



April 2017

Welcome to the Rail User Express.

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A Channel 5 profile of Kings Cross station and the East Coast main Line (ECML) prompted a couple of talking points. Firstly, the Regional Operations Centre in York receives a bomb threat at Kings Cross, and declares a Level 2 security alert. All available resources are mobilised to search every nook and cranny of the station. A Network Rail (NR) platform staff member finds an unattended bag, so what does he do? He opens it to look inside! Had it been booby trapped, neither he nor the station would still be around! Whilst it wouldn't make sense to call the bomb squad to every piece of unattended luggage, shouldn't the protocol change during an alert? Next, the loss of a pantograph blocks the ECML north of York. The train involved is finally towed into Kings Cross over four hours late. Meanwhile, with no suitable diversionary route, the whole line is in chaos. Maybe Newcastle to York is too much to ask, but electrification from Peterborough to Ely, to rejoin the ECML at Hitchin could be a blessing.

Roger Smith

We continue with the usual roundup of news items from groups around the UK. Please keep your contributions coming: they are all gratefully received.

Furness Line Action Group

There has been little improvement regarding cancellations and punctuality. The "jam tomorrow" of 98 new trains, 243 upgraded trains and 2,000 extra services a week by 2019 is of small comfort to passengers waiting in the cold on a station where the information system has failed and the train is running late and so may run through without stopping, or not arrive at all. Technology such as wi-fi, and iris or fingerprint recognition for ticket purchases are nice-to-haves alongside the must-have of a regular, reliable service.

Northern seems to be struggling with the transition from the previous franchise, although the DfT should also have ensured that sufficient rolling stock was available to run the franchise until the new build arrives. NR must share the blame too, as delays to electrification schemes delay cascade of diesel units. The issue of noisy Class 37s has been partially addressed by restricting locomotive-hauled trains leaving Barrow to 10mph until they reach Devonshire Road bridge. Their reliability, though, is still a problem. On 20 January, 37401 failed on its way to Barrow from Carlisle. 37403 was sent to the rescue - only for that to fail too!

Engineering consultancy Mott MacDonald has been appointed to assess the benefits and challenges of the £8 billion-plus Northern Tidal Power Gateways Project. But environmental bodies will not stand by and let a barrage and major dual-carriageway road scheme overpower Morecambe Bay and the Duddon Estuaries, and force an uncharted east-west route across the Furness peninsula and along the northern fringes of the Lake District, when the existing rail and road infrastructure is crying out for urgent attention. For much less than half the cost, the cables could be buried underground all the way from Moorside to Heysham, and substantial improvements made to the rail link and to pinch points on the A595, all sympathetic to the precious and fragile environment which is critical to the lifeblood of the Cumbrian tourist industry.

The Lakes Line Rail User Group

When he addressed the Community Rail Conference in Manchester in November last year, Northern's then MD, Alex Hynes, invited stakeholders to compare the new Northern with the old, and with TransPennine Express. For its first year the new franchise could only work with the resources it inherited, but from now on things should improve. So there's the invitation: compare, contrast, and expect things to get better.

Commenting on the industrial action by Northern staff regarding Driver Controlled Operation (DCO), the Group notes that the Department for Transport's (DfT) Invitation to Tender (ITT) for the 'new' North of England franchises stated:

'5.4.1.6 The Department requires a Franchisee who...on or after 1 January 2020 until the end of the Franchise Term will operate a minimum of 50 per cent of all passenger train mileage under the driver's full operational control...The train must be fitted with the necessary equipment, the driver must be suitably trained, and all other necessary steps must have been taken to enable the train to be operated in passenger Service without the need for a second member of staff on board. This requirement does not oblige the Franchisee to reduce levels of on-train staffing, and Delivery Plan 4.1 specifies requirements regarding the continued provision of trained customer-facing staff.'

In the personal view of a Mr Talbot, there must always be a second crew member on the train, to collect revenue (with three out of four Lakes line stations unstaffed), look after passenger safety, see to customer care, and assist passengers with disabilities.

Lancaster and Skipton Rail User Group

The Leeds-Lancaster-Morecambe CRP, in which LASRUG plays an important role, has broken new ground with an integrated transport initiative featuring the Forest of Bowland AONB, and a scheme to give those living with dementia, their carers and supporters far better experience of rail travel as a means of tourism.

