

## 2022 A Year of Expansion

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Bassetlaw Area Chair Jim Anderson, Bassetlaw Youth Mayor Malachi Carroll, NNLCRP Community Rail Development Officer Kate Myers at Retford Christmas Market day promoting the railway and displaying a mosaic of former Retford resident Alan Pegler, who bought steam locomotive 4472 Flying Scotsman from British Railways in 1962. This mosaic will be placed within Retford Station. We promoted Railcards as an effective way to reduce the cost of travel.

## I. Structural Changes

I.1 A board of comprising Gillian Bardsley, Barry Coward , David Pidwell, Peter Harrold and Jim Anderson served during 2022. Gillian Bardsley and Barry Coward informed the Board that they will stand down at the 2023 AGM.

I.2 Stakeholders have a meeting twice a year and there is an Annual General Meeting in May at which CIC members can vote on the composition of the board. Membership of the CIC is free to any organisation or individual associated with NNLCRP. Bassetlaw area meetings continued, although the virtual variety during 2022. Plans are in hand to reconstitute meetings of the Lincolnshire Area in 2023.

I.3 Some stakeholders have actively engaged with us during the course of 2022. We would like to thank and acknowledge the support given by our four TOCs, Stagecoach East Midlands, West Lindsey District Council, Bassetlaw District Council, North Lincolnshire Council, Lincolnshire County Council,

Kirton in Lindsey Town Council, Gainsborough Town Council, Market Rasen Town Council, Network Rail, Community Rail Network, Barton on Humber Cleethorpes Community Rail Partnership, Network Rail, and SYMCA.

I.4 Our Development Officer, Kate Myers, who took up her appointment part time in 2021, changed to full time working in May 2022.

I.5 In August Rick Craig was appointed Administration Officer on a part time basis. This reflects the increasing workload on the partnership.



I.6 Voluntary Action North Lincolnshire has taken on management of our staff payroll.



## 2. Finance

2.1 Having accrued a healthy balance of £108,000 at the end of 2021 funds remained around £100,000 throughout 2022 by securing external funding for projects over £500. A reserve fund of £50,000 has been created.

2.2 NNLCRP received funding during 2022 from East Midlands Railway, LNER, Northern Trains, Community Rail Network and Bassetlaw District Council.

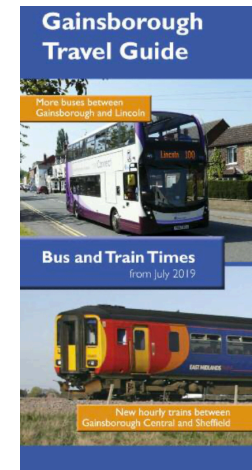
2.3 LNER doubled their core funding in recognition of our operation expanding to include Doncaster station.

## 3. Recovering from the Covid Pandemic

3.1 Throughout 2022 train services suffered from staff absence due to continued occurrence of Covid 19 and an increase in cases of influenza.

3.2 Since June 2022 industrial action within the rail industry has hampered the recovery of train services.

3.3 The unreliability of train services has resulted in our proposals to promote the railway being put on hold. This freeze includes our travel guides listing bus and rail services in areas we serve. Guides are delivered to every home in the area. As most homes receiving guides do not use the railway it is not sensible to tempt them with unreliable services.



*Gainsborough travel guide postponed*

## 4. Relations with our TOC Partners

4.1 2022 has been a difficult year for our TOC partners - East Midlands Railway (EMR), London and North Eastern Railway (LNER), Northern Trains (NT) and TransPennine Express (TPE). However we have been able to work constructively with the TOCs during the year.

4.2 NT continued to produce fortnightly reports on their performance and hold monthly online meetings

with CRPs. This is a very useful method of keeping ourselves up to date.

4.3 Kate Myers, our Development Officer, has regular meetings with EMR, LNER and NT and engages with TPE from time to time.

## 5. Working with other CRPs

5.1 Along with five other Community Rail Partnerships, eight community groups and Community Rail Network we have been proud to support the Routes to Remembrance project, an artwork installation at Nottingham station by Mel Langton.

