulevard Avenue, Grimsby DN31 2JP  
timmickleburgh2013@yahoo.co.uk

**Nigel Morley**

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



**Don Peacock - Hon Branch Secretary  
National Passenger Group**

1 Queens Road, Barnetby le Wold,  
N Lincs DN38 6JH 01652 688549  
don.peacock@railfuture.org.uk



**Tom Rookes - Minutes Secretary**

77 Ruskin Avenue, St. Giles, Lincoln LN2 4DE  
01522 540513 thomasrookes@btinternet.com

**Mike Savage  
Corresponding Member**

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

**Carolyn Sharp - Corresponding Member**

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

---

## ***From the Chairman***

As from the May timetable change we have seen some welcome improvements to our local services.

Faster Castle Line services on weekdays along with an extra train every day and a doubling of the number of trains calling at Hykeham have been introduced thanks to funding from local stakeholders. These would not have been possible without upgrading of Lincoln and Nottingham stations to allow bi-directional working and introduction of new signalling along some of the route.

Newark Castle station is also in line for some changes. After being unstaffed for many years we will see a cafe and booking office on the station later this year.

The Virgin Trains East Coast (VTEC) Lincoln to Kings Cross service is now faster as a consequence of the Castle Line timetable changes. There is now platform space for it to leave Lincoln 10 minutes later at 07.30 and not have to stand at Newark North Gate waiting for its booked path on the East Coast Main Line (ECML).

Likewise, the time savings on the Joint Line have been made possible by route modernisation.

Whilst these improvements are very welcome there is still much more that could be done.

*continued on page 4*

*continued from page 3*

Route modernisation means that there is now no operating reason why we should not have earlier morning and later evening services on the Joint Line and a Sunday service. All that is needed is funding for the extra services. Let us hope we see something in the East Midlands Direct Award due later this year. Railfuture have asked for evening and weekend services and we shall certainly be asking again in the franchise consultation, if nothing happens sooner.

As far as the Castle Line is concerned, a revised Saturday service to match the weekday improvements is something else that will need extra funding which we are pressing for. A better Sunday service would currently entail the extra costs of opening signal boxes for two shifts instead of one. The Nottingham to Newark Castle section modernisation should be finished next year, but Newark to Lincoln is still at the early stages.

We would like to see two trains per hour between Lincoln and Nottingham, rather than just from Newark to Nottingham. Leaving funding aside, the main stumbling block is lack of train paths over the ECML. Until a flyover is constructed over the ECML two trains per hour are very unlikely.

The Poacher Line and Lincoln to Barnetby are both routes where the signalling is very dated. On the Poacher Line in particular, there is little prospect of reduced journey times and more weekend out of summer season trains until the route is modernised.

There are large sums of money being committed for route modernisation. Great Western and Midland Main Line electrification along with the Northern Hub proposals, to name just three schemes, have been funded but as far as we in Lincolnshire are concerned we seem to be at the back of the queue.

Your committee will be doing all it can to remind everyone that Lincolnshire does exist and still has plenty of outdated rail infrastructure that needs money spending on it. Just a few crumbs from the large sums being spent elsewhere would go a long way to improving our services.

I will leave members with a question to ponder: VTEC are running a Kings Cross to Lincoln service on five Saturdays this summer. If this does well we can expect to see more. VTEC have not suddenly found some unused rolling stock that was rusting away in a siding somewhere. They are just making better utilisation of their existing rolling stock. What has changed this year? A new franchise operator maybe?

*David Harby, Branch Chairman*

---

## **Barton Line Signalling Upgrade**

The £85m signalling upgrade project is progressing on schedule. Eleven signal boxes are being replaced by two computer screens at the new Rail Operating Centre in York; trains will be controlled by Automatic Route Setting. Half-barrier level crossings are to be fitted with full barriers and protected by Automatic Obstacle Detection systems. A 17-day blockade will be imposed on the Barton – Cleethorpes section from 23:00 on 24 December 2015 until 05:00 on 11

January 2016. Work on the Brigg line will follow and is due to finish in November 2016, making the line a 24-hour railway. On completion of the signalling upgrade, the new Stallingborough signal box will be retained as possible office and equipment accommodation for Network Rail. During April and May, four different Class 66 locomotives were observed on the Line making several runs for driver training in preparation for the signalling work. (AASB)

# Brian James Hastings 1934 – 2015

After a long fight against an increasingly debilitating illness, our Emeritus Chairman, Brain Hastings, passed away on 17 February. His funeral took place at Scunthorpe Crematorium on 5 March followed by a Memorial Service at St. Oswald's Church, Crowle.

