
Lincolnshire Branch Annual General Meeting Saturday 11 March Commencing 10:30 St. Swithin's Community Centre, Lincoln



Ian Brown CBE FCILT Railfuture Policy Director is the main speaker at this year's annual general meeting. Prior to joining Railfuture as Policy Director, Ian was Transport for London's Managing Director of London Rail (London Overground, Crossrail, Docklands Light Rail and Tramlink) having been previously with BR as Managing Director Rail Freight Distribution and Freightliners Ltd.

See page 5 for the AGM Agenda and full programme of speakers for the afternoon session. Don't forget, the afternoon session is open to everyone, so please let your friends and colleagues know about this important event in the Lincolnshire railway calendar.

Getting to the AGM

The Branch Annual General Meeting takes place on 11 March at St. Swithin's Community Centre on the corner of Croft Street and Baggholme Road, ten minutes walk from Lincoln railway station. To avoid development construction work, from station cross St Mary's Street and head for Sincil Street (via Norman Street) at end of Sincil Street, cross River Witham by footbridge to Waterside North, pass Witch & Wardrobe public house, then to Thorngate and left on to Broadgate, crossing the dual carriageway at the pedestrian crossing. After the crossing, bear left into St. Rumbold Street. Continue on St. Rumbold Street into Croft

Street. Entrance to St. Swithin's Centre is on your right near the junction with Baggholme Road.

If travelling by car. Proceed southbound down Broadgate and turn left into St. Rumbold Street (just past the Premier Inn) or into Waterside North. There is no parking at or close to St. Swithin's Centre. The most convenient car park is Siemen's Car Park (available weekends only) situated between St. Rumbold Street and Waterside North. Walk to St. Swithin's Centre via St. Rumbold Street, as described above (approx 5/10 minutes).

Railfuture Lincolnshire Branch Committee 2016 to 2017

Alphabetical list of members:

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From the Chairman

A New Year is a time to look forward to the coming year. I started my plans for these words of wisdom by looking back at my report for the February 2016 issue of *Rail Lincs* to see what I said last year. My first thought is that nothing much has changed. The main topics then were franchising and Network Rail finances both of which are top of the agenda again in 2017.

By the time you are reading this, Department for Transport (DfT) should have released their consultation document for the next East Midlands franchise. DfT have been saying a lot of fine words about 'putting the passenger first'. With far too much overcrowding and inconveniently timed services, Lincolnshire railways have, for as long as I

can remember, been organised for the benefit of everyone else except the passenger. Let us hope DfT are serious about their intentions. You can be assured that Railfuture will be demanding a similar level of improvement to that which East Anglia passengers have been promised.

With a consultation response to be written later in the year, then meetings with bidders. Franchising will be taking up a significant amount of your committee members' time.

During 2017, a lot of discussions will be taking place about Network Rail plans for the next Control Period starting in 2019. This time last year I said that 'the financial situation for Network Rail seems to be getting worse every month'.

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12 months later the situation has got no better, so I fear that the retrenchment will be the dominant prospect for 2019 onwards.

A key point that many passengers, and local politicians, haven't yet grasped is that in future plans, all Network Rail funding will pay for is maintaining the existing network. Any enhancements will have to be funded from local resources, so we are going to have to get used to lobbying local politicians and Greater Lincolnshire Local Enterprise Partnership (LEP). Devolution to local decision making and funding is, on the surface a good idea, but it does mean local politicians are going to have to decide between road and rail spending, and I cynically ask myself which gets more votes.

Later in the year, we will, hopefully, be hearing more about the Virgin Trains East Coast plans for our promised direct service to Kings Cross and maybe a consultation from Northern about their planned major timetable change in 2018. However, given the delays in Network Rail completing electrification and track enhancements in the North West (and deciding to not even do some of the work) the rail media are suggesting that Northern don't yet know if they will even have new electrification and track on which to operate their promised new services.

Locally, we will be doing all we can to help in the success of the North Notts and Lincs CRP, mentioned elsewhere in this *Rail Lincs*.

We should see better Sunday services

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on some lines at least by December 2017.

All in all prospects for the year to come are very mixed. What you can be sure of is that your branch committee will be working hard to ensure that the interests of passengers are top of the agenda.

