

## Long awaited rolling stock for Lincolnshire

The long awaited cascade of rolling stock replaced by new electric units has finally started. The first Class 170 and 158 units have moved to Northern Rail from Scotland. These will help provide the extra rolling stock Northern need to introduce the new service between Sheffield and Gainsborough Central. East Midlands Trains (EMT) has also benefited by receiving, in July, four Class 153 units which had previously operated local GWR services in Devon and Cornwall. They were repainted by EMT and entered service in July and August. From the inside they can be identified as they still have the GWR style green carpeting and seat covers. (DW)



*153326, recently acquired from GWR, is seen in very clean condition at Lincoln on 27 July 2018 after a repaint into EMT livery. Photo: David Harby*

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# *A personal view from the Chairman*

Well, we have come to the end of another summer, a time when the populace traditionally take their holidays and enjoy days out. I am no exception and among other outings have had trips to London and a '3 days in 8' East Midlands Rover, which is not restricted to just the East Midlands. During the 3 days we managed to sample the Bedford to Bletchley line and Coventry to Nuneaton, both well outside the East Midlands. We also sampled the diversionary routes being used by Cross Country whilst the Derby station area modifications were being carried out.

In most cases trains were on time, but that was not the situation for all of the 3 days. We had the misfortune to encounter a signal failure at Doncaster, caused by a lightning strike, which stopped almost all trains in the Doncaster, Leeds and York areas for 2-3 hours and left us with considerable disruption for the rest of the day. Another day saw the East Coast Main Line (ECML) north of Doncaster disrupted by a fire alongside the line.

Both incidents were no fault of the railway, but it was passengers who had major delays to their journeys. The one good thing to report in both cases was that, from what we saw, passengers were kept informed of the situation and despite us witnessing some extremely rude comments and provocation towards them from certain passengers, staff were unfailingly polite.

If on your rail travels you have experiences which are exceptionally good or poor I'm always keen to hear from you. I can't guarantee being able to do anything about them but these reports are noted and we can sometimes tie these together and see a pattern of similar incidents which we take up with the appropriate Train Operating Company (TOC).

The next East Midlands franchise Invitation to Tender was issued just before the last issue of *Rail Lincs* went to press so we quickly included an outline of the services we can expect in Lincolnshire from December 2021. As mentioned in the outline, these are just a minimum and we have spent time since talking to bidders and trying to convince them to offer something better, such as a Sunday service on the Joint Line south of Lincoln.

Bids had to be submitted by 5 September so we now have to wait until March or April next year to hear which bidder has been awarded the franchise and what extras, if any, they have offered. Some recent new franchises, such as Anglia, have come with lots of new trains, but my personal hunch is that we, in Lincolnshire, will just get cascaded units released from elsewhere by these new trains. Not for the first time, the East Midlands is at the end of the franchise round when there is not so much money around and the bidders could be more cautious after over-extending themselves with earlier bids.

Now the franchise bids are in and opportunities for Railfuture to influence them are over, there are plenty of other matters to keep the branch committee occupied. We won't have much opportunity to attract new services for a few years but we can campaign for other passenger benefits. Elsewhere in this edition of *Rail Lincs*, is an article about Access for All. This is a fund with a fixed cash limit but there are other opportunities to extract passenger benefits, especially improved facilities.

The extended car park at Hykeham along with a rebuilt platform was paid for by a house builder and we can continue to encourage local planning authorities to ask for car parking, more platform

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shelters etc where they are needed. This is where you can help. The branch committee don't have experience of using all the stations in our branch area, so if you know of improvements that could improve the passenger experience, please tell us. Also, if you hear of planning applications near to stations that need improving, please tell us so we can raise it with the local planners.

Now I turn to domestic matters. A future date for your diary is the branch AGM which will be held in Lincoln on 9 March 2019.

You may have noticed that the branch has had very few mentions in recent editions of *Railwatch*. Our tweets on Twitter have also dried up. This is not because we have nothing to report but because we have no volunteer prepared to take on those tasks on behalf of the branch. The Railfuture website is our shop window – the majority of new members find out about us and join that way. We have a branch page on the website but it is often out of date – again due to lack of a volunteer to maintain it.

Lincolnshire branch is unusual in that we are one of the smallest branches but have two branch officers who double as national officers – myself as national finance officer / branch chairman and Don Peacock as national membership officer / branch secretary. This does sometimes restrict the amount of spare time we have to devote to local matters so if you can spare a few minutes every now and then to help out with these tasks or, even better, join our branch committee I would love to hear from you.

