

## ***From the Chairman***

The beginning of the year is traditionally the time to look ahead. This year my railway crystal ball is distinctly cloudy with so many imponderables my predictions must be treated with a great deal of scepticism. I have already revised this missive once since it was first written and wouldn't be surprised if, by the time you are reading this, more news has overtaken my predictions.

The Northern semi-fast Lincoln – Sheffield – Leeds service was due to start in 2018 along with the all stations Gainsborough Central to Sheffield service. Latest information (which could be over optimistic) is that the all stations service is in the draft May 2019 timetable so the Lincoln to Sheffield service becomes a semi-fast with something around 14 minutes quicker journey time.

We were expecting LNER to have most of their Azuma fleet in service by the end of 2019 and there were hopes that the two hourly Lincoln to Kings Cross service could be operating from this May. There are delays with the acceptance into service of the Azuma's and LNER have already said a May start is no longer possible, but it does seem that there is confidence that the service will start in December.

Department for Transport (DfT) are currently considering the bids for the East Midlands franchise. We know the minimum service demanded by DfT, but will have to wait for the franchise award to find out what extras the winning bidder has offered. Recent new franchises have come with lots of new rolling stock but

**BRANCH AGM**  
**Saturday, 9 March**  
**St. Swithin's Community Centre**  
**Baggholme Road, Lincoln**  
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that was when the bidders were confident that the economy was booming and they were going to make some good profits. Since then they have found out that the franchises were not the gold mines they expected them to be and are facing losses on almost every one. In those circumstances, I fear the East Midlands franchise bidders could well have been much more cautious this time around. The winner is due to be announced in March or April.

With this in mind, we hope to be able to organise an event for members in the autumn where we can hear from the winning EM franchise bidder and find out what plans they have for the franchise.

The Williams Rail Review will continue and I'm sure the branch officers will be adding some more contributions to the Railfuture response. We also intend to continue to be out and about again at events promoting Railfuture and trying to attract new members.

I'm sure station facilities will again be on our radar. We still don't have adequate platform shelters at Hykeham; we hope to see some progress with the new lift at Spalding; the Access for All bid for the lift

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at Retford might produce results; facilities at Gainsborough Central are primitive at best and I will be surprised if enough shelters are provided initially on the new platforms at Gainsborough Lea Road.

I do hope as many members as possible are able to attend our branch AGM on 9 March and look forward to meeting you there. If there is anything else you would like the branch to do, please let the committee know.

*David Harby, Branch Chairman*

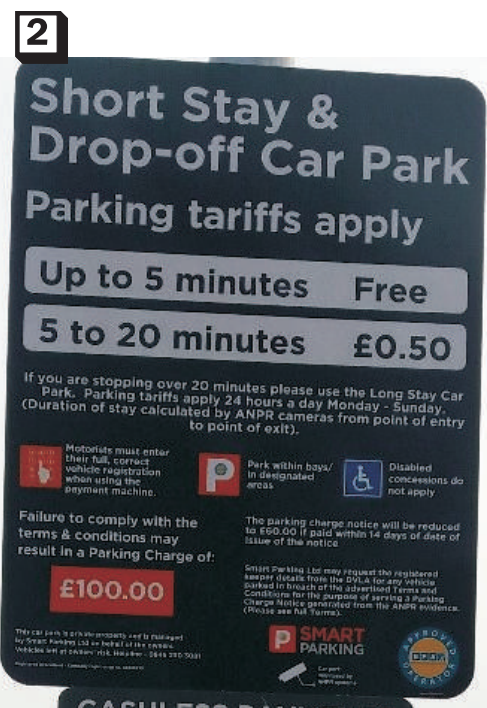
## Lincoln Station Car Park *how to confuse the passenger in one easy step*

After Lincoln station forecourt was redesigned, it was inevitable that the parking arrangements would be changed. The previous system had been abused regularly by shoppers parking at the station and wandering off into Lincoln to do their shopping for an hour or more.

What we did not expect was a system with signs that did not even allow passengers to be dropped off without charge. (see *Picture 1 from the car park entrance*). In reality there was actually 10 minutes free parking as the Automatic Number Plate Recognition (ANPR) has to give drivers time to read the Terms and Conditions and leave without being charged.

Railfuture and TravelWatch East Midlands both told East Midlands Trains (EMT) that it was not acceptable for drivers to be given the impression that they could not even enter the car park to drop someone off without being charged. This was accepted by EMT and they have now come up with a revised version where there is 5 minutes of free parking (see *Picture 2*) although, just to confuse everyone, the Terms and Conditions still state: "If you are unable to accept both sets of terms, we are unable to offer you

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our car parking facilities, and require you to remove your vehicle from the car park. . . . . within 10 minutes of entry”.