Brian joined Railway Development Society in 1984 after being head-hunted by our then chairman, Mike Savage, and was elected branch chairman in 1987. During his time as branch chairman Brian was also a regular on Radio Lincolnshire and did many interviews on other radio stations (plus the occasional TV appearance).

With his extensive contacts in all aspects of the transport industry, Brain was a most valuable and effective chairman, especially as he was also working in the rail industry for much of this time.

The committee had marked his retirement as Chairman after 20 years with a presentation of a model locomotive mounted on a plinth with a suitably inscribed plaque and the title Emeritus Chairman for his continuing role as a committee member. His interest in transport goes back much further than when he joined RDS. I have found two letters from him in 1963 editions of Modern Railways. He was Press Officer for the Flying Scotsman operation in the late 60s and early 70s and had an encyclopaedic knowledge of the railway history of Lincolnshire.

What members may not realise is that Brian had extensive interests away from transport. He was also a keen supporter of the Ramblers Association and the Lincolnshire Fieldpaths Committee.

Working for BR was a second career after 30 years as a teacher. He was a magistrate for 32 years, served as a Parish Councillor for around 40 years. Was secretary of Crowle Community Hall for many years – indeed there is a plaque in the hall entrance commemorating the efforts of Brian and his late wife Elizabeth in raising funds to build the hall. He organised 38 holidays for the hall support group and 63 country and Irish music concerts in the hall.

All in all a most fulfilling life of which he could be proud. He will be sadly missed by his many friends.

A number of the committee attended the funeral to pay their last respects, and the committee members unable to attend sent their apologies and sympathies to the Secretary. A card and flowers were sent on behalf of the committee.

The committee wishes to record its thanks to Mike Savage and his wife Sandra for all their time and effort helping Brian through his illness and making the funeral arrangements

*(David Harby)*



*Brian at Perth station assisting on a charter train.*

Photo: Ralph Coulson

## A tribute to Brian Hastings from Tom Rookes

Unfortunately I was unable to attend Brian's funeral. However I have written a memorial tribute: I am sorry that Brian had such a long debilitating illness but it is good to know that so many people cared about him. He was the ideal chairman for our local Railfuture group with his great knowledge of railways, his inside knowledge of how things worked, his readiness and ability to help others, and his strong sense of authority yet willingness to listen. There were times when he would ring me up to put me in the picture about something and I have no doubt this applied to many others. I have Brian's copy of *The Locomotives of Sir Nigel Gresley* by O. S. Nock published in 1945 and dated by Brian, 13 May 1946. This serves as a fitting memory to Brian and the locomotive designer who I and so many others value as giving the most outstanding contribution to our railways.

## BRANCH AT THE SHOW

The Branch will again be exhibiting at this year's Grantham Rail Show model railway exhibition. There will be a display illustrating Branch activities together with fundraising sales items. It is hoped to organise a continuous film show during the exhibition. Help is needed from the membership to staff the stand over the weekend and to supply suitable railway related items for re-sale in aid of Branch funds. If you can assist, please contact the Chairman or Vice-Chairman (see pages 2 & 3).

This year, the main attraction will be the debut exhibition appearance, in its completed form, of "Grantham - the streamliner years", a 33ft x 17ft '00' layout by Graham Nicholas and friends which showcases the LNER scene on the East Coast Route at its most exciting era. There are sixteen layouts booked to appear, including others with a Lincolnshire theme.