David Harby, Branch Chairman

Summer services to Skegness

As was mentioned in *Rail Lincs 76*, using an HST on a Saturday service train during the summer peak instead of running it as an additional service was not an overwhelming success. We have been told by East Midlands Trains (EMT) that this experiment will not be repeated, but it is still not clear how EMT plan to deal with the growing demand for extra capacity. (DH)

New Ticket Machines for Conductors

The ticket machines used by conductors are heavy and unreliable, so it is good to see both Northern and East Midlands Trains (EMT) introducing new ticket machines. One would think that the most efficient way of doing this would be for all conductors to use the same machine but this, being the privatised rail industry, the machines are radically different. The Northern ones issue large tickets on thin paper which cannot be used in ticket barriers, which seems, to your chairman, to be barmy.

The EMT machines do issue conventional style tickets. However they rely on receiving a mobile phone signal which, as members will know, is very hit and miss in Lincolnshire. There are even long stretches of the Castle Line where the mobile signal is unavailable. (DH)

The next East Midlands Franchise

We were expecting formal consultation on the next East Midlands franchise to start in early December 2016, but at the time of writing (10 January) DfT have not released the consultation documents. Word is that the delay has something to do with the announcement on 6 December by the Secretary of State for Transport, The Rt Hon Chris Grayling MP, that he expects the new franchises on South Eastern and East Midlands to have integrated operating teams between train services and infrastructure. In the meantime some committee members have met with potential bidders: Arriva and Stagecoach Rail.

East Midlands Councils have refined the ideas discussed at a stakeholder meeting in Newark in April 2016 and a Strategic Statement setting out what they want to see from the next franchise has been agreed and sent to DfT (who have been aware of the document and encouraged it's production stakeholders to work together). The Statement sets out the number of trains per hour expected on routes from each of 4 key Hub Stations (Lincoln, Leicester, Nottingham and Derby) along with minimum train capacity and station facilities.

The document is not on the internet, but an electronic copy is available on request from your branch chairman. The intention is that all stakeholders will be encouraged to support these aspirations in their individual discussions with bidders, on the basis that a unified front is more likely to be successful . (DH)

BRANCH ANNUAL GENERAL MEETING

Dear Member,

The Annual General Meeting of the branch will take place on Saturday, 11 March 2017 at St. Swithin's Community Centre, Baggholme Road, Lincoln LN2 5AX..

The timetable this year is as follows:

- 10:30 Assemble – Complimentary coffee or tea available
- 11:00 AGM (Agenda below)
- 12:00 Lunch break
- 13:00 Afternoon session open to the public

Speakers:

Ian Brown CBE FCILT Railfuture Policy Director:

'Campaigning for railway development - a lifetime vocation, successes, failures and lessons learned for Railfuture'.

Prior to joining Railfuture as Policy Director, Ian was TfL's Managing Director of London Rail (London Overground, Crossrail, DLR, Tramlink) having been previously with BR as Managing Director RfD and Freightliners Ltd.

Peter Harrold of Lincoln Colonia Rotary Club:

'Lincoln Station past, present and future'

(Lincoln Colonia Rotary Club are station adopters for Lincoln Station and have exciting plans for improving the station environment.

Sgt. Ian Wright, Officer in charge of British Transport Police, Lincoln:

'The work of the BTP, what the BTP can do for passengers and what passengers can do for the BTP'.

Sgt. Wright has taken over at Lincoln and is keen to improve links between BTP and the local community.

Complimentary tea or coffee during afternoon break

- 16:00 Meeting Closes

AGM AGENDA

1. Apologies
2. Minutes of 2016 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

No members contacted the Hon Secretary to stand for the posts of Chairman, Vice-Chairman, Treasurer and Secretary and therefore there will be no candidates' statements published and no voting carried out at the AGM. Branch full members can volunteer to join the committee at the AGM.

*Dr Don Peacock, Hon Secretary
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RAILFUTURE – LINCOLNSHIRE BRANCH

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2016

	2016		2015	
	£	£	£	£
INCOME				
Branch Funding	520.00		440.00	
Donations	23.00		160.50	
Branch Sales	0.00		9.00	
Brian Hastings Memorial Bench	0.00		250.00	
Bank Interest Received	0.12		0.13	
		543.12		859.63
Less Expenditure :-				
Rail Lincs	320.00		297.50	
Brian Hastings Memorial Bench	250.00		0.00	
AGM Expenses	0.00		80.00	
Branch Purchases	0.00		5.40	
Campaigning and Lobbying	440.44		226.87	
		1,010.44		609.77
NET INCOME/ (EXPENDITURE)		<u>-467.32</u>		<u>249.86</u>

BALANCE SHEET AS AT 31 DECEMBER 2016

	2016	2015
CURRENT ASSETS		
Cash at Bank and in Hand	522.48	989.80
NET ASSETS	<u>522.48</u>	<u>989.80</u>
ACCUMULATED FUND		
Balance at 1 January 2016	989.80	739.94
Excess of Income over Expenditure	-467.32	249.86
	<u>522.48</u>	<u>989.80</u>

Refreshments at the AGM

At the Branch AGM on 11 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 (12:00 – 13:00) and tickets will be on sale during the morning session. If you require a buffet, please ensure you are at the venue by 12:00).

