

Railways Remembered Film Shows

The popular Railways Remembered film shows by Rob Foxon are being presented at Cleethorpes and Newark during the autumn.

On 15 November "Flying Scotsman and the East Coast Main Line" is the title of the presentation at the Memorial Hall, Grimsby Road, Cleethorpes. Tel: 0116 2890531 for details and ticket prices.

On 22 November the title of the presentation at the Palace Theatre, Newark is "Bygone Britain – Inland Waterways of Britain" (including Newark and the River Trent). The Newark Palace Theatre Christmas Show on 6 December features "Newark Railways Remembered". Admission £7.50 (Concessions £7.00)

All three film shows commence at 7.30pm.

Music Trains

The first of this season's Poacher Line Music Trains from Sleaford to Wainfleet, for Batemans Brewery, was on Thursday, 27 September.

On 25 October, entertainment was by Keller Kapella a Bavarian band formed by musicians of the Sleaford Concert Band.

Thursday, 29 November, the Hairy Mikers acoustic duo play pop covers with a twist and modern folk songs.

The festive season starts on 20 December with an evening of music and carol singing with a small group of musicians from the Sleaford Concert Band.

Normal scheduled service trains are used for the Music Trains events. A normal rail ticket is required for the journey and can be purchased as usual from stations/conductors on train.

Passengers can take advantage of Group Saver tickets availability that offers the opportunity for three or four people to travel at the price for two adults. There is no additional charge above the current train fare to join the Music Train.

Music Trains depart Sleaford 18:55, Heckington 19:02 and Boston 19:21.

For Poacher Line information visit www.poacherline.org.uk

and finally. . .

During the summer, the national press picked up on the local controversy surrounding a new statue of the Jolly Fisherman as part of the £750,000 refurbishment of Skegness station. The statue, commissioned by Lincolnshire County Council, has come up against health and safety regulations and cannot depict the traditional image of the Jolly Fisherman running across the beach, arms outstretched and smoking a pipe. The outstretched arms are deemed to be dangerous if someone clambered over the statue and fell, leading to the authority being sued. The pipe has been removed as it encourages smoking. Instead, the design depicting a stationary fisherman holding a beachball and stroking a seal pup is described as looking more like a garden gnome than the iconic figure from the Great Northern Railway's poster.

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Rail Lincs

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

Letter from the Chairman

I regret that I have to start on a sad note by telling members of the death of branch committee member Reg Poole. Reg was a career railwayman with a wide experience in responsible posts mainly in the South East. After moving to Lincolnshire he served the community as a Town and District councillor. His wise advice based on his wide experience will be greatly missed.

My notes this time are again dominated by news from Department for Transport (DfT). I thought privatisation was supposed to free industry from the restrictions of government interference, but there is now more direct control from DfT than there has ever been since British Railways were formed in 1948!

I am writing this on the day that we heard the good news that the annual rise in regulated fares is to be capped at an average of RPI + 1% for 2013 and 2014. This means that the rise next January will be 4.2% instead of the planned 6.2%. DfT have also said that they are planning to continue to cap fares at RPI + 1% from 2015. As our media spokesman, Bruce Williamson, has said in a press release "we are delighted that the Government has seen sense".

The funding settlement for Control Period 5 is better than expected with plenty of electrification and upgrades. No specific enhancements for our branch area, but new electric units should mean the cascade of some diesel units to our local services.

Finally from DfT we have the latest fiasco over the WCML franchise. It seems

that the bean counters at DfT cannot now even count the beans accurately. It makes one wonder how many previous franchise awards have been made on miscalculation. The freezing of the franchising process is going to delay the ECML franchise. One hopes this is not delayed for long.

Locally, you will see elsewhere in this issue that our AGM next year on 16 March will be in Cleethorpes. This is in conjunction with the celebrations for 150 years since the railway came to Cleethorpes. We are planning a mini conference with four speakers. The branch committee appreciates that not everyone can get to Cleethorpes all that early in the day, so we intend to also organise an afternoon meeting, with a speaker, in Lincoln in the autumn.

Talking about the AGM for 2013, branches will be able to bid for extra money from national funds to expand their activities. All money that we have has been raised from members and they expect it to be spent wisely. To get this extra, branches therefore have to show that they are able to do this.