Also exhibiting will be an information stand by the "Return to Grantham Project"; a study group set up in 2013 to record and

*continued on page 7*

# GRANTHAM RAILSHOW

## MODEL RAILWAY EXHIBITION

SATURDAY & SUNDAY  
**12th & 13th SEPTEMBER 2015**  
Saturday: 10:00am – 5:00pm, Sunday: 9:30am – 4:30pm

**Walton Girls' High School & Sixth Form,  
Kitty Briggs Lane, off Harlaxton Rd., (A607 to Melton Mowbray)  
GRANTHAM NG31 7JR**

**COME AND SEE 'GRANTHAM' AT GRANTHAM**  
*Debut exhibition appearance in its completed form of the layout:  
"GRANTHAM - THE STREAMLINER YEARS"*



**plus: Layouts in various gauges  
Trade – displays – Light Refreshments  
On-site Parking  
Bus service from town centre on Saturday**



*The  
Friendly  
Show*

**ADMISSION:**  
ADULT £4.00 - CHILD £2.00  
SENIOR CITIZEN £3.00  
FAMILY TICKET £10.00  
(2 Adults + up to 3 Children)  
under fives FREE!

**Grantham Railway Society's  
28th annual exhibition**  
Further details: phil.mason@trackprint.net

# TransPennine and Northern Franchises

The Invitation To Tender (ITT) for the TransPennine (TPE) and Northern franchises was issued by the Government of Friday, 27 February. The bidders for Northern Rail are Abellio Northern Ltd, Arriva North Rail Ltd, and Govia Northern Ltd; the incumbent is Serco & Abellio. The bidders for the TPE are First TransPennine Express Ltd, Keolis Go-Ahead Ltd, and Stagecoach TransPennine Express Trains Ltd; the incumbent is First TransPennine Express. Submissions have to be received by the Department for Transport (DfT) by 26 June, the winning bidders to be announced by the end of 2015, and both new franchises starting on 1 April 2016.

The Barton Line service (together with one Class 153 unit) is to be transferred from Northern Rail to the East Midlands Trains (EMT) franchise when the latter is due for renewal in October 2017. This raised several uncertainties. Would EMT have a servicing base at Cleethorpes or would this be done at Lincoln or even Nottingham? Would EMT have staff sign on at Cleethorpes or at Lincoln, or would the service be sub-contracted to TPE as now? Would the first weekday Northern Rail service from Doncaster to Cleethorpes (as stock replacement) be

discontinued? It would appear that decisions on the Barton Branch were being deferred for a year and Friends of the Barton Line (FBL) would have to look closely at the ITT for the East Midlands franchise when it is issued.

The ITT also specified that trains be fitted with more tables and luggage space, air conditioning, power sockets and free WiFi. The Brigg line service would remain unchanged and within Northern Rail. Better Sunday services were also specified for some Community Rail Routes but not the Barton Line.

Rail North in their Northern Sparks report to the Government, had suggested that the line from Doncaster to Cleethorpes and Barton be considered for electrification within the next fifteen years. Seventy-five 30-year-old London Transport District Line Class D78 trains were being converted to diesel-electric multiple units to replace the unpopular Class 144 trains. Although the Barton Line's Class 153 units were not due for replacement, they were prone to breaking down. As the speed restrictions of the D78 trains is 60mph – the same as the line to Cleethorpes – it is conceivable that some might find their way to Barton.

(AASB)

---

*continued from page 6*

archive the history of railways in Grantham. The early days of the project were centred on a collection of some 500 photographs of trains, locomotives and people taken by Cedric Clayson in the early 1960s at Grantham station and loco shed. Cedric's son John, Mel Smith and Ian Simpson started the project and were later joined by Jeremy Stone who is constructing a 2mm Finescale model of the station area and shed set in the late 1950s.

Through a magazine and website the aim is to share the memories of those who worked on the railway with a new generation, describe what life was like for them on the railway in the days of steam and also show how Grantham changed post-steam, including the period up to the present day. For more information visit: [www.returnto Grantham.co.uk](http://www.returnto Grantham.co.uk)

# Lincolnshire Charters

*Compiled by Geoffrey Meanwell*

## **Wednesday, 1 July**

Kings Cross, Stevenage, Huntingdon, **Peterborough to Skegness.**

Steam hauled by 61036. Promoter Railway Touring Company

## **Friday, 3 July**

**Grantham, Peterborough, Stamford, Oakham, Melton Mowbray to Betws-y-Coed, Blaenau Ffestiniog.**

Hauled by Class 47/57. Promoter Compass by West Coast Tours

## **Saturday, 4 July**

**Lincoln, Newark North Gate, Grantham, Bottesford, Bingham to Betws-y-Coed, Blaenau Ffestiniog.**

Hauled by Class 47/57. Promoter Compass by West Coast Tours

## **Saturday, 25 July**

Huddersfield, Sheffield, Chesterfield, Nottingham, **Grantham to Great Yarmouth.**