We still do not consider this satisfactory, as if drivers are relying on the entrance notice they only have 5 minutes to drop off and leave. Fine if the passenger is fit and active but not long enough to get an elderly and infirm couple from the car, unload suitcases from the boot and see them safely into the station. We have suggested to EMT that it would be much simpler to just have 20 minutes free parking for drop off.

(DH)

## Improvements at Spalding

On 4 February, East Midlands Trains (EMT) announced plans to improve Spalding station. Initially the Grade II listed three storey station building will be completely restored over a period of six weeks. In September 2019, work will then commence on a £2.5million investment to improve accessibility including lifts to provide step free access to platform 2, with completion set to complete in March 2020. (source EMT)

## Update on Platform Zero

by Ann Hindley

Since publication of the last *Rail Lincs*, I have had the opportunity to talk to members of the Yorkshire Railfuture branch about the issues of the new timetabling and Platform Zero at Doncaster. As a result, I was invited to their October meeting in Sheffield, which was being addressed by Alex Forrest who is responsible for transportation in Sheffield City Region – Doncaster falls into Sheffield City Region. I raised the issues being faced by travellers on the Scunthorpe to Doncaster line, particularly in relation to Platform Zero, and was gratified to find that Alex Forrest had himself had experience of it. A follow up to this event included a meeting of Yorkshire Branch members with Alex and a representative of South Yorkshire Passenger Transport Executive, to which I was invited. The purpose of the meeting was to discuss local rail issues. (Coincidentally, I stumbled across our own Chris Brown on Doncaster station on the way there, doing his own research on Platform Zero).

The issues were taken seriously and the following actions were discussed:

\* looking at the connection times at

‘passengers with reduced mobility’

- \* exploring the diversion of trains from and to Scunthorpe to main line platforms after peak hours to avoid waiting on a solitary platform after dark
- \* looking at the possibility of diverting the service through Adwick to prevent crossing the main line.

There was also a clear commitment to developing a Sunday stopping service on the line.

- Other potential developments include:
- \* an extension of the Scunthorpe to Doncaster service at each end of the day,
  - \* increasing the TransPennine Express service between Cleethorpes and Manchester Airport to two per hour,
  - \* a better provision on that service on Sundays,
  - \* additional hourly stops at Habrough.

All good, but then on the return journey, the TPE from Sheffield to Doncaster is running late, cutting the 7 minute connection time to 3 minutes, causing a number of us to sprint from Platform 8 to Platform Zero. As a neighbour and former railway worker said, who was on the same train – “It’s a wonder no-one’s had a heart attack yet”.

## Manchester Bottleneck

The latest newsletter from the Peterborough-Ely-Norwich Rail Users Group expresses concern at the emergence of major causes of delay on the line. The Liverpool Lime Street – Norwich service can be delayed when priority is given to London bound passenger trains from Grantham or to Felixstowe freight trains at Peterborough. Last May a new timetable was introduced for TransPennine Express (TPE) service which cannot be reliably resourced until new trains are in service, hopefully sometime in 2019. Meanwhile up to 27% of TPE services which should go to Manchester Airport are being turned round in the platform at Oxford Road or Piccadilly stations, sometimes leaving trains from Liverpool in a queue waiting to get into the city, resulting in being ten minutes or so late out of Stockport with the risk of being stuck behind a succession of all-stations services right through to Norwich. The state of the track east of Peterborough is causing severe speed restrictions, reducing turn round times at Norwich.

The government has commissioned Keith Williams to chair a review into the structure of the passenger railway. The User Group is aware that people want to keep the hourly through trains from Liverpool, Manchester and Sheffield to Peterborough and Norwich through Grantham and Nottingham. These services should form part of a strong cross-country operation.

A petition is being made to parliament concerning the indefinite postponement of the construction of additional through lines and platforms at Manchester Piccadilly station, planned in 2009 as part of the Northern Hub Project, which would alleviate the issues mentioned above. See *page 10*

## Friends of the Barton Line

- For several months the Barton Line has been subjected to an abysmal service. Amongst the regular occurrences caused by trains failures and staff shortages, 21 November the 21:04 Cleethorpes – Barton service was terminated at Ulceby due to an incident at Goxhill when, there was apparently a Police chase over an occupation crossing.

