

Editor's Mail

COMPLEXITY OF TICKET PRICING

A recent column by Stuart Russell in the *Grimsby Telegraph* began by criticising high rail fares. And yes, he made a valuable point, as ticket prices regularly increase by more than the inflation rate.

But of course, we know that one of the problems is the sheer complexity of pricing. So next time I travel for a meeting in Birmingham I can get a ticket (thanks to a friend with both a credit card and internet access) for just £32, but it means I have to miss the start of the meeting and wait around for an hour afterwards. Oh for the days when Saturday travel wasn't so complicated!

Incidentally Stuart ended his article by asking "isn't it time to seriously consider re-nationalising the railways?" If that isn't RDS policy, it should be!

Tim Mickleburgh, Grimsby

DELAY TO FRANCHISING

Perhaps the Chairman can explain his comment: "The freezing of the franchise process is going to delay the ECML franchise. One hopes this is not delayed for too long." To me franchising is a costly and wasteful process which benefits some shareholders and costs tax payers a fortune. The longer the delay the better.

Peter Honniball, Dunsby

THREAT TO CHARTER TRAINS

There are proposed changes which could significantly increase the cost of charter train operations. Currently charges for delays caused by charter trains are capped at £5,000. Next year the cap could be removed with charter operators having to pay the full cost of delays, making many charters unviable.

More details and an on-line petition at <https://submissions.epetitions.direct.gov.uk/petitions/44358>

Joint Line Diversions

Even as the Joint Line upgrade works continue, the route is to be used for two diversionary periods during 2013. East Coast Trains will operate to a special timetable as on previous occasions. Kings Cross to Leeds IC225 electric services will be diesel hauled over the Joint Line and on to Newark North Gate. Services to destinations further north will be operated by HST diesels. It is presumed that Hull Trains and Grand Central will use the route as before. Some freight services will also be diverted. Weekend diversion will run from 13:00 on the Saturday to 13:00 on the Sunday. Dates, subject to confirmation, are: 1/2 June, 8/9 June and 15/16 June, then for seven weekends from 15/15 September to 26/27 October. (PBJ)

Ticket Office of the Year

Mrs Kim Cinavas, the sole clerk at Sleaford, has been recognised by East Midlands Trains (EMT) in the company's inaugural customer service awards at a ceremony last November. Mrs Cinavas won the "Ticket Office of the Year Award". She is well thought of by Sleaford rail users and, like so many EMT staff, gives a friendly and helpful service. (PBJ)

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

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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

Special AGM/CONFERENCE to Celebrate Cleethorpes 150

This year is Cleethorpes 150. The first passenger train arrived on 6 April 1863. To celebrate the event the Lincolnshire Branch is combining its Annual General Meeting with a special conference focussing not only on the railways of the Cleethorpes area, but also Lincolnshire in general.

on **Saturday, 16 March 2013**

**The venue is the Council Chamber at Cleethorpes Town Hall
on Knoll Street DN35 8LN.**

All members attending are invited to a complimentary buffet lunch.
Please complete the booking slip on page 11

A full programme is printed in the special AGM/Conference insert
in the centre of this issue.

The event is sponsored by The Charter Trustees of Cleethorpes

GETTING TO THE AGM/CONFERENCE VENUE

The small Town Hall car park is free on Saturdays, so soon fills up. Otherwise there is a pay council car park within 100 yards (entrance on Alexandra Road next to Baptist Church), and more on the Promenade (250 yards). Buses on Stagecoach route 14 pass the Town Hall every 10 mins, and the stop on route 9/9a (every 15 mins) is only 150 yards away.

To walk from the railway station leave by the main entrance and turn right up the hill to Grant Street. Turn left and continue forward on Alexandra Road. When reaching the Baptist Church on the right cross the road to the church. Turn left and up to the first road junction (Knoll Street). Right here and the Town Hall is 100yards on right, past Civic Offices. Takes 7- 8 mins. For a more scenic route with less traffic turn left out of the railway station and immediately right onto the Promenade. Continue past the Pier to Ross Castle (folly). Take first steps up cliff (not steep, only 20ft high) after the Castle and turn right at top for 100 yards. Cross the road and go down Knoll Street to Town Hall (100 yards). Takes 8-9 mins. The Town Hall has full disabled facilities, including lift. The Council Chamber is on the 1st floor.

Members might like to consider taking a short break in Cleethorpes over the weekend 15/16/17 March and Mike Savage can supply a list of B&Bs all within half a mile of the Town Hall. Contact Mike on 01472 235721 or email: michael.savage73@ntlworld.com if you have questions about accommodation, restaurants, how to get around the area, bus and train times., in fact anything about the Conference weekend. (MS)

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

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SELTA Representative Position vacant

of the hotel which had been used for parking.

