

## COMMENT They try to run a railway

*A personal opinion from your Editor*

As this issue of *Rail Lincs* is being compiled, the rail industry is going through a period of upheaval. Compared with other areas of the country, our Branch area is not experiencing the chaos caused by the major timetable changes introduced in May. Although there is a knock-on effect for services operated in our area by Northern. East Midlands Trains (EMT) struggle to maintain a service, due to shortage of rolling stock, caused by delays in cascading units from other areas and having units out of action whilst overhauls are undertaken.

The East Coast Main Line is again making media headlines, with the Virgin East Coast (VTEC) operation being transferred to an operator of last resort branded LNER; much to the disgust of the 'purest' enthusiasts for the London North Eastern Railway. The changeover was due to take place on Sunday, 24 June, but days before, most of the signage at Grantham station had been replaced to include the LNER identity. One welcome improvement to the station environment at Grantham is the removal of the huge Virgin advertising boards (resembling graffiti!) which virtually covered the retaining wall on Station Road. It has been announced that all staff, including Managing Director, David Horne, will remain in post as a, seemingly, seamless transfer from VTEC to LNER takes place.

As the creation of LNER is the first step in establishing the East Coast Partnership, in line with other recent franchise renewals, can we hope that eventually, we will see a simpler fares and ticketing regime? As outlined on page 9, is the present fares set-up helping anyone?

I note that Gerald Fiennes celebrated book, "I Tried to Run a Railway" is being reprinted. It may be apt if heads of Train Operating Companies, Network Rail and the secretary of state for transport produced a similar title! (PM)



*A Class 185 waits at Cleethorpes  
Photo: Tim Mickleburgh*

# ***A personal view from the Chairman***

Sitting at the keyboard to write a few words for this edition of *Rail Lincs*, our railways have been in the news so much recently it is difficult to know where to start: Virgin East Coast (VTEC) franchise; Northern timetable collapse; the Govia Thameslink Railway (GTR) travails; a new direct Lincoln to Leeds service or the next East Midlands franchise?

All different situations, but the one thing they have in common is that there has been considerable more heat than light in all the media stories. I will now attempt to throw some light on each situation without taking up the whole twelve pages of *Rail Lincs*, which would then only be a small fraction of the column inches the railway press has used to explain in detail.

Firstly VTEC, where the franchise has been ended early. VTEC have met all their financial obligations under the franchise (including the parent companies Stagecoach and Virgin subsidising VTEC by over £100m) and have spent considerable sums refurbishing rolling stock which was very shabby when they took over. The income from the franchise is less than they expected and they have now effectively run out of money and that is why the franchise is ending early.

All this is fact, but the big question is why they have got into financial difficulties. Most respected railway journalists are suggesting bidders for the East Coast were encouraged to over bid by Department for Transport (DfT). We also know that the expected upgrades on the route will not be completed by Network Rail in the timescale envisaged when bids were made. Some work may not even be done during the period of the franchise.

With Northern, we are again in a situation where Network Rail has not completed work on time. When Arriva

Northern bid for the franchise, electrification between Manchester and Preston was supposed to have been finished well over a year ago. This scheme has been delayed for numerous reasons; unexpectedly poor ground conditions and the contractors Carillion failing. Latest estimates are that it might be done in time for the timetable change in December this year. The knock on effect of this is that diesel units that were supposed to be transferred to other services, including the Sheffield to Gainsborough Central shuttle, are instead still being used in the Manchester area.

Here the situation has been made even worse by a new timetable being agreed, then with only a few weeks notice, Network Rail deciding that it would not be possible to actually introduce the timetable from this May. Northern were then put in the impossible situation of having to write a new timetable, organise stock allocation and crew diagrams in a few weeks. This process normally takes six months or more. None of this has been helped by the regular RMT strikes over Driver Controlled Operation. Again a situation not of Northern's making, as introducing this was specified by DfT.

The problems Northern are having in the Manchester area did lead to the hoped for May introduction of an hourly all stations Sheffield to Gainsborough Central service being delayed to December at least. However the other part of the service change, a direct Lincoln to Leeds service did start in May, albeit at slower timings than we can expect from December. It is being operated by Class 158 air conditioned rolling stock which are far superior to the Pacers we used to have.

This service is slightly slower from Lincoln than the option of going via

Newark Northgate but there are some advantages of the Northern train. As well as the obvious one of not having to change trains, Northern have an Advanced Fare of £8 each way which seems to be available on all services. Also some good savings can be made by splitting your ticket especially before 0930 when the usual ticket of an Anytime Short Distance Return at £66.50 can be reduced to £31.30 by buying Lincoln – Sheffield and Sheffield – Leeds (not via Doncaster) Anytime Day Returns. There is also a good saving from Gainsborough, though in this case the cheapest seems to be a ticket split at Wakefield.