Finally as this will be the last *Rail Lincs* of 2018 could I wish all readers a Happy Christmas.

*David Harby, Branch Chairman*

## Improving Station Accessibility

In this edition of *Rail Lincs* is an article about the work being done at Scunthorpe to improve access. Funding for much of this work is coming from the Access for All scheme in Control Period 5 which ends in 2019. We were also hoping for Access for All funding for a lift to platform 3 at Retford in CP5, but before the bid could be submitted, the Henty Review of Network Rail cost overruns (2015) recommended deferring 50% of CP5 Access for All projects to 2019-2024. This deferral effectively meant that any scheme which was not already agreed at that time would not be funded in CP5.

In its recently published policy document *The Inclusive Transport Strategy: Achieving Equal Access for Disabled People*, the Department for Transport (DfT) sets out the aim of achieving “equal access for disabled people using the transport system” by 2030 – although this comes with the qualification of “assistance if physical infrastructure remains a barrier” (p.9). One of the funding commitments made in this strategy statement is to a continuation of the Access for All (AfA) scheme into Network Rail's Control Period 6 (2019 – 2024). This is the scheme through which improvements in accessibility are currently made to the rail infrastructure. The scheme has been in operation since 2005 with investment nationwide of £500 million – the result so far has been major work (involving lifts etc) at just over 200 stations on the national network, with more modest access-related works at a further 1500 stations. Locally, AfA has been responsible for contributing significant funding to schemes at stations such as Lincoln and Peterborough.

The AfA process begins with train

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operating companies nominating stations in order of priority. AfA employs a set of five criteria, although whether they are formally weighted is unclear:

- Passenger footfall as measured by Office of Road & Rail (ORR) passenger counts.
- Incidence of local disability as measured by official census information
- Local circumstances – e.g. proximity of hospital, school for disabled children, or stations with a high percentage of interchange passengers.
- Availability of third party funding - i.e. are local authorities ready to contribute?
- Addressing network accessibility gaps – will implementation mean disabled travellers can avoid a lengthy taxi journey to the nearest step-free station?

For CP6, train operators received guidance in July 2018, with a deadline for submissions back to DfT of November 2018 and funding decisions to be announced in April 2019. The DfT guidance adds that “priority will be given to stations that currently have no access to and between platforms over stations where this is possible, even if the existing route is not ideal”.

The funding commitment to AfA for CP6 is approximately £300 million – as part of Network Rail’s overall budget for the period it is not a large sum (less than 1%), given the costs of accessibility enhancement and the scale of the need. Just to put that capital sum in perspective, we know, for example, that £985million has been allocated in CP6 for the significant infrastructure work needed to make phase 2 – the central section, Bicester to Bedford – of East West Rail a reality. Hopefully one of the fruits of that level of investment will be that passengers using all stations served by the central section will enjoy step free access to trains. The DfT policy statement includes the statistic that

whereas in 2005 only half of rail journeys were accomplished via step free stations, in 2018 this had grown to 75%, which is evidence of substantial improvement.

In our branch area the only access to platform 2 at Market Rasen is a barrow crossing. As the station is unmanned and passenger trains will more than double from December 2021 safety will be a concern. One hope is that one of the bidders for the next EM franchise have come up with a proposal to provide direct access to the platform from that side of the station. Both NN&LGRP and ourselves have put this suggestion to bidders.

At Spalding the barrow crossing was removed during the Joint Line freight upgrade so the only means of access to platform 2 is via the footbridge. Currently EMT have managed this difficulty by having all except one service per day use platform 1. When freight traffic increases, as it inevitably will after the Felixstowe branch upgrade and the Werrington grade separation is finished, this arrangement will almost certainly cease. There were reports earlier this year of Network Rail surveying the station prior to submitting a planning application for lifts.

To users of these stations improving access is a priority but if we look at the wider picture, East Anglia branch highlight five stations (Kelvedon, Marks Tey, Stowmarket, Diss and Whittlesford Parkway) with a combined footfall of 3.6m users a year with totally inadequate wheelchair access. Given the size of the national funding pot, it is hard to see either Spalding or Market Rasen receiving AfA funding over the coming five years.

However, funding for a lift to platform 3 at Retford is much more likely to be agreed. This is the only platform on the whole LNER network which does not have lift access and LNER are proposing this

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as their bid for the current round of AfA funding. A determined campaign to back this bid has been mounted by stakeholders and Railfuture have submitted a letter of support to LNER.

