SixShiresRail

Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire & Rutland

Newsletter for Railfuture East Midlands & Lincolnshire branches

railfuture

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WELCOME TO OUR *SIXSHIRESRAIL* NEWSLETTER, 11TH ISSUE

We regret to say that Phil Mason, our Lincs Vice Chairman and producer of our *SixShiresRail* Branch newsletter, is seriously ill having had an emergency operation and was in intensive care earlier in October. Consequently, we are unable to produce the October issue of *SixShiresRail* in its usual format. This newsletter has been put together at short notice by Lincs Branch Chair, David Harby and East Midlands branch secretary, Steve Jones.

CHANGES TO RAIL REPLACEMENT BUS PROVISION

Unless readers take a close interest in the regulations surrounding bus services, the Public Service Vehicles Accessibility Regulations (PSVAR) and Public Service Vehicles Accessible Information Regulations (PSVAIR) won't mean a lot to them. However, for train operators trying to organise rail replacement transport they mean increased costs and difficulties organising rail replacement, especially when the transport is needed immediately to cover emergency line closures etc. PSVAR applied to all rail replacement buses from 1st August 2026 except for a six-month exemption for emergency cover. PSVAIR applies from 1st October.

In short, PSVAR states that all vehicles must be fully disability compliant, with a wheelchair lift or ramp for access; designated wheelchair space on the vehicle; clearly marked priority seats for disabled, elderly, or pregnant passengers, with adequate legroom and moveable armrests. PSVAIR requires local bus and coach operators across Great Britain to provide key journey information in both audible and visible formats on board vehicles, which is also why the 18-year-old buses on my local route have suddenly been fitted with screens and loudspeakers telling us the name of the next stop.

All these extra provisions are good for passengers but for coach operators they mean extra costs which will be passed on the rail operators. It also means a shortage of second-hand fully compliant coaches, so, when rail operators are trying to source rail replacement they will not only be more expensive – they will not always even be available! Some sources are suggesting this is why EMR didn't have a back-up rail replacement coach service for Nottingham to Skegness this last summer.

DECEMBER 2026 TIMETABLE CHANGES

The big news on EMR is some long-awaited improvements in Lincolnshire.

The existing four-hour gap at lunchtimes in weekday and Saturday services between Lincoln and Doncaster is plugged by a 12:34 Lincoln to Doncaster and 13:35 Doncaster to Lincoln return. We will then have a two-hourly service with six trains per day in each direction.

After many years (or should that be decades?) of campaigning we at last have a Sunday service between Lincoln and Sleaford. Six services will operate at approximately 2-hour intervals.

Trains leave Lincoln at 09:05, 10:05, 12:17, 14:17, 16:17 and 18:57. From Sleaford, trains depart at 09:43, 11:26, 13:26, 15:26, 17:33 and 19:37.

The 19:29 Lincoln – Newark Northgate and 20:05 Newark Northgate – Lincoln services will be withdrawn to facilitate the new Sleaford service. Other evening services on the Newark Northgate – Cleethorpes route are revised.

Between Nottingham and Skegness, additional capacity will operate on Mondays, Fridays and Saturdays from Easter 2027 instead of the May timetable change as in previous years.

Crewe – Derby – Nottingham – (Lincoln) will also see changes. On weekdays and Saturdays journey times westbound towards Crewe will improve, with arrivals into Crewe at xx:41 rather than xx:46. On Sundays there are major changes, with services starting earlier and a two-hourly service throughout the day, with an hourly service at key times.

Services depart from Crewe at 09:12, 11:26, 13:26, 15:26, 16:26, 17:26, 19:10 and 21:22. Towards Crewe, 09:25 (from Derby), 10:53, 12:50, 13:50, 14:53, 15:50, and 17:50, all from Nottingham.

The 22:52 Leicester – Nottingham service will call additionally at Barrow-upon-Soar in five out of each six weeks. Rail replacement transport will serve Barrow-upon-Soar one week in six, both points aligning with the arrangements at Sileby and Syston.

