

Senior Management Changes at East Midlands Trains

Shortly before this edition of *Rail Lincs* was ready for printing we heard the news that Tim Shoveller, Managing Director of East Midlands Trains (EMT), is moving to a new role as Managing Director of South West Trains where he replaces Andy Pitt who is retiring. David Horne, currently EMT Commercial and Customer Service Director, will be taking over as Managing Director of EMT.

After four years of East Midlands Trains running our local franchise it is easy to forget just how bad our services were in the latter days of Central Trains, with tatty rolling stock and frequent cancellations, especially at weekends. During the time that Tim Shoveller has been running East Midlands Trains we have seen the refurbishment of almost all the rolling stock and a return to a reliable weekend service.

Except for the introduction of the direct service from Lincoln to St Pancras we have yet to see any major improvement to our services in Lincolnshire, but this is not due to any lack of effort by the EMT senior managers. After much hard work by Tim Shoveller to convince DFT that they were needed, we are shortly due to see extra units on the Liverpool - Nottingham route. I know they have also been working hard for improvements to the Lincoln - Nottingham service and hopes are high that we will soon hear some good news on this.

It is also pleasing to see continuity within the franchise with David Horne moving up to the role of MD. Everyone who heard him speak at our last AGM will know that he is someone who is very

straightforward in his dealings with stakeholders. A welcome change to the waffle and obfuscation we often hear from DFT Ministers.

On a personal level, whenever I have met Tim or David they have always been amenable and willing to listen to our views and I am sure all our members will join me in wishing both Tim and David every success in their new roles.

David Harby

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railfuture

L I N C O L N S H I R E
N e w s l e t t e r

The Branch on Show



The Branch display boards and plenty of 'give-aways' for Rail Show visitors



Branch Committee Member, Paul Jowett mans the Lincolnshire Branch stall at this year's Grantham Rail Show model railway exhibition.

Refer to page 2 for contact details of branch officers mentioned in Rail Lincs.

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A special quiz was compiled for the Rail Show – test your skills on page 8

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SELTA Representative Position vacant

ANSWERS TO QUIZ ON PAGE 8

- A) 1,033,374 passengers used Grantham station in the 2009/2010 financial year?
- B) East Coast Trains, East Midlands Trains and Hull Trains use Grantham station.
- C) There are 38 direct Grantham to London Kings Cross trains every weekday. East Coast have 31 services and Hull Trains have 7.
- D) In 1979 when the new InterCity125 timetable was launched there were 14 trains to Kings Cross with 2 of these being overnight at 00.49 and 02.48.
- E) The first train for Kings Cross leaves Grantham at 06.17.
- F) In 1979 the first train left at 07.31.
- G) The last return train leaves Kings Cross at 23.30.
- H) In 1979 the last service left at 00.02.
- I) 134 trains stop at Grantham every weekday.
- J) Liverpool, Manchester Piccadilly, Norwich and Skegness are served by hourly trains from Grantham for most of the day. For Edinburgh you have to change at Doncaster or York depending on time of day. There are hourly trains to Birmingham New Street with a change at Nottingham. Lincoln has only one direct train a day at 20.19.
- K) Cheapest 'walk-on' return fare from Grantham.
- L) Birmingham and Manchester can be reached for £22.50 and £27.00 respectively by buying separate tickets for the Grantham – Nottingham and Nottingham – Birmingham/Manchester legs of the journey.
- M) Metheringham was opened on 6th October 1975 at a cost of £7,415.
- Kings Cross £32.30 (Off peak Day Return)
Skegness £19.30 (Off peak Day Return)
Nottingham £7.50 (Off peak Day Return)
Peterborough £8.70 (Off peak Day Return)
Leeds £33.80 (Off Peak Return)
Manchester Piccadilly £48.40 (Off Peak Return)
Birmingham New Street £36.00 (Off Peak Return)

Charter Trains to/from Lincolnshire

Member, Geoff Meanwell has compiled the following list of charter trains to and from the Lincolnshire area (subject to changes)

Friday, 2 December

Linlithgow to Lincoln (diesel) SRPS Railtours

Saturday, 3 December

Newark/Grantham to Canterbury (Class 47) Railtourer

St. Pancras to Lincoln (HST) UK Railtours

Eastleigh to Lincoln (Class 67) Pathfinder Railtours

Sunday, 4 December

Kings Cross to Lincoln (60007) Railway Touring Company

Charters operated by Railtourer Ltd, Hull, can be booked through local agent, Carolyn Sharp (see page 2 for contact details) (GM)