Platform 3 is the low level platform in the Sheffield direction. When the dive-under was constructed over 50 years ago a lift was installed just on platform 4 as the newspaper trains called at this platform. If disabled passengers wish to use platform 3 they have to use the Help Point to request assistance to cross via a barrow crossing. A member of staff then walks from the main station buildings to provide assistance. Typically this process can take 6 minutes.

The DfT strategy for inclusive transport can be accessed at <https://www.gov.uk/government/publications/inclusive-transport-strategy/the-inclusive-transport-strategy-achieving-equal-access-for-disabled-people>

We would like to thank Peter Feeny for permission to copy extensively from his article in *Rail East 179* during the preparation of this article. *Rail East 179* may be downloaded as a PDF from here: <https://www.railfuture.org.uk/East+Anglia+Newsletters>

**Please can YOU  
contribute an  
article for the  
next Rail Lincs?**

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## **Editor's Mail**

I've commented before about local rail services, and the need for them to be promoted more as an alternative to ever busier roads. But really, timings ought to be better. I mean, the other day, I thought of going to Cleethorpes by rail as I wanted to photo the restored station clock there (see last issue). But there were no trains from Grimsby Town departing between 09:40 and 10:34. A 54 minute gap at such a time is not going to encourage rail travel, is it?

*Tim Mickleburgh, Grimsby*

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## **Improvements & eyesores around Grantham station**

As this edition of *Rail Lincs* is being prepared, it is good to see that Network Rail in partnership with Grantham College art and design department is undertaking work to smarten up the pedestrian tunnel under Grantham station, linking Station Approach to Huntingtower Road. In recent years, this well-used walkway has suffered graffiti and vandalism. With improved lighting and a fresh coat of white paint it feels less intimidating. Eventually, it is hoped the walls will be decorated with graphic images.

The remainder of the pedestrian link between the town centre and Grantham station continues to be in need of improvement. Some years ago, an ambitious plan for a 'pedestrian avenue' linking the bus station and railway station failed to meet planning requirements. The footpath from Station Approach to Wharf Road, remains an eyesore and the direction signs are of little help to visitors, as they are regularly rotated to the incorrect angles (a simple modification to lock the positions is surely not beyond the ability of the local authority!). (PM)

# Lincolnshire Charters

*Compiled by Geoffrey Meanwell*

## **Saturday, 1 December**

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

Haulage by Class 47/57. Promoter: West Coast Railway Company

## **Friday, 7 December**

London Victoria to **Lincoln**

Haulage by Class 67. Promoter: UK Belmond

## **Saturday, 8 December**

**Cleethorpes, Grimsby, Habrough, Barnetby, Scunthorpe, Thorne South to Edinburgh**

Haulage by Class 47/57. Promoter: West Coast Railway Company

## **Saturday, 8 December**

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

Steamed hauled by 46233. Promoter: Railway Touring Company

## **Sunday, 9 December**

Kings Cross, Hertford North, Stevenage to **Lincoln**

Haulage to be advised. Promoter: Steam Dreams

## **Saturday, 15 December**

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

Haulage by Class 47/57. Promoter: West Coast Railway Company

## **Saturday, 15 December**

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

Haulage to be advised. Promoter: UK Rail Tours

## **Saturday, 15 December**

Kings Cross, Stevenage, Huntingdon, **Peterborough to York**

Steam hauled by 46233. Promoter: Railway Touring Company

## **Saturday, 15 December**

York, **Peterborough**, Huntingdon, Stevenage to **Kings Cross**

Steam hauled by 60009. Promoter: Railway Touring Company

## **Thursday, 20 December**

Cambridge, Ely, March, **Peterborough to York**

Steam hauled by 60009. Promoter: Railway Touring Company

## **Thursday, 20 December**

York, Peterborough, March, Ely to **Cambridge**

Steam hauled by 46233 for part of journey only, remainder Class 47/57.

Promoter: Railway Touring Company

# Lincoln Park & Ride

During the summer, members may have seen Lincoln Park and Ride mentioned in the local media. This is a scheme suggested by branch member, Graham Lilley, who was invited to a branch committee meeting to discuss it in some detail. In short the suggestion is for a cross Lincoln rail shuttle with additional stations such as University, Cherry Willingham and Heighington.

The committee looked at this and our first concern was capacity to cope with more trains. When the additional East Midlands franchise services start in 2021, Lincoln will have one train per hour to Grimsby and Peterborough, 2 trains per hour to Gainsborough Lea Rd (Leeds and Doncaster), 1 train per hour to Nottingham and 1 train per hour to Newark Northgate (some carrying on to Kings Cross). In addition there is 1 path per hour over the ECML for freight to/from Lincoln and there will be more Joint Line freight after the Werrington grade separation is completed. Without considerable expenditure to bring platform 6 back into use we don't think there will be capacity at Lincoln station for a frequent shuttle service. Even then, suggesting more trains over Lincoln High Street and Brayford level crossings is going to meet with considerable opposition.