The origins of the GTR Thameslink timetable mess date back to even before the letting of the franchise. Both the previous franchise holders informed the DfT almost six years ago that the department would need to fund a ramp up in driver recruitment and training to prevent a major driver shortfall, otherwise the services could not be run as intended both during, and after, the London Bridge rebuild. The GTR franchise bid had too few drivers as a result of errors in numbers given to bidders by DfT. Needless to say all the chickens have now come home to roost, with Ministers throwing accusations of blame around in all directions

There is a detailed article from our national chairman on the timetable problems on the Railfuture website <https://www.railfuture.org.uk/article1785-Timetable-trauma>

After a long wait, the Invitation to Tender for the next East Midlands (EM) franchise was made public on 7 June. For Lincolnshire it is a mixed bag. We get hourly weekday Joint Line trains from Doncaster to Peterborough and an hourly weekday service from Grimsby to Lincoln, which are 2 of our main targets. Still no Joint Line service south of Lincoln on Sundays in the Train Service

Requirement presented to bidders, but that doesn't prevent them offering a service as an option in the bid.

We fought hard to prevent the Liverpool to Norwich service being spit in half, but as I more than half expected, DfT are splitting it at Nottingham with only the Nottingham to Norwich section in the EM franchise. I see from the DfT response to the Consultation we responded to last year that 65% of the respondents did not support splitting the service. Funny how our government is pressing ahead on a certain other topical matter, when only 52% of respondents supported it but they can ignore the wishes of 65% when it suits them. That is I suppose how democracy works.

With all this activity it does look like some of your committee members are going to have a busy time in the next few months!

*David Harby, Branch Chairman*

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## Poacher Line Notes

- A second mosaic has been installed at Sleaford station which was completed by pupils of St. Mary's School, Grantham. The fabulous installation really brightens up the station.
- Ancaster station has been adopted by children of Ancaster Primary School who work tirelessly around the year to make sure the station is looking in tip top condition and have created a wonderful garden.
- The Music trains continue to be popular and in conjunction with a RAF Centenary event at Heckington windmill, passengers from Grantham were able to participate in the revelry.

# The next East Midlands Franchise

After a long wait, we now have the Invitation to Tender (ITT) for the next East Midlands Franchise. Stagecoach, Arriva and Abellio are invited to submit bids by noon on 5 September 2018. Department for Transport (DfT) say they are seeking ambitious and innovative Bids which are also deliverable. We should know in March or April 2019 who has been selected to operate the franchise. The ITT is 238 pages and was accompanied by 8 other documents, so what follows is a very brief explanation where I have tried to include all the key points relevant to Lincolnshire.

The franchise is due to start on 18 August 2019 and run for eight years with an option for another two years. Until December 2020, services will remain as they are now. In December 2020, the Midland Main Line timetable changes with the completion of electrification to Corby and introduction of a 2 trains per hour service from Corby to St Pancras calling at all EM franchise stations. We don't see any improvements in Lincolnshire until December 2021 when Train Service Requirement 2 (TSR2) starts. It must be emphasised that this TSR is the minimum requirement. Franchisees are encouraged in the ITT to offer a service above the minimum.

From December 2021 we see hourly services from Doncaster to Lincoln, Peterborough to Lincoln and Lincoln to Grimsby. These are Monday to Saturday all day services. For Lincoln to Newark Northgate a service every 2 hours is specified as there will be an East Coast service in the alternate hour. Lincoln to Nottingham is little changed from what we have now. With the restriction that only one train each way per hour can cross the East Coast Main Line (ECML) at Newark flat crossing and as these services must both cross at the same

time, there is little opportunity to make any changes.

What is required on Sundays for most routes is somewhat opaque so far. There are published TSRs for Summer Sundays, but nothing for the rest of the year. Summer Sundays being defined as: from the third Saturday in May to the second Saturday in September. For the Joint Line we have 5 trains each way Doncaster to Lincoln but nothing specified south of Lincoln.

As mentioned in my Chairman's notes, the Liverpool to Norwich service is split at Nottingham with the Liverpool end being served by either Northern or TPE. The EM franchise bidders are asked to endeavour to extend to Sheffield if possible and to consider serving Cambridge as well as Norwich.

Additional to the TSR, bidders will have to provide £250,000 for Community Rail Partnerships (CRPs). This time it is specifically stated that it is for existing and future CRPs which is a welcome change from the Northern franchise, where the commitment is only to fund CRPs in existence at the franchise start.