The Bowland Explorer - an integrated minibus service - will connect with Bentham Line rail services from Leeds and Morecambe at Bentham station, on Sundays and Bank Holidays from 7 May to 24 September 2017 and, at the other end of its route, with Clitheroe Line rail services to and from Manchester, Bolton and Blackburn (connections for Preston). Starting early on Sunday mornings from Lancaster station, prior to its Bowland duties, the Explorer can also act as a 'Rail-bus' service between Lancaster and Bentham via Caton, Hornby, Wray and Wennington station, at a time when there is no scheduled train. The Explorer will also provide a link to the Yorkshire Dales at Ingleton and Clapham.

Employees of the train operator Northern, representatives from local tourism and rail groups, and the many volunteers who support Bentham Line activities will all receive training in the kind of support passengers with dementia need. A trip to the coast for a trial group last year proved incredibly powerful, and helped them reconnect with their fond memories of earlier holidays, visits and rail journeys.

Skipton-East Lancashire Rail Action Partnership

SELRAP hails the report "Central trans-Pennine Corridor East West Connectivity: an Economic Study" by the Lancashire LEP and two Yorkshire Local Authorities. A key part of the report, which studied improving all transport links across The North, was SELRAP's proposal to extend the Airedale Line services from Leeds and Bradford to Pendle and Burnley, via a new rail link between Skipton and Colne. This "Missing Link" would secure economic and social benefits estimated at a staggering £43.5M per annum by:

- Giving residents of East Lancashire much improved access to high-value jobs in Yorkshire
- Boosting existing industries, such as Rolls Royce, and attracting many new ones into the region
- Providing a new trans-Pennine rail freight link, as a viable alternative to the M62.
- Opening up many education opportunities, and improving access for tourism.
- If built early, benefitting other rail schemes, including proposed trans-Pennine upgrades.

The scale of the benefit would be more than from investing in any other road or rail scheme.

Support the Oldham Rochdale Manchester Lines (STORM)

According to [Rail Technology Magazine](#), NR should by now have started improvements to Bolton station to accommodate electrification. They are the latest in plans to speed up services through the station when electric trains are rolled out in Bolton later this year.

In line with the 2014 devolution agreement and its 2040 strategic vision for transport to drive economic growth and regeneration, Transport for Greater Manchester (TfGM) is bidding for the wholesale transfer of ownership and management of Greater Manchester stations from NR and train operators. Long-term investment would enable stations to act as community hubs, offer a seamless journey through better integration with the wider transport network, improve access to jobs and local facilities, and act as a catalyst for local regeneration and social enterprise. Local stations could transfer to TfGM custodianship in the next two to three years, with Piccadilly, Victoria and Oxford Road to follow.

In line with the Rail Utilisation Study, the Calder Valley upgrade would appear to have started in earnest. Relaying around Hebden Bridge on 25 March involved four trains taking the old track away to Crewe via Littleborough, and three to Crewe and two to Doncaster on the 26th, presumably empty materials trains. 2 April saw the opening of Low Moor station between Bradford and Halifax, with hourly Northern Leeds-Halifax-Huddersfield trains plus almost every Grand Central London train calling, although the 0752 from Bradford won't call until May.

Huddersfield Penistone Sheffield Rail Users Association

The last of the two-car Class 144 Pacers on the line will be taken out of service 5 January 2019, while the ten three-car units will be released on 31 March 2019 – still two years away! The various electrification schemes have also been delayed. The Transpennine line from Manchester to Huddersfield, Leeds and York, and thus Liverpool to Newcastle will not now complete until 2022. NR must also remove lineside vegetation to allow the installation of overhead wires. The Midland Main Line from Bedford to Kettering and Corby will now be completed by 2019, but onwards to Leicester, Nottingham, Derby and Sheffield not until 2023.

HPSRUA is calling for better Penistone Line connections to and from the MML the at Sheffield: presently southbound connections are mainly into the slow service, while northbound users off a fast London service have a wait of over 30 minutes. Electrification of the ECML to Hull will end at Selby. First Hull Trains is investing £60 million in five new Hitachi bi-mode trains that can switch from electric to diesel power for that leg of the journey. Transpennine Express will also use bi-mode trains for journeys onwards from Selby.

