

REFRESHMENTS AT THE AGM

At the AGM on 15 March, there will be complimentary tea and coffee available on arrival and during the afternoon session. A buffet at £4.00 per person, will be available during the lunch break and tickets will be on sale during the morning session. To assist with catering arrangements, please email or telephone Phil Mason (phil.mason@trackprint.net or 01476 407569) to reserve a buffet.

BRANCH TO EXHIBIT AT 2014 GRANTHAM RAIL SHOW

The Branch will be having a stand at this year's Grantham Rail Show model railway exhibition on 6 & 7 September at the Walton Girls' High School & Sixth Form, Kitty Briggs Lane, off Harlaxton Road, Grantham. There will be a FREE vintage bus service from the Railway Station to the exhibition on the Saturday. More details in the June *Rail Lincs*.

NEWSLETTER APPEAL

Observant *Rail Lincs* readers will have noticed that this edition has not been increased by the usual four additional coloured pages, to include details of the AGM. Without the AGM information, this issue would be much starved of material. Elsewhere in this edition there are requests for members to consider joining the committee, but as Editor, I would like to appeal to members who would, perhaps, not wish to join the committee, but would like to be involved with the Branch by writing a contribution to *Rail Lincs*. Any material will be welcome: letters, comments and complaints, travel experiences, photographs – anything – please give your support. (PM)



BRANCH TWEETING

Having undertaken a training session, branch committee member, Alan Gouldthorpe, has taken on the responsibility of Twitter for the Lincolnshire Branch. The branch Twitter address is: @RailfutureLincs

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

Friends of the Barton Line

Throughout December, the services on the Barton line had, again, been appalling (due to the weather on only four days), at a time when people wanted to do Christmas shopping in Cleethorpes. Trains had been cancelled for a variety of reasons including: unit failure, flooding, strong winds and unavailability of crew. Manually operating level crossings in strong winds had become a hazard, with a gatekeeper being seriously injured.

Friends of the Barton Line (FBL) consider it unwise to promote the line as long as the service remains abysmal, as it would be a disservice to potential passengers and ridicule FBL.

At a meeting with First TransPennine Express (FTPE) in January, it appeared unlikely that FTPE would arrange for any extra calls at Habrough and the company's representative did not appear to be aware that the station was a rail head for Killingholme and Immingham – a town of 13,000 people, which had good parking provision.

The FBL is keeping in frequent contact with the Friends of the Brigg & Lincoln Line and arrangements are being drawn up for closer working including joint meetings with local train operating companies and Network Rail. (AASB)

Rail Lincs 69 will be published in June. Please let the Editor have copy by 10 May.

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

Railfuture is the campaigning name for the Railway Development Society.

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

www.railfuture.org.uk

Rail Lincs

Number 68 • February 2014 • ISSN 1350-0031
Lincolnshire & South Humberside Branch of the
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

From the Chairman

With this first missive of 2014 I am getting my crystal ball out and looking ahead.

Nationally we had the first electric services from the North West electrification start recently and can look forward to many more between now and 2020. Great Western and Midland Main Line electrifications are well into the planning stages.

During Network Rail's Control Period 5, 2014 to 2019, resignalling between Nottingham and Lincoln is in the plans as is resignalling the Brigg Line and Doncaster to Cleethorpes.

We will see footbridges on Brayford Wharf East and High Street in Lincoln. With the large increase in footfall from the University, both are desperately needed.

There is a fund in CP5 for ECML enhancements. Two issues that will be addressed are how freight services from East Anglia will access the Joint Line at Werrington Junction and the conflicting movements at Doncaster station with Hull/Cleethorpes – Manchester services crossing the ECML. Both are still at the early planning stages but the most likely outcome is a grade separated junction at Werrington, similar to the recent new flyover linking the ECML to the Cambridge

route at Hitchin, and an extra island platform at Doncaster,

The other key ECML infrastructure problem that affects us in Lincolnshire is the flat crossing at Newark. For many years this seems to have been put in a dark, dusty, cupboard in a file marked 'too difficult' but there are now glimmers of light. Network Rail have been allocated some funds for a preliminary study to look at the flyover options. How much further this goes from there is going to depend on how well Network Rail succeed in cutting costs and bringing the other ECML work in below budget. My crystal ball predicts that if Network Rail do meet their finance targets, we could see some planning work on a flyover in CP5, so building can start in 2019 when there is funding in CP6.