On other Regional routes there are minor changes of a minute or so to some timetables to bring the theory closer to actual running times.



On EMR Connect the 22:35 London St Pancras – Wellingborough service on Saturdays will extend to Kettering, with new calls at Luton Airport Parkway and Luton.

There are no significant changes to Northern, LNER, Hull Trains or TPE in our area.

Regional stalwart: EMR Class 170 unit 170512 rests at Lincoln Central having arrived from Nottingham on 21st March 2026. Picture: Steve Jones

RAILFUTURE LINCOLNSHIRE BRANCH AGM 2027

The 2027 AGM will be held in March 2027. Further details and the Branch Officers' reports will be sent to members in February 2027, hopefully in a future edition of *SixShiresRail*.

The purpose of this notice is to remind members that the posts of Hon Chairman, Hon Vice-Chairman and Hon Secretary are open to all fully paid-up members of the Lincolnshire Branch of Railfuture.

In accordance with Branch procedures, members wishing to stand for these posts are invited to inform the Hon Secretary in writing before 31st December 2026.

Any person wishing to stand should provide the Hon Secretary with a signed written declaration of willingness to stand along with a written manifesto of not more than 100 words, which will be published in the February 2027 edition of *SixShiresRail*. The declaration must be supported in writing by another fully paid-up member of the Lincolnshire Branch of Railfuture.

No canvassing of votes is permitted other than the manifesto published in *SixShiresRail* plus a 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 written, 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 31st December 2026. No manifesto is required for Committee membership.

If there is only one candidate for each of the three 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.

For a number of years now in Phil's and David's annual report we have said that we need new members to join the Committee. This is becoming more pressing, and time is taking its toll on how active the existing members are. In October this year, both David and Phil have been in hospital. At the time of writing, David has recovered well but now has about six months of recuperation, while Phil is still in hospital. So, we are now seriously short of active members to keep up our activities. We had to cancel being represented at the Model Railway exhibition in Market Rasen this month because of lack of volunteers to put up and dismantle our stall and be there for the weekend to staff the stall. So, to repeat, "YOUR COMMITTEE NEEDS YOU NOW"

Dr Don Peacock, Hon Secretary, Railfuture Lincolnshire Branch, 1, Queens Road, Barnetby, DN38 6JH. Email: don.peacock@railfuture.org.uk.

EMR TO REFURBISH TOILETS AT SLEAFORD, SPALDING, BEESTON, NEWARK CASTLE AND KETTERING

EMR is investing around £100,000 to refurbish toilet facilities at Sleaford, Spalding, Beeston, Newark Castle and Kettering. Audio technology will be installed that is designed to help blind and partially sighted visitors to navigate and use the space independently. All refurbished facilities will follow Colostomy UK's Stoma Friendly Toilet guidelines. In addition, a reconfigured baby change facility at Kettering will also serve as a private space for nursing mothers.

This is all very welcome, but EMR have confirmed that the toilet opening hours will be unchanged so, at Sleaford, for example, the toilets are only open for the morning shift less an hour when the booking office clerk is having their break. From lunchtime onwards at this busy interchange station there is no toilet provision whatsoever.

SOME IMPROVEMENTS TO MML SERVICES BUT STILL A WAY TO GO

Members who have used the Midland Main Line during 2026 will be only too well aware of the appalling level of service they have endured. There have been many cancellations caused by non-availability of Meridians and even when a Meridian was operating, faults such as out-of-order toilets were common.

Since the service collapsed in the summer, EMR have been gradually increasing the number of scheduled services so that from 19th October 96% of services are scheduled to run. At the time of writing this on 16th October the media are reporting that there are still only 11 x Class 810 Auroras available for service and no more than seven have been in service on any one day; experience indicates that it is usually six. In addition, the units have not yet been operated in multiple in passenger service so even if 96% of all MML services are running, these will still be 5-car instead of the 10-car formations that are desperately needed to manage peak time loadings. Severe overcrowding is commonplace.