Our committee would like to do more but we are constrained by a lack of volunteers. Unlike some branches where their officers are mainly retired, all four Lincolnshire officers are still in work with three running their own businesses which can be very time consuming. Therefore, if you have some time to spare please consider joining the branch committee.

David Harby

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

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SELTA Representative Position vacant

small shops selling books and DVDs, including those on railways, there is a chain of shops called Lovejoys, the main one being at the junction of Charing Cross Road with Shaftsbury Avenue which is run by an American who seems to be in permanent John Wayne mode. The DVDs are graded into subjects and eras making items easy to find.

There are other branches of these shops such as one near Victoria Station. Charing Cross Road area still has a wide range of second hand bookshops perhaps because, in the main, books have greater durability. However, there are some new projects such as quality art books which have been put on hold. Some new bookshops have gone, notably Ottakers which has been swallowed by Waterstones, which I think also took over Dillons under the EMI umbrella although I understand that it is now owned by a Russian billionaire.

From the middle of July I had outings to three different locations. On 24th July I visited York. Normally I would travel on the 9:15 Lincoln to Doncaster service. However the train failed at Sleaford so passengers were advised to join the 9:11 Lincoln to Newark Northgate train which arrives there at 9:35 and connects with the 9:45 Newcastle service arriving in York at 10:32. My first inspection was of the W H Smith railway bookstall which does not seem to contain the quality of items on railways that it once did. One way record shops survive is by combining with live music items like sheet music and instruments. So Banks of York at Lendal, although its range of CDs is diminished, is still a going concern, although a very good second hand CD shop in Mickelgate has disappeared as has its companion bookshop at Blake Head Books. There are some very good second hand or antiquarian bookshops such as Ken Spelman in Mickelgate who have railway

books, with Oxfam Books further down. Oxfam bookshops nowadays are a good place to pick up unlikely bargains because people sometimes unload items such as LPs, CDs, DVDs, books and magazines. Those in the know usually snap them up quick. Our Lincoln shop has regular displays of items such as railway books. Another venue is libraries where there are book sales at give away prices.

York is probably the best place for bookshops in the north of England. Antiquarian bookshops in York seem to work as a team and some time ago I obtained an attractive leaflet showing 15 antiquarian bookshops, their specialisms, and their locations. Some have amalgamated such as Philip Martin Music Books which has now moved to Walmgate in with Stonetrough Books. Jack Duncan Books in Fossgate, where it had its original location, still trades across the road from Barbican Bookshop which has a good selection of railway books. The other bookshop of particular interest is the Minster Gates Bookshop at 8 Minster Gates where there are three floors of books and which again has a good selection of railway books.

On this occasion I did not have time to visit what is our greatest railway museum where I understand Flying Scotsman is undergoing extensive renovation. My return journey from York was on the 16:29 East Coast service which arrives at Newark Northgate at 17:19 connecting with the 17:28 arriving Lincoln at 18:00. I did not keep details of the train times but as I recollect it there were no delays and the trains may have been early. On a previous occasion the York train was delayed and I was annoyed to just miss the connection to Lincoln. The East Coast timetable booklet tends to be confusing as connections to/from Lincoln are orientated towards Kings Cross.

to be continued

has actually asked English Heritage. A case in point, at least as it appears to me, is the foot bridge at Lincoln station. This was renovated a few years ago, and even lifts added, but the opportunity was not taken to widen it, despite it having been and remaining inconveniently narrow for the number of people using it. I recall a railway manager at the time (at a Railfuture Lincs AGM) being asked about it, and he gave the "it's listed" answer. I don't know the details, but I do wonder how much effort was made to discuss the problem with English Heritage and the planning authority who, between them, could have given permission for an alteration. I suspect it is a case of being easier not to bother. The lifts were, of course, a requirement to meet disability needs, and so they had to bother over them. I might be wrong on the facts in that case, but the fact is listing was used as an excuse for inaction.