At HPSRUA's November meeting, RailNorth's Head of Investment and Planning outlined its future strategy. Towns with a population of over 70,000 should have at least a half-hourly train service. However, the stretches of single line on the Penistone Line currently prevent this. It might be possible if alternate half hour trains missed less well-used stations; the stopping service would continue to serve every station. The idea has many caveats, so don't expect to see these improvements anytime soon.

Friends of Barton Line

Stagecoach, Arriva and a collaboration of First and Trenitalia have qualified to bid for the East Midlands franchise, which seeks 'to improve the quality, frequency and timings of journeys on the east end of its network and to develop new services and connections'. However, including the Brigg line in the franchise would have greatly enhanced the north-eastern end of the network. A North Notts and Lincs CRP (NN&LCRP) was making progress, with a Partnership Board comprising groups for Lincoln, Bassetlaw, North Lincolnshire and West Lindsey. A North Lincolnshire committee could be formed from the Community Rail Humber BCCRP. A test train headed by locomotive 37604 had travelled to Barton on 3 March.

Friends of Brigg Line

The NN&LCRP has a [survey](#) to ascertain demand to extend Robin Hood Line trains (Nottingham-Mansfield-Worksop) to Cleethorpes via the Brigg line every 2 hours, opening up many new direct rail journeys such as Retford and Gainsborough to Mansfield and Nottingham, and Robin Hood line stations to Barnetby (for Humberside Airport), Grimsby and Cleethorpes.

Correction: the penultimate sentence of the first paragraph of last month's FoBL entry should of course have concluded "...but regretted that senior NR management had not seen fit to visit." My thanks are due to Graham Larkbey, Chair of the Barking-Gospel Oak RUG, for spotting this omission - Ed.

The line welcomed a Porterbrook Class 144 Evolution railcar, which is a step up from the Class 142. It has a disabled friendly toilet, but the seating is uncomfortable and the train announcement system was broken.

A Northern poster on Platform 1B at Sheffield Midland about advance ticketing has been sited next to one for the Brigg Line, which doesn't have it despite repeated requests. Advance ticketing would certainly help, especially in the quiet period between September and April. However, East Midland Trains are more proactive, with a new ticket from Kirton In Lindsey or Brigg to Market Rasen or Lincoln Central via Barnetby. A North Lincolnshire senior citizen can have a return trip to Lincoln Central for just £5. Posters around the town advise people in that on a Saturday, tickets to or from "Gainsborough" are valid at both Gainsborough Central and Lea Road.

Northern have yet to respond to a request to improve the productivity of the Brigg Line timetable. Travellers want an early Cleethorpes to Sheffield service and a later return - and it there is a unit available! On Saturdays, the Class 153 that works Cleethorpes to Barton On Humber during the week is taken to Sheffield for refuelling by a Brigg Line service, before returning to Cleethorpes on Monday morning.

Peterborough-Ely-Norwich Rail Users Group

On the 10 April 2016, at the Hockham Road level crossing, Roudham, a tractor towing a heavy trailer was hit by the 1203 Norwich to Cambridge travelling at 87mph. The crossing has a gate for vehicular use by one authorised user; the tractor driver had been fully briefed on its use, and no fault rests with him. He was seriously injured, while the driver and four passengers on the train were also hurt. The Rail Accident Investigation Branch recommends either that signallers should no longer have to decide whether it is safe for a vehicle to cross, or be provided with better information when making that decision. The way that new types of signalling which provide an unfamiliar user experience are introduced needs review, while the competence of shift supervisors who also operate the equipment should be assessed.

The 0519 and 1522 trains from Birmingham and the 0921 from Stansted Airport now have 80 extra seats, addressing the overcrowding east of Leicester, and making journeys more pleasant. The new station at Ilkeston has opened on the Midland Main Line west of Nottingham, with hourly services from Nottingham and through trains from Norwich.

Cambridge North station will open in May. Most Norwich services will start from Cambridge two minutes earlier and stop at the new station four minutes later. Great Northern will run one off-peak stopping train and one fast train per hour linking Cambridge North and London King's Cross. However, overcrowding and infrastructure limit its ability to provide services stopping at both Cambridge North and Waterbeach.