Ailing Aurora. Class 810 unit 810018 stands at Leicester on 3rd October while fitters attend to its diesel engines. A problem with these delayed its intended 13:18 departure to Nottingham. Picture: Steve Jones

The service collapse did not come as a surprise to officers in both the East Midlands and Lincolnshire Branches, who have since spring 2025 been raising concerns over the delayed introduction of the new trains. At the same time, the deterioration in the condition of the Meridians was there for all to see, with faults including out-of-use toilets, faulty air-conditioning and fogged windows not being repaired promptly.

EMR management assured us that they were confident the new trains would be available before the Meridians were due to go off lease, but we still had our doubts. We were also well aware that with the new trains being built by Hitachi and the Meridians being maintained by Hitachi, EMR management had to give us those assurances whatever their personal views might have been.



Mind the Gap. Class 222 units couple at Kettering on 28th October 2025. The left-hand unit, 222013, had worked the morning train from Melton Mowbray via Oakham and Corby. This service has not run since 20th July and remains one of the gaps in the Midland Main Line timetable. Picture: Steve Jones

SITE OF GBR HQ CONFIRMED ALONG WITH THE NAME OF THE GBR CHAIR

The Government have announced that the Great British Railways HQ will be a new build eight-storey office building on a brownfield site within Derby's wider £200m Becketwell regeneration scheme in the City Centre. The building is expected to be completed by spring 2029 and will accommodate up to 450 GBR staff. There are also plans for improved public transport links and walking routes to the site from Derby station.

Sir John Kingman has been announced as the first Chair of Great British Railways (GBR). The Government announcement tells us that he brings a wealth of experience, including as the Chair of Barclays UK PLC, and as the former Chair of Legal and General Group PLC and Tesco Personal Finance. There is no mention of any experience in the transport industry, but he has served as Second Permanent Secretary at HM Treasury.

In addition, David Horne, Managing Director of LNER and previously of East Midland Trains, has been appointed as Integrated Chief Customer and Commercial Officer (ICCCO). Starting in November, this is a key new role designed to help deliver a more customer-focused railway as the industry moves towards Great British Railways (GBR).

JOINT MEETING OF RAILFUTURE YORKSHIRE, LINCOLNSHIRE AND EAST MIDLANDS BRANCHES, SHEFFIELD, 10TH OCTOBER 2026

Railfuture Yorkshire Branch hosted a joint meeting with the Lincolnshire and East Midlands Branches at Hallam University, near Sheffield station, on 10th October. The first of these joint meetings took place in October 2025 and they look set to become an annual event. The aim is to explore issues of common interest and concern to all three Branches.

The first speaker was Kevin Towle, Rail Development Manager, South Yorkshire Mayoral Combined Authority. He spoke about the pivotal role of Sheffield station in many inter-regional journeys; a role much hampered by limits on its capacity. The present track layout is little changed since the 1970s when it was geared more towards freight passing through the station. There is a 15mph speed limit, and the station is severely constrained by the cuttings at both ends and the tunnel to the north. Present and forecast services require more and longer platforms, a more flexible track layout, and resignalling.

The meeting then heard Anne Robinson of Hope Valley Climate Action. She outlined the 'Mini-Switzerland' proposals centred on the Hope Valley line, with buses coordinating with trains in the way that is well-known in Switzerland. The aim is to reduce the present overwhelming dependence on cars for access to and travel around the Peak District. Stations would be developed as transport hubs, with hourly clockface timetables for trains and buses and reliable interchange between the two. The East Midlands Combined County Authority (EMCCA) has secured £6m funding as part of the Government's 'Better Connected' national transport strategy.

After a break, Stephen Chaytow, of East Midlands Branch and the Friends of the Derwent Valley Line, led a discussion session on inter-regional connectivity plus current campaigns including enhanced services for Belper and a station for Clay Cross. A lively discussion took place, covering various rail aspirations in South Yorkshire and north Derbyshire.

As last year, it was a successful and well-attended event. Thoughts are already turning towards doing it again next year, probably in Nottingham.