In summary, please remember two things, firstly that the fact a building or structure is listed can be our friend. It can stop foolish railway managers doing silly things. Secondly, when it appears to be the other way round, and listing is stopping something sensible being done, always ask is it true? Is listing really the obstacle or is it being used as an excuse? Make sure the planning authorities have been approached, and English Heritage consulted, and ways of meeting their concerns explored. (CP)

Ruskington Safety Concern

Ruskington Parish Council, the Station Adopter (Paul Jowett) and Network Rail all have concerns about passengers crossing the tracks at Ruskington Station when the freight trains start running.

Passengers at this busy rural station have to use the foot crossing to access platform 1 (Sleaford direction). There is a safety issue when 75mph freight trains will be approaching the station from the South round a curve. Network Rail has identified the hazard and a footbridge option is seriously being considered. (PBJ)

Pay to Park at Ruskington

The Ruskington station car park controversy continues to rumble on following charges being levied from last April. Lincolnshire County Council conducted a survey during September and October, devised by their Rail Officer. The roads in the vicinity of the station are very narrow and properties built at a time when garages were not needed. On-street parking has always been an issue, made worse by the local primary school entrance on Station Road. The wholesale desertion of car users from the previously free station car park has raised tempers as rail users park close to the station on already congested streets.

The car park can accommodate about 16 cars (some not in bays) plus 3 places for disabled. Paul Jowett, the Adopter, recognises about eight or nine regulars plus, obviously, occasional users. Now, only one or two occasional users park there. How the poorly constructed survey will quantify if all those who park on the street are rail users remains to be seen. Some may now choose to walk as the majority of users have always done, or some will be dropped off. Most Ruskington station users are local; there is not much 'railheading' done. It is a shame that charges were introduced; no doubt driven by the Department for Transport policy. With current usage, the cost of machines, signage, and management duties are certainly not being covered by the income. (PBJ)

Friends of the Barton Line

• The future of level crossings along the Barton Line is in question. They are continually being discussed and CCTV cameras monitoring traffic flows have been installed at all the manned locations for seven day periods. It is anticipated that changes to the infrastructure will take place in the not too distant future.

• There is concern regarding missing of connections between buses and trains at Barton Interchange, especially when these involve the last service of the day. Some authorities claim that the connection which was put in place in 1981, upon the opening of the Humber Bridge, when the bus link to Hull replaced the ferry, remain in force, whereas others insist that it was dissolved with deregulation of buses in 1985. As long as the bus link is shown in the railway timetable it can be reasonably be interpreted to be a reliable connection. If it were not to be shown then a major *raison d'être* for the train service would be lost. The Friends of the Barton Line will continue to urge that both the bus drivers and train conductors be more co-operative and that, as a concession of being a designated Community Rail Service, the trains are not penalised for late running until they reach the rest of the network at Ulceby Junction rather than at Oxmarsh.

• In response to the Government's proposed £9.46bn investment for Control Period 5 (2014-19), the Friends have suggested that as a priority it would be worth trialing an earlier start of the Sunday service, say to include the Easter holidays, when there is a renewed demand for shopping at Grimsby and seaside recreation at Cleethorpes. (AB)

Joint Line Closures

The Joint Line Upgrade programme is due to run until Spring 2014. East Midlands Trains' Peterborough - Lincoln services will be affected when the line is closed from 2 to 11 March 2013 between Sleaford West and Sleaford South; from 28 March to 15 April 2013 between Sleaford South Junction and Washingborough Tunnel. From 20 July to 5 August 2013 East Midlands Trains' Lincoln - Doncaster services and Northern Rail Trains' Lincoln - Gainsborough - Sheffield services will be affected by closure of the line between Lincoln and Doncaster. (PBJ)

SIGNAL BOX CLOSURES

As part of the £285 million Joint Line Upgrade, there will be a complete modernisation of signalling with modular colour light signals and Track Circuit Block working, resulting in the closure of 13 signal boxes in the area. The work is to be carried out in phases: Phase 1 (June 2013) Saxilby and Sykes Lane boxes abolished; Phase 2 (July 2013) Gainsborough Lea Road and Stow Park abolished; Phase 3 (September 2013) Blankney, Scopwick signal boxes and Rowston gate box abolished; Phase 4 (December 2013) Blotoft, Gosberton, Sleaford North, Sleaford South signal boxes and Brewery Lane, Cheal Road, Church Lane, Golden High Hedges and Water Grove gate boxes abolished; Phase 5 (March 2014) Littleworth, Mill Green, Spalding, St. James Deeping signal boxes and Blue Gowts, Burty Fen, Flax Mill and Park Road gate boxes abolished.