Hitchin Rail User Group (Great Northern), Association of Passenger Train Users (Thameslink North)

Both groups were actively involved in the Thameslink Stakeholder Reference Group and the Spring Forum, that were largely devoted to planning for 2018, when the Thameslink service is extended to Peterborough and Cambridge. There were four key themes:

- The new timetable is not a variation on the current one but a brand new creation that radiates from either end of the Thameslink London core. Accordingly, main line services must be planned around the Thameslink service, a complete reversal of current practice.
- A review of processes such as lines of communication, and procedures, eg to achieve on-time departure by encouraging passengers not to bunch but to use the whole platform
- The need to measure success on a holistic basis: delaying a southbound Thameslink train to allow an East Midlands Train to meet its PPM target could lead to the former missing two PPM targets (Central London and its final destination), and many other trains south of the river missing theirs.
- A move away from PPM as the sole success measure and towards a combination of measures for right time running and the impact of any disruption to passengers, including its cumulative effect.

Barking – Gospel Oak Rail User Group

The Overground service restarted on 27 February to the same timetable that applied before the closure for electrification. Most platform works should continue, but NR is still assessing the work still needed to bring the overhead lines into use by winter 2017, whilst maintaining freight access to North Thameside. TfL hopes that two of the dual voltage 4-car units being built by Bombardier for the Goblin line would be in traffic by early spring 2018. The good news is that TfL plans to increase the train frequency after 2200 from 2 to 3 trains per hour from December, and introduce earlier first trains and later last trains throughout the timetable during 2018, both changes that BGORUG had been pressing for over a number of years.

Windsor Lines Passenger Association

The Secretary of State refusal of TfL's application to take over suburban lines around London related only to the South Eastern franchise; no decisions had been made on other franchises. WLPA concerns were allayed with the award of the [South Western franchise](#), including the Windsor lines, to First MTR South Western Trains Limited, to run for 7 years from 20 August 2017. Highlights include:

- 750 new train carriages, providing 22,000 more rush hour seats into Waterloo and 30,000 out
- 90 fully refurbished carriages on the London-Portsmouth route with more comfortable 2+2 seating
- Shorter journey times across the network from December 2018
- Doubling Reading and Windsor services, and off-peak Southampton and Portsmouth services
- New services linking Farnham and Guildford, and the Solent with Bournemouth and Weymouth
- Improved weekend services, with more than 400 extra Sunday trains across the network
- Easier tickets and fares
- A new £2.6m annual fund to support community projects.

The new Class 707s were due to enter service on the Windsor line on 18 April. The first two 5-car units are under test, and must reach 5000 miles incident free. Subsequent sets will be delivered weekly until the autumn; 27 of the 30 units will be in service each day. The Class 458/5s will be cascaded to the Reading services, with first-class restored and having had a power upgrade. Problems have arisen with the planned closure of Feltham level crossing in 2018 for platform lengthening.

West Sussex Rail Users' Association

In the 2018 timetable, Southern trains from Horsham on the Arun Valley line will be replaced by Thameslink trains running via London Bridge to Peterborough. Services from Victoria to Bognor, Portsmouth and Southampton are little changed, and the daily service from Southampton and Bognor to London Bridge will remain, perhaps with a Chichester and Portsmouth portion on the return service. WSRUA wants better services and trains on the West Coastway line between Portsmouth and Brighton (Southern's one Inter-City service, connecting Portsmouth, Chichester and Brighton), with fewer stops, and the 40 year-old Class 313s replaced by Class 377 Electrostars, which are air-conditioned and have toilets. Southern also plans to equip its Electrostars with wi-fi and power points by 2020. Many of its stations now have wifi facilities, and those at Chichester and Horsham work well. The new Class 700 units on Thameslink will also get wi-fi and seat back tables (retro-fitted to units in service), but power points are too difficult.