EMR COMMUNITY RAIL AND STATION ADOPTERS CONFERENCE – NOTTINGHAM, 21ST OCTOBER 2026

Railfuture East Midlands and Lincolnshire Branches were again well represented at this annual event organised by EMR at the Motorpoint Arena in Nottingham. Delegates from many Station Friends and Adopters groups and Community Rail Partnerships gathered to hear presentations and share ideas both in workshop sessions and informally during the refreshment breaks. Presentations included a business update from EMR's recently appointed interim Managing Director, Neil Grabham. He was quite open about the difficult year EMR has had and the efforts to stabilise the often fragile train service. He also referred, with gratitude, to community rail and station adoption as important in connecting the railway to the communities it serves.

Delegates then heard Bill Freeman, CEO of the Community Rail Network, reiterate the value of the movement in connecting communities to their railway. "Places shape rail, and rail shapes places." He referred to rail reform and the need for community rail to be embedded in the GBR business units that will succeed the TOCs, plus the regional devolution across the UK.

Workshops looked at funding from EMR and other sources, including 'in kind' as well as actual money; biodiversity around wildlife-friendly stations as part of the railway's role in 'green travel'; and methods of 'selling station stories' using social media, videos, and other publicity media to promote the valuable work done by many volunteers.

The transition to GBR provided a backdrop to the whole event. There is as yet no fixed date for EMR to transfer to DfTO but all parties are working towards this. A panel Q&A session rounded off the event. Questions covered a variety of relevant topics, including train services and cancellations, the role of community rail, and its possible future under GBR and regional devolution.

As in previous years, there was a 'Marketplace' area with display stands for various CRPs and other groups. Railfuture had a stand, with the map showing our joint Branches' rail aspirations as a centrepiece. This prompted numerous conversations with interested delegates.

CONGRATULATIONS TO THE WINNERS OF THE FIRST EAST MIDLANDS IN BLOOM TRANSPORT HUBS COMPETITION

Many station adopters work very hard to make their stations an attractive place for passengers, so we offer our congratulations to the East Midlands winners of awards in the first year of what is hoped to be an annual competition.

<u>Gold Award:</u>

Barrow-upon-Soar, Buxton, Dronfield.

<u>Silver Gilt Award:</u>

Ambergate, Edale, Heckington.

<u>Silver Award:</u>

Burton Joyce, Cromford, Spalding, Lowdham.

<u>Certificate of Achievement</u>

JGFC community sensory garden at Whitwell.



Image from the Friends of Dronfield Station Facebook page
www.facebook.com/FriendsOfDronfieldStation

FREIGHT EXPECTATIONS

Passengers win votes, freight builds economies

Presentation by Simon Walton, UK Editor of Railfreight.com, to the Railfuture East Midlands Branch AGM, Saturday 13th June 2026 at the Central Library in Nottingham.

Simon opened with the overall comment that rail freight is not a merely a matter of transport policy; it is really about economic policy, the environment, national resilience, industrial policy and even defence. UK governments have never really understood rail freight. They do understand passenger services and stations, as it is these that win votes and elections. Rail freight does not.

Yet rail freight is crucial to construction, retail and even defence. Despite that, it is largely invisible – unless something goes wrong. Rail is at the centre of freight in the UK, including logistics. The East Midlands, with its 'Golden Triangle' is at the centre of the national supply chain. Not only is the region the geographical centre, but it is also the strategic centre, too. Let's also not forget that the rail system was originally built for freight.

Primary colours in bulk.

On a bright blue 22nd April 2026, 66716 passes Leicester station on the goods line with 4M23, the 10:29 Felixstowe North terminal to Hams Hall container train.

Picture: Steve Jones



In Simon's native Scotland, rail freight is seen in environmental terms, for reduction in carbon emissions and lorry traffic. Yet even there, it is constrained by capacity; the single-track Highland Main Line is a poor relation to the dualled A9 road, and freight is limited by demand for passenger capacity. In Wales, rail is vital for the steel industry, ports and energy generation, but 'follows policy rather than leading it'. Rail freight has seen much decline, such as the loss of container traffic to and from Holyhead.