To assist with catering arrangements, please email or telephone Phil Mason (phil.mason@trackprint.net or 01476 407569) to reserve your buffet.

Chairman's Report to be presented at the 2017 AGM

Looking back through my notebooks to remind myself of what I was doing during 2016, the topics seemed so familiar it wasn't long before I started to wonder if I was looking at the correct year. However, the reason the topics seemed so familiar was that they *are* familiar. They are the same topics that have been concerning us for as long as I have been your branch chairman – overcrowding, franchises and prospects for yet more delays and cutbacks due to railway finances being in yet another mess.

The year started with your committee making plans to commemorate the memory of our former branch chairman, Brian Hastings. A bench, presented by Railfuture, and inscribed in the memory of Brian was unveiled at Crowle station on 23 February in front of many of his Railfuture colleagues and friends from Crowle. Those attending spoke warmly of the huge amount of voluntary work Brian had carried out locally as well as for Railfuture. I must also say a special word of thanks to Mike Savage who organised the bench purchase and the unveiling.

As mentioned in my opening remarks, overcrowding has been a major concern that we have been raising throughout the year. Mainly affecting commuter services but not always just those – so many Market Rasen passengers have been left behind by full trains on Saturdays, it is a wonder any are still even trying to use the train. All very frustrating to us, but from conversations with East Midlands Trains (EMT), they are just as frustrated. The simple fact is that there is just no rolling stock available anywhere in the country even if EMT could get DfT approval to lease some more.

Overcrowded trains to and from Skegness on summer Saturdays have been with us for many years despite extra rolling stock being made available. This year EMT tried diagramming an HST on a scheduled service with a call at Grantham with the hope that it would go some way to providing extra seats from there. The intention may have been good, but in practice, it did little to help due to the train being already grossly overloaded when it left Nottingham. On one Saturday a 468 seat HST arrived at Skegness with at least 685 passengers!

Committee members have devoted a lot of time this year to franchises. The new Northern and Transpennine franchises started early in the year and both held stakeholder meetings which committee members attended. I have also attended two Virgin Trains East Coast (VTEC) stakeholder briefings and three EMT meetings. As well as formal stakeholders meetings, there have been numerous less formal communications with our local Train Operating Company (TOC) management throughout the year.

I have already mentioned overcrowding. The solution to this will not come about until the next East Midlands franchise, so among the improvements we have been lobbying for is for extra rolling stock to be specified in the Invitation to Tender. We have now been contributing to a prospectus for the next East Midlands franchise for the last two years. This culminated in April with a meeting of stakeholders and DfT in Newark under the auspices of East Midlands Councils. EMC have progressed this since and a Prospectus was sent to DfT in December.

In addition to this, I have had meetings throughout the year where I have put the case for more services and more rolling stock to potential franchise bidders and the branch contributed to a pre-franchise consultation run by Lincolnshire County Council.

As the year has progressed, it has become clear that Network Rail spending has yet again run out of control and that some of the Control Period 5 commitments will not be fulfilled. Not only have costs escalated, especially with Great Western electrification, these electrification delays and 'pauses' are going to delay cascade of DMUs to other routes. The Castle Line resignalling west of the ECML was finally completed, albeit later than originally planned, in December, as was work between Grantham and Nottingham. Prospects for the ECML enhancements needed for the implementation of the full VTEC Intercity Express

Programme (IEP) timetable are not so good. Railfuture have contributed to the Werrington grade separation consultation and we do still anticipate completion by 2020 but this is only a small element of the total required.

Thanks to Lincolnshire County Council we have seen a new car park at Swinderby this year. The much needed extension to the car park at Hykeham was also completed after a protracted delay. Passenger numbers are growing quickly at Hykeham and with the drastic reduction in Lincoln City Centre car parking spaces and more now available at Hykeham, we saw an opportunity to promote the station and distributed 2,000 leaflets, within walking distance, just before additional Saturday stops were introduced from December.