There is plenty of franchise activity planned over the next three years, but if the Department for Transport continue their recent track record with franchises I doubt if my crystal ball is going to tell me anything useful. What we do know is that by the time this newsletter reaches you we should know who has been invited to bid for the East Coast franchise. The winner is due to be announced in October

Continued on page 3

2014 Annual General Meeting

Saturday, 15 March 2014

at the Festival Hall, Caistor Road, Market Rasen LN8 3JA

Full details inside – see pages 5 to 10

Don't forget to bring this copy of *Rail Lincs* to the AGM

Railfuture Lincolnshire Branch Committee 2013 to 2014

Alphabetical list of members:

Anthony Berridge
Friends of the Barton Line
Representative

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

Lynda Bowen
Market Rasen Rail User Group

Low Moor Farm, Tealby, Lincolnshire LN8 3XH
ly05nda@yahoo.com

Chris Brown
National International Committee Member

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

Ralph Coulson

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

Andrew Court

Rock Cottage, 91 High Street, Saxilby
Lincoln LN1 2HA 01522 702651

Alan Gouldthorpe

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

David Harby - Branch Chairman,
Exhibition Screen Officer,
National Treasurer, Media Spokesman
National Freight Committee Member

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

Brian Hastings - Emeritus Chairman
Media Spokesman (North)

Rail Lincs Northern Correspondent
312 Wharf Road, Ealand, Scunthorpe,
N Lincs DN17 4JW 01724 710528
brian.hastings@railfuture.org.uk

Paul Jowett - Corresponding Member,
Rail Lincs Southern Correspondent
Branch Representative on North Kesteven
District Council's Partnership Group

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

Francis Wallace Lee

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

Colin Lingard - Branch Treasurer

12 Home Close, Bracebridge Heath,
Lincoln LN4 2LP 01522 526620
colin.lingard@railfuture.org.uk

Phil Mason - Rail Lincs Editor
Branch Vice-Chairman

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

Geoffrey Meanwell

39 Alexandra Road, Woodhall Spa LN10 6RE
01526 352389

Tim Mickleburgh

Corresponding Member

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

Don Peacock - Hon Branch Secretary

National Passenger Committee Member

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

Tom Rookes - Minutes Secretary

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

Mike Savage

Corresponding Member

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

Carolyn Sharp

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

RailFAIR update

The RailFAIR campaign was taken to the House of Commons on 27th January when Patrick Mercer MP (Newark) led an adjournment debate on the Nottingham to Lincoln Railway Line. He pointed out that at £2.1 million over 3 years; the cost is just half of the £4.2 million that the DfT is paying for an improved service from Swindon to Westbury, a town that is far smaller than Lincoln. He also mentioned that the business case for the stage 1 improvements is strong, with a benefit-to-cost ratio of 2.16.

Karl McCartney MP (Lincoln), Mark Spencer MP (Sherwood) and Stephen Phillips MP (Sleaford and North Hykeham) spoke strongly in support. The valuable assistance of Vernon Coaker MP (Gedling) and Lilian Greenwood MP (Nottingham South) was mentioned.

In his reply The Parliamentary Under-Secretary of State for Transport (Stephen Hammond) said that it is for the local authorities concerned (Lincolnshire and Nottinghamshire County Councils and D2N2 and Greater Lincolnshire Local Enterprise Partnerships) to determine local investment priorities and to include the scheme in a bid for funding from the local growth fund.

So we now know where we are. We need the scheme to be prioritised locally. It is a priority in the D2N2 LEP strategic economic plan but not in the GL LEP plan. Nottinghamshire CC does not currently list it as a priority but their officers have been putting a lot of effort into promoting improvements. As far as Lincolnshire CC is concerned it is improved services to London that seem to be their priority. (DH)

Branch birthday!