Hauled by Class 47/57. Promoter Compass by West Coast Tours

## **Sunday, 16 August**

Kings Cross, Hatfield, Biggleswade, Huntingdon, **Newark North Gate to York.**

Steam haulage to be advised. Promoter Steam Dreams

## **Saturday, 26 September**

**Skegness, Wainfleet, Boston, Heckington, Sleaford, Grantham, Newark North Gate to Whitby.**

Hauled by Class 47/57. Promoter West Coast Railway Company

## **Saturday, 3 October**

**Cleethorpes, Grimsby, Barnetby, Scunthorpe to Morpeth.**

Steam hauled by 45690 \* Promoter Railway Touring Company

## **Saturday, 3 October**

**Cleethorpes, Grimsby, Habrough, Barnetby, Scunthorpe, Thorne South to Carlisle.**

Steam haulage to the advised \*. Promoter West Coast Railway Company

## **Saturday, 10 October**

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

Steam haulage to be advised \*. Promoter West Coast Railway Company

## **Saturday, 8 November**

London St. Pancras, St. Albans to **Lincoln.**

Steam hauled by 46115. Promoter Railway Touring Company

## **Friday, 4 December**

London Victoria to **Lincoln.**

Hauled by Class 67. Promoter Belmond

## **Friday, 5 December**

Kings Cross, Potters Bar, Stevenage, **Peterborough to Lincoln**

Steam hauled by 60009. Promoter Railway Touring Company

*continued on page 9*



continued from page 8

### **Saturday, 5 December**

**Skegness, Wainfleet, Boston, Heckington, Sleaford, Grantham to Manchester Piccadilly.**

Hauled by Class 47/57. Promoter West Coast Railway Company

### **Saturday, 19 December**

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

Hauled by Class 47/57. Promoter West Coast Railway Company

\* Steam for part – remainder Class 47/57

## **Charter Trains Encourage Rail Users**

We publish the above charter information in good faith, but in view of the temporary suspension of West Coast Railway Company's operating license by Network Rail in April, we strongly advise that confirmation of the running of the charters is obtained from the appropriate promoter as WCRC also provides and operates locomotives and rolling stock for other charter promoters. Even though the license was reinstated a week earlier, there are still various issues outstanding.

All aspects of the suspension have been covered by the railway press, but many potential customers have been caused disappointment by the many cancellations, particularly the steam hauled charters. Would this situation have arisen prior to privatisation? In British Rail (BR) days, the safety incident that resulted in the suspension of the license would surely have been dealt with at a local level by the appropriate safety management. It would not have resulted in the complete suspension of all train services: freight, passenger, charters and excursions, as BR was obviously the operator of all trains on the network. In today's privatised railway a 'blanket' ban is just as unimaginable. But, yet again, in the WCRC situation, we have another example of the customers being the ones who suffer within the privatised industry.

These days charter trains are extremely popular and for many people can be an introduction or reintroduction to becoming rail users. For some, the Pullman dining experience is a special event, often to celebrate a particular occasion. The sector contributes a lot to the rail industry, both financial and prestige. For Railfuture it provides another type of rail user.

In *Rail Lincs 71* it was suggested, that few charter trains seemed to come to Skegness. However, it appears that a number are destined to the resort over the summer (one being steamed hauled). Possibly two will be calling at Wainfleet where Bateman's Brewery is on the itinerary. In the past, back in BR days, Bateman's featured as a calling point for excursions stopping at Wainfleet.

(PM/PBJ)

## **Barton Line Notes**

● It is proposed that Friends of the Barton Line and the Train Operating Company should promote New Clew station as an alternative to Cleethorpes station to avoid the crowds arriving for events such as In Bloom, Air Show, and Carnival.