- TransPennine Express has fitted its trains with Selective Door Operation equipment which in due course, via line-side sensors, enable train crews to open automatically only those doors which led on to platforms. This would enable more long trains to serve passengers at short stations and would obviate the need to extend many platforms which would be otherwise too short.

- Friday, 12 April a two-part lecture on the Barton Line to mark the 50th anniversary of Barton Civic Society and 21st anniversary of FoBL. The first part by celebrated presenter Stephen Gay (a founder FoBL member) to cover a ramble along the Kirton to Cleethorpes line and the second part by Anthony Berridge to be an overview of FoBL's role in promoting and developing the service. Commences 7.00 for 7.30pm. (AASB)

## Gainsborough Lea Road

Both platforms are going to be replaced with new platforms constructed to the south of the current platforms. We are advised that a contract has been let for the replacement of Platform 2 (towards Sheffield). Clearance work has already started and the new platform is due to be in place this spring. The contract for the new platform 1 (towards Lincoln) is scheduled for letting at the start of CP6 (April 2019) with this work also expected to be finished during this year. (DH)

# **railfuture** Lincolnshire Branch ANNUAL GENERAL MEETING

Saturday, 9th March at St. Swithin's Community Centre  
Baggholme Road, Lincoln commencing at 12:30

*Timetable:*

- 12:30 Assemble – Complimentary coffee or tea available  
12:45 AGM (Agenda below)  
13:45 Break – Complimentary coffee or tea available  
14:00 **Speaker:**  
**Barry Coward, Secretary North Nottinghamshire & Lincolnshire Community Rail Partnership:**  
**“Development Plan”**  
15:30 Meeting Closes

## **BRANCH ANNUAL GENERAL MEETING**

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 9 March 2019 at St. Swithin's Community Centre, Baggholme Road, Lincoln LN2 5AX.

### AGM AGENDA

1. Apologies
2. Minutes of 2018 meeting
3. Matters arising
4. Chairman's Report by David Harby
5. Hon. Secretary's Report by Dr Don Peacock
6. Financial Report – Branch Income & Expenditure Account (see page 8)
7. Election of Officers:
  - a) Chairman
  - b) Vice Chairman
  - c) Hon Secretary
  - d) Hon Treasurer
  - e) other committee members
8. Any other urgent business (notice of items appreciated by Hon Secretary before meeting commences or telephone 01652 688549)

Yours sincerely, Don Peacock, Hon Secretary

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

*No members contacted the Hon Secretary to stand for the posts of Chairman, Vice-Chairman, Treasurer and Secretary and therefore there will be no candidates' statements published and no voting carried out at the AGM. Branch full members can volunteer to join the committee at the AGM.*

*Dr Don Peacock, Hon Secretary*

## **Getting to the AGM**

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

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

## Chairman's Report to be presented at the 2019 AGM

Welcome to my annual chairman's report. I will report on branch activities during 2018 and comment on the national railway scene during the past year. My thoughts on what we can expect in 2019 are outlined in my article on page 1.

Looking back on 2018 it has been a year when the rail industry has managed to turn a year of opportunity into a year of disasters. Then to make matters worse the politicians get involved and blame everyone but themselves for the mess. As we all know a politician is never wrong even when it is them that set the policy and environment that the rail industry have to work within. Surely they must take some of the blame.

So where should I start? The failed Virgin/Stagecoach franchise for the ECML which is now being operated by LNER on behalf of DfT? Here it is clear that Virgin bid too much for the franchise amid very strong suspicions that the bidders were encouraged to make 'ambitious' bids which turned to be unrealistic.

The announcements that the introduction of the new Azuma service on the ECML will be late due to problems with the new trains? Who specified these new trains? Oh I remember – DfT!

The failed introduction of the new Thameslink service in May? This is nowhere near Lincolnshire but we are affected by the fallout in that so many Network Rail timetable resources are having to be devoted to rewriting timetables there are no timetable experts available to make any changes, however minor, to our local timetables. Now who was responsible for letting a franchise with an unworkable timetable? It couldn't be DfT could it? It was certainly DfT who ordered and specified a fleet of new trains with seats that have best been described as bent ironing boards.

The new timetable in May across the whole of Northern England, but especially the North West? It was clear months in advance that due to Network Rail delays in completing electrification of the Bolton corridor, introduction of the new timetable was going to be a big risk but it was still proceeded with. The result, as we all know, was a totally unreliable service with cancellations galore. A service that has improved somewhat but is still unsatisfactory.