Parking is also occurring on Kings Road, the road into the village. This resulted in problems with visibility when entering Kings Road from Railway Street/Station Approach. To improve safety a no parking zone has been created from the junction of Kings Road/Railway Street and up the hill. This has removed space for about 4 to 5 cars.

The problem has been highlighted again by one of our members drawing my attention to a notice which Network Rail had placed on the gates of an area where storage containers used to stand. This was part of the loading dock before the new foot bridge was installed. This area was used by passengers and Network

Rail employees for parking. The notice stated that the area was to be used by Network Rail employees only.

So far the response from First Trans Pennine has not been very positive. The suggestion was that there was parking available on Kings Road which was used by the area manager when he visited the station. It is true that past the no parking area street parking is available but the further away from the station the less convenient it is especially with luggage, shopping or prams. At some point the lack of convenient parking will hinder the potential to grow traffic for the TOCs serving the station.

At the moment alternative avenues to get some action are being considered such as local council transport initiatives. Solving the problem could be a long haul.
(DP)

Cleethorpes 150

260 Grimsby Road, CLEETHORPES, DN35 7ET

January 2013

Dear Member

Cleethorpes 150

May I personally invite you to come along and enjoy what promises to be a great event on 16 March?

There is a complimentary buffet lunch for members, but, to help control costs could you please use the tear off slip below and send to the above address to advise us that you require a lunch? Alternatively, email the information to michael.savage73@ntlworld.com Please tell us by 23 February. Also, tell us of any special dietary requirements and we will do our best to oblige.

Looking forward to meeting you on 16 March, especially if you do not normally attend our AGM's and public meetings!

Yours faithfully
Mike Savage

✂-----
Please book me a buffet lunch on Saturday, 16 March

Name of member.....

Further information.....

Signed..... Date.....

these discount bookshops are probably specially produced but this seemed to be a genuine bargain.

Although I have some reservations about buying goods over the Internet it can be very useful for accessing rare items. With new items it is often possible to find these in shops at a comparable price with the advantage of easier return. Two valuable items I did obtain were firstly: The Complete Catalogue of British Cigarette Cards Second Edition which I had seen in my local library and which contains a 30 page supplement on railways not in the first edition. I was also able to obtain the 1948 Ian Allen Trains Annual in dustwrapper. Although the first three annuals do not have colour plates they have a fine selection of photographs, many being vintage, and graphics usually by A. N. Woistenholme, whose work appeared regularly in locospotters books. Although A. N. Wolstenholme sometimes ventured into colour, his graphic work on railways may well be the best ever to appear. The 1953 annual contained four excellent double page paintings by an artist signing himself Ward although this high level did not last long. In 1955 the number of colour plates was reduced to three; in 1956 when Victor Welch took over it was reduced to two; and in 1957 to one single page illustration albeit with a different painting for the dustwrapper now also single page. The 1958 annual carried a frontispiece by Jack Hill and a front page only dustwrapper illustration by Victor Welch. In 1959 the colour plates increased to three when it was renamed Trains Illustrated Annual which suggests that there may have been a cross feed between the Ian Allan publications especially as the paintings were by more than one artist including a debut by George F. Heiron. I suspect that it was also a sales booster to offset the decline in steam. The 1960 annual saw seven colour plates with three by George F.

Heiron including his famous Britannia at speed. I continued to buy Trains Annual up to the 1963 edition which has a fine double page painting by Terence Cuneo of two rebuilt Merchant Navy class engines at Clapham Junction, a frontispiece by Victor Welch featuring Duke of Gloucester, and four pages of nondescript colour photographs, colour then being very expensive and often poor by today's standards, but with the decline of steam it seemed to me that the end was in sight. Happily, as we now know, heritage railways have brought a renewed interest and many new publications, although I understand that Ian Allan magazines was taken over earlier this year. There are many railway films which have not reappeared on DVD and I hope that some time in the future someone will re-issue them. *Tom Rookes*

Barnetby Car Parking

This subject has returned once again. I have been aware of the problem since I arrived in the village about 30 years ago (can it really be that long?) and Brian Hastings, who was a long serving member of the station staff there, tells me it has been going on considerably longer than that.

The station does not have a car park so in the first instance passengers (and others) park along one side of the station approach. This reduces the road to single file traffic. There is parking in an area which used to be a loading dock when there was a transfer shed. A large part of this area was taken up when the new foot bridge was built and incidentally reduced the capacity of the station platforms from a full HST train length to a 4 car unit.

Further pressure on the parking near the station was caused by the proprietor of the Whistle and Flute (formerly the Station Hotel) when he created a beer garden and closed off an area to the side

Letter from the Chairman

As I am writing these few words on New Year's Day I thought it appropriate to get my crystal ball out and devote this column to my predictions for the future of our local rail network.