Sleaford West Junction and Sleaford East Junction signal boxes will be retained fringing to Lincoln Control Centre. So too will the existing Gainsborough Trent Junction signal box fringing with Retford Thrumpton box which will also take over the operations of West Burton signal box (around May 2013, Gainsborough Central and Beckingham. Lincoln Control Centre will house four work stations, but is not expected to take any more area as even this box is due to close when York expands.

(source: Today's Railways UK)

Arousing the browsing

Tom Rookes combines two hobbies

One of my hobbies is browsing around book and record shops. I often feel that these two industries, being at the luxury end of the market, are to some extent a barometer of a country's financial health. My recollection of the 1960s is that the record industry, like the rest of British industry, was in a parlous state. This was mainly due to free market competition, poor quality indigenous products, and competition from better quality imports. Germany and the Nordic countries have, I believe, to a large extent preserved their market stability by using licensing systems. EMIs last minute signing of The Beatles and Decca's later signing of The Rolling Stones helped to keep both of these companies solvent. The introduction of CDs in the 1980s with their guaranteed click free products gave the record industry a welcome shot in the arm but it seems it was too late to save Decca which went to Polygram in 1980. This was ironic as it was Decca which pioneered digital technology in the mid 1970s and which led to the CD. One offshoot of Decca was the Argo Transacord railway recordings produced by Peter Handford and which were listed in his book *Sounds of Railways*. With the demise of Decca these were taken up by an offshoot company called Academy Sound and Vision known as ASV for short which then went into production with a substantial catalogue of new classical recordings as well as reissues of popular out of copyright ones. However this was also taken over and put into administration in 2007 and its future seems unclear. I understand that the original Peter Handford tapes are in York Railway Museum.

At its peak there were three giant record stores in Oxford Street, London and one in Piccadilly. All have now closed

apart from the large HMV shop at Oxford Circus. Richard Branson, who, among various other industries, once ran his own classical record label, pulled the plug on his two stores evidently finding them unprofitable even when he had moved into books, DVDs and toys like other shops. Borders, which opened a large book, magazine, CD, and DVD shop at Oxford Circus, came and went as did a second HMV CD and DVD shop at Bond Street although they do now have a smaller shop in the Trocadero Centre at Piccadilly. Very few of the record shops which once thrived in London still exist although there are specialist areas like the Royal Opera House, Foyles bookshop, Dress Circle which specializes in musicals, and Harold Moores classical music shop. The big HMV shop has the best selection of all ranges including 1950s pop music on the USA Ace label and a large selection of books on popular culture. The beautiful catalogues produced by the major companies seem to have ceased after the year 2000.

Bookshops have survived better perhaps because books have not been so subject to technological innovation and often have artistic merit. Books seem to have a longer shelf life although it has become the norm nowadays for wholesalers in all trades to keep limited stocks so products rapidly become exhausted. I think it is unlikely that the Kindle will eat into the book trade other than as a space saver most notably in the fiction area, so the appeal is likely to be greatest to the commuter. The Ian Allan Bookshop in Lower Marsh still appears to thrive and now has many DVDs and prints. I bought myself an attractive biography of Sir Nigel Gresley. Apart from the Ian Allan shop, Motor Books in Cecil Street is a good alternative for railway books and DVDs. The big HMV shop is also very good for railway DVDs. For other

2013 Branch AGM and Conference

The Branch is looking forward to an extra special Annual General Meeting in 2013 when we take part in the 150th anniversary celebrations of the railway coming to Cleethorpes. The event is planned for Saturday, 16 March at Cleethorpes Town Hall Council Chamber. Our member, Mike Savage, is busy organising what is planned to be a mini conference. The Annual General Meeting business will be in the morning. Following lunch, the afternoon session will include a talk on the history of the railway in Cleethorpes and how important it was for the birth of Cleethorpes as a resort, followed by speakers from passenger and freight train operating companies serving the area, together with a representative from Network Rail.