Then with the service collapsing around them passengers on Northern services have suffered months of strikes. Strikes which are hitting passengers who have no control whatsoever over the issues the RMT are striking about. It was DfT that specified Driver Controlled Operation, not the passengers.

Mention of the strikes brings me to more local matters, where potential passengers from Gainsborough Central, Kirton Lindsay, and Brigg have not seen a train since last August.

At branch committee meetings, a lot of discussion has centred around passengers' issues where Ann Hindley and Don Peacock have represented the branch at national meetings. We have also continued to look at membership promotion and attended three events with promotion material.

Chris Brown and myself have represented the branch on the TravelWatch East Midlands Steering Group where we are able to look at Lincolnshire issues in a wider East Midlands context. Ann Hindley has attended some Yorkshire branch events where there is a mutual interest with Lincolnshire.

We had numerous meetings with bidders for the East Midlands franchise, contributed to a revised strategy for the Lincoln to Nottingham route, lobbied for station improvements at Hykeham and Spalding and a lift at Retford low level.

I would personally like to thank all committee members for their contributions during the year and again make no apologies for mentioning that none of us are getting any younger. There have been some newer members who have expressed an interest in joining the branch committee and I do hope we see some new (and younger) blood on the committee next year.

As a conclusion, I end with the New Year message to branches from our National Chairman, Chris Page. This sums up progress Railfuture has made during the past year and branch contribution to that progress.

*"Thank you for your effort in building relationships with stakeholders and continuing to support rail as a sustainable form of transport. We have won praise and recognition from ORR for our well-informed articles on the timetable meltdown, from RDG for our feedback on fares and ticketing, and from TOCs where our good relationships have brought positive benefits for passengers, whilst our comments on climate change and the Rail Review, position us as well-informed campaigners for a financially and environmentally sustainable railway."*

David Harby, Branch Chairman

## Hon Secretary's report to be presented at the 2019 AGM

Another busy year as you will see from the Chairman's Report. The committee members have put in a lot of effort on various projects for which I thank them.

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

The committee has also devoted a lot of time to work relating to Transport for the North. Greater Lincolnshire (North Lincolnshire, North East Lincolnshire and the shire county of Lincolnshire) is effectively marginalised by both the Northern Powerhouse which deals with Yorkshire and the Humber but at best sees Humber as being Hull and totally ignoring what used to be South Humberside (North/North East Lincolnshire), and Midlands Engine does not consider Lincolnshire as really in its domain. We spend a lot of time pointing out the error of their ways in any consultation document. It would help if the membership monitored the online output of Northern Powerhouse and Midlands Connect and respond to point out that we are here and want to be considered and, if possible, told me what they had done. It seems that on their maps the region east of the ECML is a blank space with "Here be dragons" on it. There is no consolation in knowing that Cumbria and England north of York/Newcastle feel similarly marginalised.

I will conclude by saying next year is not expected to be less busy and that if members can help share the work load by joining the committee, they will be very welcome. I acknowledge that "Greater Lincolnshire" is a large area and not very well provided for in public transport (bus and rail) or roads and so travel can be difficult. However the committee does provide for committee members to be corresponding members providing reports and drawing attention to issues in their areas to the Committee.

I regret to report that George Bishop died during the last weekend in January. He was the chairman of SELTA (South East Lincolnshire Transport Association) a group with which our Branch had close contacts. The group has the same membership problems as we do. If any of our members would like to assist SELTA, I would be happy to put them in touch with SELTA.

*Dr Don Peacock, Hon Secretary*

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## Changing Trains at Doncaster

Doncaster is out of the Lincolnshire branch area, but it is where some of our local services terminate and where members often change trains, so we do take an interest in what is happening there. Changing trains at Doncaster has become a frequent source of comment to us, especially since the May 2018 timetable change, and committee member Ann Hindley, in conjunction with Yorkshire branch, is attempting to get some resolution to the difficulties.

An example of the difficulties faced by passengers is someone coming from Manchester and travelling to one of the

local stations between Doncaster and Scunthorpe. The passenger will typically be coming from Manchester on the Manchester Airport to Cleethorpes service and connecting into the all stations Doncaster to Scunthorpe train. Time allowed for this connection is 8 minutes which sounds adequate until we consider what the passenger has to do to make the connection.