A disappointment this year was the decision by the organisers to no longer hold a Grantham Rail Show. This 2 day event is hard work for the committee members who organise the branch stall but we did usually raise a significant amount for branch funds as well as raising the Railfuture profile.

The branch committee met 5 times during the year. Your chairman has tried to move the discussions more towards ‘softer’ issues that affect the passenger experience as a whole and away from a concentration on technical aspects of how the railway operates and railway hardware. If we are going to represent all passengers, we have to remember that the typical passenger, even in our rural branch area, is not remotely interested in how our signalling and rolling stock operates. They want a comfortable train, with a seat, good waiting facilities and good, accurate passenger information. Having a branch committee with 2 lady members is a great help in this – they soon remind me when they are getting bored with a long technical discussion that is going nowhere!

David Harby, Branch Chairman

Hon Secretary's Report to be presented at the 2017 AGM

Another busy year as you will see from the Chairman's Report. The committee members have put in a lot of effort on various projects for which I thank them.

There will be no election for Chairman, Vice-Chairman, Treasurer or Secretary because there has been no member proposed and seconded for these posts. The lack of volunteers to become committee members is a matter of concern. As the Chairman has pointed out, the committee needs new members, preferably ones which will reduce the average age. This also applies to recruitment to the Branch in general. In 2016 three members joined the Branch, but the Branch lost 2 members, so recruitment is a priority and suggestions for improving our performance would be welcome. We welcomed Ann Hindley to our committee this year and she produced a discussion paper on Increasing the Diversity of the Membership.

The committee is looking to hold a meeting in Market Rasen sometime in September/October and inviting other rural voluntary organisations to discuss rural transport.

I will conclude by saying next year is not expected to be less busy and that if members can help share the work load by joining the committee, they will be very welcome. I acknowledge that “Greater Lincolnshire” is a large area and not very well provided for in public transport (bus and rail) or roads and so travel can be difficult. However the committee does provide for committee members to be corresponding members providing reports and drawing attention to issues in their areas to the Committee.

Thank you to all those who have so far responded to the request for information about their local station there are still gaps so please continue to respond. It doesn't matter if some information is duplicated, better that than some stations missed out.

Dr Don Peacock, Hon Secretary

Editor's Mail

ABOLITION OF PAPER TICKETS

I was concerned on reading Tim Mickleburgh's letter in *Rail Lincs* 76, that there are proposals to abolish paper train tickets. This sounds to me as if it probably originated from the London area where most people use either Oyster Cards or a Freedom Pass. I am reminded that for some people nothing exists north of Watford. I suspect that there are also those influenced by the situation in Sweden which has moved to a cashless society. However, unlike Britain, Sweden is a small highly taxed society where the government centrally controls much of what happens in people's lives. I am reminded that some time ago there was a proposal by some of the banks to abolish cheques until it was found that the scheme was impractical. There are some countries which have abolished cheques, but there is then a necessity to make a credit transfer from one account to another. This therefore creates the need to know another person's bank details, as well as a possible extra trip to the bank. Electronic transfers from home may sound more efficient, but are much

more likely to open the door to fraud. The clever people thinking up new and more efficient schemes for transmitting money electronically should sit back and consider the opportunities that are being opened to fraudsters to break the system.

Tom Rookes, Lincoln

TICKETING DEALS

If anyone had difficulty in following the Chair's recent letter about ticketing, it is that ticketing is a difficult subject to understand! I recall in the past going along to my rail station on a Friday, and buying a cheap ticket for the following day. But these days you have to buy in advance to get the best deal, which must deter travellers who might otherwise take advantage of decent weather to make journeys at short notice.

In the 1970s, Freddie Laker called his aeroplanes 'Skytrain', as they aped the British Rail system of getting good value tickets just before you boarded. But sadly today's companies have gone along the airline route to give us a most complex ticketing system.

Tim Mickleburgh, Grimsby

Skegness News

During the Christmas and New Year periods, some trains were strengthened at busy times. In November the 6 and 8 cars were well needed for the first trains on three Sundays, with about 450 passengers departing each time. To ensure trains depart on time, tickets are checked beforehand and ten minutes before the train arrives, staff lead the passengers down the platform so they are ready and waiting to board the train whilst other staff keep them back behind the yellow line. Unfortunately, this could not be done with families and luggage. (CS)

BRANCH COMMITTEE MEETINGS

The Branch committee will be meeting on the following dates: 22 April, 1 July, 16 September and 18 November 2017 at Swithin's Community Centre, Baggholm Road, Lincoln LN2 5AX, commencing at 13:00.