In the February issue of *Rail Lincs*, we will have more details including possible sponsorship of the event. It is hoped that delegates will consider making the conference part of a weekend break and a list of nearby guest houses will be published.

Make a note in your diary now, for the conference:

“Rails around Cleethorpes Past and Future”.

Charter Trains

Three charter trains are due to visit Lincoln for the Christmas Market. On Friday, 7 December the city will host a charter operated by the Scottish Railway Preservation Society, starting from Linlithgow and featuring Deltic haulage.

Two trains arrive on Saturday 8 December: an HST charter by UK Railtours from St. Pancras International, Luton and Bedford, and an RTC charter from Kings Cross, Peterborough, Stevenage and Peterborough.

There was some disappointment for passengers on the 6 October Railtourer Charter from Skegness, Wainfleet, Boston, Heckington, Sleaford and Bottesford to Shrewsbury via the Welsh Border line, when the steam locomotive scheduled to haul the train between Crewe and Shrewsbury failed on its way from Carnforth to take over the train at Crewe. This was particularly disappointing for David Tyler, as this was the last excursion he was organising from Skegness before transferring bookings for Railtourer charters to West Coast Railways. David and his team of stewards

will continue to be involved with future West Coast Railways' charters.

Fortunately, there were no other problems during the charter; passengers enjoyed good weather and because the steam locomotive failed, a little extra time in Shrewsbury. It is understood that the Class 47 diesel hauling the empty stock to Skegness on the Friday suffered a mechanical problem which was rectified overnight. The return empty stock working from Skegness to Carnforth on the Sunday evening failed at Swineshead level crossing with the last four coaches blocking the crossing. Apparently, both locomotives (47 760 & 47 500) were on the front of the train (indicating that one already had problems) and neither could be restarted. The nearest available locomotive with vacuum brake equipment was not scheduled to arrive to rescue the train until midnight. It is reported that the train guard and a Network Rail worker had to redirect traffic at the level crossing. The failed train also caused delays to East Midlands Trains' services.

Skegness services overcome line closure

Owing to the collapse of a culvert near Allington West Junction, on the Grantham – Nottingham line, on Friday, 20 July and resulting in the closure of the line, an emergency timetable was issued for Saturday, 21 July.

On the Friday, an HST arrived in Skegness at 12:30 from Nottingham via Lincoln and returned at 13:00.

On Saturday the Skegness service worked very well. Alternate trains running from Skegness to Grantham only and then alternate to Nottingham via Lincoln (passing through the station on the centre lines) therefore, operating an hourly service from the resort as usual. The HST departed Nottingham at 09:55 arriving in Skegness at 12:18 with 660 passengers on board plus luggage etc. It left again for Nottingham well loaded and then returned from Nottingham at 15:50 arriving at Skegness at 18:14, acting as a service train: stopping at Thorpe Culvert, Wainfleet and Haven House (one coach on the platform). Surely history made! En-route, in the Lincoln area, children had thrown bricks/stones and shattered a window which was made good temporarily at Skegness by a fitter on board the train.

Throughout the day, units were detached and attached at Skegness depending on number of passengers. The 20:15 returned to Nottingham with a consist of seven units.

During the day, a total of approximately 2100 passengers arrived in Skegness and 1100 departed. (CS)

Progress on Joint Line Upgrade

Track renewals as part of the Joint Line upgrade have now reached the Ruskington area with regular night time and weekend occupations. As the work does not affect train services it is not advertised. When the work takes place near to properties, Network Rail do notify residents, sadly, the passage of infrastructure trains causes some residents to complain. A few newcomers are not happy that what they perceived to be a rural line seems to be becoming anything but. Ruskington Parish Council Officers and Clerk had a meeting with Network Rail early in September and the Clerk reported to Paul Jowett how pleased the Parish Council was with Network Rail officials. They were open, courteous and answered all questions fully. The Council's fears as to the future once the line is fully operational, along with problems when work takes place at the station and the rebuilding of the two bridges in the village were allayed.