Starting with the Joint Line, we will have closures this year as the upgrade progresses. Regular weekend work up to Spring 2014 and complete closures of sections between Sleaford and Lincoln on 2 - 11 March and 28 March - 15 April. From 20 July - 5 August the section between Lincoln and Doncaster will be closed. When all this work is finished we will have upgraded track and bridges, higher speed limits and new signals. All we will need then is for our political masters to agree to fund some improvements to passenger services. A longer operating day between Sleaford and Spalding and some Sunday services would be a good start.

I cannot avoid writing about more direct Lincoln to Kings Cross services, but quite frankly have no idea when they will materialise, if ever. There will be extra paths available on the ECML later in this decade, but my personal hunch is that the commercial pressure for more long distance services will prevail and the best we can expect is better connections at Newark North Gate. If they electrified between Newark and Lincoln it would mean they did not need to try to diagram diesel trains to serve Lincoln. Maybe a fanciful suggestion, but if they can electrify the 4 mile Paisley Canal branch in just 40 days, our line, without any low bridge problems, should be a quick, simple job.

Whilst mentioning the Castle Line, it would be nice to predict an upgrade to what is essentially still a Victorian railway between Nottingham and Lincoln. To have a route between two major cities

where some speed limits are as low as 50mph, a speed attained by some tractors on our local roads, is ridiculous, but despite serious attempts in recent years to get improvements, I can't see much happening this decade. However, following the major work at Nottingham station in 2013 and extra diesel units being freed up by electrification in perhaps 2015, I am more hopeful that we will see an improved train service.

On the Poacher Line we are pressing for more rolling stock, an end to the practice of only running Sunday morning trains during a short summer season and some connection improvements from ECML services at Grantham. The first two requests require funding so are problematical but for some of the Grantham connections all that is needed is a reduction of 1 minute in the official 7 minute minimum connection time. These are cross platform connections so 6 minutes should be adequate. East Coast Trains specify the minimum connection time at Grantham so the decision is up to them.

Moving to the north of our branch area, the Northern and TransPennine franchises both end in April 2014 so we should have been hearing about initial consultations by now. However given the complete shambles that is now rail franchising, you may have heard something by the time you read this, but more likely you may not. The first decision to be made about the North of England franchises is what form they will take. Will they both be offered on the same boundaries as now, will they be combined or will we have something in between?

Just to confuse the issue even further we also have the government's devolution policy to consider. They have asked local authorities to put forward

proposals for devolution of rail services and the Northern PTEs are keen to do this. On the face of it, having rail services specified locally is preferable to having them controlled by a distant and dysfunctional DfT. Indeed the London Overground example where Transport for London specifies services and fares which are then run as a concession rather than a franchise is working very well. The danger for our branch area is that we will be on the periphery and we may find that having services specified by a body dominated by the Northern conurbations may be no better for us than having them specified from London. My guess is that we will actually be better off.

Away from rail services, I can confidently predict that as the Access LN6 scheme progresses we will see benefits for Hykeham station with better car parking, better cycle routes to the station, a cycle hire scheme of some sort and, given a fair wind, a much needed bus route past the station.

When the economy picks up, which must happen at some time, we have the Lindongate development, with a transport interchange alongside Lincoln station, and the stalled development of the industrial sites around Hykeham station, which will fund more station improvements, to look forward to.

Even though my predictions are littered with caveats and doubts, it is a pleasure to actually be writing about investment and improvements after years of maintenance holidays and potential cuts.

David Harby

Don't forget to bring this copy of Rail Lincs 65 to the AGM and Conference on 16 March

The Great Victorian Railway Adventure A YOUNG PERSON'S GUIDE TO THE NOTTINGHAM TO LINCOLN RAILWAY

Hello boys and girls, and welcome to the Nottingham to Lincoln line! I expect you like days out at theme parks, but visits do cost a lot of money and it's not much fun queueing for rides in the cold and wet. Today instead you will ride through a linear Victorian theme park in a nice warm, dry train. I am your guide, and I will try to answer your questions. Listen, there's the guard's buzzer, we are off on our Great Victorian Railway Adventure!

Settle down – that rumble means we are crossing Netherfield Junction and turning on to the Lincoln line proper. Now I want you to shut your eyes briefly as we pass over Stoke Lane crossing – no, it's not scary, it's just one of the modern ones on the line – and when you open them again we will be in the world of the Victorian railway. What's that 'clickety-clack'? – don't worry, nothing is about to fall off the train, it's what they call jointed track. Clever as the Victorians were, they never figured out how to hold down continuous rail so that it wouldn't buckle in the heat, so they joined short lengths end to end leaving gaps for expansion, with connectors called fishplates fastened with nuts and bolts – just like a cheap model train-set. Funny isn't it, long welded rail was pioneered in this area (the first trials were on the goods lines near Syston in 1958 and on the East Coast Main Line at Carlton-on-Trent in 1959) but it has still not been fitted throughout our route. Yes, somebody does have to go along checking that the bolts are tight and oil the fishplates, but at least that makes work for railway people.