There is a £3.6m Station Improvement Fund with £2.5m of this to be used for improving accessibility at lower footfall stations.

Between the hours of 07:00 and 21:00 (SX) Bidders must provide paths for the East Coast operator to operate one train per two hours between Lincoln and Newark North Gate and vice versa. Bidders should assume this service occupies Platform 4 at Lincoln in odd hours between xx:17 and xx:45.

For anyone who would like to read the documentation, it can be found via this link:

[h:https://www.gov.uk/government/publications/east-midlands-franchise-2018-invitation-to-tender](https://www.gov.uk/government/publications/east-midlands-franchise-2018-invitation-to-tender) (DH)

# Editor's Mail

## STATION USAGE

I was interested to read the 2016-7 figures for station usage (*Rail Lincs* 80).

It struck me in that despite Grimsby and Scunthorpe having approximately the same population as Lincoln, the latter records over 1.8 million passengers as compared with a little over 400,000 for the other two.

I believe that one reason for this is the lack of a direct service to London, along with poor use of other services. I mean only 10,000 travel from Healing, Great Coates and Stallingborough, which ought to be good commuter runs for those working in Grimsby or Cleethorpes. So I suggest more marketing be done here.

*Tim Mickleburgh, Grimsby*

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

**It's YOUR newsletter**

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## General Data Protection Regulation

As a member of Railfuture, you will already have had the opportunity to give your consent for the Society to communicate with you in various ways: post, email or phone. Printed below is a statement from Railfuture nationally regarding the General Data Protection Regulation (GDPR)

*At Railfuture we love keeping in touch with our members and supporters, to put our case for a bigger better railway.*

*You will probably have heard from many organisations that the GDPR came into effect on 25 May 2018. We need your permission to continue sending you information on Railfuture Lincolnshire Branch news and campaigning. If you want to keep up-to-date with our activities then please reply stating that you consent to us sending you information by post and email on our aims, events and promotions relating to Railfuture Lincolnshire Branch. And stay in touch!*

*You can change your mind at any time by contacting us at this address - we promise to treat your information with respect and will never share it with third-parties.*

P. Mason, 10 Cottesmore Close, Grantham NG31 9JL.  
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### BRANCH COMMITTEE MEETINGS

The Branch committee will meet on the following dates during 2018: 21 July and 20 October 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.



# Lincolnshire Charters

*Compiled by Geoffrey Meanwell*

## **Saturday, 7 July**

Norwich, Diss, Ipswich, Stowmarket, Bury St. Edmunds, Ely, March, **Peterborough to Worcester Shrub Hill**. Haulage by Class 57/68. Promoter: NENTA

## **Saturday, 21 July**

Kings Cross, Potters Bar, **Peterborough to Newcastle**  
Steam hauled by 60163 "Tornado". Promoter: UK Railtours

## **Saturday, 1 September**

Kings Cross, Peterborough, Stevenage, **Peterborough to Redmire**  
Haulage by 2 x Class 66. Promoter: UK Railtours

## **Saturday, 1 September**

Norwich, Diss, Ipswich, Stowmarket, Bury St. Edmunds, Ely, March **Peterborough to Carlisle**. Haulage by Class 57/68. Promoter: NENTA

## **Saturday, 8 September**

Norwich, Wymondham, Attleborough, Thetford, Brandon, March, **Peterborough**, Leicester to **Chester**  
Steam hauled by 60009 for part of journey, remainder Class 47/57  
Promoter: West Coast Railway Company

## **Saturday, 29 September**

**Peterborough, Spalding, Sleaford, Metheringham, Lincoln, Gainsborough to Carlisle**  
Haulage by Class 47/57. Promoter: West Coast Railway Company

## **Saturday, 1 December**

**Skegness, Wainfleet, Boston, Heckington, Sleaford to Bath Spa**  
Haulage by Class 47/57. Promoter: West Coast Railway Company

## **Saturday, 8 December**

**Cleethorpes, Grimsby Town, Habrough, Barnetby, Scunthorpe, Thorne South to Edinburgh**. Haulage by Class 47/57. Promoter: West Coast Railway 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

# Are we getting the best out of Lincoln Central Railway Station?

After the talk given by the guest speaker from East Midlands Trains (EMT) at the Branch AGM, I asked the question: "Is there any chance of re-opening Langworth and Washingborough railway stations to form part of a park 'n' ride service with Lincoln Central?" Regrettably, the answer was a quiet "I don't know."

Let me introduce myself. I'm the person who persuaded both Railfuture and the Campaign for Better Transport to place both the former RAF Cranwell and Sleaford-to-Bourne railway lines on their 'hit-lists' of worthiness of restoration.