Whilst considering capital costs the

scheme envisages a number of extra stations which on current mobility access regulations etc are unlikely to cost less than £5m each even for a very basic structure all of which would have to be paid for from public resources which are very unlikely to be available.

From December 2021, the stations used by passengers travelling to Lincoln for work, education and leisure will have at least hourly services. We doubt that by then, or over the next 10 years, there will be sufficient unfilled demand to make any extra services viable so any rail shuttle scheme would need a large subsidy.

On the basis that Railfuture has limited resources and these need to be dedicated to campaigns that have a reasonable chance of success, the branch committee decided we cannot not support Lincoln Park and Ride in its current form. We consider that demands for Park and Ride schemes into Lincoln are best met by a bus service. Even then there were doubts expressed that these would be viable unless they come with major bus priority schemes that make the journey faster than by private car.

We do, however, consider there could well be a case for additional stations in the Washingborough / Heighington and Cherry Willingham / Fiskerton areas, but not until more housing is constructed.

(DH)

## BRANCH COMMITTEE MEETINGS

The Branch committee will meet on the following dates during 2019: 26 January, 18 May and 14 September at Swithin's Community Centre, Baggholm Road, Lincoln LN2 5AX, commencing at 10:45.

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

## Improvements start at Scunthorpe Station

Network Rail are installing a new footbridge and two lifts to make platforms one and two fully accessible. This doesn't just benefit passengers with reduced mobility, but also people with children, pushchairs, heavy luggage or simply shopping bags.

The existing footbridge has to be removed to enable the new one to be installed, so a temporary footbridge is being installed at the opposite end of the platforms near to the barrow crossing.

Additional improvements to the station will include installing new CCTV, lights, way finding signs and updating the PA systems. Work is expected to be finished in April 2019.

This scheme forms part of the Great North Rail Project which aims to deliver better stations, track and trains across the North by 2020. Funding comes from the CP5 Access for All initiative mentioned in detail elsewhere in this edition of *Rail Lincs*.

For further information, there are two engineers' impressions on this link: <https://www.networkrail.co.uk/running-the-railway/our-routes/In-and-em/scunthorpe-station-access-for-all/>

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## Hard work booking tickets

Grantham Railway Society organises two outings a year by rail to destinations of railway interest. This month the destination is the Keighley & Worth Valley Railway. For the return journey Grantham to Keighley via Leeds, with a Senior Railcard using Advance Single tickets, valid only on specific services, the total fare is £14.15. A bargain, but a lot of work was involved in finding this fare from the labyrinth of of fares on offer! (PM)

## Variable Fares

I had an interesting fares experience recently when booking to go by rail to a conference at Mortimer, which is not far from Reading. As I was staying with my sister in Biggin Hill, the rail journey I booked was from Bromley South to Reading. However, I subsequently discovered that there was a good service to Mortimer and that the taxi service was considerably cheaper than if I travelled from Reading. When I enquired at the Lincoln ticket office I was surprised to discover that the fare to Mortimer is cheaper than the fare to Reading. Apparently the reason for this is that the fare to Mortimer is calculated via Basingstoke. The booking clerk was reluctant to issue me with extra tickets because of the inconsistency, so I left this until I arrived at Paddington when I was issued with two single tickets for £2.95. As the original tickets are "Valid via any permitted route" it may be preferable to get them for Mortimer if I travel that route again.

Following my weekend conference at Mortimer, I attended a meeting the following Saturday at St Albans. This was on 30 June and as this was a Saturday there were no through trains from Bromley South, so I had to change trains at Blackfriars. The service which runs from Blackfriars to Bedford is every 12 minutes at peak times so must be one of the best in the country. From St Pancras the train was packed with standing room only. Leaving Blackfriars at 16:47 the train arrived at St Albans at 17:16 which I thought was excellent. I would guess that the service is heavily patronised by commuters, but this shows how a modern 12-coach Class 700 suburban train can give a highly efficient service. Hopefully some day we will see them on more of the network.

(Tom Rookes)



## Platform Zero (or Doncaster North, as we've come to call it)

Has anyone living and travelling in North Lincolnshire experienced Platform Zero at Doncaster yet? It's the new terminal platform at Doncaster for trains arriving from Scunthorpe and intermediate stations. The aim is to avoid the local trains crossing the main line, although the trains coming from Goole and Hull still do so, as does the TransPennine from Cleethorpes.

