

Has Grantham event delivered a rail asset?

The visit of record breaking steam locomotive, A4 pacific Mallard, to Grantham at the beginning of September, has been hailed an outstanding success by the organisers.

With major sponsorship from Lincolnshire County Council, South Kesteven District Council and Carillion Rail; good weather and free admission, the event gave Grantham high profile media interest, attracting in excess of 15,000 visitors (some five times the original estimate).

One noticeable achievement has been the reconstruction of a siding resulting in the clearing of an 'eyesore' piece of land at Grantham station, which forms a gateway to the town. The success of the weekend has encouraged the idea for a similar heritage event in the future.

However, when the piece of land was cleared and the Up side siding reinstated, it became apparent that Grantham had, possibly, unintentionally received a valuable commercial railway asset. Here is a siding connected to the national rail network with easy road level access only yards from main roads, forming the ideal location for a small intermodal freight facility. With unused railway land being rapidly developed, this is probably a unique situation on the East Coast Main Line. The railway press frequently carries reports of local authorities and developers, in other parts of the country, struggling with planning and funding to establish freight facilities, but Grantham has the ready-made basis for a similar asset. It just needs the forethought for the siding to be protected for use in the future. Indeed, whatever the economic viability for such a freight facility in the present climate, some commercial presence will be needed to maintain the site if aspirations for future heritage events are to be fulfilled. (PM)

Photograph: Having hauled the special train the previous day, Devon & Cornwall Railways Class 57 at the head of the rolling stock display in Grantham's Up siding two days before the event was opened. Station Road East is in the background.



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

Rail Lincs

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Railway Development Society

railfuture

L I N C O L N S H I R E
N E W S L E T T E R

Branch has a busy weekend at Grantham Rail Show

Thank you to everyone who helped us over the Grantham Rail Show weekend. This year, the Rail Show was held in association with the Mallard Festival of Speed event at Grantham station, with a free vintage bus service linking the two sites. It was exceptionally busy; more visitors on the first day than we usually see over the whole weekend. Not only did we have a lot of visitors to our stand we also recruited a new member (albeit someone living in London!).

Our stand promoted a Railfuture success: Lea Bridge station in East London; a partial success: East - West rail and a future success: re-opening Lewes to Uckfield. All three schemes have benefited from funding from the Railfuture Fighting Fund.

As well as looking after our stand, we also organised a DVD show promoting the Great Central Railway, "Bridge to the Future" campaign, which is raising funds to pay for the GCR extension linking the present line to the northern section based at Ruddington, with a bridge over the Midland Main Line at Loughborough.

The weekend was also a very successful fund raising event which has left our stock of donated items very depleted. If you have any unwanted items that we could sell at future events, we would like to hear from you. Preferably transport related, but we can usually find a buyer for almost anything. A special request is for your unwanted picture frames, large or small, contents irrelevant. Offers to David Harby, please.



Sue Dovey and Don Peacock oversee the extensive branch display and sales stand (above and left) at the Grantham Rail Show.

Below: Mallard arrives, passing the south end of platform 1 at Grantham.



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PRELIMINARY NOTICE

RAILFUTURE LINCOLNSHIRE BRANCH AGM

The Committee has set the AGM for Saturday 15th March 2014 at Market Rasen in the Festival Hall. Further details including the Agenda and Branch Officers' reports will be in the next *Rail Lincs*.

The purpose of this notice is to remind members that the posts of Hon. Chairman, Hon Vice Chairman, Hon Treasurer and Hon Secretary are open to all fully paid up members of the Lincolnshire Branch of Railfuture.

In accordance with the Branch procedures, members wishing to stand for these posts are invited to inform the Hon Secretary in writing before 31st December 2013.

Any person wishing to stand should provide the Hon Secretary with a signed written declaration of willingness to stand along with a 100 word manifesto which will be published in the next *Rail Lincs*. The declaration must be supported in writing by another fully paid up member of the Lincolnshire Branch of Railfuture.

No canvassing for votes is permitted other than the manifesto published in *Rail Lincs* and the question and answer session at the AGM.

Similarly fully paid up members of the Lincolnshire Branch of Railfuture should provide a signed declaration of willingness to stand with signed support by another fully paid up member of the Lincolnshire Branch of Railfuture to the Hon Secretary by 31st December 2013. No manifesto is required for Committee membership.

If there is only one candidate for each of the four executive posts then there will be no election and the meeting will be asked to ratify the selection. In this case the manifestos will not be published.