Additionally, I am trying to link all the model railway, model engineering clubs, railway-orientated venues and railway societies across mid-Lincolnshire to form an association. If we can improve the existing railway venues and create new ones then, we create jobs and are eligible for L.E.A.D.E.R. funding (a rural grant scheme to support local businesses). Model railways inadvertently advertise the real-life railways, and there is strength in unity!

The response from the EMT speaker was disappointing inasmuch that a park

'n' ride scheme would have meant taking buses off the streets of Lincoln and reducing pressure on the face of the new bus station. Every bus driver that I have spoken to about a park 'n' ride scheme has agreed. East Midland Trains should have no problem with this because both they and the bus company are owned by Stagecoach!

The villagers of Langworth should not need to worry because it would bring more people into their shops, their pubs and their restaurants. If these businesses cannot turn a profit then unfortunately, the businesses will close and Langworth would become little more than a retirement village!

Lincoln Central appears to have spare capacity. There is an unused platform where a new passing loop could be provided.

North Hykeham was mentioned, following my question, but it appears there is no land available there for a big enough car park. In my original idea I was thinking of Swinderby, Burton Waters and Saxilby.

*(Graham Lilley,*

*Sleaford & District Model Railway Club)*

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## Barton Line Diagrams

The current arrangement for servicing the Class 153 units which run on the Barton line is for the last service of each day from Cleethorpes to Barton and back to stable overnight at Cleethorpes. The following morning this unit then forms the first service to Barton and then back to Grimsby Town. Meanwhile, each morning a Northern crew brings a unit from Doncaster calling at Scunthorpe and stations from Habrough to Cleethorpes, to form all the remaining services of the day to Barton and back. The unit which terminated at Grimsby Town is then taken by the Northern crew to Sheffield for

refuelling.

As from the introduction of the new timetable on 20 May, Northern is no longer able to provide the replacement unit. Instead, each day, following the penultimate run to Barton and back, the unit will be taken via Lincoln to Nottingham for refuelling and will be brought back the following day to resume the Barton service from the second run onwards. In order to retain the first and last services to Barton, these will be provided by a TransPennine Express Class 185 unit stabled overnight at Cleethorpes. (AB)

# East Midlands Trains' Rolling Stock

Notes from East Midland Trains' (EMT) Stakeholder update 16 April 2018:

With DMUs out for overhaul and Porterbrook and Angel Trains both wanting units out at the same time, EMT are going to be pushed to find enough for normal services. Note EMT don't have any control over this. Expect to see plenty of Class 222 diagrams on Lincoln to Leicester services.

## Class 153

Reliability modification program planned for this summer is mainly fitting Wheel Slide Protection (WSP) before the leaf fall season. WSP has been very successful on the 156s so should greatly improve 153 reliability this autumn. 153 performance 12,000 miles per technical incident (MTIN)/Moving Annual Average (MAA). Future fleet strategy is in discussion.

Work on the EMT 156 and 158 fleets is complicated by some owned by Porterbrook and the rest by Angel Trains.

## Class 156

The Wheel Slide Protection (WSP) modification package completed last year to the Porterbrook owned units has been a great success, with no wheel sets having to be changed with wheel flats last leaf fall season. The 4 Angel Trains owned units will have their WSP modification done before autumn.

As part of the C6 overhaul program all units will have corrosion rectification, radiator changes and air system reliability changes.

The Porterbrook C6 overhaul program started on 8th April 2018 and runs to October 2019. There are 11 units to do. Work is being done by KBRS Wolverton Train Care.

There are 4 Angel Trains units to do and work starts on these in October 2018

All units from both ROSCOs will have PRM Compliant toilet unit and effluent

tanks fitted along with a passenger information system including PA and LED screens. There is extensive passenger door and door pocket corrosion works to do.

The Porterbrook units will also get an external repaint.

Class 156 Performance is now over 10,000 miles per technical incident MAA (best ever).

## Class 158

C6 overhaul for the Angel Trains units is over half completed with 11 out of 16 units done. Due to end October 2018.

C6 overhaul of the 9 Porterbrook units starts in June 2018.

The Class 158 C6 specification is:

- New passenger doors
- New vacuum toilet and effluent tank
- New internal and external compliant door controls and sounders
- Passenger information system
- At seat USB chargers
- Increased wheelchair accommodation
- Toilet refresh including new hand driers
- Various technical and reliability modifications

Porterbrook units only will get an external repaint and carpet renewal.