Steam ban on East Coast Main Line

Network Rail has instigated a steam ban on the East Coast Main Line (ECML) on weekdays, as a result of serious delays to ECML services on Friday, 2 September when BR Standard Class Pacific 70013 'Oliver Cromwell' and SR 'King Arthur' Class 4-6-0 30777 'Sir Lamiel' operated light engine from York to Southall. The latter, due to a firebox fault, being the cause of several lineside fires between York and Newark, where the movement was terminated. 'Sir Lamiel' was removed by road to Loughborough and 'Oliver Cromwell' towed by a diesel the following day to Southall.

As a result of the lineside fires and the subsequent closure of the route to allow attendance of the Fire Brigade, the incident caused several thousand minutes of delay and numerous cancelled services, which in turn incurred performance related payouts by Network Rail to trains operators, in the region of £1 million.

The decision to ban steam from Mondays to Fridays is not surprising as Network Rail has had to make substantial payouts that it was forced to incur for a problem that was not its fault or within its control!

Apparently, main line steam operation out of London Kings Cross on weekdays has been problematic since the introduction of the new East Coast timetable in late May – East Coast Trains operate 150 trains per day. The higher frequency service provides limited opportunities to path a steam charter; which has slower acceleration and a top speed of 75mph rather than 100mph+ of most other services.

David Harby photographed 60163 'Tornado' being coaled and watered at Terrace Sidings, Lincoln, having worked the Cathedrals Express from Woking-Redhill-West Hampstead on 15 September.



Letter from the Chairman

After hearing from Phil Mason about the contents of this newsletter, I decided to concentrate my comments on a range of issues affecting the branch.

Thanks to all who helped look after the Railfuture stand at the Grantham Rail Show model railway exhibition. With donations and profits from sales we almost covered our costs.

It is annoying to read of the East Coast Main Line (ECML) problems due to cable theft – it must have been even more annoying for the passengers on the delayed trains. This is not just a railway problem; lead from church roofs and copper cable from electricity substations are also frequent targets for metal thieves.

I read this week that the government is at last taking metal theft seriously and is looking for ways of making it more difficult to sell stolen metal to scrap yards. Outlawing cash payments and insisting all payments for scrap is paid to a bank account is one idea that is being suggested. I have written to my MP urging him to keep up the pressure for effective legislation change. If you feel strongly about this why not do the same?

In this issue of *Rail Lincs* we look at the risks to our station ticket offices posed by the recommendations in the McNulty Report. Ticket office closures are nothing new. Railfuture seem to have been fighting closures or reduced hours ever since rail privatisation. One lesson we have learned is that for any anti closure campaign to be successful good evidence needs to be gathered to demonstrate the need for the office to remain open and the anti closure campaign needs to be well supported in the local area. Lincs branch will be gathering evidence to support our offices that are under threat.

An eye watering rail fare increase every January is becoming the norm, but at a time when nearly everyone's incomes are under severe pressure, a potential increase next January of 13% on some routes is especially unwelcome. When the government announced fare rises for the next 3 years of RPI + 3% they said that these rises were needed to pay for rail investment. Our branch area will see very little of this extra investment so any rise above 8% in this area would be totally unjustified.

It has not all been doom and gloom. Committee member Chris Brown and myself have had a meeting with Cllr Ric Metcalf, Leader of City of Lincoln Council. I have also had some correspondence with our MP for Lincoln, Karl McCartney. The aim was primarily to lobby for improved links to London and to ask them to support the campaign for extra services on the Grimsby-Lincoln-Nottingham route. I am pleased to report that our efforts had a positive response.

Whilst compiling the quiz that we used at the Grantham Rail Show (*and repeated in this issue on page 8*), I was reminded how much our rail services have improved in the last 30 years. The launch of the InterCity 125 service was a step change from what went before but even that service was sparse compared to the latest ECML timetable.

To finish on a lighter note, if you fancy a few days touring in the UK why not try a Rover ticket. I recently spent a week with a Heart of England 7 day Rover. Oxford, Hereford, Stratford upon Avon, Birmingham, Worcester, Crewe, Matlock, Leicester and Nottingham plus a ride on the Parry People Mover on the Stourbridge branch were just some of the places visited. All for £87.50. Excellent value. *David Harby, Branch Chairman*

Promoting local businesses

Northern Rail is keen to support businesses in towns and villages that are, perhaps, missed by tourists travelling the network looking for a day out.