Dr Don Peacock Hon Secretary.

continued from previous page

part up to 20 October. That equates to 15.3 services a week when the maximum under the 2% unreliability aimed for in TPE's Passenger Charter would be 4.5 services a week.

ASLEF have announced that they have called their drivers at TPE out on strike on 5 and 9 November. TPE have written to all stakeholders confirming the strike and promising to run as many trains as they can on the days in question. The misery goes on for the weary rail travellers of Northern Lincolnshire! (MS)

Friends of the Barton Line

● A cycle hire and repair facility has opened in the old parcels office at Grimsby Town station.

● On Saturday, 26 October a Branch Line Society railtour arrived at Barton from Carnforth. The return route was via Immingham Marsh Junction, Ulceby and the Brigg line.

● On Saturday, 7 December, the Barton Cleethorpes Community Rail Partnership are organising a Santa Special on two return train trips from Barton to Cleethorpes and back. (AASB)

ECML Disruptions explained

More than 30,000 East Coast Trains' passengers were affected by major delays on 22 October after overhead wires came down on to the tracks at Tallington. Almost 90 East Coast services had to be cancelled.

The most severely delayed train, the 11:00 Kings Cross to Edinburgh service, was passing Tallington at the moment when the overhead power lines failed. A rescue diesel locomotive was attached to the train and as soon as Network Rail had cleared the line, the service resumed its journey north. Unfortunately the hired-in locomotive failed at Dunbar and a replacement had to be brought from Edinburgh. The train finally reached its destination some 7 hours 20 minutes late.

In a press release issued mid-day on 22 October, East Coast Trains profusely apologised for the disruption, but emphasised (with 'gloves off') that it was entirely due to the failure Network Rail's

overhead line equipment (OHLE). Pointing out that it was the third time so far this year that services have been severely disrupted by similar problems and that OHLE failures are the biggest cause for delays to East Coast Trains' services. A Network Rail spokesman stated that early indications suggested that the broken wires were caused by an inherent design issue that was not detectable.

The press release also mentioned incidents earlier in the year where OHLE problems had caused severe delays. 2 miles of wire came down at Gamston, near Retford, in August; while in February a kilometre on overhead wire collapsed on to the tracks at St. Neots.

Some comments from within the industry, suggest that a fraction of the cost of HS2 could be used to reconstruct all the East Coast Main Line overhead equipment!

Ups and Downs on TransPennine

The proposed South TransPennine Express (TPE) timetable from 18 May 2014 shows all services except 19:26 Cleethorpes - Sheffield and 21:34 return being covered by 4 car (2 x 2 car) Class 170 or 3 car Class 185 units. This is a result of TPE introducing new electric multiple units between Manchester and Scotland on that date, which will allow seven Class 185s to be cascaded on to other routes. TPE's idea is to have as many seats as possible to cover the peak flows between Manchester and Sheffield in the morning and at tea time. However, we will be pushing TPE to consider the summer peak flows to and from Cleethorpes, as well.

The proposed timetable also includes the loss of one through service in each

direction (the first) so as to get the right trains in the right place for the benefit of Sheffield - Manchester commuters. Railfuture will be arguing against this loss and for the extension of the 19:26 ex Cleethorpes to Manchester Airport and the 19:55 ex Manchester Airport to Cleethorpes. We think Northern Lincolnshire deserves an even interval through service over the whole of the route from early morning until late evening.

The Hatfield landslip has not been TPE's only woe of the year. They have also had significant staff problems since Hatfield re opened on 8 July 2013, which has been mainly responsible for 231 services being cancelled in whole or in

continued on page 11

From the Chairman

I must open my missive on a sad note. Chris Precey the East Midlands branch liaison member who attended our branch committee meetings, sadly passed away on 5th September. Chris devoted a considerable amount of his time to Railfuture. Not only did he attend almost all Lincs and East Midlands branch activities, he was also Returning Officer for national Railfuture elections and organised the annual draw. He will be missed by all his friends within Railfuture.

Sue Dovey and myself represented the branch at his funeral along with members from East Midlands and West Midlands branches.

During 2013 members travelling by rail will have stood a good chance of having their journey disrupted by work on our local rail infrastructure. As anyone who has recently travelled along the Joint Line will have seen, a great deal of work is being done to raise bridges, renew signalling and relay track and all seems to be on course for the planned completion in summer 2014. The Nottingham resignalling project proceeded as planned and the railway reopened on time on 26th August. The work to rebuild the railway where it had been destroyed by the spoil tip slippage at Hatfield was unexpected, but Network Rail engineers pulled out all the stops and got the route reopened sooner than many of us expected.

