

# GAINSBOROUGH TO BARNETBY RAILWAY LINE

## DON'T LET IT CLOSE

In 1986, the Government ordered British Rail "to review those cases where bus services could meet the needs of travellers as conveniently and often at a markedly less cost than the present rail services," in other words, to propose railways for closure. British Rail has recently announced that the first closure proposal will affect the railway from Gainsborough to Barnetby.

### WHY WE NEED THE RAILWAY

- **it links** the 5,000 people of Brigg to the 20,000 people of Gainsborough.
- **it provides** a service from Brigg in 25 minutes to the enhanced shopping centre at Grimsby and in 35 minutes to the resort of Cleethorpes.
- **it provides** basic public transport links for the people of Kirton Lindsey.
- **it plugs** Brigg and Kirton Lindsey into the national rail system; its presence helps attract job opportunities.
- **it provides** a service in just 30 minutes from Barnetby to the centre of Gainsborough compared with perhaps 45-50 minutes were a bus to run direct and 60-70 minutes by rail through Lincoln.
- **it gives** a fast direct route from Worksop and Retford into South Humberside.
- **it could provide** services for people in Brigg and Kirton Lindsey to seek work in Gainsborough, Grimsby, Retford, Worksop, or even, by train reversal, in Lincoln.
- **every rail line** makes the whole rail system more attractive to passengers as more places are accessible by it.
- **it links**, even with the present pattern of service, the Glanford Borough communities of Brigg and Kirton Lindsey with the West Lindsey district town of Gainsborough. Both areas are fighting hard to expand economically and need a full transport infrastructure which includes a rail link.
- **it provides** a potential freight route for export coal from Nottinghamshire, import coal intended for Trent Valley power stations or general rail freight to and from Immingham.
- **it acts** as a valuable diversionary route for Doncaster-Grimsby trains when the bridge mechanism fails at Keadby Canal swing bridge.

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## WHAT YOU CAN DO

**Use** the existing train service wherever possible and tell your friends about it. Make sure your parish and town councils help to market the present service.

**Write** to your district and county councillors saying why you think the line should be supported and developed.

**Learn** the background to the case by reading the book, "Bustitution - the Case Exploded," available at £1.80 plus 20p. postage from Alan Harwood, 139 Harrowdene Gardens, Teddington TW11 0DN.

**Write** to your M.P., House of Commons, London SW1A 0AA, saying why rural rail routes should continue to receive government financial support.

**Object** to the closure proposal, when published, by writing to the Secretary of either the Transport Users' Consultative Committee for North-eastern England, Hilary House, 16 St. Saviour's Place, York YO1 2PL, or the Transport Users' Consultative Committee for Eastern England, Midgate House, Midgate, Peterborough PE1 1TN. You may then have the right to speak at any hearing(s) arranged by these Committees on the closure proposal.

**Join** the Railway Development Society, which gives rail users a voice in the fight for better rail services. Membership costs £7.50 a year plus £1 for each additional family member. Details from Frank Hastilow, 49 Irnham Road, Sutton Coldfield B74 2TQ.

**Contact** Jan Clarke on (0652) 32962 for details of the local action group fighting to retain and develop the service.