The company is launching a 'Hidden Gems' campaign to promote B&Bs, restaurants, pubs, takeaways etc and local people are being invited to share their secrets and nominate their local favourites.

Small businesses and well loved local beauty spots across Northern Rail's network – which includes North and North East Lincolnshire – will be featured through seven categories.

To nominate a 'Hidden Gem', simply email your name and contact details, along with the name and address of your 'Hidden Gem' local favourite and the name of the nearest station to: hiddengems@northernrail.org

Adopters Meet

The annual 'thank you' meeting, which included a buffet, was well attended by many station groups or individual adopters. Mr David Horne, Commercial Director, gave an informative talk on progress and developments within East Midlands Trains. As with all rural lines, passenger usage figures are improving greatly. Adopters were praised for their efforts. Many groups are able to provide excellent floral displays and to this end our local Market Rasen group received justified praise.

At the close of the meeting we were assured that any critics of adoption were wrong because every station which had an adopter or group had an improved ambience resulting in increased usage.
(PBJ)

East Coast Performance

On 1 August, the East Coast Trains' Managing Director Karen Boswell sent a letter to stakeholders about their recent poor punctuality. Many of the delays were due to infrastructure problems outside of East Coast control. There had been another series of cable thefts and also track and overhead line equipment failures but the biggest single cause of delay to passengers in July was suicides. Following one suicide the line was closed for 5 hours.

On a positive note British Transport Police have successfully prosecuted 273 thieves on the East Coast route. (DH)

Autumn Diversions

It is likely that there will be a longer period of East Coast Main Line (ECML) diversions using the Joint Line this autumn. Diversions will be between mid-day on Saturdays and mid-day on Sundays on the last two weekends of October and the following three weekends in November. A special timetable will be in operation with East Coast Trains' Anglo/Scottish services being worked by IC125 diesel trains along the whole of the Joint Line between Peterborough and Doncaster, Leeds services will be worked by IC225 electric trains and will be 'dragged' by diesel locomotives from Peterborough to Newark Northgate via Lincoln with reversal at Newark. A similar arrangement will be used by Hull Trains and Grand Central services with calls at Grantham and reversals at Sleaford to access the Joint Line. The Sleaford Avoiding Line will be used in the Up direction only, as the Down line still awaits renewal. (PBJ)

Project 'Falcon' improves performance

Performance of East Coast Trains' fleet of 225 electric and 125 diesel trains (31 Class 91 electric locomotives and 34 HST diesel power cars) is being enhanced with the introduction of a new remote monitoring system called Project Falcon.

The system takes 'snap-shots' of locomotive data which is transmitted through the train's Wi-Fi system to a control server enabling engineers to diagnose faults whilst the train is running. If a driver is experiencing a technical problem, the control team can log on and see a real-time view of the driver's control console.

Engineers both on depots and in Control, will be able review historical trends and the statistics should help to pin-point where possible problems are occurring both with a specific locomotive or set as well as across the whole fleet.

'Falcon' does not just benefit the engineering team, the quality of data being provided means that Operations, Maintenance, Performance and Production teams will have access to the system.

In the case of Operations, a UK wide map pin-points the location of each set

using GPS data. Through this and speed information one benefit will be the ability to identify delay attribution for what is known as lost 'threshold' minutes. Throughout the railway network, a system called Trust Delay Attribution (TDA) tracks every minute lost by services, and the reason for the delay, be it another train, infrastructure problems or simply extended 'dwell' time at stations. Usually, delays under a 3 minute threshold are difficult to pinpoint and identify the cause, but Project Falcon will enable East Coast Trains to identify and assign responsibility for some of these delays.

One of the biggest benefits that will assist engineers in fault finding is the post-analysis information, rather like recording a TV programme, which will give engineers the opportunity to monitor accurate information from the minutes before to the minutes after an incident or failure occurred.

The new system is currently being fitted across the fleet and should be completed by mid-January.

It is possible to expand the system to include Door Control and air conditioning units. (PM – source *Railway Herald*)

www.railwayherald.com

Action on metal theft

Members are asked to write to their MP requesting the MP to sign the Earl Day Motion EDM2130A-1. See: <http://www.parliament.uk/edm/2010-12/2130>

Theft of metal (copper, lead etc.) is a growing problem affecting, not just railways, but many other industries with the cost to the UK economy estimated at £770 million per annum, as well as immeasurable safety implications.

