

## From the Chairman

It is a pleasure to be able to start this newsletter with some great news. As you will read later in this edition of *Rail Lincs*, one of our key branch objectives has been achieved.

On 29 September it was announced that from May 2015 we will have a much improved service on the Lincoln to Nottingham route. This is the culmination of over 4 year's work by the Nottingham to Lincoln Stakeholder Board (on which Railfuture is represented).

During this time a lot of people have helped in some way, however small, and many hurdles have been overcome. Train paths had to be identified; rolling stock sourced (not simple when there is a national shortage of diesel trains); funding identified and DfT agreement obtained

to modify the EMT franchise.

When you see that no less than 10 separate authorities are funding this service enhancement you will realise that securing finance took a lot of time and lobbying. Before we even got to that stage a study had to be done (and paid for) to show that the proposed new service had a good, positive business case. This was not just a paper exercise – collecting evidence for this study included a passenger survey where your chairman's contribution was interviewing passengers at Hykeham station by 06:30 every day for a week.

Armed with this business case, potential funders were then approached and convinced that they would get some benefit from the enhancements. Local politicians were

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***Due to other events in the area, attendance at this year's Grantham Rail Show was lower than usual, but the Railfuture stall still attracted plenty of attention, raising useful funds for the Branch.***

***Photograph: Committee member, Sue Dovey with many donated sales items.***



# ***Railfuture Lincolnshire Branch Committee 2014 to 2015***

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being asked to find finance from budgets that have been squeezed by central government for years so convincing them was no pushover (as I can confirm from my own small part in the lobbying process).

All that is left now is to say a big thank you to all the people have contributed to the campaign. The service is only funded for three years so if members want it to continue after that it is a case of 'use it or lose it'.

Moving on to other matters, passengers numbers are still rising; the Joint Line upgrade is nearly finished; the Nottingham – Lincoln route upgrade will be completed by 2019 and a start has been made on the new footbridges in central Lincoln.

I recently attended an East Midlands Rail Summit at Loughborough where we heard from ORR, Network Rail, EMT, GB Railfreight and HS2 Ltd as well as local MPs and politicians. The whole tone of the meeting was very positive: looking forward to improving and enhancing the rail network.

I wonder how many branch members were aware that the East Midlands has the largest rail industry cluster of anywhere in the world and rail is worth £2.6bn of economic output to the region every year. Rail share of should

greenhouse gas emissions is only 2% but rail market share is 6% of passengers and 10% of freight, all very encouraging and even more reasons why we should promote the use of rail.

An interesting point made by an economist at the meeting, and not always appreciated by politicians, is that spending on rail enhancements is investment as it generate extra income for the economy, firstly as payments to contractors during construction and then over the longer term by providing extra capacity which is needed to allow the economy to grow. Cutting expenditure on rail would provide a very short term saving but soon starts to damage the economy by restricting output.

Looking ahead we should hear in November who has been awarded the East Coast franchise. If the winner is announced in time it is the intention of East Anglia branch to ask them to give a presentation at the joint Lincolnshire and East Anglia meeting (see *enclosed leaflet*). This joint meeting is a new innovation which I hope members will support.

It is a little early, but as this is the last newsletter this year, my good wishes to all members for a Merry Christmas and a Happy New Year.

*David Harby, Branch Chairman*

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## **Branch AGM 14 March 2015**

At the last Branch annual general meeting, it was announced that the committee would try to find a venue in Sleaford for the 2015 AGM. Four venues within walking distance of the station were looked at but all had to be rejected for one reason or another mostly because they were too expensive or had no nearby parking whatsoever, even for unloading food and equipment.

We have therefore moved back to Lincoln for the AGM, which will be held at St Hugh's Church Hall, which is on Monks Road near to the junction with Broadgate and about 5 minutes walk from the station. (DH)

## Big boost to Hykeham services from 2015

A new timetable is to be introduced on the Lincoln to Nottingham route from May 2015. In broad terms the Matlock to Nottingham service is to be extended to Newark Castle and will then provide the stopping service between Newark and Nottingham. This enables the Lincoln to Nottingham service to be speeded up by dropping all calls between Newark and Nottingham and to call at Hykeham and Collingham every hour in both directions.