Everyone can see the benefits of rail freight but turning that aspiration into action is difficult.

The UK also has fierce planning policies. Imagine trying to build Toton now! Rail freight is not a vote-winner: when did you last hear an election candidate promise "vote for me and I will get a rail freight terminal built here"?! Yet logistics is the biggest employment sector in the UK economy.

Simon emphasised the East Midlands as 'offering necessity', with the region being the centre of UK freight. The quarries in Derbyshire and north Leicestershire feed the UK construction industry. The UK's roads and house-building depend on them. Logistics has already been mentioned, with more terminals being built or planned in or near the region, such as Radlett on the Midland Main Line. We await redevelopment of Ratcliffe on Soar power station. Indeed, intermodal is 'the most misunderstood part of rail freight', despite accounting for nearly half of

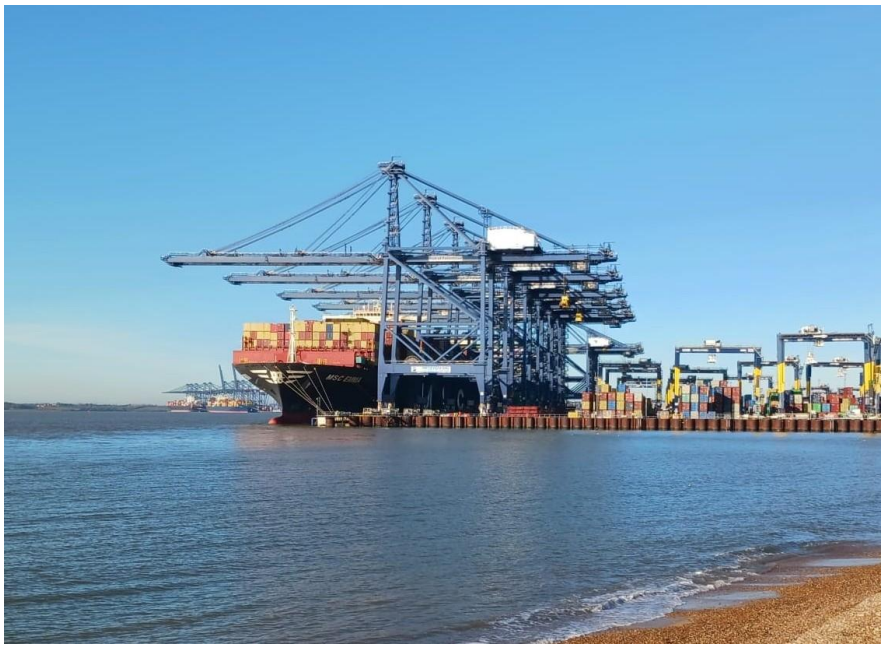
it. Intermodal trains run to a rigid timetable and need balancing workings both of wagons and boxes. However, they must fit in among passenger services, which are much more visible - and politically significant. We have seen very high growth in passenger traffic, and we all expect that to continue. Rail enhancements are dominated by passenger needs. The arguments around electrification, in particular, need to shift from the ideological to the practical. The objective is cleaner logistics, not just cleaner trains! The emphasis in the home nations is interesting: in Scotland, rail freight is about the climate, in Wales it is about industry, in England it is about logistics and the economy.

Simon concluded by stating that though rail freight may be becoming more visible, visibility is not the same as priority. There is a clear role for Railfuture here in continuing to help make the case. Rail campaigners must, however, be in it for the long term. As a nation, we all want to see rail freight expand, but are we prepared to make the investment to make that happen?