Trains from Manchester arrive at platform 8 and trains to Scunthorpe usually depart from platform 0. This involves descending to the subway from

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**Railfuture Lincolnshire Branch  
Income & Expenditure Account  
for the year ended 31 December 2018**

	2018	2017
<b>Opening balance</b>	429.85	465.93
<b>Income</b>		
Profit from sale of Britain's Growing Railway	0.00	12.00
Funding from national funds	740.00	675.00
New members	15.00	0.00
Donations	31.00	71.50
Bank interest	0.00	0.12
<b>Total income</b>	<u>786.00</u>	<u>758.62</u>
<b>Expenditure</b>		
Branch campaigns	398.00	549.70
Branch AGM	84.00	0.00
Branch admin	112.00	0.00
Branch newsletter	317.04	245.00
<b>Total expenditure</b>	<u>911.04</u>	<u>794.70</u>
<b>Closing balance</b>	<u>304.81</u>	<u>429.85</u>

Prepared by David Harby  
Acting National Finance Officer  
2 January 2019

## **BRANCH COMMITTEE MEETINGS**

The Branch committee will meet on the following dates during 2019:

18 May  
and 14 September  
at Swithin's Community  
Centre, Baggholm Road,  
Lincoln LN2 5AX,  
commencing at 10:45.  
All Branch members are  
welcome to attend and  
participate in committee  
meetings. The only restriction  
being that voting on  
appropriate issues is limited to  
elected members of the  
committee.

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platform 8 by stairs or lift; walking along the subway under the through lines and then ascending by lift or stairs to platform 3; walking to near the north end of this platform, then up the lift or stairs; along a corridor; down the lift or stairs and finally arrive at the south end of platform 0. Possible within 8 minutes if you are fit and healthy, but problematic bordering on impossible, if you are aged or infirm, especially if carrying luggage.

To make matters worse, ever since the May 2018 timetable change the trains from Manchester are frequently running late. Looking at the train running information on a random day last week there was one instance when the local service departed just 4 minutes after arrival of the ex Manchester train. A connection which a fit and healthy person would barely have made if they had run all the way and that is assuming they knew which platform they were heading for and

didn't need to stop and look at the departure screen. Anyone else would have faced an hour wait for the next local train.

There are some solutions to this dilemma which we are suggesting. The most obvious is to delay the departure of the Scunthorpe train by a few minutes when the incoming Manchester service is late. Simple to suggest but difficult to implement in a climate when train operators are under a lot of pressure to run trains on time. We will be suggesting a timetable change so departures are put back by a few minutes. Another alternative is to route the Scunthorpe train into platform 7 so there is a cross platform connection though this would increase overall journey time and incoming passengers from the ex Scunthorpe train would have further to walk.

*(DH)*



# ANNUAL PASSENGER JOURNEYS FROM OFFICE OF RAIL REGULATOR DATA

Station	2015-16	2016-17	2017-18
Althorpe	11,894	10,702	9818
Ancaster	7,356	7,162	6,572
Barnetby	64,576	63,100	71,268
Barrow Haven	1,604	1,526	1,432
Barton-On-Humber	37,486	39,784	39,488
Bleasby	5,938	6,808	8,014
Boston	207,368	211,824	217,872
Brigg	1,172	1,710	1,688
Burton Joyce	8,228	11,542	16,270
Carlton	36,344	46,578	54,316
Cleethorpes	259,844	288,094	285,412
Collingham	80,726	102,974	114,322
Crowle	28,350	29,164	28,354
Fiskerton	20,302	26,760	32,822
Doncaster	3,751,802	3,825,644	3,857,370
Gainsborough Central	1,352	996	970
Gainsborough Lea Road	153,286	156,776	159,670
Goxhill	13,178	13,334	14,362
Grantham	1,308,536	1,369,610	1,364,650
Great Coates	9,390	10,354	11,144
Grimsby Docks	4,060	4,574	4,502
Grimsby Town	422,136	438,050	454,166
Habrough	30,098	33,724	33,412
Havenhouse	162	106	172
Healing	10,626	9,822	8,820
Heckington	70,940	64,624	66,576
Hubberts Bridge	520	1,182	1,412
Hykeham	71,056	107,614	143,482
Kirton Lindsey	200	358	290
Lincoln	1,753,856	1,816,018	1,864,830
Lowdham	49,272	57,236	67,308
Market Rasen	62,908	66,398	64,264
Metheringham	106,248	99,704	99,490
New Clee	458	1,286	1,236
New Holland	14,708	14,996	14,254
Newark Castle	572,285	752,394	767,494
Newark Northgate	1,048,193	900,824	918,902
Nottingham	7,200,432	7,468,864	7,858,974
Peterborough	4,697,874	4,774,744	4,909,286
Rauceby	5,584	10,948	9,714
Retford	484,908	506,900	507,008
Rolleston	4,340	5,532	6,418
Ruskington	87,328	91,016	89,726
Saxilby	61,920	64,358	67,130
Scunthorpe	408,506	415,526	417,530
Skegness	354,070	349,008	357,428
Sleaford	321,288	316,570	309,326
Spalding	185,396	189,864	188,596
Stallingborough	10,588	10,602	10,112
Stamford	355,880	355,532	375,616
Swinderby	11,034	14,462	17,616