## Skegness Summer Saturday

There are due to be two HSTs on Skegness Saturday services again this summer, subject to there being spare paths on the Erewash route for the empty stock. Remember the Erewash is going to be very busy with diverted services all summer whilst Derby station is being remodelled. (DH)





# Splitting the Ticket



We have mentioned earlier the good savings to be had on the Lincoln to Leeds service by splitting the ticket. There is a detailed explanation of ticket splitting on the Railfuture website: <https://www.railfuture.org.uk/Finding+the+best+price>.

Here we have a few suggestions for the local area. This comes with the proviso that fares shown were correct at the time of writing, but can change, especially validities of off-peak tickets, which are for Monday – Fridays. And that for split tickets in our area, your train must call at the station where you are splitting (this rule does not always apply in the London area).

Some of the best savings come if the off-peak fares starting part way through your journey. An example is going from Cleethorpes and wanting to get to Manchester Piccadilly around 10:00. The Anytime fare on the 07:26 from Cleethorpes arriving Manchester Piccadilly 10:02 is £65. On the same train, if you purchase an Anytime return to Sheffield at £33.00 by the time you reach there at 09:08 there is an Off peak return Sheffield to Manchester available at £22.40, making a saving of £9.60.

Lincoln to Birmingham New Street is a good example of using a series of Anytime day returns. There is an Off-peak day return available at £30.40 but only from

the 09:37. Before that, the only choice is an Anytime return at £58.80. However, by splitting at Nottingham and Derby this can be reduced to £40.35; a saving of £18.45.

For Skegness to Leicester, leaving before the 09:06 it is an Anytime return at £53.60. However there are no time restrictions on the Off-peak day return to Nottingham at £24.90, so buying that and an Anytime day return on to Leicester at £13.00 brings the total down to £37.90, which is not much more than the Off-peak day return for the whole journey on the 09:06 at £36.10.

A visit to Keighley from Lincoln for the Keighley & Worth Valley Railway, could set you back £72.00 if you leave before 10:20 and even on that train an Off-peak return is £42.95. However, leaving before then and by using a series of Anytime day returns splitting at Gainsborough and Wakefield Kirkgate, the fare can be reduced to £32.70; a saving of £39.30! Even with just one split at Meadowhall, the fare is still a good bargain at £37.50.

The East Coast Main Line (ECML) is notoriously expensive, but even there some savings can be found. Take for example Grantham to Newcastle. Here the Anytime return is an eye-watering £153.00 with a, still expensive, Off-peak return available at £90.30 from 09:41. By buying a series of Anytime returns Grantham – Doncaster, Doncaster – York and York – Newcastle the fares can be reduced to £102.95 anytime and £67.85 Off-peak.

This article gives just a few of the savings I have found. The morale of this is always look to see if splitting your ticket is cheaper – it often will be. (DH)

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## Barton Line Notes

- It is not good to report negative news, but unfortunately, performance on the Line continues to suffer, although earlier in the year, this was attributed to the severe snow during February and early March.
- Northern has agreed with the Department for Transport (DfT) to continue operating the Barton Line service until the new East Midlands franchise is operational.
- North Lincolnshire Council is placing its support behind Grand Central's proposal to run a direct train service between Cleethorpes and London Kings Cross via Scunthorpe. Habrough is intended to be amongst the station calls.
- TransPennine Express is installing a waiting shelter on platforms 2 & 3 at

Cleethorpes (as used by Barton Line and Brigg services). Land has also been acquired to create an additional ten car parking spaces by the summer.





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## Restoration of Market Rasen Station

Work is progressing on the restoration of the station building at Market Rasen, with the creation of a Community Room, Heritage Room and office space for small businesses. The Community Room will be available as a meeting venue for local organisations and the Heritage Room will feature the history of the station. The project is fast approaching completion and finishing line is in sight.

Externally all the stonework on the main entrance side of the building is complete and currently the stone masons are busy working on the bay window on the track side of the building.

Internally all new wall partitions are up and decorated, skirting is being fitted and the floor boards are being laid.

The first tenant has been acquired and local resident, Mandy Wilton, is opening a coffee shop in the summer. This will be a welcome asset for rail passengers, users of the Community Room and visitors to the Heritage Room.

For more information visit:  
<https://marketrasenstation.com>

# Restoration work at Lincolnshire stations



Recently restored clock tower at Cleethorpes station. Photographs: Tim Mickleburgh



Extensive restoration work at Market Rasen station (see previous page). Photographs: Ralph Coulson



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Rail Lincs 82 will be published in October. Please let the Editor have copy by 15 September.

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Registered in England & Wales No. 5011634.  
Registered Office: 24 Chedworth Place,  
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Refer to pages 10 & 11 for contact details of branch officers mentioned in *Rail Lincs*.