East Hampshire Community Rail Partnership

Responding to questions about whether the Class 442 rolling stock used on the Gatwick Express would be suitable for people with mobility impairments if used on the fast Portsmouth to London services, First Group has issued a [video](#). The CRP comments:

- End doors next to driving cabs are still narrow, but intermediate ones seem to have been widened.
- Modern door controls have been fitted
- There is a large disabled toilet, which was not fitted in the original build
- There is only limited 1st class seating, which has been relocated to the centre car, where there is also a guard's compartment.

As a minimum, the Portsmouth line would need more 1st class seating, and the large luggage racks replaced with seating. However, they are very comfortable!

RAILFUTURE

Railfuture welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join Railfuture [here](#). From the "Membership Types" menu top right, select either the appropriate category of individual or, to affiliate, select "RUG or similar". Read the latest from Railfuture and its Campaign updates by clicking on [News and views](#), , [Press releases](#), [Raifuture in the news](#), and [Railfuture submissions](#).

Peter Rayner, Chairman of the Accessibility and Inclusion Forum of the Chartered Institute of Logistics and Transport and a Railfuture vice-president, is [calling](#) for a compromise in the dispute over the role of train guards and drivers: driver only operation (DOO) discriminates against disabled travellers, older people who rely on trains to keep them mobile, and anyone travelling with luggage, children, prams and buggies. Expenditure to make stations and trains accessible under the "Access for All" initiative is being wasted.

The government's London and South Coast Rail Corridor study report preferred upgrading the Brighton Main Line to the alternative route into London proposed by Railfuture. However, in an [article](#) on the its web site, Chris Page explains how reopening Uckfield - Lewes, and a new route from Stratford to East Croydon via Docklands could be taken forward as a private venture: it's about economic growth, not transport (*except when the sole access via BML is blocked or blockaded! – Ed.*)

PASSENGER GROUP

At its AGM in March, the European Passengers' Federation, to which Railfuture is affiliated, elected Michel Quidort as its new President to replace Trevor Garrod. Ian MacDonald also stood down as the Group's representative on the EPF Council. Allison Cosgrove, Head of the Passenger Group, will advise the name of his replacement in due course, following completion of her discussions.

The EPF has republished "The Final Mile - And The Mile In The Middle", which sets out for a number of European countries the tickets available to travel to and from the station, eg Plusbus in the UK, and across major cities. A pdf copy may be obtained by email from [Trevor Garrod](#). Paper copies will be available at the [Railfuture AGM](#) in Peterborough on 20 May.

The North Sea route between Harwich and Hoek van Holland has been a model of integrated transport, with trains connecting to ferry sailings. However, RET, the Rotterdam city transport authority, will make the Schiedam to Hoek van Holland branch part of the city's metro system, with a change at Schiedam, outside Rotterdam, for frequent main line trains to The Hague, Schiphol, Amsterdam and elsewhere.

RAILFUTURE NORTH EAST

At a Branch Meeting on 27 April (details in Events), Graham Meiklejohn, Regional Development Manager for TransPennine Express will give a talk on "The new TransPennine Express: Taking the North further."

RAILFUTURE LINCOLNSHIRE

Correction: Last month's East Midlands input actually came from Railfuture Lincolnshire, and it is their Chairman, David Harby, who has been meeting EM franchise bidders and will be discussing the Lincoln - Nottingham Sunday timetable with EMT (as a member of the Nottingham to Lincoln Stakeholder Board).

RAILFUTURE NORTHERN TOC

Most December 2017 timetable changes are being deferred until May 2018 due to the lack of cascaded units caused by over-running electrification, which has also exacerbated Northern's rolling stock shortage. The phased withdrawal of Class 158 Sprinter units for "as new" refurbishment will compound the problem. Two are in service on the Calder Valley line; future units will address unsatisfactory aspects of these prototypes, eg with brand new seating. A refurbished Class 150 unit also proved unsatisfactory, and has been returned to the works.

A Grand Central Class 180 is providing an additional Halifax-Bradford-Leeds rush hour service. Electrification of the north-west is also proceeding more slowly than planned, and the Windermere branch has been dropped.

A major concern for West Yorkshire passengers has been the replacement of the excellent all-operator printed timetables for all routes in the area by service specific Northern timetables, which do not show every service from each station in one timetable. Robust discussions are taking place, but there is no guarantee of a satisfactory resolution. *(It should be made a franchise requirement – Ed.)*

...and now the rest of the news ...