I recently collected our first ever minute book from Tom; to try to find some dates I needed for a book Alan Stennett is writing. We have nearly missed a significant date. Hence this piece for *Rail Lincs*.

30 Years On

At a meeting at the Cardinal's Hat in Lincoln on 13th October 1984 the 28 individuals present passed this motion: "This meeting agrees to form the Lincolnshire Branch of the R.D.S." This autumn therefore sees our 30th anniversary which I'm sure everyone would agree merits some form of celebration. It will be on the agenda for our next branch committee meeting but suggestions from all members of what we should do are most welcome.

In view of matters mentioned elsewhere in this edition of *Rail Lincs* this extract from the minutes of the inaugural meeting is somewhat ironic: "Praised Lincolnshire CC for its support of public transport. Other counties would do well to copy." (DH)

More space at Lincoln booking office

Hopefully, the infamous queues at Lincoln's booking office will cease to obstruct the station entrance when the £250,000 upgrade to the station's booking office is completed. Jointly financed by East Midlands Trains and Network Rail, there will be a brighter and enlarged booking office with a new look booking hall to help improve the flow of passengers from platform to street. The upgrade also includes 40 additional cycle spaces and free Wi-Fi. Completion is planned for the spring. In the meantime, a temporary ticket office has been situated to the west of the station entrance.

Continued from page 9

Any Other Business

Mick Paine said that last year the Railfuture President talked about HS2 regarding our support for this. On what democratic basis could this be done? Chris Brown explained that in the 2012 membership survey two thirds of members were in favour of it. One third would prefer a different route.

Peter Honniball raised the use of flyers. Do adverts have any benefit? David Harby replied that the response from adverts in the railway press had not been cost effective but adverts offering supporter status in FoSCL and CLPG newsletters had been successful. The first part of the meeting closed at 12 noon for lunch to reconvene at 1 pm.

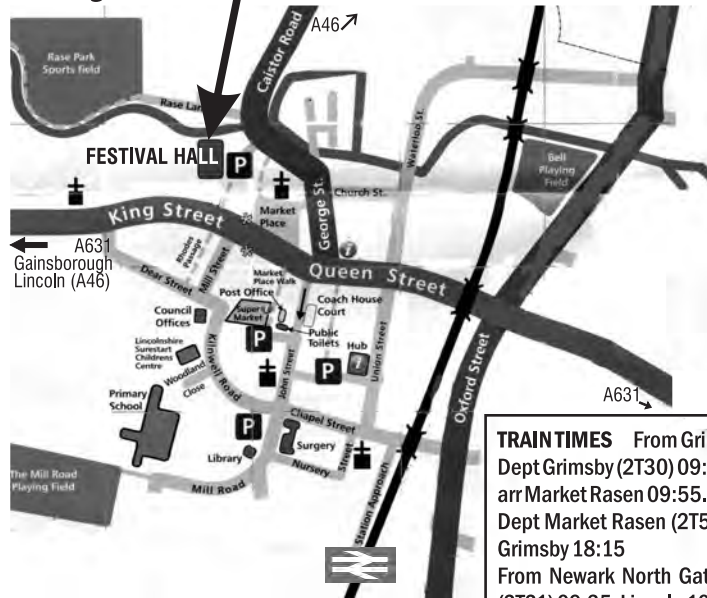
Afternoon conference

The AGM was followed by a conference opened by Cleethorpes M.P and chairman of the all party rail group, Martin Vickers. There were presentations by:

- Dr Alan Dowling; The Coming of the Railway and How it Changed Cleethorpes Forever.
- Stephen Hind, Network Rail: The Railway Infrastructure of Lincolnshire, Present & Future.
- Robin Smith, Rail Freight Group: The Importance of Rail Freight to Northern Lincolnshire and Vice Versa.
- Nick Donovan, MD, TransPennine Express: The TPE Franchise, The South TransPennine Route and the Future.

The conference was closed at 5pm by Councillor Chris Shaw, Leader of North East Lincolnshire Council.

Getting to the AGM at the Festival Hall



From Station Approach, left into Chapel Street, then right into Union Street, turn left on to Queen Street, then right into George Street. Pass St. Thomas Church on left. Festival Hall is on the left, behind car park.