Key improvements:

- Additional 24 trains every weekday between Newark and Nottingham.
- Faster journey times on 16 Nottingham – Lincoln services.
- 11 additional daily stops at Hykeham.
- Two extra trains; 06:46 Lincoln to Nottingham and 21:21 Nottingham to Lincoln

With a vastly improved rail service, a new car park, better road access and a lot of new housing nearby the prospects for Hykeham station are excellent. With an hourly service in both directions there will also be a good case for a better bus service for the station.

*(DH)*

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## Franchise update

There is plenty of activity to report on the franchising front.

The proposed remapping of services as part of the TransPennine/Northern consultation came as a shock. The DfT is proposing to truncate the south TransPennine service at Doncaster and split the Liverpool – Norwich service at Nottingham with the northern half transferring to TransPennine. Railfuture have strongly opposed both these proposals. There is considerable cross-Nottingham traffic and this has been growing across the life of the franchise and is now some 350,000 passengers a year (i.e. an average of nearly 1000 a day). The route serves a significant number of cities and large towns including Liverpool, Warrington, Manchester, Stockport, Sheffield, Nottingham, Grantham, Peterborough, Ely and Norwich.

Opposing the split at Doncaster we pointed out that connectivity from South Humberside is already poor and

the proposals would make this worse and journey times would increase substantially (20 minutes at least).

Bidders for both franchises have been announced (Northern – Abellio, Arriva, Govia; TransPennine – Stagecoach, First, Keolis-Go Ahead). Railfuture has contacted all bidders to ask for meetings where we can put forward our proposals.

At the same time as this newsletter was being prepared we were writing a response to a consultation from DfT on a Direct Award for a short East Midlands Trains franchise to take it from October 2015 to October 2017.

We have been asked to comment on a broad range of issues but two specific requests we will be making are for extra rolling stock to relieve overcrowding especially between Newark Northgate and Grimsby and an earlier departure from Skegness on winter Sundays.

*(DH)*

## News from Sleaford area and Joint Line

● By the time *Rail Lincs* is published, the new ramp at Ruskington on the Sleaford - Lincoln line should be complete. It remains to be seen just how motorists 'railheading' at the station will take to the new arrangements because departures or arrivals on platform 1 (the Up line) depending on their journeys will have an extended walk to/from the car park and platform 1. Network Rail acknowledges this and apologise on station posters, but note safety is paramount with the withdrawal of the foot crossing.

● The upgrade of signalling, level crossings and signal box closures was observed during August between Pinchbeck and Werrington Junction.

● The now fully operational Sleaford Avoiding Line is bi-directional on the Down line between Sleaford North and Sleaford South Junctions. The position of the crossovers at both junctions, to allow trains into Sleaford at North Junction and from Sleaford at South Junction, make this flexibility on the Down Avoiding Line possible. Also noted, are the positions of some new signals (not yet in use) on the route south of Sleaford and south of Spalding giving rise to the possibility that further bi-directional signalling is planned between the remaining crossovers.

● With the amount of replacement buses running for the Joint Line in late July and August, Paul Jowett was able to observe bus workings at Ruskington when on Adopter duties. It appears the bus drivers cannot collect fares, so intermediate station passengers travel free. At Sleaford tickets can be bought

from the booking office up to 1:30pm, but if you are savvy and wait on the station frontage, travel is free! There is little or no attempt to collect fares at journeys end at Sleaford or Lincoln. Although the bus operations were 'slick' with timetables posted at stations and help to direct travellers to buses at both ends, buses were rarely well used. Regulars probably used cars due to the longer journey times.

● A Harrington Hump is now in place on the Down platform at Rauceby station, where the platform is slightly lower than the Up platform. (PBJ)

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## Skegness News

The Launch Day at Skegness on Saturday 27 June proved successful.

The summer season at Skegness has been busier than 2013 when there was the Nottingham Blockade which obviously had an effect on passenger travel to Skegness.

The HST on Saturdays has been very well patronised both inward and outward journeys. On two occasions the HST was full and standing on arrival into Skegness.

Amount of luggage and folding of pushchairs are still causing operational problems.

### West Coast Railway Charter Trains from Skegness:

In addition to those listed on page 8, there is a steam excursion to Stratford on Avon on 9 May 2015. Pullman Dining - £195. Premier First Class - £115.00. Standard Class £69.00.

People can still book West Coast Railway Co. charters through me - Carolyn Sharp - 01754-766581. 07733238577.