The pedestrian bridge over Brayford Wharf, Lincoln has planning permission and work should start soon. The last I heard from Network Rail is that the planning application for the High Street bridge should be submitted this year.

Disrupted journeys can be annoying, but at least we have the satisfaction that a great deal of money is currently being spent bringing our local rail infrastructure up to date.

A consequence of the Hatfield blockage was that some freight trains were diverted via Lincoln and Gainsborough. In some hours more extra freight trains per hour than we will see when the Joint Line upgrade is completed. Which brings me to the topic of the level crossing on Lincoln's High Street.

There was a lot of fuss in the local media recently, predicting doom and gloom for Lincoln because a few ECML trains were diverted via Lincoln on some weekends. We were told to expect the road traffic around the Lincoln High Street level crossing to be gridlocked. In reality traffic seemed to flow exactly the same as usual just as it did whilst the extra diverted freight trains were running.

Elsewhere in this edition you will find details of the RailFAIR! campaign. This has been taking up quite a bit of my time recently, with visits to see City of Lincoln Council leader, Ric Metcalfe, my MP Karl McCartney and an opportunity to address the Environment Committee of North Hykeham Town Council. A pleasing aspect was that not only did they all offer their support, there were also offers to lobby in favour of the strategy.

I am writing this on the same day that the government announced that they were reducing the maximum fare increase for regulated fares from 9.1% to 6.1%. I was interviewed by Lincs FM and made the point that it was all smoke and mirrors with little in it for most rail

continued on page 4

continued from previous page

passengers. The maximum fare increase has been capped but the average fare increase is unchanged, so in effect, other fares will go up to pay for the fare cap.

At the same time as rail fares are rising faster than inflation, the government is freezing road fuel tax. Yet again the government are giving in to the motoring lobby. Not everyone has a car and it is often the people on low incomes who cannot afford a car who are going to be worst hit by the fare increase. That is, of course, if they don't live in a rural village miles away from the nearest rail station and where the bus service has already been cut.

Nights are drawing in, leaves are starting to get their autumn colours so the end of the year will soon be with us. I will therefore finish my notes by wishing you all a Merry Christmas and a Happy New Year.

Railfuture Diary Dates:

**National Annual General Meeting
10 May 2014 in Sheffield.**

**Summer Conference 21 June 2014
in Cambridge**

County Signal Boxes Listed

Signal Boxes at Skegness and Wainfleet are amongst twenty-six boxes given Grade II listed status by the Department for Culture, Media and Sport as part of a joint project by English Heritage and Network Rail to safeguard the nation's railway signalling heritage. The listing comes as many signal boxes are being decommissioned as part of a major thirty year modification project to consolidate signalling into twelve regional centres.

ACoRP Awards for Lincolnshire

Lincolnshire stations received recognition at the Association of Community Rail Partnership awards held at Llandudno at the end of September.

In the Innovative Project at Small Stations section sponsored by Network Rail, Second place went to Lincolnshire County Council, Network Rail, East Midlands Trains and Poacher Line Community Rail Partnership for Skegness station - Revival & Redevelopment.

Skegness with its iconic Jolly Fisherman brand has been welcoming holidaymakers to the coast for generations. This Victorian station, which sees a throughput of several thousand passengers each summer Saturday, had become unsuited for modern day visitors and so Lincolnshire County Council sought to redevelop the station area into something more appropriate and eye catching.

Working in partnership with Network Rail, East Midland Trains and the local Community Rail Partnership, the creation of a plaza and other improvements at the site, mean the new Skegness Interchange now offers holidaymakers a pleasing welcome to the coast.

The partnership behind the Skegness station Revival & Redevelopment was also highly commended in the Network Rail sponsored outstanding teamwork section.

Mike Gathercole, of Barton-Cleethorpes Community Rail Partnership was short listed in the Outstanding Volunteer Contribution award sponsored by Network Rail. (AG)

continued from previous page

Key to getting financial support is convincing Lincolnshire County Council that the wider economic benefit to Lincolnshire exceeds their financial input, so if you are in a position to help with this, Lincolnshire branch chairman, David Harby david.harby@railfuture.org.uk would like to hear from you.