For awhile the village will be cut in half during bridge works, so, if required, buses will be provided using a diversionary route to transport villagers around. The Parish Council are most impressed with Network Rail's efforts. Leaflets are being distributed with brief details of the upgrade and a Road Show for residents is to be held possibly in November. There are though, a small number of residents living besides the railway who are quite vociferous in commenting against the upgrade. (It always happens.) (PBJ)

Committee Member Profile: GEOFF MEANWELL

Long serving branch committee member, Geoffrey Frank Meanwell was born at Great Hale, Sleaford in 1939. Living at Horncastle from 1939 – 1946 when he moved to his present address at Woodhall Spa.

Educated at Horncastle Grammar School before working for three years for Lindsey County Council at Newland, Lincoln, followed by twelve years in the RAF, with postings to North Cotes, High Wycombe, Cologne and Oslo.

Twenty years was then spent at Paddington Station as Station Supervisor Enquiry Office before retirement in 1993 when he became his mother's carer.

Geoff's hobbies include home cinema and steam/diesel railtours. Although his first train journey was at the age of six from Horncastle to St. Annes, Lancashire. At the age of twelve, he experienced his first journey to London on a Woodhall Spa to Kings Cross Restaurant Car Conservative Party Charter to visit the Festival of Britain.

Geoff was age six when he learnt to operate his Grandfather's level crossing at Abbey Road, Bardney; a cul-de-sac with little road traffic. By the time he was twelve he had learned to operate the signal box/level crossing at Woodhall Spa (under supervision of the signaller of course!)

His first train spotting experience was during main line diversions on the Brigg/Retford/Lincoln line and from his grandparent's garden, Abbey Road, Bardney on the Louth Line. He also saw Lancasters taking off from RAF Bardney between 1943 and 1945.

Highlights of Geoff's life have been in 1967, when in NATO Norway, he served under a German U Boat Commander, who had sunk British shipping in WW2. He

said "we had job to do the same as you". Nevertheless, a charming man to work for.

In 1968 Russia invades Czechoslovakia, causing panic throughout NATO: President Johnson said "Do nothing, let them get on with it".

Whilst in Norway in 1969, Geoff took part in a Guard of Honour for King Olav of Norway at a Premier of the film "Battle of Britain" in Oslo. There was no Royal Box so they had to sit behind the Royal Family in the Colosseum cinema.

In 1970 he visited the Arctic Circle in summer, where it stayed daylight all night – a very strange experience.

Whilst he was at Paddington, Geoff met many celebrities when passing through the station. He often saw the Royal Train, including the Queen and Queen Mother going to Newbury Races – a regular event.

Editor's Mail



Three bits of good news in *Rail Lincs 63!*

Firstly, the rise in passenger numbers at Grimsby Town (up 6.3%), Cleethorpes (up 19.6%) and Scunthorpe (up 16.1%) stations over the past year.

Secondly, that Michael Portillo is to feature the Barton line in his next "Great British Railway Journeys" programme.

And thirdly, that the Railfuture Lincolnshire Branch AGM will be held at Cleethorpes in 2013.

It's great to be wholly positive for once!

Tim Mickleburgh
Grimsby

Market Rasen Station

Member, Chris Padley, comments on the feature on Market Rasen Station in the last issue:

I was interested to see the item on Market Rasen station in *Rail Lincs* 63. As I recollect, but stand to be corrected, the station became unstaffed twice. The first time was in about 1969 or 1970, but it was re-staffed, if there is such a term, at the end of 1970 when the East Lincolnshire Railway was closed and the Grimsby to London trains re-routed via Market Rasen. Much later, the staffing was reduced to an early morning shift for a booking clerk only. I think this was when the waiting room stove was replaced with a single-bar electric fire, there no longer being any staff to tend the fire. I do remember that the electric wall heater had no discernable heating effect whatever. At almost exactly the same time, a new enamelled cast iron chimney-pipe was delivered for the stove (not a cheap item). It remained gathering dust in the empty main building for years - a story of waste typical of many during the long years when the railways were being run down. Those free-standing stoves, with long iron chimney, did throw out the heat and were much appreciated by passengers on frosty mornings.