## Railfuture 2014 Summer Conference at Cambridge

As a regular attendee at Railfuture National Conferences I thought I would share my experiences of this year's conference with you and I think you will be in for a few surprises.

I travelled by train from Lincoln rather than Newark as this saved me £16 because I could get an off peak day return which was not available from Newark but, I had to drive into Lincoln as there are no buses back to Brant Road after 19:15

The 07:46 from Lincoln to Newark Northgate was a Class 153 which left with a fully seated load plus sixteen standing, which increased to twenty after Collingham. I arrived punctually at 08:12 to connect into the 08:22 to Kings Cross as far as Peterborough. The train from Lincoln also connects into the 08:26 to Newcastle and I thought what a wonderful example of good connections that is until 08:20 when the 153 departed just before trains from London and Newcastle arrived. You couldn't make it up could you?

On time arrival at Peterborough allowed a connection into the Stanstead Airport service as far as Cambridge where arrival was at 10:06 again on time. I then found out how lucky we are in Lincoln to have a station in the City centre as it was a twenty five minute walk to the venue in the centre of Cambridge.

The conference itself was titled "Rail – the Engine for Change" with speakers from First Capital Connect(FCC), Cambridgeshire County Council, Network Rail, the New Anglia (Local Enterprise Plan (LEP) plus a Conservative MP and a local cycling campaigner. As expected the speakers from FCC, talking about the Thameslink project, and Network Rail, the strategic rail freight network, were very pro rail and supported its expansion and improvement.

The first major surprise was that there

were two senior officers from Cambridgeshire County Council, who were not only very knowledgeable on the rail industry but outlined Cambridgeshire's support for expanding and improving rail services in the County, including funding rail projects.

An even bigger surprise was the speaker from New Anglia LEP who confirmed that the LEP was very supportive of rail expansion and was working with councils, businesses, other LEPs and, would you believe it, Railfuture and other public transport supporter groups. The speaker Chris Starkie even apologised at the end of his presentation for an over emphasis on road schemes in the past but they had realised the error of their ways and would be concentrating on public transport in their new plan to commence in November 2014

The Conservative MP for Mid Norfolk was also pro rail and wanted to see a major upgrade to the Norwich to Cambridge with electrification and a thirty minute even interval service which would enable the stations along the line become mini hubs of innovation with small high tech industries building up around them owing to the good connectivity provided.

Walking back to the station after the conclusion of the conference, I was still in a state of shock at the amount of support shown for rail by the Council and the LEPs, what pity that there was no one from Lincolnshire County Council or the Greater Lincolnshire LEP to hear these revolutionary, for Lincolnshire, views on public transport.

I have finished writing a fifteen page report on the conference which will be on the Railfuture website.

The journey back involved only one change, at Peterborough, as the train from Cambridge had an eight minute full

connection into the through train from Kings Cross to Lincoln which in the event proved a little tight owing to a late arrival at Peterborough. The train to Lincoln was only half full leaving Peterborough and by the time it left Newark, where all the Lincoln passengers had to vacate the front three carriages which were then locked out of use as the platform at Lincoln was too short to accommodate an HST which obviously do not have selective door opening. This is perhaps

the reason why diverted trains can't stop at Lincoln and that the much vaunted East Coast is behind First Great Western whose HSTs do have selective door opening.

I would urge members to try to attend Railfuture conferences as they are usually very interesting and we are looking to host one, possibly in Newark because of its connectivity, in 2015.  
(CB)

## Music Trains

The Music Trains provide an unusual venue for a variety of live music acts and there is time for a stop at Batemans Brewery in Wainfleet where passengers are offered a warm welcome and refreshments at their Windmill Bar.

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. There is no additional charge above the current train fare to join a Music Train event.

### Upcoming Dates 2014

**Thursday 30 October** – “Halloween” fancy dress (optional) with Electro-Acoustic Duo; Mark Hickman and Tango Ellerby playing a variety of songs from Paul Simon to The Waterboys, Crowded House to the Proclaimers and everything in between.

**Thursday 27 November** – “Turning of the Tide” Phil, Rob and Steve play original folk inspired songs with tunes that are rich in story-telling.