After a lively and entertaining presentation, Simon took questions from the floor on how he and we in Railfuture can best advance the case for rail freight. Simon answered with the observation that some of the push-back he receives when doing this suggests he really is asking the right questions. There are many difficult and challenging things to ask, and doing so gets issues onto the table. It matters because rail freight is about the quality of life. In answer to a question about lack of policy in England for rail freight (whatever happened to the 'Electric Spine'?), Simon said the country needs to stop treating railways as a political football. For example, we spend too long asking what HS2 or East West Rail are really for. We also need to move away from the notion of road versus rail and think more of all modes working together. Perhaps the rail freight industry could be more active in lobbying, though to be fair, they indirectly do this by simply using rail freight and investing in it.

To close, Simon mentioned that the very largest container ships – of which there are about 480 out there – would need either 75 trains to carry the load, or 12,000 lorries!

We are very grateful to Simon for taking the time and trouble to come and speak to our AGM, and to do so in such an engaging and informative manner.



Deep blue sea and sky.

The MSC Emma at Felixstowe container terminal on 25th November 2025. Her total capacity of 13,092 TEU containers would need at least 6,546 lorry journeys to distribute inland, though rather fewer trains. The largest container ships can carry more than 24,000 TEU boxes.

Picture: Steve Jones

THE EAST MIDLANDS COMBINED COUNTY AUTHORITY CLIMATE COALITION AND ITS COLLABORATION WITH RAILFUTURE EAST MIDLANDS

Presentation by Anne Robinson, EMCCA Climate Coalition, to the Railfuture East Midlands Branch AGM, Saturday 13th June 2026 at the Central Library in Nottingham.

Anne Robinson gave a presentation on the EMCCA Climate Coalition, set up by Friends of the Earth in 2023 to influence candidates for the election of the Mayor for the new East Midlands Combined County Authority. In line with the Coalition's aims, the key ask of the candidates was that they pledge to use their powers, funding and influence to tackle the climate and nature emergencies and build a fairer society for all in the East Midlands. The successful candidate, Claire Ward, signed and is being held to that pledge as Mayor.

As an informal affiliation of climate, environmental and transport groups, the Coalition focuses its work on where the Mayor has most powers and influence – transport and energy. It seeks to influence policy and strategic decisions by lobbying the Mayor and individual EMCCA elected members from the four constituent authorities; attending EMCCA committee meetings and asking questions; responding to consultations; and engaging with EMCCA officers.

With respect to transport, the Coalition developed ten framework principles for the Mayor's Transport Plan, including reduction in climate-harming emissions, integrated spatial and transport planning, and adoption of a sustainable travel hierarchy. How investments in transport are made will be fundamental to the success of the Plan. A key aim is to encourage a re-think on transport funding. The £1.2 - £1.3bn allocated to road schemes in the EMCCA area would give better quality of life outcomes if spent on public realm improvements, active travel (walking, cycling, etc), school streets and better buses. The Coalition's Better Buses East Midlands group has shown the strength of public support for transformational improvements to bus services, with more than a thousand signatures on a petition.

With the announcement earlier this year that the Mayor is to develop a rail strategy, rail became a major element of the Coalition's work and it sought help from Railfuture East Midlands. Anne expressed gratitude for Railfuture's help with the more detailed aspects of rail aspirations, especially as the Mayor will soon have increased influence on rail services and GBR is to be headquartered in Derby. The Coalition's work has also been informed by an instructive meeting with the lead EMCCA officers who are developing the authority's rail priorities.

There followed discussion on developing and prioritising rail schemes in the context of:

- Limited public funds.
- The serious failings of the present network – we need to get that working properly first.
- Rail being more pan-regional than just the EMCCA area. Although Railfuture is promoting a Derby – Mansfield service via Long Eaton, Ilkeston, a reopened Maid Marian line between Kirkby in Ashfield and Pye Bridge, and improvements at the Trent Junctions, few services are wholly within the EMCCA area. Consequently, it is important to engage with other mayoral authorities as well as with Midlands Connect, Transport for the East Midlands, and the rail industry. For example, the Nottingham – Leeds service involves East Midlands, South Yorkshire and West Yorkshire.
- The lack of an integrated transport authority of the kind found in the former metropolitan PTE areas.