The EDM calls on the Government to introduce regulations on the buying of scrap metal insuring measures to ensure that no scrap metal is sold without the seller providing verified identification and a full record of each transaction and provisions to make it illegal to make cash payments for scrap metal. The Government is urged to bring in these proposals as soon as possible and to bring in legislation to adopt a more robust regime to give greater power to the police and the courts.

HOW WELL DO YOU KNOW YOUR LOCAL RAILWAY ?

The following quiz was compiled for the Branch stall at this year's Grantham Rail Show.

Test your knowledge of local railway services – answers on page 11

How many passengers used Grantham station in the 2009/2010 financial year?

There are three Train Operating Companies that use Grantham station. Who are they?

How many direct Grantham to London Kings Cross trains are there every weekday?

How many trains when the InterCity125 service was launched in 1979?

When does the first train leave Grantham for Kings Cross?

When did the first train leave in 1979?

When does the last return train leave Kings Cross?

When did it leave in 1979?

How many trains stop at Grantham station every weekday?

Which of these stations are served by direct trains from Grantham?

Liverpool, Manchester Piccadilly, Norwich, Skegness, Edinburgh, Lincoln, Birmingham New Street.

What is the cheapest 'walk-on' return fare from Grantham to these stations?

Kings Cross, Manchester Piccadilly, Skegness, Birmingham New Street, Nottingham, Peterborough, Leeds.

For some of these journeys there is a way of reducing your fare without having to buy an Advance Purchase ticket. Do you know how?

Metheringham was the last station to be opened in Lincolnshire. When was it opened?

Ticket Offices at Risk

One of the recommendations for cost reduction in Sir Roy McNulty's Rail Value for Money Study is closure of some station ticket offices. This has attracted interest from the local media and David Harby was interviewed by Lincs FM in early September.

The actual recommendations are not as clear cut as reported in the media. The Study does recommend closure of Category E station ticket offices and reduced hours for Category D station ticket offices but this comes with important preconditions. These include the development of additional retail outlets, such as newsagents and convenience stores, to sell a limited range of tickets and the installation of modern and easy-to-use Ticket Vending Machines and provision of adequate information for passengers.

Within the branch area Category D stations are Cleethorpes, Grimsby Town and Scunthorpe. Category E stations are Boston, Sleaford, Spalding, Skegness and Stamford.

If you want to read the recommendations they are on pages 208/9 of the Study <http://www.rail-reg.gov.uk/server/show/ConWebDoc.10401> (DH)

Sleaford upgrading

All works concerning the signalling upgrade at Sleaford are now complete. Further preparatory work has been carried out at Quarrington Level Crossing, prior to the introduction of full barriers controlled from Rauceby Station Box, but a firm completion dates appears to be months away. It is understood that there is a shortage of signal engineers, which may be a factor. (PBJ)

Sleaford Saga

The saga rumbles on of the proposed bridge and new road in connection with the Tesco development, which has presented Network Rail with the prospect of closing Sleaford East Level Crossing. Despite massive opposition from locals, all stakeholders are intent to push ahead with the project.

Whilst every level crossing has its dangers, each case must be judged on its own specific problems and for many reasons, Sleaford East Level Crossing must constitute a very low risk. However, a Network Rail spokesperson and a Lincolnshire County Council Highways representative have branded it as one of the most dangerous in the UK. This is surely scaremongering and one wonders in what 'danger league' crossings such as Tallington, Swineshead and many others where busy 'A' roads cross fast stretches of rail lines are in!

The proposals are presently stalled because the Town Council is refusing to sell a parcel of land it owns, which is crucial to the route of the new road. (PBJ)

Extra Rauceby Call

It appears that Station Adopter Paul Jowett's suggestion for the early morning Boston to Grantham service to have its call reintroduced at Rauceby has been successful. To commence in December 2011, this will aid commuting to London especially as there is a suitable connection at Grantham for Rauceby with a service from Kings Cross in the evening. North Kesteven District Council assisted by Paul will advertise the change. (PBJ)



Dear Editor,
Though Grimsby is the largest town or city in geographical Lincolnshire, I was interested to read that its main Town station has less passengers, 392K in a year compared to 1033K for Grantham and 1478K for Lincoln Central (*Rail Lincs* 60).

