



September 2017

Welcome to the Rail User Express.

Feel free to forward it to a colleague, or to reproduce items in your own newsletter (quoting sources). For further detail of any of the stories mentioned, consult the relevant website, or come back to [me](#) for the source material. Please say if you no longer wish to receive Rail User Express, or if you know of anyone who would like to be added to the circulation list.

The electrification (or lack of) debate rumbles on. See below for several articles on Railfuture's position, with various suggestions as to what went wrong, and how Network Rail (NR) should now proceed.

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.

Levenmouth Rail Campaign

LMRC sees echoes in Scotland of the political row in England, with rail investment heavily skewed towards the capital. Levenmouth may not be a northern powerhouse, but it has an industrial base (Diageo, Energy Park and others) and the lack of transport investment hinders regeneration and economic growth. State spending, both direct and indirect (EGIP, Edinburgh & SE Region City Deal, civil service jobs, Edinburgh Gateway etc) clearly favours the Scottish capital.

The Campaign continues to be perplexed by the disconnect between stated policy and actual practice. A current [consultation by the Scottish Govt](#) on the socio-economic duty asks public authorities "to do more to tackle the inequalities of outcome caused by socio-economic disadvantage, in particular to ensure that strategic decisions about the most important issues are carefully thought through so that they are as effective as they can be in tackling socio-economic disadvantage and reducing inequalities of outcome". Clearly rail strategy and transport are somehow exempt, as the Levenmouth case demonstrates.

Rail Action Group, East of Scotland

RAGES was dismayed to learn that there is to be yet another vacuous study that will not report until 2020 – the more so as NR has no budget for it! Although the Scottish Government subsequently reaffirmed its commitment to delivery of Reston and East Linton stations in CP6 (2024), trust in Transport Scotland and NR is at an all-time low. The two institutions should be directed to stop prevaricating and get on with the job in hand. True to its name, RAGES has threatened to publish its list of stalling tactics. Diplomacy over the past 20 years having been in vain, the membership will now be asked how it should proceed.

Responding to RAGES concern that Cross Country services to Aberdeen and Dundee would terminate in Edinburgh, it regretted that it was unable to conclude its negotiations with DfT in time to meet NR's submission date for the December timetable, so the only changes this year would be the additional Morpeth stops. That being the case, RAGES suggests that the 1935 Cross Country service from Newcastle call at Dunbar at around 2042 to make for a better spread of trains, and also that the 0735 Newcastle to Glasgow service be retimed to leave at 0715, to provide Dunbar with a badly needed Edinburgh service at around 0820.

Campaign for Borders Rail

The prospect of reopening the line from Carlisle to Hawick and Edinburgh was significantly advanced when CBR met Councillor Glover, the Leader of Carlisle City Council. They confirmed their desire to see it form the backbone of the Borderlands Initiative, the central government backed plan for cross-border economic development. An initial survey sponsored by the Scottish Government is expected to indicate widespread public support. Councillor Glover is set to address the Campaign's AGM in Hawick on 21 October.

Each body will press its case with UK and Scottish governments. CBR Chairman, Allan McLean said there were clear imperatives for both sides of the Border: "As part of an integrated plan for the Carlisle region, a rail link with the markets of the Borders makes perfect economic sense. Both governments, five local authorities, and a broad support from industry and communities make taking the Borders Railway through Hawick to Carlisle an unequivocal case." *The September edition of Rail Action cites a Transform Scotland report that the market share for rail journeys between central Scotland and London rose from 20% in 2005 to 33% in 2015, saving more than 680,000 tonnes of emissions – Ed.*

Copeland Rail User Group

CRUG is confident that, subject to final NR checks, May 2018 will see an hourly Sunday service from Carlisle to Barrow for the first time in 40 years; for the last few years, passengers travelling north from Whitehaven have had just four afternoon trains. There are also weekday improvements. However, it is concerned by the Northern proposal that, apart from Nethertown and Braystones, not every train will call at smaller stations, thus increasing their service interval, although fewer will be treated as request stops. The line is also likely to lose any through trains from Newcastle and to Preston, but gain better connections at Barrow. CRUG would also like to see improved connections at both Carlisle and Lancaster. By December 2019, refurbished four coach Class 156 units with accessible toilets, space for two wheelchairs, wi-fi, re-covered seats, new carpets and customer information screens should have replaced all the unlamented loco-hauled trains and Pacers.

Friends of the Settle-Carlisle

When in 1989 Michael Portillo (a Friend) spared the S&C from closure, he charged FoSCL with working with the railway industry to make the line a success. An example of its practical cooperation with NR and Northern is the replacement of Ribbleshead station's down waiting shelter. In its newly equipped joinery workshop at Settle, FoCSL volunteers are turning out work of the highest quality, entirely at their own expense, and with exceptional skill. However, it would welcome even more support and encouragement from the industry to exploit this unique facility to the full.