All Branch members are welcome to attend and participate in these meetings. The only restriction being that voting on appropriate issues is limited to elected members of the committee.

ANNUAL PASSENGER JOURNEYS FROM OFFICE OF RAIL REGULATOR DATA

Increase or (decrease) over time

Station	2015-16	1 year	10 years
Althorpe	11,894	18	79
Ancaster	7,356	(26)	59
Barnetby	64,576	(4)	27
Barrow Haven	1,604	(2)	(52)
Barton-On-Humber	37,486	(14)	(10)
Bleasby	5,938	31	29
Boston	207,368	(1)	(5)
Brigg	1,172	17	57
Burton Joyce	8,228	53	(17)
Carlton	36,344	44	119
Cleethorpes	259,844	(4)	24
Collingham	80,726	17	248
Crowle	28,350	(8)	28
Fiskerton	20,302	55	129
Gainsborough Central	1,352	(13)	6,338
Gainsborough Lea Road	153,286	8	27
Goxhill	13,178	(24)	(39)
Grantham	1,308,536	4	40
Great Coates	9,390	(19)	3
Grimsby Docks	4,060	(18)	(15)
Grimsby Town	422,136	(7)	11
Habrough	30,098	(6)	8
Havenhouse	162	(2)	(84)
Healing	10,626	(18)	(0)
Heckington	70,940	(5)	40
Hubberts Bridge	520	60	178
Hykeham	71,056	42	396
Kirton Lindsey	200	23	46
Lincoln	1,753,856	6	31
Lowdham	49,272	12	152
Market Rasen	62,908	4	51
Metheringham	106,248	12	(2)
New Clee	458	(13)	86
New Holland	14,708	(25)	(32)
Newark Castle	572,285	6	86
Newark Northgate	1,048,193	6	162
Newark Castle and Northgate combined	1,620,478	6	129
Nottingham	7,200,432	5	34
Peterborough	4,697,874	2	26
Rauceby	5,584	131	1,731
Retford	484,908	6	51
Rolleston	4,340	(4)	(45)
Ruskington	87,328	5	(11)
Saxilby	61,920	8	23

Station	2015-16	Increase or (decrease) over time	
Scunthorpe	408,506	(1)	31
Skegness	354,070	1	(15)
Sleaford	321,288	3	(0)
Spalding	185,396	8	7
Stallingborough	10,588	(19)	23
Stamford	355,880	2	59
Swinderby	11,034	(27)	58
Swineshead	3,800	(2)	576
Thomton Abbey	1,342	15	75
Thorpe Culvert	286	1	(60)
Thurgarton	1,506	(22)	(46)
Ucelby	6,808	(13)	(7)
Wainfleet	53,838	(8)	(34)

The station passenger numbers for 2015-16 were released in December 2016. Note some big increases on Castle Line stations. the new timetable started in May 2015 so it is almost a full year of the improved frequency. I've seen some figures for months since then and can say they are still growing. (DH)

North Notts and Lincs Community Rail Partnership (NN&LCRP)

Progress has continued towards setting up this new CRP. The NN&LCRP structure will have a Partnership Board and four area groups (Lincoln, Bassetlaw, North Lincolnshire and West Lindsey) supported by Project Teams as and when required. One representative from each area group will sit on the



Partnership Board along with rail and local authority representatives. Bassetlaw, Lincoln and West Lindsey groups have met and elected their committee. Chris Brown is Vice Chair of the Lincoln Area Group and David Harby the Secretary. All that remains for the Area Groups is to set up a North Lincolnshire group. Railfuture are involved at Area Group level but we could do with more involvement. If any member is interested in helping please contact your branch chairman. (DH)

Information board at
Swinderby
detailing the station's history.



Recently opened car park
at Hykeham

Car Park Progress

Work at Hykeham is complete, so the car park has an additional 65 spaces making 85 in total. The bus shelter is in place ready for service 14 to run into the car park. The ultimate in integrated transport. With the car park closures in Lincoln, we have noticed quite a few passengers using the car park to take shopping trips into Lincoln. We have helped publicise this by distributing 2000 leaflets within walking distance of the station.

Swinderby car park has been formally opened and is being well used. As well as a new car park, a display board showing the station history has been fixed to the waiting room wall. If anyone looks closely at the small print at the bottom, they will see that your chairman is thanked for his contributions.
(DH)



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@RailfutureLincs

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Please let the Editor have copy by 13 May.

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Refer to pages 2 & 3 for contact details of branch officers mentioned in *Rail Lincs*.