The individual pieces of artwork had travelled across the East Midlands by rail and were on display at war memorials on Armistice Day.

5.2 NNLCRP is a member of the Barton Cleethorpes CRP with whom we support the South Humber Rail Link.

## 6. South Humber Rail Link

6.1 In June 2020 the DfT invited Members of Parliament to submit proposals to restore passenger train services on lines closed to passenger traffic. We spotted an opportunity as the short section of line between Brocklesby Junction and Ulceby has not been used by passenger trains since 1967 although it is used daily by freight trains serving the Port of Immingham.

6.2 Our partner, North Lincolnshire Council, wrote a submission to the DfT sponsored by three Members of Parliament; Martin Vickers (Cleethorpes), Andrew Percy (Goole and Brigg) and Holly Mumby-Croft (Scunthorpe County).



6.3 The proposal is to extend the existing Sheffield - Gainsborough Central service (introduced following a campaign by NNCLP, West Lindsey District Council and Lincolnshire County Council, in May 2019) every two hours to Kirton In Lindsey, Brigg, Barnetby then along the branch line to Barton on Humber. This would afford an hourly train service on the Barton branch and interchange with TPE and EMR services at Barnetby. Most important of all it would restore daily train services to Kirton in Lindsey and Brigg, two towns that have seen Saturday only trains for the past 29 years.

6.4 In December 2020 the DfT selected the South Humber Rail Link as one of 15 out of the 40 submissions presented to them that would be part funded for a feasibility study. As a result of this funding North Lincolnshire Council engaged consultants, Jacobs, to conduct a feasibility study. An advisory group, including NNLCRP, assisted and supported the consultants in the preparation of the study. The study was submitted to the DfT on 1 November 2021, with letters of support from organisations representing communities along the

route. Many of the letters were the result from requests made by us.

6.5 In their summary of the study North Lincolnshire Council wrote :-

"There is strong support from the Advisory Group of elected members of parliament, rail industry and transport and planning authorities and community rail partnerships to move the project to the next phase. The commercial and management case suggests that relatively fast delivery of the scheme is possible and should secure the economic return as soon as possible."

6.6 Although the feasibility study was submitted to the Department for Transport on 1 November 2021 there has been no response from the DfT other than a message sent to North Lincolnshire Council in August 2022 stating:-

"We appreciate you have been waiting some time for the outcome of your SOBC assessment.



“The Transport Secretary and Rail Minister are considering next steps for schemes, including the South Humber Link, with a decision expected later this year.”



*Oil train on the line from Ulceby to Brockelsby that has not seen passenger trains since 1967 and will form the link for the South Humber Rail Link*

As no further response has been received we now intend to request Members of Parliament to lobby ministers for a reply.

## **7. Shireoaks**

7.1. Plans for two Shireoaks running in boards in the style of those at Worksop have been held up by the difficulty in obtaining the correct timber and by the volunteer who will construct them working on making the Community Room at Worksop habitable.

7.2 Efforts continue to secure land from Network Rail for car parking at Shireoaks continued without a conclusion.

7.3 In 2021 we had to report concern over vandalism and it continued in 2022 with damage to the water butt used by the Friends of Shireoaks Station, located in an area not covered by Northern's CCTV. It has been suggested that the area be fenced off.

7.4 We have been working to improve the station's unfriendly waiting area. Plans include a banner on the back wall and painting in LNER yellow and green.

7.5 Shireoaks station continues to see a strong Friends group that has been actively taking care of the station with weekly inspections. Floral displays have been maintained by the Friends throughout the year.

7.6 The Friends group continue writing articles to the village newsletter.

## **8. Worksop**

8.1 A strong group of Friends has been active in adorning the station with floral displays throughout the year however the principal sponsor, Bassetlaw District Council was unable to continue their sponsorship for 2022.

8.2 A room on platform 2 made available to the Friends as a community room was not ready to be used. Five inches of water was discovered under the floor. Attention by the Friends to the walls, floors

and windows resulted in a room fit for use only to have it damaged in December by water ingress through the ceiling from a leak originating elsewhere.