As you will see from the briefing paper, the business case for the track upgrade and signalling improvements in stage 3 depends on us getting the passenger number increase, which will come from the first stage outlined above. It is crucial therefore that we do all we can to promote stage 1. Without it the route, which has seen no significant change since the 1960s, will probably remain fossilised for another thirty years. (DH)

How it should be!

Passengers using East Midlands Trains' Lincoln to Leicester service on 17 October, were delighted to find a 4-car 125mph Meridian unit working the diagram.

All that is now needed is for the track between Lincoln and Nottingham to be upgraded for 125mph running, to match the train's performance capacity. At least, for one day, there was not overcrowding. (DH)

Footpath to Greylees

Member, Paul Jowett continues to attend North Kesteven District Council's Better Transport Committee meetings, which keep Railfuture's profile high. Whilst business covers many local transport aspects, Paul keeps rail issues going, if they are discussed.

The plans for a tarmac surfaced and illuminated footpath from the Greylees housing development, on the old hospital site, to the station has been dropped on the grounds that it would not be viable with only three trains each way daily. Paul disagreed and it was decided that if agreement with householders and developers could ensue, then a line of an unmade footpath should be set, which in future could be made-up, once a better train service at Rauceby can be arrived at. The coming franchise renewal will be the time to push for more calls at the station. (PBJ)

Charter Trains

The following charter trains are due in the Branch area in the coming months. Three trains destined for the Lincoln Christmas Market are included.

Saturday, 30 November

Statesman Rail charter from Peterborough, Grantham, Newark North Gate, Retford and Doncaster to Edinburgh. Class 47 hauled.

Friday, 6 December

Orient Express from London Victoria to Lincoln. Class 67 hauled.

Saturday, 7 December

West Coast Railways' charter from Peterborough, Grantham, Newark North Gate, Retford and Doncaster to Edinburgh. Class 47 hauled.

Charter from Saltburn to Lincoln. Hauled by Class 47 and 57

Saturday, 15 February 2014

West Coast Railways' charter from Peterborough, Grantham, Newark North Gate, Retford and Doncaster to Shrewsbury. Hauled by Class 47 and steam Crewe-Shrewsbury-Crewe.

Saturday, 19 April

Statesman Rail charter from Peterborough, Grantham, Newark North Gate, Retford, and Doncaster to Carlisle. Class 47 hauled.

Compiled by Geoffrey Meanwell

The RailFAIR! Campaign Nottingham to Lincoln – Proposed Train Service Improvements

As members will be well aware, for a route linking two major East Midlands cities, the service between Lincoln and Nottingham is totally inadequate. The fastest journey time is slower than over 100 years ago with an average time of no less than 60 minutes for the 33¾ mile journey.

A strategy that will, within five years, restore the two trains per hour service has been drawn up by the Nottingham to Lincoln Stakeholder Board. This will be done on a staged basis with faster journey times at each stage. Stage 1 will bring benefits to Lincoln, Hykeham and Newark Castle as follows:

Lincoln gets in stage 1:

- Two additional morning trains to Nottingham, both arriving before 07:45.
- An evening service every hour in both directions.
- Average journey times from Nottingham 7 minutes faster than at present.
- Faster journey times to Nottingham – mostly (10 out of 13) 52 minutes or under between 08:00 and 19:00.

The Hykeham service is transformed in stage 1:

- Service frequency at least doubled – from 8 to 18 trains eastbound and from 9 to 18 trains westbound.
- A regular service with one train every hour in each direction.
- Faster journey times, averaging 46 minutes to Nottingham (currently 54) and averaging 45 minutes from Nottingham (currently 49).

Newark Castle has a massive improvement in stage 1:

- Two trains an hour to/from Nottingham between 07:00 and 18:00.
- Through trains to Long Eaton and Derby restored and a new through service to Matlock.

Key to the success of the strategy is obtaining the funding to pay for it, with a maximum of £700,000 per annum required for the first three years. Department for Transport has refused funding, stating that it must be funded by Local Authorities for the first three years.

Nottinghamshire County Council has set aside a significant level of funding but more is needed. This is where we need your help. We need to convince Lincolnshire County Council, especially the elected members, that this scheme is important for the Lincolnshire economy and that they should provide some funding.

To enable the public to show their support, Newark Business Club have produced a briefing paper and set up a website www.railfair.co.uk where support can be registered online. As you will see, we already have local support from University of Lincoln, Lincolnshire Chamber of Commerce, City of Lincoln Council and Lincoln Business Club. In addition Karl McCartney MP and Patrick Mercer MP (Newark) are lobbying on our behalf.