Getting to the platform involves getting to the end of platforms 1/3, stairs, a corridor and stairs down. Anyone arriving on Platforms 4, 5, 7 or 8 has two sets of stairs to negotiate and a considerable walk. This is an issue for people with luggage, small children or limited mobility. It is also a problem if connecting services are delayed by even a minute or two. There are no monitors at the foot of the stairs to Platform Zero resulting in passengers arriving on 1 or 3 having to walk to the top of the stairs on platforms 1 and 3 before finding out they need to go back again.

A result of this change means that we have lost through trains to and from Sheffield, which may well result in a reduction of use by people from Althorpe and Crowle wanting to travel to Meadowhall and Sheffield, especially when they find out about Platform Zero. It would be interesting to know other people's experiences.

If you are stuck with a long wait at Doncaster as a result, you can console yourselves with the crew staffing the trains, they also have a long way to get to and from facilities, and therefore sometimes get permission to delay departure (or so a friendly conductor tells me); The Draughtsman, a real ale bar on Platform 3, which also serves a good cup of tea and a pork pie in nice surroundings, served by friendly staff. (AH)

## COMMENT A personal opinion from your Editor

*Barely sixteen months ago, Transport Minister Chris Grayling launched a vision of bi-modal trains which would revolutionise the railways far more cheaply than expensive electrification schemes. With the aid of a snazzy Department for Transport video, we were told that trains would draw electricity from overhead wires and, transfer seamlessly, without passengers realising, when on non-electrified routes to the unmentionable 'D' word, which everyone knew meant dirty diesel power. This announcement was met with incredulity by many railway commentators as it was pointed out that there were no trains available that fulfilled Grayling's dream. But surprise surprise, barely a year later, the railway press has numerous reports and analysis of bi-modal trains which have been developed by leading train manufacturers to make the Grayling dream a reality. In August Bombardier and Hitachi were reported to be competing to provide new bi-modal trains for the Midland Main Line.*

*All this happened in a comparatively short-time and begs the question: did somebody know more about what was going on behind the scenes at the train manufacturers as Grayling made his bi-modal announcement?*

*New innovations do not end with bi-modal, on a recent Tuesday morning car journey into deepest Leicestershire and stopping at the Butler Henderson café at the Great Central Railway's Quorn & Woodhouse station, for a coffee break (highly recommended!), I observed a Northern Rail TRI-modal unit being tested. Only days later, the 'global warmers' announced that petrol and diesel power must be ended. So, after observing an abundance of electrification on a recent holiday to Switzerland, perhaps I will see more wires go up in the UK. (PM)*

## PRELIMINARY NOTICE – RAILFUTURE LINCOLNSHIRE BRANCH AGM

The Committee has set the AGM for Saturday 9 March 2019 at Lincoln. 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 31 December 2018.

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 wishing to join the Branch Committee 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 31 December 2018. 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.*

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## Friends of the Barton Line

- The twentieth anniversary of the formation of Friends of the Barton Line was celebrated in July.

- The Chairman has contacted TransPennine Express over allowing double-length Class 185 trains to call at Habrough; either by extending the platform or enabling selective door operation. It was also requested that the first train on Saturday out of Cleethorpes call again at Habrough.

- The gatekeeper's brick-built accommodation at Bystable Lane and Barton Lane (Thornton Abbey) are up for sale. There are restrictions as to their

use. The 1849 building at Barton Lane is under a preservation order, but has been broken into and is in a parlous state. The station house at great Coates is also on the market.

- The gates at Bystable Lane are to be changed from normally-closed to normally-open to vehicular traffic, subject to trees being felled in order to improve sighting around the sharp bend in the road. The gates are to continue to be manned at site and controlled from Goxhill signal box. The change will relieve the gatekeeper of incessant footwork.

*(AASB)*

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# Brigg Line Remembered

Brocklesby station closed in 1993 with the withdrawal of regular services on the Gainsborough line, now limited to only 3 trains each Saturday.

The station was located to suit the Earl of Yarborough, in his capacity as chairman of the Manchester Sheffield and Lincolnshire Railway who built the line. It included a private waiting room for the Earl. The building was designed by architects Weightman and Hadfield in the Tudor Gothic style used throughout the line. The building is listed as grade II, in which the style is referred to as Jacobean.

The unusual platform-based signal box is also a grade II Listed building and became redundant due to resignalling works in December 2015.



*Photographs by  
Tim Mickleburgh*



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*Refer to pages 10 & 11 for contact details of branch officers mentioned in Rail Lincs.*