- Clarity on the Mayor's own transport priorities, such as access to jobs and inter-regional connectivity.
- As a politician, the Mayor looks to political timescales and horizons. Improving bus stops is a quick and easy win. We need some easy rail schemes that do not need major capital investment. One such might be a new footbridge at the east end of Nottingham station plus a new entrance from London Road, which would greatly improve accessibility especially with the major brownfield redevelopment nearby.

Anne was thanked both for a stimulating presentation and for the Coalition's eagerness to work with Railfuture on our shared transport aspirations.



Nottingham station, looking west from the east end of Platform 3. Nottingham station consists of two main blocks of platforms, plus single Platform 7 along the south side of the layout. Many trains depart from the east end of the station. To interchange between the blocks of platforms involves a long walk to the middle footbridge when it is open, or the very far end of the platforms at other times. A footbridge at the east end, perhaps next to the end of the canopied platform buildings in the picture, would be a major improvement. One for the East Midlands Mayor's Transport Plan?

Picture: Steve Jones

COMMEMORATION OF THE SPONDON STATIONMASTER KILLED IN A TRAGIC ACCIDENT IN 1924

August of each year brings a sad anniversary in the history of Spondon station, for it was on 13th August 1924 that the Stationmaster of the time, Henry Ernest Haines, died in a tragic accident.

Spondon station opened in 1839, as part of the Nottingham – Derby railway. However, in the early 20th century, the station was expanded to support the needs of the nearby British Celanese plant. By the 1920s, some 14,000 people are said to have worked there.

Spondon station at that time was therefore a busy place, not some rural backwater, and the Stationmaster will have had plenty going on during his working day. Mr Haines lived there in Station House with his wife and children. On that fateful day in August 1924, he was seated at his desk, probably working at the administration for the day. His wife had left the room to put the kettle on for a cup of tea. This action very probably saved her life.

The following details are taken from a *Derbyshire Live* report, published in 2017:



"Under the heading "Spondon Smash", the Derby Daily Telegraph of August 15 carried a full report of the inquest into Mr Haines' death, which occurred when a heavily laden lorry failed to stop in the distance between the brow of the canal bridge and the closed level crossing gates.

The lorry weighed eight tons and was carrying a load of nine tons of acetone on a journey from London to Spondon when it arrived at the bridge at about 1pm. According to evidence given to the inquest, it was travelling at about 8mph and, from the point where the driver first saw the closed gates, he had a distance of 70 yards in which to stop his vehicle.

But, despite the earnest efforts of himself and his mate, the vehicle was still travelling at between four and five mph as it drew close to the railway bridge at a time when a train could be seen approaching the crossing.

By this time, the mate had already leapt from the vehicle and, in a last-ditch attempt to avert disaster, the driver swerved hard to the left, hoping to come to rest in the space between the Station House and the side of the bridge. He failed to do so.

The west wall of the Station House was struck by the 17-ton mass of the lorry at a point just to the north of the first window and it went on to embed over half of its length into the stationmaster's office, where Mr Haines was seated at his desk in the south-west corner. The whole of the corner of the house was demolished, leaving a space of 9ft by 10ft in ruins and the first floor collapsed onto Mr Haines, killing him instantly."

There are a number of uncertainties about this story, including the alleged low speed of the lorry at time of impact and how the inquest could have been arranged at such short notice. In any event, the coroner decided that there was no evidence of culpability or gross negligence on the part of the driver. Recommendations were made to review the bridge, presumably to improve visibility of the level crossing, and that a "proper road" should be constructed.

On 13th August 2026, Henry Haines was remembered with the unveiling of a plaque at the site of the accident. The event was jointly hosted by Spondon Historical Society and the Friends of Spondon Station, both chaired by Neil Johnson. The Mayor of Derby, Jonathan Smale, unveiled the plaque. A floral wreath was taken to Spondon Cemetery and placed on the Stationmaster's grave.

Stephen Chaytow

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SixShiresRail issue 12 will be published in early 2027.
Please let the Editor, David Harby, 6 Carral Close, Lincoln, LN5 9BD
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