**Thursday 18 December** – “Christmas Carols” join us for an evening of carol singing, a fine start to the festive season. (Band to be confirmed)

## Sleaford area footfall

The summer publication of the LENNON (Latest Earning Nationally Networked Over-Night) footfall figures (see also page 9) in the Sleaford area for 2012-13 show some decreases from previous periods. It looks as if engineering works on the Joint Line and the Nottingham project of 2013 have affected passenger numbers. With the ongoing works in this area, possibly 2013-14 and may be 2014-15 will show a decrease in footfall yet again.

Rauceby has booked the trend, not by a lot compared to stations such as Ruskington and Heckington, but now exceeds 2000. There are a number of extra users at the station and there is some evidence that reinstatement of the early morning stop for Grantham is aiding commuters.  
(PBJ)

Further Music Train information visit:  
[www.lincolnshire.gov.uk/poacherline](http://www.lincolnshire.gov.uk/poacherline)

# Lincolnshire Charters

*Compiled by Geoffrey Meanwell*

## **Sunday, 9 November**

London St. Pancras, St. Albans to **Lincoln**

Steam hauled by 46115. Promoted by Railway Touring Company

## **Saturday, 29 November**

**Peterborough, Grantham Newark North Gate**, Retford, Doncaster to **Edinburgh**.

Hauled by Class 47/57. Promoted by Statesman Rail

## **Friday, 5 December**

Linlithgow, Edinburgh, Drem, Berwick-upon-Tweed, Alnmouth, Newcastle, Durham to **Lincoln**

Hauled by Class 47/57. Promoted by Scottish Railway Preservation Society

## **Friday, 5 December**

London Victoria to **Lincoln**

Hauled by Class 67. Promoted by VSOE

## **Saturday, 6 December**

Doncaster, Retford, **Newark North Gate, Grantham, Peterborough**, Huntingdon, St. Neots to **Canterbury**.

Hauled by Class 47/57. Promoted by West Coast Railway Company

## **Saturday, 6th December**

Kings Cross, Potters Bar, Stevenage, **Peterborough to Lincoln**

Steam hauled by 60009. Promoted by Railway Touring Company

## **Saturday, 6th December**

Tyseley, Coleshill Parkway, Nuneaton, Leicester, Loughborough to **Lincoln**

Steam hauled by 4965. Promoter Vintage Trains

## **Saturday, 13 December**

**Skegness, Wainfleet, Boston, Heckington, Sleaford to Bath**

Hauled by Class 47/57. Promoter West Coast Railway Company

## **Tuesday, 30th December**

Kings Cross, Potters Bar, Stevenage to **Lincoln**

Steam hauled by 4464. Promoted by UK Rail Tours

## **Saturday, 14 February 2015**

**Skegness, Wainfleet, Boston, Heckington, Sleaford, Lincoln, Gainsborough Lea Road,**  
Doncaster to **Carlisle**

Hauled by Class 47/57. Promoted by West Coast Railway Company

## **Saturday, 21 February 2015**

Doncaster, Retford, **Newark Northgate, Grantham, Peterborough**, Huntingdon, Stevenage to **Portsmouth**

Hauled by Class 47/57. Promoted by West Coast Railway Company



# Station Usage

Station footfall figures compiled by Alan Gouldthorpe  
from the Office of Rail Regulator data