In consultation with industry and the trades union, the Office of Rail and Road, the rail regulator has published six high-level safety principles it expects train companies to follow when rolling out and managing Driver Controlled Operation (DCO):

- Trains need to be compatible with the platforms that they use and the method of operation at these platforms.
- Station platforms need to be compatible with the trains using them and they must support the methods of operation.
- The nature of the operation with the train and platform need to be assessed. This includes consideration of passenger needs and behaviour.
- Staff should be trained and competent.
- The implementation should be planned.
- The system should be managed through its whole life, with improvements adopted

Thieves have been targeting the cash in many of the new Ticket Vending Machines that GTR has installed across its Great Northern network; every break-in puts the entire machine out of use. GTR is working with its supplier to find a solution as quickly as possible, but has disabled the cash function in the meantime. Passengers who cannot pay by card should pay by cash at the earliest opportunity.

The [Hertfordshire Mercury](#) reports that businesses and residents could face tax rises to meet the estimated £3.5 billion costs of improving the rail lines between Hoddesdon and Stansted. Mark Lucas, Secretary of the West Anglia Taskforce, warned that expecting the Government to meet the whole cost was unrealistic, so as well as Section 106 money, businesses, residents, council authorities, and developers would likely have to contribute. The high cost resulted from the work needed either to bypass level crossings or to take the tracks underneath or over the roads. Mr Lucas added that the best way to improve the rail service between Cambridge and Stansted would be to support Crossrail 2.

The Greater Cambridge Greater Peterborough LEP, New Anglia LEP and the Strategic Freight Network are covering the £8.8 million cost of an NR feasibility study into capacity improvement works around Ely, including the remodelling of Ely North Junction and adjacent roads and level crossings. The upgrade had been included in CP5 (2019), but was put back into CP6 (2024) following Sir Peter Hendy's review.

A charity rail tour organised by Virgin Trains and partners to celebrate 40 years since the launch of the High Speed Train (HST) raised more than £50,000 for the Railway Children charity. The 18 hour return trip to the Scottish capital took in different routes along the ECML, including the Ashington, Blyth & Tyne line in Northumberland, and the Edinburgh suburban line, and paid rare visits to the Bounds Green depot in London and Craightinny depot in Edinburgh. To commemorate the latter's 100 years of service from 1914 to 2014, the train was headed by 43300 "Craightinny 100". All of the Virgin staff operating the train gave their time voluntarily, and deserve special thanks for making the day such a success.

In a [letter](#) to the Watford Observer, Rob Smith, Deputy Director of Environment Herts County Council (HCC) comments on the Metropolitan Line Extension (MLE) to Watford Junction being put on hold. Initially London Underground aimed to build and operate the extension, before asking HCC and others for assistance. Together with Watford Borough Council, the Local Enterprise Partnership and DfT, HCC led the project through complex planning processes to secure the necessary powers to construct and operate the scheme. Although HCC and Watford Council have both committed to invest heavily in the delivery of the

scheme, it is the Government that has contributed £66m of the £68m costs to date. HCC regrets TfL's apparent change of mind. It has worked hard to keep the MLE project alive, and is still in discussions with TfL on this issue.

CONSULTATIONS

- [TfL's Bakerloo line extension - stations, shafts, worksites](#), closes 21 April
- [DfT: The Passenger Rail Public Service Obligation Levy](#), closes 21 April
- [DfT: South Eastern Franchise](#), closes 23 May at 1145.
- [Transport for Wales – Design of Wales and Borders Rail Service including Metro](#), closes 23 May
- [DfT's Heathrow expansion: draft Airports National Policy Statement](#), closes 25 May
- [NR's draft Route Study for Kent Area of South East Route](#), closes Friday 30 June.

...and finally

For the first time since 1967, a steam engine has reached 100mph on a UK main line. Britain's newest locomotive, 60163 *Tornado*, a Peppercorn class A1, hit the mark during night time test runs on the ECML between Newcastle and Doncaster. Steam engines are currently limited to 75mph, but the intention is to raise this to 90mph to fit in with other services, and all rail vehicles must operate at 10% above the planned maximum speed to demonstrate a sufficient margin of safety. Various rail industry engineers and certification bodies monitored the tests, which were organised by the A1 Steam Locomotive Trust, DB Cargo Rail and NR.