● Lights have been installed at New Clew station as a result of Northern Rail's successful bid for funds from Network Rail's National Station Improvements Programme. It has been requested that trains be allowed to call throughout the day now that the daylight only restriction no longer applies.

(AASB)

## Railway Rambles

Regular walks on Saturdays in conjunction with the Penistone Line Partnership are held and are accessible by services departing from Lincoln Central, Saxilby, Gainsborough Lea Road and Retford stations.

An 8½ mile linear walk was enjoyed on Saturday 30 May 2015 along the Viking Way to Caistor.

### **Saturday 4th JULY 2015**

A 7 mile linear walk via Wrawby windmill to Brigg.

Depart Lincoln 07:00, Saxilby 07:10, Gainsborough Central 08:57, Kirton Lindsey 09:10, Brigg 09:18 OR Grimsby 09:08 to Barnetby.

Return by 15:50 train to Gainsborough or 17:20 to Grimsby & Cleethorpes.

For a free leaflet call Railfuture member Stuart Parker on 01522-534655 or see [www.penline.co.uk](http://www.penline.co.uk) (SWP)

## More Freight for Poacher Line

There are indications that Boston may be in line for a new freight flow, understood to be, possibly, road salt from Southampton. Precise details are not available. If the news is accurate, it would be a further fillip for the Poacher Line. (PBJ)

## Railway Film Shows

Rob Foxon's "Railways Remembered – BR 1950s/60s" film show will be screened at the Palace Theatre, Newark on Thursday, 8 October and at the Memorial Hall, Grimsby Road, Cleethorpes on Thursday, 12 November. A special Christmas programme will be shown at the Palace Theatre, Newark on 26 November. All shows commence at 19:30. (PBJ)

## Send a text to BTP

Launched in March 2013, the 61016 text number allows rail passengers and staff to report non-emergency incidents simply and discreetly.

Since its launch, the service has grown in popularity and now receives an average of 850 messages a month.

In total, more than 13,000 texts have been sent which have resulted in more than 5,000 British Transport Police (BTP) incidents. All texts go directly into the force control room and, while it is not for reporting emergencies, officers will be sent if required.

The most common type of incident reported to 61016 is anti-social behaviour, such as begging and minor public order offences.

Some more serious incidents have also been reported. In London, officers met a train and made an arrest when a woman spotted a man who had sexually assaulted her on a previous occasion. Another man was arrested when a man discreetly texted 61016 to report a homophobic assault on a train in Newport.

Chief Constable Paul Crowther said: "The success of 61016 is not just demonstrated by the thousands of texts we've received but also by those times when it has really made a difference to passengers" – "A train carriage can be a very uncomfortable place to be if there is crime or anti-social behaviour taking place and 61016 gives people a way to contact us quickly and discreetly.

"I would urge all rail passengers to save 61016 to their mobile phone – you never know when you might need it."

"We will text you back if we need more information and will always send you a text to let you know what happened as a result. Your mobile service provider may issue a small charge to text 61016, but the exact cost will depend on your network and tariff". (AG)

## @RailfutureLincs

*Alan Gouldthorpe describes Branch Twitter activity.*

Railfuture Lincolnshire branch joined Twitter on 19th December 2013. Since then, the branch Twitter account has sent in excess of 100 messages, a mixture of composed messages and forwarding of other peoples'/organisations' messages. We have 106 people/organisations following us and in turn the branch account follows 73 people/organisations. The Tweets (term used for a message) sent are a mixture from train operating companies service disruption, marketing and general news, from East Midland Trains, Northern, TransPennine Express and Virgin East Coast. Also news from the Department for Transport, local councils and relevant articles from the local news media. Also creating Tweets promoting Railfuture as an organisation people may wish to consider joining.

Although run by myself, I do not

consider the Twitter account my own and would be more than grateful for any help with finding information to post.

A general rule is 140 characters per message, as you build a message Twitter does countdown as a message is created warning you of the limit. If the story is from the web a link can be added to a message.