Station	2015-16	2016-17	2017-18
Swineshead	3,800	3,686	3,406
Thornion Abbey	1,342	1,040	1,042
Thorpe Culvert	286	210	148
Thurgarton	1,506	2,470	2,156
Ucelby	6,808	6,598	7,872
Wainfleet	53,838	46,326	47,216
Worksop	464,826	490,276	459,200

**Notes:**

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

There has been a steady increase in passengers from most stations but there are notable exceptions.

The 2 trains per hour Monday to Friday Newark Castle to Nottingham service, along with a better service from Hykeham, Collingham and Swinderby, started in May 2015 with an improved Saturday service in May 2016. The large and continuing increase at Castle Line stations shows what can be done if a good service is available.

Hykeham is a big success story. Our observations and discussions with passengers tell us that it is being used as a park and ride station from north of Lincoln in preference to Lincoln. That is in addition to substantial local growth from the nearby new housing developments.

In 2016/17 Rauceby gained an additional stop which enabled school travel to Sleaford and this can be seen in the figures. This has fell back slightly in 2017/18 but still well above the 2015/16 figures.

With the introduction of hourly trains throughout the day from 2021, we can expect increases at Market Rasen and Joint Line stations similar to those we have seen recently on the Castle Line.

## Manchester Bottleneck – Petition

We would like to bring to your attention to a petition being made to Parliament concerning the indefinite postponement of new through lines and platforms at Manchester Piccadilly station. Basic details are below, with a link to the petition.

In 2009, as part of the Northern Hub project, the Manchester Piccadilly - Manchester Oxford Road Rail Corridor was set to be quadrupled, with two new platforms (15/16) built at Manchester Piccadilly, yet this project has now been “postponed” indefinitely.

In 2018, the number of trains through the existing corridor (through platforms 13/14) was increased, despite the lack of available capacity, causing constant disruption. Despite this, Transport Secretary Chris Grayling has “postponed” the project indefinitely. The rail passengers of Manchester and the North deserve better. These new platforms are urgently needed, as the current situation is unacceptable.

<https://petition.parliament.uk/petitions/232155?fbclid=IwAR1nghhHv3CtqiAJXYGi5DZbEISauIRX9ApNQD4WnjQjLrY1uqP7pFbr2eA>

The ‘postponement’ of this project could seriously hamper the future development of rail services across much of the North of England, hence we are seeking to raise awareness of this petition. For Lincolnshire branch both the TPE Cleethorpes - Manchester Airport and EMT Liverpool - Norwich services are regularly being delayed due to problems with this corridor.

# RAILFUTURE LINCOLNSHIRE BRANCH COMMITTEE 2018 – 2019:



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## A Visitor to Skegness

A six-car ex Grand Central High Speed Train (HST), now part of East Midlands Trains' (EMT) fleet leased from Angel Trains, visited Skegness on 29 January. It is understood this was a test/trial train that stopped at all stations except Radcliffe on Trent (it did include Havenhouse!) These particular trains are fitted with selective door opening to enable them to call at stations with short platforms.

It is believed (EMT) are looking at the possibility of using a set on normal services during the summer timetable. This would certainly be a big plus, but we wait and see. It is assumed the HST would still run as well on peak Saturdays.

(source: SELTA)

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**Reminder:**  
***Contributions of material  
for Rail Lincs  
are always welcome***

## Securing a future for EMT Class 156s

All the East Midlands Trains fleet of Class 156 units are having these Universal Access Toilets fitted to enable them to continue in use after December 2019. Some seating has been removed to accommodate the large modules.

(DH)



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## Lincolnshire Branch on social media & the web

In the last issue of *Rail Lincs* I asked for volunteers to help with our branch website page, Twitter and Facebook. I am pleased to report that a volunteer has come forward. We are currently setting up all the passwords and permissions needed and hope to have more news at the AGM.

(DH)



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

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

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*Refer to page 11 for contact details of branch officers mentioned in Rail Lincs.*