Lancaster and Skipton Rail User Group

The National Rail Passenger Survey earlier this year indicated an overall satisfaction score among Northern passengers of 83% - up 2% on last year, and 4% in the specific areas of information on stations, train cleanliness and punctuality.

Northern has embarked on 'a journey to modernise rail travel by 2020', and targeted several areas for improvement. 80 new Travel Safe officers will make stations safer, especially in the evening. Infrastructure improvements include better waiting facilities, information screens and ticket vending machines and, at some stations, ticket gates and CCTV. Northern also aims it is delivering over 2,000 extra services a week. Timetable improvements for the Bentham Line are expected next May. Ticketing improvements already introduced include off-peak day return and advance-purchase tickets. And when purchased through an app on a tablet or mobile phone, some types of ticket can now be delivered directly to the device in the form of a mobile or m-ticket. This has to be activated before starting the journey, but that doesn't require an Internet connection.

South-East Lancashire Rail Action Partnership

SELRAP has been steadfastly pulling together the strands that will see a new East-West rail route via Skipton and Colne, which could address some of region's transport issues. And it believes that it is closing in on its destination. Local and national planners and policymakers of all political hues now accept that "capacity issues" on the rail network are a real-time problem, and are embracing the idea that a low cost, low risk East-West rail route via Skipton and Colne would add capacity, flexibility and resilience to the entire pan-Northern network.

The Salvo (Paul Salveson)

The Salvo believes that HS2 may actually disadvantage the North, rather than make it the land of milk, honey and tripe. And whilst HS3, a cornerstone of the Northern Powerhouse, would shorten journeys between Leeds and Hull, boosting cities en route that are already doing OK, it could actually make things worse for towns and cities which are on their knees, as more economic power is sucked into Manchester and Leeds. Think Bradford, Wigan, Bolton, Dewsbury and so many more.

So HS3 funding would be better spent on conventional infrastructure. A link between the two Bradford stations, which are just half a mile apart on either side of the city centre, would transform the rail network in West and North Yorkshire. Trains from Manchester and Halifax could call at a central station, and then continue to Leeds via Shipley without the slow and capacity-hungry fiasco of reversing. Some Skipton and Carlisle trains from Leeds could run to Keighley and beyond via New Pudsey, Bradford and Shipley (north curve). More Intercity services that currently terminate at Leeds could be extended to Bradford on a loop.

Support The Oldham Rochdale Manchester Lines

The outcry over the loss of electrification in the North should not deflect from the equally important but more immediate issues facing local passengers, though whereas West Yorkshire Passenger Transport Executive has voiced its concern, Transport for Greater Manchester has been much more muted. Unsatisfactory features in the proposed timetables for May and December 2018 include fewer morning peak trains from stations around Rochdale, with the first arriving in Manchester up to 15mins later, and an inadequate off-peak service at Littleborough and Mills Hill. The new direct services between Littleborough and Manchester Airport in the morning and evening peaks will be the only through trains locally to Piccadilly and Oxford Road, where there are both employment and leisure opportunities, so running them all day would be a boon. Instead, TfGM seems to favour stopping Airport trains at stations south of Manchester rather than north.

Friends of the Brigg Line

In the East Midlands Trains Franchise consultation, FoBL suggests that the Brigg Line could open up new avenues and connections: Nottingham - Worksop could be extended to Barnetby via Retford Low Level and Gainsborough Central. RAIL magazine 834 suggests extending the new Sheffield Midland to Retford Low Level stopping service to Gainsborough Central as a 6 day a week service from say 0700 to 1900. Both Lincolnshire and West Lindsey councils wish to discuss the subsidy required with the present train operator.

Chesham Transport Users' Group

Having too few exit gates at Chesham, particularly during the evening peak, would be less of a problem if passengers alighted where they were sitting, instead of walking through the train so that they all arrive at the gate simultaneously.

Richard Harrington, MP for Watford, will meet London Mayor Sadiq Khan on 13 October to propose a way forward for the Metropolitan Line Extension from Croxley to Watford Junction. He suggests that TfL take over management of the track from NR, which would bring in private investment to bridge the funding gap. Transport Secretary Chris Grayling is supportive of the idea.

Rail & Bus for Herefordshire

The Wales & Borders franchise being taken over by the Welsh Government and due to be awarded in 2018 includes the Marches line from Newport to Shrewsbury. There are currently four bidders, all owned by foreign companies. Information on progress is very patchy, an indication perhaps of the task facing the Welsh Government and Transport For Wales, who make the award. An extension to the current franchise would not bode well for the urgent improvement of the Marches Line service.