EVENTS

Do please keep your events coming in, both to me and to [Roger Blake \(Railfuture\)](#), who maintains the [List of Events](#) on the Railfuture website. A Calendar of Events embedded in a pdf document can get lost, and this is a problem if the location changes from month to month, as I don't normally include that in future events. A copy of your Calendar as a separate document in Word format would therefore be much appreciated.

Blob colour indicates the various types of event:

- National & regional rail events.
- Railfuture events (rail user group representatives are cordially invited).
- Local Group events.

April

- Saturday 22. Railfuture Thames Valley AGM, The Hub, Easton Street, **High Wycombe**, HP11 1NJ, 1030.
- Saturday 22. Railfuture North West, Jubilee Hall, Stanley Road, **Knutsford**, WA16 0GP 1315. *Please note change of venue from Mobberley (Also 24 June at Littleborough Station).*
- Saturday 22. Furness Line Action Group AGM, Furness & Midland Hall at Carnforth Station, 1330.
- Saturday 22. Railfuture West Midlands AGM with Christian Wolmar, Priory Rooms, 40 Bull Street, **Birmingham**, 1400.
- Tuesday 25. Bedford to Bletchley Rail Users' Association AGM, Methodist Church, **Woburn Sands**, 1930.
- Thursday 27. Railfuture North East, J.P Morgan Room, Shakespeare Hall, North Road, Durham DH1 4SQ, 1900
- Tuesday 29. Friends of Settle-Carlisle Line AGM, Victoria Hall, Kirkgate, **Settle**, 1100 for 1200.

May

- Thursday 4. Capital Rail Action Group AGM, Quaker Meeting House, 7 Victoria Terrace, **Edinburgh**, EH1 2JL, 1930.
- Saturday 6. Peterborough-Ely-Norwich Rail Users Group AGM, Riversdale Centre, Tanner Street, **Thetford**, 1030
- **Monday** 8. Ribble Valley Railway New Inn, **Clitheroe**, 1930. (Also 5 Jun, 3 Jul).
- Tuesday 9. Support the Oldham Rochdale Manchester Lines AGM, Woolworths Social Club, Gipsy Lane, Castleton OL11 3HA 1930
- Thursday 11. Tarka Rail Association AGM, Village Hall (next to the station), **Umberleigh**, 1915
- Saturday 13. Huddersfield Penistone Sheffield Rail Users Association AGM, Village Hall, Stocksmoor, 1430 (members only at 1345)
- Saturday 13. Copeland Rail Users' Group, Methodist Church Hall, **Seascale**, CA20 1PU, 1350 (Also 10 Jun).

- Tuesday 16. Chesham & District Transport Users' Group, **Chesham** Town Hall, 1930 (Also 20 June, 8 August, 19 September, 24 October and 12 December.)
- Wednesday 17. Friends of the Barton Line, No 1 Inn, **Cleethorpes**, 1900. (Also the Sloop, **Barton**, 9 July (AGM), 1800 for 2000; 20 Sep (No 1) and 15 Nov (Sloop)).
- Thursday 18. Edenbridge & District Rail Travellers' Association AGM, WI Hall, **Edenbridge**, 1900 for 1930.
- Saturday 20. Railfuture AGM, **Peterborough** Central Library, PE1 1EX, 1000. Confirmation of attendance requested.

Further Ahead

- 8 June. TravelWatch Northwest, Merseytravel, Liverpool.
- 17 June. Railfuture Summer Meeting, The Carriageworks Theatre, Millenium Square, **Leeds**, LS2 3AD, 1045. Booking essential.
- 23 June. Friends of the Far North Line AGM, Town House, **Inverness**, 1145.
- 24 June. Railfuture East Anglia, St Mary at Stoke Church Hall, **Ipswich**, IP2 0QQ
- 29 July. Railfuture Herts and Beds, St Paul's Church, Blandford Road, **St Albans**, 1045 (Also 25 Nov).
- 21 October. Railfuture Branches and Groups Day, **Birmingham**, 1030-1600, venue TBC.

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