Now as we run into the next station I want you to note that funny building that looks like a big garden shed with a

This closed about 10 years ago. Unfortunately this seems to have been a sign of things to come. The HMV shop on Listergate is now a charity shop and further along the Virgin superstore, subsequently Zavvy, has also gone. Broadmarsh Centre is in the process of being redeveloped. Until 8 or 9 years ago Nottingham had two good classical record shops along with a good second hand one. The second hand one sold up to Harold Moores in London because, as he told me, he sold more over the internet. There are collectors world wide, particularly in the Far East, who are, it seems, big LP enthusiasts. The CD shop on Angel Row is now a charity shop although the other one has now increased its stock having moved from High Pavement to larger premises in Goosegate. It is probably now the only significant classical record shop in the East Midlands [although a small local Lincoln music shop provides a good service for its size]. Music Inn otherwise known as Rocket Records in the West End Arcade straddling Chapel Bar and Upper Parliament Street still trades with a diminished stock of middle of the road items such as jazz, light music and what is now called nostalgia in mainly CD and DVD and there are other shops in this section selling second-hand books and LPs. The oddest shop in this area has to be Rob's Record Mart in Hurts Yard and which must rate high on the list of biggest record junk shops. Some years ago when I was hunting classical LPs he had old 78s. The shop (?) is piled to the roof with old 45 singles, LPs, videos, DVDs and miscellaneous items. What you want may be hidden away somewhere. Pinned to the wall was the cover of an old 10 inch LP of Irving Berlin's Call Me Madam which is probably a gem for the right collector. The Victoria Centre seemed to be in a better shape than Broadmarsh. The market has

one stall selling popular CDs and one selling DVDs and there seemed to be a good selection on the bookstall. My estimation of markets is that Leicester is better than Nottingham and Derby, which has two, is better than Leicester. The HMV shop seemed to be thriving with young people looking for DVDs. Outside the Victoria Centre at 108 Mansfield Road there is Richer Sounds, perhaps the best place for bargain hi-fi including all region DVD players. On the left hand side at 149 Mansfield Road there is a second-hand LP shop called Good Vibrations and further up at 203 is Geoff Blore's Antiquarian Books (previously Jermy and Westerman) with a good selection of railway books. Second-hand record shops selling LPs seem to have found a niche market. Lincoln has one in the Mini Market located in the upper High Street arcade where the owner uses a specialist cleaning machine. In the main this seems to cover jazz, vintage pop from the 1950s and 1960s, and what is generally referred to as nostalgia. There has been greater interest of late and new LPs have been appearing in HMV shops. I returned from Nottingham to Lincoln on the 15:27 arriving at Lincoln at 16:25 with the sobering thought that the situation in Nottingham is probably being repeated in many other northern towns. It raises the question of how much shopping centres are now a valid form of investment for pension funds.

As far as books are concerned my best recent purchase was a heavily discounted copy from Lincoln's "The Works" bookshop of a large mostly colour hardback called British Steam Engines published in 2011 by an unknown (to me) publisher called Igloo Books. Among the collection of photographs, posters, and paintings I was pleased to see some vintage "F Moore" illustrations I was unfamiliar with. Some of the books in

forecourt, there are roads named Gresley Drive and Mallard Court. There are also Garratt Road, perhaps after the Beyer-Garratt, although if there is any railway connection with Seaton Road it escapes me.

Many years ago I was told that the standard of a town could be judged from the quality of its bookshops and newsagents. This was at a time when Dickenson's newsagents on Steep Hill, Lincoln was regarded as the best newsagent in the East Midlands. Like Mr Humm's railway bookshop, Mr Dickenson had titles you were unlikely to see elsewhere. For its size Stamford has a high status with antiquarian bookshops which goes well with its antiquarian architecture which I understand is a favourite resort for period dramas. Rare Books in St Paul's Street has seven rooms of books including some on railways. I had an enjoyable browse, although the room with glass cased books on hunting and shooting along with its stuffed animals was not to my taste. The staff in these shops are usually enthusiasts with specialist knowledge and often get queries from book connoisseurs. There was an equally interesting antiquarian bookshop called St Mary's Antiquarian Books at St Mary's Hill which seems to be run by the owner. The stock here seemed to be less formal containing theatrical books although just as interesting with a good display of railway books. One charity shop had a large collection of railway DVDs which were published as a "British Steam Railways" 97 part series with accompanying books by DeAgostini.

Stamford has a good choice of restaurants and cafes at reasonable prices and I found a very good one in St Peter's Street. A good restaurant is usually a full one, another example being Danish Kitchen in York. Like York, Stamford is easier to get to than to leave.