TRAINTIMES From Grimsby and Barnetby:
 Dept Grimsby (2T30) 09:20, Barnetby 09:39
 arr Market Rasen 09:55.
 Dept Market Rasen (2T51) 17:39 arr Barnetby 17:54,
 Grimsby 18:15
 From Newark North Gate and Lincoln: Dept Newark
 (2T21) 09:35, Lincoln 10:06 arr Market Rasen 10:22
 Dept Market Rasen (2T56) 16:33, arr Lincoln 16:50,
 Newark North Gate 17:18

Continued from page 1

with them taking over in February 2015. Their new service is then introduced with the December 2016 timetable change which, if we do get more Lincoln - Kings Cross trains, will be when they start.

In the north of our area we have the new Northern and TransPennine franchises due to start in February 2016. It is still not clear exactly how much influence the Rail in the North Consortium will have on specifying the services, but there are dangers for us in Lincolnshire. The consortium is at risk of being dominated by the Manchester and Yorkshire conurbations which are already suffering far more overcrowding than us, so we will have to keep a close watch on where the diesel rolling stock freed up by electrification is allocated. As well as overcrowding relief, some will be needed to replace the Pacer fleet which is not compliant with the new disability requirements from 2020. Lincolnshire has a strong case for additional units but that is not always enough. Effective

Access to Ruskington Platforms

Further to the report in *Rail Lincs 67*, regarding alternative arrangements following the closure of the foot crossing at Ruskington station. Network Rail has announced that a footpath will be provided from Platform 2 (on the car park side) to the Priory Road Bridge adjacent to the station. The path will be on an incline to the road bridge where a footpath will be provided on the side of the roadway for passengers to access the Up platform (platform 1) for Sleaford.

Privacy fencing will be installed where the footpath rises up to the bridge and overlooks adjacent housing. No additional street lighting is planned, but small strip lights will be attached to the top of the fencing. (PBJ)

political lobbying will also be needed.

For the East Midlands Trains franchise we first have an extension from April 2015 to October 2017 to be negotiated before the franchise is renewed. There is an opportunity for service enhancements with the extension and we will be pressing for evening services on the Joint Line, extra rolling stock for Newark - Grimsby services and the Lincoln - Nottingham improvements that are currently being discussed.

We will see the improved ticket office at Lincoln station and the new south concourse at Nottingham station open in spring 2014. This will be followed in the autumn by the opening of the Nottingham tram extensions and the new tram station directly over Nottingham rail station. Among other benefits: Lincoln residents who have to travel to Nottingham for medical treatment will be able to travel all the way to Queen's Medical Centre by train and tram.

David Harby, Branch Chairman

Fare Rise Reduced at Last Minute

After we were expecting a fare rise of 4.1% (RPI + 1%) the Chancellor announced in his Autumn Statement that the rise would be restricted to RPI of 3.1%. Railfuture gave the news a cautious welcome pointing out that the Government's preferred inflation figure for almost everything else is the Consumer Prices Index which is only 2.8%.

East Coast announced that it would be freezing more than half their fares to and from London. What they did not announce was that they would be increasing car park fees by well above inflation with the daily rate at Newark Northgate rising from £9 to £10. (DH)

A Valuable 2 mins

Bostonians can have another 57 minutes in London on weekdays

Ever since the East Coast Trains' Eureka timetable was introduced, passengers for Sleaford, Heckington and Boston who were travelling home from Kings Cross faced a dilemma. They could either catch the 19:33 departure from Kings Cross and wait for 56 minutes for the 21:36 East Midlands Trains' service from Grantham to Boston or catch the 20:30 from Kings Cross and hope it was on time. The reason being that the 20:30 from Kings Cross arrived in Grantham at 21:31 and was, therefore, not a valid connection into the 21:36. If the East Coast train was late and the connection was missed, the rail industry was not under any obligation to get passengers home to Sleaford etc.