Below is an example of a message posted by Lincolnshire Branch promoting membership of Railfuture:

Railfuture Lincs @RailfutureLincs - 14 Mar All the information you need if you'd like to join

@Railfuture<http://www.railfuture.org.uk/Membership>

Another example this one a re-tweet of a message by Network Rail:

Railfuture Lincs re-tweeted

Network Rail@networkrail - 11 Mar

#EasterWorks Please check before you travel this Easter as we are carrying out major engineering works across the country. @nationalraileng

---

## Joint Line News

- The Joint Line upgrade is now complete except for a few tidying up jobs. Ruskington has now been fully re-signed almost to overkill as a result of it having split entrances; a total of some sixty signs of various information/directions. A second real-time electronic information screen is desperately awaited on platform 1 (Sleaford direction). Some trespass has been noted from platform 1 to the car park.

- During February/March a full mix of passenger and freight trains used the Joint Line all day on Saturdays and until 13:00 on Sundays. The true capacity of the line was evident when, at certain times, trains were observed passing Ruskington southwards at six minute intervals and similarly on Sundays

northbound at close intervals. Some night time freight has also been observed.

- Raising of the line speed is reflected in the new summer timetable. East Midlands Trains (EMT) Lincoln - Peterborough service show the same number of trains, but the journey time has been cut. Southwards on average 3 minutes are cut between each of the Lincoln - Sleaford, Sleaford - Spalding and Spalding - Peterborough sections. The cuts do vary, but a couple of southbound trains have had 9 minutes cut off their overall times. Northbound to Lincoln, the cuts are less marked. Lincoln to Doncaster EMT times remain unchanged. (PBJ)

## Music Trains

The Music Trains provide an unusual venue for a variety of live music acts and there is time for a stop at Batemans Brewery in Wainfleet where passengers are offered a warm welcome and refreshments at the Windmill Bar.

Normal scheduled service trains are used for the Music Train events between Sleaford and Wainfleet. A normal rail ticket is required for the journey (current train fares apply) and can be purchased as usual from stations/conductor on train. Passengers can take advantage of GroupSave ticket availability. There is no additional charge above the current train fare to join a Music Train event.

The Music Train departs Sleaford Station at 18:55; Heckington 19:02; Boston 19:21 for travel to Batemans Brewery. Revellers catch the return train from Wainfleet at 21:10 to arrive back in Boston at 21:35; Heckington 21:51 and Sleaford at 22:00.

On Thursday, 25 June revellers are to be entertained by "Identity Crisis" an-Electro-Acoustic Duo; Mark Hickman and Tango Ellerby playing a variety of songs from Paul Simon to The Waterboys, Crowded House to the Proclaimers and everything in between.

Please note that Batemans Brewery is a short walk from Wainfleet station along a footpath.

Music Train Events do not run over the summer but resume again in September. Next event dates for 2015 are:

Thursday 24 September

Thursday 29 October

Thursday 26 November

Thursday 17 December – Christmas Carols For further details contact Jayne Wingad Community Rail Officer

[www.lincolnshire.gov.uk/poacherline](http://www.lincolnshire.gov.uk/poacherline)

## Joint Line Special Trains

Monday, 9 March saw two ceremonies at Ruskington and Metheringham to officially open the new arrangements at both stations, where the then Secretary of State for Transport, Claire Perry viewed all the work. A host of invited dignitaries from local councils, Network Rail and East Midlands Trains (EMT) were conveyed by special trains to both stations where photographs and speeches took place. The guests then returned to Peterborough for a buffet lunch. (PBJ)

## Testing on ECML

Night-time testing of the new Hitachi Intercity Express Class 800 trains has been taking place on the East Coast Main Line (ECML) during May and June between Peterborough and Grantham. A special possession isolating the section of the ECML was imposed after the last timetabled service until around 04:00. The Hitachi train 800001 is moved from the Old Dalby test facility near Melton Mowbray to Tallington by a GB Railfreight Class 66 locomotive.



**Follow the Branch on Twitter**  
**@RailfutureLincs**

---

Rail Lincs 73 will be published in October. Please let the Editor have copy by 19 September.

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

Railfuture is the campaigning name for the Railway Development Society.

The Railway Development Society Limited is a (not for profit) Company Limited by Guarantee. Registered in England & Wales No. 5011634. Registered Office: 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND

---

**[www.railfuture.org.uk](http://www.railfuture.org.uk)**

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