A decision is imminent on the new West Midlands franchise that covers the Hereford-Birmingham service. The only bidders are London Midland Trains, whose parent company is mostly owned by French Railways, and Abellio Rail, which is a subsidiary of Netherlands Rail. London Midland seem to be going all out to retain the franchise, and their reliability record has improved over the last two years, but overcrowding on the Birmingham service remains a problem, especially with the opening of Bromsgrove station. They seem to be primarily an urban railway company with investment concentrated on the West Midlands and its London services, with regional services such as that to Hereford way down the list. Abellio on the other hand have a good record with its Greater Anglia franchise, with its mix of urban and rural routes.

RBfH is keeping a close eye on renewal of the Great Western franchise covering the Hereford-Worcester-London service, that seems to hang on completion of electrification of the South Wales route to Cardiff, currently scheduled for 2019. The fear is that there all London journeys will then run via Newport, with Cotswold Line trains terminating at Worcester, and only a few running through to Great Malvern.

RBfH is raising awareness of the [Postgraduate diploma in Railway Studies](#) offered by the University of York Centre for Lifelong Learning in conjunction with the National Railway Museum. It is a 2 year, part-time, postgraduate-level course delivered **wholly online**. Students will gain an alternative perspective on railway history by understanding how academics have investigated the social, cultural, political, business, economic, and technological aspects of British railway history from 1825 to 2002.

A new RBfH [website](#) has regular news items on both railways and buses plus the newsletter.

Cotswold Line Promotion Group

CLPG attended a top-level meeting with GWR and London Midland to address problems in the Worcester area. NR now has incident officers on each shift and more staff in the Thames Valley. However, there is a problem with the repair of mechanical interlocking: work is now concentrated on national teams who lack local knowledge. Restoration of the Henwick turnback is essential to improve flexibility and avoid blocking platform one at Foregate Street for long periods. Train crew availability was hit by a combination of summer leave and training on new and cascaded stock, whilst poor fleet reliability stemmed from staff transfers to Hitachi, the run-down of Old Oak Common depot, and problems with air conditioning and doors on the Turbos. A much more robust timetable is needed.

The Group's long-term vision is for two trains an hour between Worcester and London, with a journey time under two hours. A Task Force has been formed to develop the business case for the redoubling, higher line speeds and re-signalling that will be needed to achieve these aims – and secure the funding. CLPG is also seeking to reopen the line from Honeybourne to allow direct services to Stratford-on-Avon from Oxford and Worcester. A recent public consultation strongly supported the scheme, and campaign groups are pressing Warwickshire CC to take a more positive attitude.

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](#).



In Railfuture's sixth consecutive year of Rail User Group Awards, its Judging Panel of Vice-Presidents will meet next month to adjudicate on the 18 nominations received from 11 Rail User Groups drawn from 8 of its 14 branches.

The nominations are as follows:

- **Best Newsletter.** Four contenders: Friends of the Far North Line, Stourbridge Line User Group, Tarka Rail Association, and Campaign for Borders Rail.
- **Best Website.** Five contenders: Marlow-Maidenhead Passengers' Association, Stourbridge Line User Group, South East Northumberland RUG, Hadley Wood RUG, and Tonbridge Line Commuters.
- **Best Campaign.** Five contenders: Chesham & District Transport Users' Group, Chinley & Buxworth Transport Group, Hadley Wood RUG, Campaign for Borders Rail, and Melksham RUG.
- **Best Campaigner.** Two individuals: one each from Scotland and London & South East.
- **Best New Group.** Two contenders: Hadley Wood RUG and Chinley & Buxworth Transport Group.

However, the ace of trumps will be the **Judges' Special Award**, which is at the sole discretion of the Panel members. Bookings for the Leicester Conference and Awards presentations on Saturday 4 November can be accepted up to Thursday 2 November.

Paul Salveson, currently visiting professor in transport and logistics at the University of Huddersfield, has [described](#) Railfuture's new book *Britain's Growing Railway* as "indispensable, not just to rail campaigners but transport professionals, local authority politicians – and those chap/esses in Government. It's obviously a good sign that Railfuture decided it was time for a new, completely re-vamped sixth edition. I look forward to reviewing the seventh edition in five years time, with lots of re-openings up North as well as Tweedbank-Carlisle, Lewes-Uckfield, March-Wisbech, Bere Alston-Tavistock, and quite a few more." *Britain's Growing Railway* costs £9.95 post free. You can buy it [here](#).

In a Railfuture [article](#), Chris Page observes that neither the Great Western nor Midland Main Lines could be electrified nor the grid feeds delivered before the HSTs had to be replaced, so cancellation was inevitable. However, bi-modes are a lucky escape rather than a good news story: they should be seen as an interim solution, with the routes on which they are used electrified before their diesel engines need replacing.