After lobbying from the branch and other passenger groups the 21:36 train from Grantham to Boston has been retimed, from 9th December 2013, to depart from Grantham at 21:38. Arrival at Boston is unchanged at 22:29. This small change means that the 20:30 departure from Kings Cross now makes a valid connection with the Boston service. (DH)

Gainsborough and Brigg Line Activities

In December there was a meeting to discuss ways of improving Gainsborough Central Station. A number of ideas were put forward and the interested parties are looking into these. The meeting was instigated by the Friends of the Brigg & Lincoln Lines, who are also trying to organise meetings in Brigg and Kirton Lindsey with the aim of improving the visibility and use of these stations.

Sadly we heard in mid January that Brigg station has suffered from vandalism and fly tipping.

The Friends of the Brigg & Lincoln Lines have a website at: <http://e-voice.org.uk/friendsofbrigg-lincolnlines/rail-groups/> which gives a brief outline of the history of the Brigg Line as well as current news. Well worth a look.

The Gainsborough and District Rail and Bus Users Group are also taking a close interest in the possible changes. See <http://grab.eavb.co.uk/> for more information.

Our branch is working closely with both groups. (DH)

Minutes of the Railfuture Lincolnshire Branch AGM 2013

The Annual General Meeting of the branch was held on Saturday 16th March at the Council Chamber, Cleethorpes Town Hall, Knoll Street, Cleethorpes commencing at 11am with David Harby in the Chair.

Present: 22 branch members. Apologies from 2 members.

Minutes of the A.G.M. held on 10-3-12

The minutes had been circulated and were accepted with no amendments. Proposed: Chris Brown; seconded: Wallace Lee.

Matters Arising

Tim Mickleburgh said that he was pleased to be able to get to the A.G.M. but there was a difficulty in accessing meetings because of poor public transport. Secretary Don Peacock explained that because our membership covered a wide geographical area there was no easy solution. Lincoln was the most central place with a rail hub but we did have a policy of arranging some meetings at other locations.

Chairman's Report

David Harby said that his report was in the current *Rail Lincs* but there were three things he wished to add. On the Hatfield closure the rail industry had to be congratulated for getting revised services into place quickly. There are plans for improvements to the Lincoln to Nottingham service but they will not happen unless the local authorities concerned can be persuaded to contribute. Future franchising arrangements were uncertain. Whatever individual views on franchising options, the current delays were just resulting in stagnation. Report accepted. Proposed: Chris Brown; seconded Alan Gouldthorpe.

Secretary's Report

Don Peacock referred to his report in *Rail Lincs*. He thanked members for completed Station Survey forms and listed the stations that still needed to be surveyed. The parking situation at Barnetby still needed to be resolved. He finally backed up the chairmans comments on franchising and said he was meeting instances where TOCs did not want to make commitments because of uncertainties.

Report accepted. Proposed: Tom Rookes; seconded: Phil Mason.

Financial Report

This report was circulated in *Rail Lincs*. Colin Lingard explained that there had been an increase in expenditure to bulk buy stamps so this would lead to lower costs next year. David Harby explained the new Railfuture branch funding arrangements were now based on need rather than based on membership as previously. There is funding available for more activities but we need more members to get involved. Stuart Parker asked about the possibility of an additional autumn meeting and the format. David Harby replied that the intention would be to have a branch committee meeting followed by an open meeting.

Report accepted. Proposed: Tim Mickleburgh; seconded: Ralph Coulson.

Election of Officers

Don Peacock said that there had been no new applications for membership and all existing members had agreed to stand again. All committee were reappointed en bloc. Paul Jowett proposed and Tim Mickleburgh seconded.

Paul Jowett said that because of travel difficulties we needed to consider corresponding members who would receive minutes for comments. Mike Savage had expressed an interest. Tim Mickleburgh said that he would also like to be a corresponding member. Both were appointed. Proposed: Chris Brown; seconded Alan Gouldthorpe.

Continued on page 10

Editor's Mail

In view of the proposed closure of the foot crossing at Ruskington, I thought the solution at Stamford might be a useful precedent.

At Stamford, the barrow crossing was closed some time ago, which prevented passengers with prams or wheelchairs using Birmingham bound services. The crossing has been re-opened and is now available to use by a telephone call to a signaller who opens the gates remotely.