This is partly due to poor connections with Lincoln. For the return journey I caught the 15:00 train from Stamford which arrives in Peterborough at 15:18. It occurred to me that I could travel to Lincoln quicker by catching the East Coast service which was due to leave at 15:59. I confirmed with two railway staff on the platform that my ticket would be valid on the main line. In the event the main line service was delayed four minutes by a freight train which had been stopped in the adjacent platform but had wagons which had failed to clear the points further down. As a result of this the East Coast train failed to make up time arriving at Newark Northgate at about 16:36 but still allowing me to make my connection for Lincoln at 16:45 arriving at the usual time of 17:13.

On 6th August, I travelled to Nottingham on the 10:36 train arriving at 11:32. Although there were posters advertising forthcoming station developments there seemed to be little to indicate what is proposed. However a very good scale model in the travel centre gives a better idea including the tram line extension over the railway. Just outside the station is the Cosy Teapot Cafe which must give some of the best value meals in the country. For £6 there is a wide selection of main meals. I opted for Toad in the Hole. What I received was a generous portion on a large plate along with tasty potatoes carefully prepared, carrots, peas, and greens. Nearby at 21 Station Street is the Hopkinson Vintage Antiques and Arts Centre with a wide selection of old furniture, clothing and memorabilia including an attractive copy of *The Book of Railways* by Arthur Groom which is aimed at the younger reader and which looks to be 1950s vintage. On the corner of Canal Street there used to be a very good remainder bookshop where I bought several excellent railway books.

greenhouse mounted on top. This is a mechanical signal box, and the man or woman inside pulls on levers to work the points (so trains can change tracks) and to operate the signals. The first signal box was at Corbett's Lane in South London in 1839, and 175 years later we still have some on this line controlling trains. Those posts with metal arms at the top are semaphore signals, the arms move up and down to tell the train whether to go, slow down or stop – a bit like signalling with flags at Scouts or Guides. A signaller is only strong enough to move points up to 300 metres away and signals up to 1000 metres, so everything has to be controlled locally and there are signal boxes every few miles along the route. Yes, yes, this does take a lot of people but it makes yet more jobs...no wonder this line is so expensive to operate. Why don't they use the electric traffic light type of signals controlled from a remote centre? Don't be silly, they didn't have practical electric power until the end of the Victorian era!

Why have we just stopped at a couple of little stations but no-one has got on or off? Well, this line was promoted by George Hudson of York (an ambitious rascal who later turned swindler) and built in 1846 as a straight, direct inter-city route – no messing about meandering through small villages. But the Victorians did provide stations mid-way between settlements where the line crosses roads, after all in those days people were prepared to walk two miles in order to then ride on a train for 10 miles, but not now. So why do the trains still stop? The Department for Transport in our government regards this as a rural route and specifies the stops – and we want you to experience the ambience of a Victorian country stopping train! Look on the left – see that little hut on the ground next to a farm-style gate? That is

a gate box, and the person inside is only there to open the gates to let vehicles across the line. Yes, it is a boring job and no, it can't be automated – are you forgetting, the Victorians had no electric power!

We are now running into an important station at Newark, so squeeze up a bit as there may be a lot of passengers to get on. Why are most of them standing in the rain? Well, although Mr Gladstone's famous Regulation of Railways Act of 1844 made roofing compulsory on all carriages, even in third class, it didn't require provision of sufficient shelter for all waiting passengers. Besides, the Victorians thought that exposure to the elements made you hardy, so it'll probably toughen them up.

Now, brace yourself for the most thrilling part of the whole journey – just after leaving Newark we will be crossing over the East Coast Main Line, no less, on a flat crossing, as both our tracks and the main line are on the same level. Although I have travelled on this line many times I can hardly contain my excitement...there, did you hear and feel that satisfying 'graunch-graunch' as we swept across? But as mechanical engineers will tell you, noise means wear, and wear costs money, so it is a costly piece of kit to maintain. And yes, trains do get held up waiting their turn to cross – there are 200 trains a day so there is a high chance one train will delay another! In fact if you looked right you would have seen Gilbert the Grey Engine – sorry, a Class 91 – with headlights glowering, held in North Gate station on the Scotch express. We were 3 minutes late leaving Newark after helping that lady in a wheelchair, so he will be 5 minutes late into Doncaster – that's what they call a 'reactionary delay', and there will be someone in an office somewhere totting these up and apportioning the blame. More jobs on the railway!

Why can't they put our line on a bridge like the road over there? Well they could, but you see the Newark flat crossing, built in 1852, not only has a fine Victorian pedigree but is unique. Pioneered where the Brandling Junction Railway crossed the Stanhope & Tyne Railway near Gateshead in 1839, quite a few flat crossings once existed – there was one at Retford until 1965 – but now only this one remains at a crossing of two National Rail routes. So it is likely to be scheduled as an ancient monument and preserved in perpetuity – one phone call from someone to English Heritage and that'll be that.