We are asking members who live in Lincolnshire to contact your County Councillor and tell them you want Lincolnshire County Council to provide their share of the funding. You can find your councillors' contact details via this link:

<http://lincolnshire.moderngov.co.uk/mgFindMember.aspx>. We are also asking you to go to the RailFAIR! website www.railfair.co.uk, read the briefing paper and register your support.

continued on page 9

Market Rasen News

Branch members have assisted Market Rasen Rail User Group in carrying out a survey on the usage of Market Rasen station. The survey results are now being analysed.

Out of 276 replies from residents of the local LN8 postcode, 97 of these never catch a train at Market Rasen. 36 of these do travel by train, mainly from Lincoln and Newark Northgate. The remainder give a wide range of reasons for not using the train, ranging from too expensive, overcrowded, not reliable and not frequent enough.

Initial analysis highlights that around 25% of respondents choose to drive direct to Newark Northgate for their train. Around 12% drive to Barnetby. The reason given by almost all of them is overcrowding on trains from Market Rasen. In view of the number of complaints we are receiving about overcrowding on the route, it is not surprising that many respondents said they would travel more if there was less overcrowding. There was also a strong demand for a more frequent service.

After standing empty for some time the station building is now up for sale. At the time of writing, a meeting is being organised to see if it can be purchased for community use. (DH)

Booking Office Upgrades

Sleaford Booking Office and Booking Hall has received a splendid make-over. Mrs K. Cinivas, Sleaford Booking Clerk, who gained Best Booking Office Clerk last year has, this year, gained a highly commended award.

Grantham Booking Office has also received an upgrade, with a new counter giving a spacious appearance with 'customer friendly' facilities. Unfortunately, at the time of writing, plaques commemorating previous awards and opening ceremonies have been removed.

On platform 1, the Grantham Civic Society has provided an illustrated signboard celebrating Mallard's record breaking run and giving a brief outline of Grantham's railway history. The raised flower beds on the island platform have been revamped after a period of neglect. (PBJ/PM)

Railway Rambles

Railfuture member, Stuart Parker of Lincoln, is also Area Secretary of the Lincolnshire Ramblers and reports that the following walks by train are being held:

Saturday 7th December 2013

an 11 mile circular walk at Gainsborough Lea Road (bus opt out at 6 miles)

Depart: Lincoln (NT) 09:25,
Saxilby 09:34 to Lea Road
OR

Depart: Sheffield (NT) 08:44,
Worksop 09:13,
Retford 09:23 to Lea Road.

Saturday 8th March 2014

an 8 mile circular walk at Barnetby.

Depart: Lincoln (EMT) 08:12,
Market Rasen 08:30 to Barnetby 08:52
OR

Depart Cleethorpes (TPE) 08:26,
Grimsby 08:34,
Habrough 08:44 to Barnetby.

For details, call Stuart on 01522-534655.

Ancaster is spruced up

Ancaster station now has an Adopter. It looks very tidy and with help from the Community Rail Officer, now has flower tubs and is looking very spruce. (PJB)

Joint Line Upgrade

Work on the Joint Line upgrade continues and the pace quickens towards the completion date next spring. At Ruskington (and Metheringham) large power distribution boxes have been constructed to provide power for signalling equipment. Station platforms now have yellow lines and "mind the gap" lettering. Trackwork in the area and around Sleaford is now completed.

Member, Paul Jowett, was invited to a meeting with Ruskington Parish Council and Network Rail concerning Network Rail's plans to close the foot crossing between platform 2 (car park side) and platform 1. Network Rail will not provide a footbridge, claiming cost, planning issues, complaints from a nearby resident and railway safety issues. The plan means that passengers using platform 1 will have a 400 yard plus trek by public roads, up a steep humped road bridge and then by a steep ramp to/from the platform. Paul presented an eight page dossier showing how the plan is a disaster for rail users; it appears that Network Rail is intent on rushing through the plan.

The Up line on the Sleaford Avoiding line has been relaid and continues in use, but although the Down line has been relaid, the old semaphore signals remain out of use.