This shows that a solution can be found when disability access is not available.

Peter Honniball, Dunsby, Bourne

EAST MIDLANDS BRANCH 2014 ANNUAL GENERAL MEETING - 1 pm SATURDAY, 29th MARCH
GCR Lovatt House, 3 Wharncliffe Rd., Loughborough LE11 1SL (next to Great Central Rly's Loughborough station).
Open meeting from 1.45pm. Speakers: Spencer Gibbens, Network Rail's Route Enhancement Manager
David Home, East Midlands Trains' Managing Director.

RAILFUTURE – LINCOLNSHIRE BRANCH

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2013

	2013		2012	
	£	£	£	£
INCOME				
Subvention	200.00		252.00	
Donations	123.19		70.56	
Branch Sales	7.50		15.50	
Membership	63.00		0.00	
Bank Interest Received	0.12		0.12	
		393.81		338.18
Less Expenditure :-				
Rail Lincs	152.00		255.48	
AGM Expenses 2013	114.13		70.00	
AGM Expenses 2014	86.00		0.00	
Mayors Charity Fund	50.00		0.00	
Branch Purchases	4.75		11.40	
Campaigning and Lobbying	117.62		103.50	
		524.50		440.38
NET INCOME/ (EXPENDITURE)		(130.69)		(102.20)

BALANCE SHEET AS AT 31 DECEMBER 2013

	2013	2012
CURRENT ASSETS		
Cash at Bank and in Hand	612.63	743.32
NET ASSETS	612.63	743.32
ACCUMULATED FUND		
Balance at 1 January 2013	743.32	845.52
Excess of Expenditure over Income	(130.69)	(102.20)
Balance at 31 December 2013	612.63	743.32

RAILWAY DEVELOPMENT SOCIETY



A Voice for Rail Users

Lincolnshire Branch

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

BRANCH ANNUAL GENERAL MEETING

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 15 March 2014 at the Festival Hall, Caistor Road, Market Rasen LN8 3JA.

The timetable this year is as follows:

- 10:30 Assemble – Complimentary coffee or tea available
- 11:00 AGM (Agenda below)
- 12:00 Lunch break (see back page for buffet information)
- 13:00 Afternoon session open to the public, with the following speakers:
 - Jonny Wiseman, East Midlands Trains, Route Manager Sheffield Area
 - Peter Myers, Northern Rail, Client & Stakeholder Manager
 - Lynda Bowen, Market Rasen Rail User Group
 - David Harby (Railfuture Lincolnshire) Lincoln to Nottingham Stakeholder Board

Complimentary tea or coffee during afternoon break

16:00 Meeting closes

AGM AGENDA

1. Apologies
2. Minutes of 2013 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
8. Any other urgent business (notice of items appreciated by Hon Secretary before meeting commences or telephone 01652 688549)

Yours sincerely,
Don Peacock, Hon Secretary

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 2014 AGM

The major branch event for 2013 was our special AGM and conference to celebrate Cleethorpes 150. As our large number of branch members who attended will, I hope, agree this was very successful.

Some thought provoking opening remarks from Martin Vickers, MP for Cleethorpes and chairman of the All Party Parliamentary Rail Group then, excellent contributions from our speakers: Dr Alan Dowling, Stephen Hind from Network Rail, Robin Smith from the Rail Freight Group and Nick Donovan, MD of TPE.

Mike Savage deserves our thanks for showing us all how an event should be organised. We are also grateful to the Mayor of Cleethorpes, Councillor Mike Burton, and the Cleethorpes Charter Trustees for their sponsorship of the event.

A major topic at Cleethorpes 150 was the closure of the Scunthorpe to Doncaster route following the Hatfield Colliery landslip. This was just the first of a series of line closures during 2013. We had work on the Joint Line with closures at times throughout the year, mainly coinciding with school holidays so the significant amount of school traffic was not interrupted. Nottingham was closed for resignalling for six weeks during the summer but for most of the time a basic service into Nottingham from Lincolnshire was maintained. Then there were far too many instances of the ECML being closed due to power supply problems and/or damage to the OHLE.