8.3 Local artist Jasmine Brown has been engaged to devise suitable artwork to be displayed in the waiting room on platform 2.

8.4 For the annual Worksop Pride event NNLCRP decorated the station with appropriate decorations. Sadly these were removed by Northern without considering donating them to the Friends.

8.5 The popular station cafe closed due the proprietor's ill health. No new tenant has been found. It is planned for Kate to visit Melksham where TransWilts, the local community rail partnership, operate a profitable cafe at the station.

## **9. Retford**

9.1 Bassetlaw Museum has released, for display in the station, three mosaics (see front page) made by school children.



9.2 The former dining room was used for a display by the Bassetlaw Railway Society to coincide with a town history event, which apart from our display, was cancelled due to the death of the Queen. Our display proved very popular with the public and we plan to use the room again in 2023.

9.3 Jim Anderson now runs a small Friends group at the station

9.4 We are working with LNER who intend to make Retford an example of a sustainable station.

## 10. Gainsborough

10.1 Apart from two peak hour trains linking Gainsborough Central with Sheffield, no other trains have called here during 2022. The popular Saturday only service to Cleethorpes was due to recommence in December but industrial action has delayed the reintroduction of this service. For the summer we did ask Stagecoach if they could operate an express bus from Gainsborough to Cleethorpes but their spare capacity was taken up with the Commonwealth Games in Birmingham.

10.2 Reinstatement of the hourly Gainsborough Central to Sheffield service lost in March 2020 is now needed to relive overcrowding between Worksop and Sheffield and to enable promotion of Gainsborough as the nearest town to West Burton. This has been chosen as the site for the UK Atomic Energy Authority to construct an ambitious STEP fusion energy programme, underpinning an industry



expected to be worth billions to the UK economy. Construction of the nuclear fusion plant will commence once the existing power station is demolished by the end of 2023. The UKAEA site will, in time, be employing thousands of people for which the nearest railway station is Gainsborough Central.

10.3 An unknown person continues to maintain the planters at Gainsborough Central.

10.4 Lea Road station boasts the only station subway in Lincolnshire. Its whitewash walls have now been transformed with graffiti art carried out by members of Connexions under the supervision of Imageskool.

10.5 Platform 1 continues to present a hazard to passengers due to the gap between the train and platform edge. Despite Network Rail passing the issue higher up their chain nothing has happened. A simple answer would be to move the 2 car stop board forward so that trains would stop on the straight section of the platform rather than on the tight curve .



The Lea Road station subway volunteer artist





The Friends of Lea Road station, Robin, Robert and Nigel reached their 10<sup>th</sup> anniversary in 2022

10.6 The Friends of Lea Road have increased the number of planters on platform 1. However no expansion of planters has taken place on platform 2 due to the problems of getting water to them.

## 11 Kirton in Lindsey and Brigg

11.1 These stations saw no train service during 2022. Volunteer Alan Gouldthorpe keeps an eye on them on our behalf.

## 12 Saxilby

12.1 The Saxilby Girl Guides have agreed to adopt their station. An area of land between the footbridge and boundary fence will be turned into a well-being space and garden. Meanwhile a volunteer has painted the station's metal fencing in Brunswick Green.

12.2 A station History Board awaits erection by EMR's contractors.

### STATION HISTORY

#### Saxilby

**Building the Line**

By 1847, the Great Northern Railway was to have a main line from London to Doncaster. To serve the main towns in the county, a Lincolnshire Loop Line was planned. The first part of the line, from Lincoln to Peterborough, was opened in October 1848, which was extended from Lincoln to Gainsborough via Saxilby in 1849.

A line had also been laid across the Pennines from Manchester to Sheffield in the early 1840s, which was extended to Lincoln via Retford, Torksey and Saxilby in 1850 by the Manchester, Sheffield and Lincolnshire Railway Co., joining the Lincoln to Gainsborough line at Sykes Junction. The station, a Grade 2 listed building, was built in 1849, and extended during the 1880s. It has now been converted to apartments.