Station Name	County Authority	Station Operator	Entries & Exits Season	1213 Entries & Exits	1112 Entries & Exits	Interchanges
Barton-On-Humber	North Lincolnshire	Northern Rail	1,363	45,114	47,698	
Barrow Haven	North Lincolnshire	Northern Rail	10	1,744	1,776	
New Holland	North Lincolnshire	Northern Rail	366	20,672	21,692	
Goxhill	North Lincolnshire	Northern Rail	1,522	19,976	19,820	
Thornton Abbey	North Lincolnshire	Northern Rail	-	954	1,350	
Ulceby	North Lincolnshire	Northern Rail	683	9,410	7,950	
Habrough	North East	Northern Rail	2,811	32,222	33,252	127
Stallingborough	North East	Northern Rail	62	11,358	11,104	
Healing	North East	Northern Rail	236	11,604	11,454	
Great Coates	North East	Northern Rail	332	9,370	9,038	
Grimsby Town	North East	First TransPennine	12,684	438,522	448,080	7,930
Grimsby Docks	North East	Northern Rail	240	3,994	4,068	
New Clew	North East	Northern Rail	-	290	334	
Cleethorpes	North East	First TransPennine	2,278	239,802	264,686	
Barnetby	North Lincolnshire	First TransPennine	5,422	64,904	68,636	3,273
Brigg	North Lincolnshire	Northern Rail	-	794	692	
Kirton Lindsey	North Lincolnshire	Northern Rail	-	186	210	
Scunthorpe	North Lincolnshire	First TransPennine	25,543	381,094	395,680	4,908
Althorpe	North Lincolnshire	Northern Rail	316	8,476	9,296	
Crowle	North Lincolnshire	Northern Rail	2,697	29,264	33,864	
Market Rasen	Lincolnshire	East Midlands Trains	2,239	61,092	59,440	
Saxilby	Lincolnshire	East Midlands Trains	4,019	55,916	59,030	
Gainsborough	Lincolnshire	Northern Rail	1	1,128	1,348	3
Gainsborough Lea	Lincolnshire	East Midlands Trains	12,898	150,154	155,048	45
Lincoln Central	Lincolnshire	East Midlands Trains	111,733	1,609,794	1,656,748	24,309
Hykeham	Lincolnshire	East Midlands Trains	3,340	34,244	34,568	
Swinderby	Lincolnshire	East Midlands Trains	5,285	20,482	16,814	
Collingham	Nottinghamshire	East Midlands Trains	6,776	54,598	59,738	
Newark Castle	Nottinghamshire	East Midlands Trains	20,992	237,509	336,398	45,496
Newark North Gate	Nottinghamshire	East Coast	104,248	1,179,491	1,096,214	201,953
Metheringham	Lincolnshire	East Midlands Trains	21,692	102,224	109,590	
Ruskington	Lincolnshire	East Midlands Trains	13,538	85,204	91,832	
Sleaford	Lincolnshire	East Midlands Trains	36,714	311,490	336,956	36,165
Rauceby	Lincolnshire	East Midlands Trains	417	2,350	1,828	
Ancaster	Lincolnshire	East Midlands Trains	1,720	7,408	4,042	
Grantham	Lincolnshire	East Coast	156,054	1,152,280	1,132,740	210,907
Heckington	Lincolnshire	East Midlands Trains	8,450	66,618	64,682	
Swineshead	Lincolnshire	East Midlands Trains	796	3,192	2,260	
Hubberts Bridge	Lincolnshire	East Midlands Trains	150	590	692	
Boston	Lincolnshire	East Midlands Trains	13,921	213,034	216,818	
Thorpe Culvert	Lincolnshire	East Midlands Trains	-	352	340	
Wainfleet	Lincolnshire	East Midlands Trains	3,771	42,548	41,580	
Havenhouse	Lincolnshire	East Midlands Trains	-	226	132	
Skegness	Lincolnshire	East Midlands Trains	6,135	335,276	357,008	
Spalding	Lincolnshire	East Midlands Trains	12,297	166,112	173,090	
Stamford	Lincolnshire	East Midlands Trains	34,943	314,226	290,290	

## Additional Services

During late June, the posters showing service alteration on East Midlands Trains (EMT), advertised that the HST to/from Skegness would be running on Saturdays in June. Sources explained this was for drivers to refresh their route knowledge, but the HST was also for general use, leaving Derby as per its normal summer schedule, returning to Derby on Saturdays leaving Skegness just after 5:00pm. In between, it departed Skegness on what was its summer Saturday timing, just after 11:30am to Nottingham only, then returning to Skegness in the afternoon. On all four journeys, it called at Sleaford and Boston. As the service was only shown on the 'special trains' poster, loadings seemed light, which shows the necessity for extra seasonal services to be shown in published timetables and the National Rail Enquiries data base. It is not known whether this was a trial on the back of the driver training, but it was hoped the arrangement would continue throughout the summer season, but after a number of Saturdays the service ceased. When it resumed at the end of July and continued until 6 September, it ran as per the timetable with one round trip to Skegness. It did not run on August Bank Holiday as an unadvertised extra as in recent years. (PBJ)

## Threat to Direct Trains!

At my first meeting of North East Lincolnshire Council's Regeneration, Environment and Housing Scrutiny Panel, I was pleased that fellow councillor Philip Jackson raised the possible axing of direct trains from Cleethorpes to Manchester Airport as a matter of urgent business. For this is an issue that unites all political parties in this part of the world and rightly so. That's why the local paper, the *Grimsby Telegraph*, has printed a form that people can sign objecting to what is proposed.