Why is the train going so slowly when the line is straight and level? Well, we are running over quite soft ground, and the speed limit has been reduced to 50 mph to show how the Victorians found it hard to cope with such terrain. You may have noticed that all the way from Nottingham it has seemed like a jog trot, and in fact we have not exceeded 60 mph – you see, early Victorian locomotives couldn't go much faster than that on the level, as they used soft iron for the rails and wheel tyres instead of hard steel, which hadn't been invented. It was like riding a bike with soft tyres! Mind you, they could let rip downhill, and if you measure the time between the mile posts as we run down from Thorpe-on-the-Hill towards Lincoln you might be able to show we reach 70 mph! You divide the number of seconds taken to cover a quarter of a mile into 900 – no, it's not magic, it's maths, don't they teach you that at school anymore? What's a mile? The railways still use them to measure distances, here's something to remember – one mile is 1.6092 kilometres.

I expect that by now you are feeling a bit peckish and thirsty. No, the trolley won't be coming along, the Victorians didn't have those! Instead they made trains

stop for 20 minutes at main stations so passengers could buy and hastily consume refreshments. Didn't you notice that our train stood in Nottingham for 20 minutes, so that passengers making the weary journey through from Leicester could nip off and grab something from the buffet? Never mind, we will soon be in Lincoln – look there's the cathedral on the hill! A symbol of permanence in an ever-changing world, don't you think, not that anything in Lincoln changes very much....or very fast.

We won't be going into the original Midland Railway station, this is now a shopping arcade. But the 1850 Great Northern one is just as Victorian, and the fine stone main building has seen little alteration over the years. Drat! We are running into platform 4, and it's still raining. That means we will have to cross the narrow roof-less Victorian footbridge and get wet – but you did want the full Victorian rail travel experience! Why, when they fitted lifts, didn't they replace the bridge with a modern covered one? Well, the guardians of our heritage (in cosy offices) tend to regard anything Victorian as sacrosanct, no matter how ugly and inadequate for present day needs, so we've just got to put up with it.

Well here we are, and if you check your watch you will see that it has taken us almost an hour from Nottingham. Yes, this is distinctly unimpressive for a 33 mile journey between two important cities, but it's six times quicker than in horse-and-carriage days, such was the progress during Victoria's reign. Mind you, there has not been much progress since – if you ask a grown-up who has access to old timetables you will find that it was often 2-3 minutes quicker in 1912 than in 2012!

I do hope that you have enjoyed your journey. You have been a bright group of kids, have made astute comments, and

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have asked questions which never seem to enter the heads of those responsible for specifying and funding our railways! Had you been able to bring Great-Great-Great-Grandad along he would have been comfortable with everything we've seen, except for the train not going 'chuff-chuff' with a steamy exhaust! Our diesel train does look modern, as it has been nicely refurbished, but it is actually a 25 year old hand-me-down – you don't get many new trains in this part of the world!

I don't deny you can see Victorian features elsewhere, especially on heritage railways, but there is nowhere else that brings them all together. Don't forget that this is the only line in England with a flat crossing! So I hope that you will tell your friends to try the Great Victorian Railway Adventure, but here's a tip – tell them not to come on a Sunday because there are no trains, at least not until teatime! You see in early Victorian times the railways were discouraged from running trains during the hours of divine worship, in case people were tempted to bunk off church and take a train ride instead!

Anyway, whatever your faith, I hope that you will pray that it will not be another 100 years before the Nottingham to Lincoln rail line is brought into the 21st century.

Thank you for travelling, and bye bye.

"Wyvern of Mercia" December 2012

*Thanks to Steve Abott,
Travel Watch East Midlands*

JOINT LINE NOTES

! Network Rail are now well advanced laying cable troughs along side the railway track in Ruskington and Sleaford areas. Troughs are laid in the cess on the Up side. At Ruskington station, the troughs, on raised supports, go behind platform 1 (Up side).

! Following discussion with Ruskington Parish Council, Network Rail held a 'road show' event in the village on Saturday, 26 January, to inform residents about the Joint Line upgrade. (PBJ)

Arousing the browsing

Continued from Rail Lincs 64, Tom Rookes describes taking the train to find rare books and CDs

On 2nd August I visited Stamford taking the 9:10 train from Lincoln which arrives at Peterborough at 10:31. The intercom quality on East Midlands Trains which in the past used to be poor is now often exceptionally good and certainly so on this train. This train linked in with the 10:52 Peterborough to Stamford arriving at 11:05. There is a good hourly service from Peterborough. I was disappointed that Peterborough station had no copies of the Cross Country timetable. Stamford was much better organized with a good selection.