Now I can understand Grantham's popularity, as like Newark Northgate, 925K, it is on the East Coast Main Line with direct services to London. But why does Grimsby trail Lincoln so badly? To me this shows scope for development - the same applies to Cleethorpes with 205K as against 359K for Skegness.

By the way, there are no members of the Branch Committee who now live in North East Lincolnshire!

*Tim Mickleburgh
Grimsby*

Skegness Summer Services

From Paul Jowett's observations during the summer months, the regular Skegness services have been well filled; at times full and standing. A Saturday visit to Heckington in mid August saw, at mid-day, passengers being unable to board the Skegness service and having to wait an hour for the next service. All the Nottingham bound IC125 workings have been observed as being well loaded.

It is a pity that the franchising system and rolling stock availability precludes East Midlands Trains (EMT) from being able to provide additional trains or longer formations as was always the case in British Rail days and during summer weekends. Surely travellers would respond and return to rail travel if they were confident that there would be seats for a comfortable journey. (PBJ)

Friends of the Barton Line

- On 28 May, Railfuture member, Stuart Parker led a group of twenty walkers on an 8-mile ramble from Habrough to Great Coates; followed by a train ride to Grimsby to visit the "Ross Tiger" fishing vessel.

- At the end of June, several train services were delayed by track circuit failures at the Grimsby end of the line. This was of particular concern on 26 June when 17 ramblers stranded at Cleethorpes vowed never to use the train again.

- On 3 & 4 June the trains to the Barton Beer Festival were 'packed like sardines' and no fares were collected.

- Station Specific and Onward Travel information (such as maps) are now displayed in some of the new Northern Rail poster frames. Welcome as they are, some contain errors which could have been avoided through consultation with the station adopters (eg the availability of accommodation). (AB)

Joint Line Activity

Network Rail has undertaken initial surveying work on the two arched bridges close to Ruskington Station to create working bases for engineers in order to rebuild the bridges, within the next eighteen months, as part of the Joint line upgrade. Rebuilding with box arches to W12 loading gauge with clearance for electrification will also be carried out on a further six bridges in the area. (PBJ)

Local Stations Win EMT Awards

East Midlands Trains' (EMT) station staff are celebrating after the winners in the company's second annual 'Best Station Awards' were announced. The awards look to recognise the best of the company's 89 stations.

In our Branch area, Lincoln station scooped the award for Most Improved Station this year. The judges praised the station team for the improvements made including the opening of a new Customer Information Point to provide a greater level of information for passengers, and improved toilet and waiting room facilities. Above all, the judges were impressed with the strong sense of community and teamwork in evidence at

the station.

Market Rasen station won the award for 'Best Community Partnership'. The station adoption group in partnership with EMTs' station team at Lincoln, have helped to transform the station from one which presented a dull and uninviting environment and often suffered from vandalism and graffiti, to a station that passengers can be proud to travel from. The station now benefits from some fantastic murals painted by local artists and a local school reflecting scenes associated with Market Rasen, including the racecourse, Lincoln Red Cattle and the Lancaster Bomber. (EMT)

New Season of Poacher Line Music Trains

The new season of Poacher Line Music trains commenced on Friday, 30 September, with the Jet skittles and blues band.

The Music Trains provide an unusual venue for a variety of live music acts and there is time for a stop at Batemans Brewery in Wainfleet where passengers are offered a warm welcome and refreshments at their Windmill Bar. The Friday evening train departs Sleaford 18:55, Heckington 19:02 and Boston 19:21. The return train leaves Wainfleet 21:10, arriving back in Boston 21:37, Heckington 21:51 and Sleaford 22:00.

Friday, 28 October entertainment is by a Bavarian band formed by musicians of

The Sleaford Concert Band, with an evening of foot stomping, thigh slapping and lots of fun.

Friday, 25 November there are lively, infectious musical performances of numbers ranging from Beatles to Beethoven by Sleaford Ukulele Orchestra.

Thursday, 15 December is a fine start to the festive season with an evening of music and carol singing by a small group of musicians from the Sleaford Concert Band.

For Poacher Line information visit www.poacherline.org.uk or contact Jayne at the community Rail Office 01522 782070 (customer services).

Fares Increases

The announcement that the RPI figure for July was 5% means that by applying the RPI+3% formula regulated fares will rise next January by an average of 8%. Regulated fares are Standard Anytime Day, Standard Off Peak and Season. Operators can increase fares on individual routes by up to 5% more than the average so we could see increases on some routes of 13%. (DH)