Let's not forget that railways are this generation's success story, but we have to ask why cuts are being suggested?

Sadly, today's complex ticketing arrangements mean that we must challenge the figures for those travelling the entire length of the trans Pennine journey. In today's world it isn't necessarily cheaper to get a through ticket. People can find it saves them money to get 2 singles, say from Grimsby to Sheffield and Sheffield to Manchester. Trouble is, they won't then be counted as making the Grimsby - Manchester through journey. Thus there is the need to ask passengers where their destination is. Not that I mean some exotic location from the airport! But if the direct service goes, who would choose to change trains with a mass of luggage? So people will use other forms of travel, with North East Lincolnshire becoming the 'black hole' for train services compared to other parts of the country. (TM)

## Signal Box Protest

Protestors at Deeping St. James who tied red ribbons on the signal box, due for demolition to make space for automatic level crossing barriers, as part of the Joint Line upgrade, have had their campaign taken up by Rail Minister Clare Perry, who is to ask Network Rail to look at their plans again and come up with an alternative solution. Alternatives are to leave the signal box where it is, moving it slightly to make room for new barriers or moving it to the opposite side. The signal box is due for demolition during October and Network Rail has already agreed to leave the dismantled box, minus the levers, in a nearby field so it can be rebuilt at a later date, but the local protestors want it left in place and used as a museum. (PH - source *Stamford Mercury*)

## **PRELIMINARY NOTICE**

### **RAILFUTURE LINCOLNSHIRE BRANCH AGM**

The Committee has set the AGM for Saturday 14 March 2015 at Lincoln in the St. Hugh's Church Hall, Monks Road. 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 2014.

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 for Committee membership with signed support by another fully paid up member of the Lincolnshire Branch of Railfuture to the Hon Secretary by 31st December 2014. 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.*

## **Friends of the Barton Line**

● Dozens, if not hundreds of prospective passengers to the Cleethorpes Air Show had to be turned away at most of the Barton Line and local TransPennine Express stations because the trains had not been strengthened and were therefore full to capacity. This was a major foreseeable annual event that Train Operating Companies should have prepared for in advance. Somehow time and time again British services are unable to cope with anything out of the ordinary. Two would be passengers have appealed to Friends of the Barton Line following no response from Northern Rail.

● At the end of August and early September, there was yet another of the not-infrequent bursts of

unreliability on the Line, with late running and cancellations due to unit failure or no driver being some of the causes. There was major disruption when a Barton train failed on the single line out of Cleethorpes.

● In other developments, the buffet at Grimsby Town station has closed – The platforms at Habrough station are being extended – New aluminium gates, made to resemble the original wooden ones have been installed at Barton Lane (Thornton Abbey) crossing – A pair of Easier Access Area (aka “Harrington Humps”) have been installed at Thornton Abbey station.

● The destination blind on Barton unit 153330 was stuck on ‘Bridlington’ because of a broken handle! (AASB)

## Award for Branch member

*“Contribution to Sustainable Transport”*



Paul Jowett, one of four nominees in this group (other groups include buildings, sports, environment etc., eight in total).

Paul who serves on North Kesteven District Council “Better Transport” committee as Railfuture Lincolnshire representative, was awarded the above trophy in recognition for all his efforts in promoting bus and rail services around

Sleaford, lobbying for better services, input to the committee on behalf of Railfuture and gaining some small but equally significant improvements, placing out timetables and his work as East Midlands Trains Station Adopter for Ruskington and Rauceby stations. The award was made at a special event in Navenby.

*Photograph: Paul with his trophy and certificate at a recent Branch committee meeting.*

## Railfuture Summer Conference 2015

Lincolnshire branch and East Midlands branch are jointly hosting the Railfuture Summer Conference at Newark Town Hall on 20 June 2015. Speakers already booked include David Horne (EMT Managing Director), Councillor Steve Barber (Broxtowe BC – Nottingham Tram NET2), Councillor Roger Blaney, (Leader Newark & Sherwood DC – the economic importance of rail to Newark and district) and a speaker from Great Central Railway. Early bird bookings can be made via the Railfuture website [http://www.railfuture.org.uk/conferences/#2015\\_newark](http://www.railfuture.org.uk/conferences/#2015_newark)



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