Anyone who has visited Stamford will know that virtually the whole of the forecourt has been taken over by what must be the most remarkable railway bookshop in the country. There are books and magazines there which most of us would not know existed. The chances are that if Robert Humm and Co do not have a particular item on railways it does not exist. There are books on other forms of transport but railways are the obvious main attraction. I was told that they also have a large warehouse of books in Peterborough. In my boyhood my maternal grandmother had bought me the Ian Allan Trains Annual from 1953. I had subsequently been fortunate to obtain good copies in dustwrapper of the 1951 and 1952 annuals from the Lincoln Harlequin Bookshop and the 1950 edition with its superb Terence Cuneo cover from a local bookfair. Mr Humm's bookshop was able to supply me with the first annual of 1947 which I never expected to see and that of 1949. The 1947 annual has contributors' photographs including a youthful Ian Allan. I find it extraordinary that, leading up from Station Road to the railway

Also thank you to all who returned the station survey form. After a first flush the response has died off and there are still some stations not covered. If you have not surveyed your nearest station perhaps you would do so now.

Finally I would like to repeat the Chairman's thanks to the committee for all its hard work.
Dr Don Peacock Hon Secretary

RAILWAY DEVELOPMENT SOCIETY



A Voice for Rail Users

Lincolnshire Branch

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

RAILFUTURE LINCOLNSHIRE BRANCH

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2012

	2012		2011	
	£	£	£	£
INCOME				
Subvention	252.00		252.00	
Donations	70.56		70.90	
Net Profit on Sales of Books	4.10		6.20	
Bank Interest Received	0.12		0.12	
		326.78		329.22
Less Expenditure :-				
General Administration	70.00		115.00	
Rail Lincs	255.48		126.80	
Campaigning and Lobbying	103.50		84.50	
		428.98		326.30
NET INCOME/ (EXPENDITURE)		<u>-102.20</u>		<u>2.92</u>
NET PROFIT ON SALES OF BOOKS				
Sales	15.50		22.00	
Less Purchases	11.40		15.80	
Net Profit		<u>4.10</u>		<u>6.20</u>

BALANCE SHEET AS AT 31 DECEMBER 2012

	2012	2011
CURRENT ASSETS		
Cash at Bank and in Hand	743.32	845.52
NET ASSETS	<u>743.32</u>	<u>845.52</u>
ACCUMULATED FUND		
Balance at 1 January 2012	845.52	842.60
Excess of Income over Expenditure	-102.20	2.92
	<u>743.32</u>	<u>845.52</u>

BRANCH ANNUAL GENERAL MEETING

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 16 March 2013 at the Council Chamber, Cleethorpes Town Hall, Knoll Street Cleethorpes DN35 8LN.

The timetable this year is as follows:

- 10:30 Assemble – Complimentary coffee and tea available
- 11:00 AGM (Agenda below)
- 12:00 Lunch break
- 13:00 Cleethorpes 150: Rail Conference (open to the public)
 Opening remarks by Martin Vickers, MP for Cleethorpes
 Dr Alan Dowling (Local Historian): "The Coming of the Railway and How it Changed Cleethorpes forever"
 Stephen Hind, Route Enhancements Manager Network Rail LNE: "Lincolnshire's Railway Infrastructure, the Present and the Future"
- 14:50 Complimentary light refreshments
- 15:10 Nick Donovan, MD TransPennine Express: "The TPE Franchise, the South TransPennine Route and the Future"
 Robin Smith, Rail Freight Group: "The Importance of Rail Freight to Northern Lincolnshire and Vice Versa"
 Closing remarks by Chris Shaw, Leader of North East Lincolnshire Council.
- 17:00 Conference closes

AGM AGENDA

1. Apologies
2. Minutes of 2012 meeting
3. Matters arising
4. Chairman's Report by David Harby
5. Hon. Secretary's Report by Dr Don Peacock
6. Financial Report by Colin Lingard
7. Election of Officers:
 - a) Chairman
 - b) Vice Chairman
 - c) Hon Secretary
 - d) Hon Treasurer
 - e) other committee members

Nominations for Branch Officers consisting of a written declaration of willingness to stand for election, supported by a signed letter of support from another paid-up branch member, should be sent to the Hon Secretary, in accordance with the Branch Constitution accompanied by a 100 word manifesto to arrive by 28 February. All current Committee members have indicated their willingness to continue. If any other member wishes to serve on the Committee, please contact the Hon Secretary before commencement of the AGM.

Dr Don Peacock, Hon Secretary

Chairman's Report to be presented at the 2013 AGM

2012 has been a busy year for your branch committee but with only mixed progress to report by the year end.

The year started with yet another round of above inflation fares increases of RPI +1%. This was a last minute reduction from the planned increase of RPI + 3% but still far too high when passengers are facing hard economic times and when we are seeing no improvement to our local services.