Your article refers to the building being listed. It might be useful to say something about the process and meaning of a building being "listed", because this can have important effects on the things Railfuture is interested in. It isn't quite correct to say the waiting room on platform 2 is "a listed building", rather, the whole station structure is a single listed building, of which this waiting room forms a part. I had a hand in this because I went to some trouble in the 1980s to make sure the listing schedule for Rasen

station was clear, knowing what had happened earlier to the former station buildings at Louth, partly because of a badly worded listing schedule.

When a building is listed for its architecturally or historical interest, a schedule is drawn up which describes the primary points of interest of the building. However, whatever the schedule includes or does not include, the whole building, including everything within its curtilage, is subject to the listing. In the 1980s this was often not understood by planning authorities let alone owners. In the case of Louth, the schedule described the imposing range of buildings forming the frontage, and fronting the main platform: the station offices, station master's house etc.. The schedule didn't include anything else. So, when the site fell into the hands of a developer, the planning authority allowed the rest of the site to be cleared and redeveloped as a housing estate unsympathetic to the remaining station building. Away went the far platform, its associated buildings, and all the other smaller buildings and structures. When the developer then wished to demolish the main building, which had been left derelict and vandalised for years, they had to seek listed building consent to demolish it. This was vigorously resisted by various parties and a planning inquiry held, at which the inspector refused permission for demolition. It was subsequently converted into a range of maisonettes and flats in a reasonably sympathetic way. However, during the course of the inquiry (which I attended and gave evidence at) the inspector pointed out the error of the planning authority in permitting the demolition and redevelopment that had already taken place without listed building consent. He pointed out that as a matter of law, the listing of the station applied to the whole

of the station and not just the features described in the schedule. One wonders if, had the law been properly understood at the time, the station might have stayed undeveloped long enough for the railway preservation interests in Louth, which now manifests itself as the Lincolnshire Wolds Railway, to have acquired it? When one looks back at property values at the time, it appears a snip.

I took warning from the events at Louth, knowing that Market Rasen station was also listed but its schedule too only described the main frontage. One could not rely on West Lindsey planners taking notice of what happened in Louth. Indeed, in those days it is very doubtful if any planning officer in West Lindsey was even aware of the inquiry, let alone interested in it. The concern was far more than one over historical remains. British Rail at that period was very keen on demolishing solid brick buildings and replacing them with flimsy bus shelters, allegedly to save maintenance costs. Not long before the very solid waiting rooms at Barnetby had been demolished. Ever since, passengers waiting at that supremely exposed location, where the wind funnels through the same gap in the Wolds that brought the railway there, have had to endure the full blast of winter rain and snow standing with no shelter on top of an embankment. It is the most miserable of places to wait for a train in winter.

Market Rasen station stands on an embankment too and would be as horribly exposed as Barnetby were it not for the high brick walls that formerly supported the overall roof. These make all the difference, keeping the wind out from whatever direction it comes. The prospect of BR wanting to do a Barnetby at Rasen seemed possible, so I wrote to the Department of the Environment, as it then was, to ask them to amend the

schedule for Rasen to make it absolutely clear that the listing applied to the whole structure, citing the experience at Louth. It took a little discussion for them to understand the point, but the listing schedule was changed to describe the structure in its entirety. Of course it had originally been built as a single piece, the overall roof, or train shed, being supported by walls which, on the west side also formed one wall of the station offices. I hope this illustrates how listing has often helped to save railway buildings that are actually still very useful and serve the railways well, when those in charge of them at the time, and who should have known better, would have demolished them.

Ironically, those in charge of the railways have, at other times, shown a lack of understanding of listing that works against the railways. There is often a good reason for altering or even demolishing, a listed building or structure, and the listing laws and regulations enable this to happen if the case is strong enough. An obvious example would be a bridge on a working railway which was life expired, or no longer strong enough for modern traffic. In these circumstances, of course an historic structure may be removed, although there might be a requirement to preserve parts of it, and certainly to fully record it before demolition. In other cases, an alteration, an enlargement or a strengthening, can be carried out, the only requirement being that the new work should match the old in style and materials. Yet, sometimes no effort seems to be taken to accommodate a listing in this way, but rather, "we can't do anything, because it's listed" is the decision, or more likely "because English Heritage won't let us", which sounds better because it passes the blame onto someone else. It can turn out that no one

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