Cross-overs have been left in place between Werrington Junction and Lincoln, at Market Deeping, Spalding station (two) north and south of the station, Gosberton, Sleaford South Junction, Sleaford North Junction and Metheringham. The cross-over at Blotoff near Helpringham has been removed. At Metheringham, the Down siding before the station has been removed, but the Up siding remains. Signal bases are now evident along the line with signal spacing

rebalanced to increase capacity. It is understood that axle counters may be provided in lieu of track circuits.

All the former GNR arched bridges along the Joint Line are being replaced to permit a larger loading gauge and future electrification. As reported in *Rail Lincs* 66, the rebuilding of three bridges in Ruskington, and the subsequent road closures and diversions has raised the issue of the arched bridge at Donington, north of Spalding, carrying the A52 trunk road. If the bridge is closed for a month there would be major disruptions to A52 road traffic as there is no suitable diversionary route. In view of this, the arched bridge will remain and the railway track suitably lowered (this was relaid within the last 18 months). The bridge approach road will be upgraded with safety barriers.

Informed sources explain that when the Joint Line upgrade is completed and signalling between Gainsborough and Peterborough is controlled from Lincoln, there will be much greater capacity for additional freight and passenger paths than the four paths each way stated in the public relations exercise. Looking to the future, the Joint Line will have the means to become a 24/7 rail route again. Freight traffic will grow as the economy improves and planning of engineering works on the East Coast Main Line can be improved, with opportunities to divert traffic on to the Joint Line on weekday night as well as weekends. (PBJ)

Is East Midlands Trains' advertising agent in need of a geography lesson?

Advertisements have appeared on bus shelters in Grantham, less than 2 miles from the station (and yards from your Editor's home), promoting the Company's Nottingham to St. Pancras service!

Skegness News

At Skegness station, the dilapidated 'sheds' on the plaza were removed in the middle of October to reveal the 'waves' feature, which are now 'sandhills' to be decorated with ornamental shells and starfish (to deter climbers etc.) New structures, representing 'waves', are to be created. At present, a 7ft. steel fence surrounds the area. The 'new' Jolly Fisherman model is due to be installed in his new home on the Plaza in November – sadly missed from the concourse.

During the summer months, all went well on the Skegness – Grantham line which did not suffer as a result of the Nottingham station works. There were, however, fewer day trippers through the peak season. On Saturdays, a High Speed Train was well used with its new route via Peterborough and Grantham.

On Saturday, 14 May 2014, a steam-hauled excursion to Scarborough is starting at Skegness calling at Wainfleet, Boston, Heckington and Sleaford, then via Lincoln, Doncaster and York. The return journey to Skegness will be diesel-hauled from Scarborough along the Wolds Coast line. Fares: Standard £64, First Class £84, Premier Dining £169.00. Supplement for tables for two in First Class and dining £9.00 per person. Booking Forms and further details from Carolyn Sharpe (see page 2). (CS)

50 plus campaign for transport in North East Lincs

I was pleased there was a good turn out for the Cleethorpes AGM. For though you say (*Rail Lincs* 66) that the resort "is not the easiest place to reach from the south of the county", the same goes the other way round with venues in the south not being necessarily easy to get to by train from the north! Nevertheless, I hope that nothing will stop me attending the 2014 AGM in Market Rasen, and that I can be of help as a corresponding member of the branch committee.

I would add that I Chair an organisation called Eng-age, a campaigning body for those aged 50 plus living in North East Lincolnshire. We do have a sub-group devoted solely to transport-related interests, and this meets on the 3rd Wednesday of each month at 10:00am in Grimsby Central Library. All are welcome to attend our meetings, and there is neither an admission fee nor subscription to pay. (TM)

Music Trains return

The popular Music Trains return this autumn, providing an unusual venue for a variety of live music acts, plus time for a stop at Batemans Brewery in Wainfleet, where passengers are offered a warm welcome and refreshments at the Windmill Bar.

Up coming dates are:

Thursday 28 November

Jet - playing a mix of sing a long popular music originating in skiffle style of the late 1950s and early 1960s on guitar, tea chest bass, washboard and kazoo.

Thursday 19 December

Christmas Carols: Nettleham Community Choir & Friends - join us for an evening of carol singing, a fine start to the festive season.

Normal scheduled service trains are used for the Music Train events between Sleaford and Wainfleet. A normal rail ticket is required for the journey (current train fares apply) and can be purchased as usual from stations/conductor on train. Passengers can take advantage of GroupSave ticket availability 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 a Music Train event.

For more information visit: www.poacherline.org.uk or contact Jane Wingad at Lincolnshire County Council on 01522 782070 (customer services).