After a lot of money was spent during 2011 improving the car park at Metheringham, East Midlands Trains (EMT) surprised everyone, including it seemed Lincolnshire County Council who had part funded the car park improvements, by imposing parking charges at Metheringham and Ruskington. It was difficult to see the logic in this when there was plenty of free parking available near to the stations. After protests EMT did suspend the Metheringham charges for a few months. After almost empty car parks for most of the year EMT finally saw sense and withdrew the charges in December. It would be interesting to know how much this episode has cost EMT and ultimately the passengers.

There were signs of progress with the campaign for better services to London with the start of the ECML franchising process. We had a briefing from DfT in Leeds but before matters could progress much further the franchising process was suspended as fall out from the WCML franchising farce. At the time of writing it unclear when it will restart, or even restart at all in the present format.

With London Overground being run as a concession; Virgin running West Coast under a management agreement; East Coast being run by a government owned company; six other franchises only surviving because they have revenue support and another predicted to claim revenue support very soon, there are very few true commercial franchises left. Hardly a resounding vote of confidence in franchising.

During the summer we heard that the Local Sustainable Transport Fund bid had been successful and Lincolnshire County Council have £4.9m to spend on the Access LN6 scheme. So far the only outcome we have seen is a new bus route serving Teal Park and Doddington Road area of Lincoln. Among the outcomes still to come are improvements to Hykeham station, cycle provision and better access to the station. We also may see a bus service serving the station at last.

As might be expected when we are in the middle of the East Midlands, Northern and TransPennine franchises there have not been any major changes to timetables. Four extra stops at Hykeham were introduced with the December 2012 timetable but as they are on Newark North Gate services, travel to and from Hykeham from Nottingham is still poor. The Lincoln to Nottingham Stakeholder Board have been working hard to find ways of improving the Lincoln to Nottingham service and there are encouraging signs that it might not be long before we do see some changes.

The branch had our usual annual exhibit at the Grantham Rail Show.

In line with my aim to have an inclusive committee, seven committee members, including myself, have attended meetings on behalf of the branch. These have been with a wide range of organisations including EMT, Northern Rail, Passenger Focus, TPE, TravelWatch East Midlands, EMSTAR, Lincs CC, North Hykeham Town Council. Paul Jowett has continued to represent Railfuture on NKDC Better Transport Committee.

As branch media spokesman I have been interviewed by BBC Radio Lincolnshire, Lincs FM, Lincolnshire Echo and Lincoln City Radio. A wide range of topics have been covered including Lincoln High Street and Brayford Wharf level crossings, fares, fears

about extra freight traffic through Lincoln, better London services, safety of foot crossings and future rail funding.

In addition to my role as National Finance Officer the branch is also represented nationally on International, Passenger and Freight groups. We are also given an opportunity to contribute to all national consultation responses whichever committee is producing the response.

Individually we still have three committee members who are station adopters and a fourth who is actively involved in his local station adoption group. I would like to give a special mention to Carolyn Sharp who won an award from EMT for her outstanding contribution to the smooth running of Skegness station. Carolyn does far more than the basic tasks expected of a station adopter.

Concerns have been expressed about the loss of car parking space at Barnetby. Essentially the area used for parking was an unofficial car park with no dedicated parking available at all. As a Barnetby resident our secretary, Don Peacock, has been looking in to the situation but he seems to be hitting a brick wall at every turn. We will continue our efforts to get some proper dedicated parking.

There is quite a bit I could say about future prospects for our local railway but mindful of the need for brevity I will get my crystal ball out and do some predictions in my Chairman's Notes in *Rail Lincs* instead.

As already mentioned most committee members have represented the branch at at least one event and I am most grateful to all committee members for their assistance during the year.

I must end this report on a sad note by reporting the death during the year of committee member Reg Poole. As someone who had spent his working life as a railwayman in a wide range of responsible positions and then contributed to the local community as a councillor his wise and knowledgeable contributions to committee discussions will be missed.

David Harby Hon Chairman

Hon Secretary's Report to be presented at the 2013 AGM

From the Chairman's Report you can see that once again the committee has had a busy and varied year.

It seems that the dead lines for responding to consultation documents is reducing markedly making it more difficult to find the time to produce a well thought out response. However so far the quality has not suffered but it does put pressure on those available to respond at the time.

So this may be a good point to ask if there are members out there who could support the committee with some of their spare time.

One of our members drew my attention to the parking situation at Barnetby with the appearance of a Network Rail notice relating to the use of an area for parking where storage containers used to be sited. Both Network Rail employees and passengers had been using it for parking but it appeared Network Rail was looking to have exclusive use of it. So far there has been little progress on this as the TOC for the station (South First TransPennine) thinks that there is plenty of room on Kings Road the road into Barnetby. The search for a solution could be rather drawn out. More parking is needed if the TOCs (EMT and SFTPE in the main and Northern Rail on Saturdays) wish to grow their passenger base at Barnetby.

So thank you to the member concerned and hopefully members may be able and willing to flag up issues in their locality to the committee for further investigation.