One factor which was common to all was that I received comments from users praising the operation of the replacement bus service. A big improvement from the days of Central Trains when the common factor was complaints about the bus service or rather lack of a proper service.

EMT are also to be commended for offering passengers a 15% discount if they had to use a replacement bus during the Nottingham resignalling. Let us hope other TOCs follow this example.

During the peak summer tourist season, East Midlands Trains again ran a Saturdays HST service to Skegness which, reports say was well loaded. It is a pity that the summer services end so soon and from 15th September we went back to the meagre winter Sunday service with the first train leaving Skegness at 14.10. How long will it be before the powers that be recognise that the tourist season at Skegness does not end when the winter school term starts?

A new factor this year has been the enthusiastic efforts of the Market Rasen User Group to get some improvements to their services. Market Rasen passengers often have to endure severe overcrowding and even instances where trains are too full to even join at their station. On 6th July some branch members joined the group at Market Rasen BIG market to launch a survey of potential rail users. Combined with other work being done by West Lindsey District Council, the hope is that the survey results will help to make the case for additional rolling stock.

Whilst on the subject of surveys, three branch members helped with a passenger survey at Hykeham on behalf of the Nottingham to Lincoln Stakeholder Board. The information gained is helping make the case for more trains to call at Hykeham as will the start in the autumn of the major housing development on the old factory site alongside the station. Hykeham has also benefited this year from improvements to the car park.

The branch had our usual stand at the Grantham Rail Show in September. This year with the Mallard Festival of Speed on at the same time the Rail Show was incredibly successful both for the Grantham Railway Society and us.

Paul Jowett has been keeping a close watch on the Joint Line upgrade and has made representations to Network Rail on a number of issues especially concerning access to

Ruskington station.

Don Peacock has been beavering away without success at Barnetby to try to get some resolution to the car parking problems.

In Lincoln the main topic of media attention has again been the High Street and Brayford level crossings. We are still seeing stories predicting that traffic in the centre of Lincoln will grind to a halt when the extra freight trains start using the Joint Line. However, during the Hatfield closure we were seeing many extra freights diverted via Lincoln, but nobody seemed to notice. Funny that!

To finish I would like to express my thanks to the committee for their work during the year. As has been my practice since I was first elected chairman, the workload has been spread among the committee with most committee members representing the branch at some time during 2013. Alan Gouldthorpe has liaised with Northern Rail; Mike Savage with First TPE; Colin Lingard with the Barton Line CRP; Paul Jowett with the North Kesteven DC Better Transport Committee and I have attended meetings with EMT and East Coast.

In addition Don Peacock serves at national level on our passenger group, Chris Brown on our international group and I continue as Finance Officer.

The one sadness I have is that we did not manage to organise the hoped for autumn meeting for members in Lincoln. With the amount of volunteer effort needed to organise the Grantham Rail Show stand and taking into account that three branch officers are still running their own businesses and the other has a time consuming, job we simply did not have the time to organise anything else.

David Harby, Branch Chairman

Hon Secretary's Report to be presented at the 2014 AGM

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

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.

There have been no notifications from members wishing to stand for the executive posts and the present Chairman, Vice Chairman, Hon Treasurer and Hon Secretary have indicated that they are all willing to continue in post so there will not be an election. The present committee are also willing to continue.

I am pleased to report that the Market Rasen Rail User Group (MR RUG) is a member of Railfuture and has representation on the committee and Sue Dovey has indicated a willingness to join the committee. So our lone lady committee member now is not the only one anymore.

So far there has been no progress with the Barnetby parking problem that was mentioned at the last AGM.

Finally I would like to repeat the Chairman's thanks to the committee for all its hard work. In particular I would like to thank our minutes secretary Tom Rookes who has been the committee's minutes custodian from its inception. The Lincolnshire Branch started in October 1984 so it is our 30th anniversary this year; any ideas to mark this land mark? In 1984 the Branch praised Lincolnshire County Council for its support of rail projects – how times have changed!

Dr Don Peacock Hon Secretary