**Station Staff Memories**

'All the lighting on Saxilby station, was provided by paraffin lamps, the exception being the Stationmaster's house which was fitted with electric lighting. The booking office had the added luxury of an Aladdin mantle lamp, which had the habit of smoking whenever the ticket issuing pigeon hole was opened; this was particularly noticeable when the wind was in the wrong quarter'

— Arthur Burton

**Serving the Community**

By 1856, trains ran to 'all parts' five or six times a day. The clerk in charge at Saxilby had a staff of ten workers: two gate keepers, three labourers, two signmen, one porter and two plate-layers. The station master would be one of the most respected of village residents.

In the 1920s and '30s Saxilby Station was a hive of industry. A weigh bridge was the first thing you saw, a metal plate in the ground, run by the coal merchant in conjunction with LNER.

**Kindly supported by**

**NNLCRP**  
INTEGRATING TRANSPORT

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**EAST MIDLANDS RAILWAY**



### 13. Lincoln

13.1 During 2022 much of our officer's time centred on Lincoln.

13.2 A gardening project in the station forecourt for which funds were raised to design and plant it came to naught when the volunteers recruited to maintain it failed to do so. This was the first time we encountered the problem of volunteer failure an experience common to other CRPs.

In the absence of volunteers EMR staff weed the garden



13.3 We had hoped the garden would have been ready in time for the unveiling of the George Boole sculpture on the station forecourt. The sculpture was commissioned by the Heslam Trust through our director Peter Harrold. Lincoln born George Boole



The George Boole sculpture outside Lincoln Station

was a self taught mathematician and teacher. In 1854 his publication "The Laws of Thought" describing his practical concept for an algebra of logic was, in 1937,



the basis for an American engineer, Claude Shannon building electronic logic gates with relays that could process Booles' logic. Boolean logic is now the basis for all digital applications including mobile phones.

13.4 Our officer Kate Myers has been giving rail safety talks, on behalf of Network Rail, at schools in the Lincoln area. Kate also promoted suicide awareness, and sustainability at events in Lincoln.

13.5 A trip organised by Travel South Yorkshire and Journeys Together brought people by train to Lincoln where they took a bus to the Cathedral. The object of the exercise was the boost confidence in travel.



13.6 The six panels of artwork that adorn the station's back wall, supervised by artist Mel Langton, were formally unveiled in February. A further six panels are in the planning stage.



13.7 We held a "How Green Is Your Travel" day in Lincoln's Cornhill Quarter, engaging with the public with greener alternatives to jumping into their cars. As in Retford we promoted the benefit's of Railcards.



Kate and volunteer David Harby promoting green travel in Lincoln

## 14. Market Rasen

14.1 The Friends of Market Rasen continue their excellent work at the station. A cafe has opened in the former station building and Kate has discussed with the cafe operator its use by community organisations.

14.2 Trains operating a two hourly train service introduced in 2021 do, at times, become overcrowded and passengers are left behind. A similar situation also happens at Barnetby.

14.3 When East Midlands Railway were awarded their franchise by the Department for Transport there was a commitment for Market Rasen to be served hourly. There certainly appears sufficient demand to justify an increase in frequency. A similar situation applies for the Peterborough and Doncaster service via Lincoln which currently has five trains a day, but which should be hourly in accordance with the franchise. There are also gaps in the Lincoln to Newark Northgate and Nottingham services that need to be filled.

## 15. Barnetby

15.1 TransPennine Express who operate an hourly service failed to provide anything like a reliable service. Once a reliable service is restored it is going to take an inordinate amount of effort to bring passengers back to the TPE service.

15.2 Meanwhile our volunteer Alan Gouldthorpe keeps a eye on the station.

## **16. Doncaster**

16.1 Kate is working with LNER to create a Friends group (which may involve some of the railway enthusiasts who gather at the station) and work though a list of projects that have been identified. Kate is also in contact with Doncaster Borough Council.

Barry Coward (Chair)  
Kate Myers (Community Rail Development Officer)

5 January 2023