The cost increases of electrification are not yet fully understood but may stem from:

- A lack of electrification skills and experience, resulting in poor specification and design decisions
- Rigid adherence to standards (eg electrification clearances) that changed after the design was completed, when a risk mitigation approach would have been more appropriate
- Lack of asset knowledge, eg location of cables
- Inclusion of route upgrades which were necessary irrespective of electrification.

These costs would not be repeated if NR identified and countered the reasons for the increase. It should build on the [11 electrification projects](#) still in progress progressively, with each increment delivering a new electrified service, and thus a specific passenger benefit. Applying the lessons from each project to the next will develop the programme management and design skills necessary to get the design decisions right, and deliver on time and within budget.

In an [article](#) in Transport Times, Jim Steer says that: 'When not just one project, but a whole programme runs late and way beyond budget, there is only one option: blow the whistle and have a stand-still period. The Secretary of State was right to be shrill in the case of rail electrification. But how should confidence in the Treasury and DfT be rebuilt? We need to find the right rail investment projects again for a sector that is still growing strongly, especially in the intercity sector and on peak services into the major Northern cities.' In another Railfuture [article](#), Jerry Alderson cites Councillor Phil Smart, a committee member of Railfuture's East Anglia branch and Environment and Transport portfolio holder on Ipswich Borough council, who lists no fewer than 8 reasons for **why wiring went wrong**.

Railaction 9 reported that electrification of the Glasgow-Edinburgh line via Shotts would benefit stations including Breich. In fact, NR and the Scottish Government plan to close Breich station, citing the cost of electrification works at the station, and the patronage of the one train per day service (just 138/year). The [consultation](#) period closes on 2 October 2017.

Railfuture Scotland is opposed to a tram train link to Glasgow Airport: it would seriously degrade both ScotRail and freight services on the main line; predicted costs may substantially increase; tram trains could not serve other destinations on the Scottish network, and would be unlikely to attract travellers off the existing bus link. The real damage was done when the incoming SNP Scottish Government immediately cancelled both Glasgow and Edinburgh Airport rail links and sold off the land required.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

Together with the East Lancashire & Clitheroe Line CRPs and Blackburn with Darwen Borough Council, Community Rail Lancashire (CRL) has secured a seed corn grant of £20,000 from the Community Rail Executive Group to plan the redevelopment of Blackburn station. Much of the grade II listed building is in a very poor state of repair. However, it has significant redundant space that could significantly enhance the station, and contribute to the regeneration of Blackburn's Cathedral Quarter. CRL hopes that Northern will convene a project group to help take this forward.

Children from St. Peter's School, Burnley worked with CRL, the University of Manchester and Young Arts Arriva on a project to revitalise, diversify and brighten Burnley Central station. Gravel and Sugar Productions were on hand to capture their work on [video](#).

The Abbey Line CRP worked with Oaklands College to produce a [video](#) published in the Watford Observer showing children playing on the Cotton Mill level crossing on the branch line between St Albans and Watford Junction. Inspector Becky Warren of the British Transport Police said: "The children in the CCTV are the lucky ones, as they were able to leave the crossing unscathed. Sadly there are people who have been less fortunate, and I have had the heart breaking job of telling families that their loved one has been killed at crossings or on the tracks. People risk their lives thinking it won't happen to me, but it can and it does, and it's simply not worth the risk." NR is seeking an alternative to a level crossing at this site, but is making safety improvements in the meantime including moving the whistle boards - which prompt train drivers to sound their horn as a warning - closer to the crossing.

Transwilt CRP reports that the number of journeys/year at Melksham Station is up from 3,000 to 60,000, and could top 300,000. So early next year, NR will extend the platform to take 3 carriage trains, and re-camber the line so that it drains away from the track. Plans are also in hand for a further extension to 5 carriages, easier access, bus and car facilities, and a community cafe. Work is also in hand to establish what a robust hourly service would need, and to run the town bus service via the station to connect with trains. The CRP hopes to see joined up public transport early next year. The planned Wilton Parkway station, adjacent to an existing park and ride for Salisbury, will be the nearest station to Stonehenge.

TRAVELWATCH SOUTHWEST

Following its July meeting, TWSW has circulated Chris Irwin's paper on its aspirations for future Great Western and CrossCountry franchises. The aim is to shape the initial thinking of the DfT franchising team, rather than be a definitive statement of what the final franchise should specify. TWSW hopes to have the finished document ready for its General Meeting in October in Taunton.

TRANSPORTFOCUS

Mrs J was travelling from Feniton to London Waterloo to go to an appointment, but a fire on a goods train meant that no trains could get into or out of Waterloo. As she would not make her appointment on time, she opted to abandon her journey, and applied for a refund from South West Trains (SWT). However, they said that the retailer had to process the refund, and directed her to GWR, as the tickets were purchased at Exeter Central, a GWR managed station. When GWR declined the refund as her ticket had been used, and directed her back to SWT, Mrs J contacted Transport Focus for assistance.

The responsibility to process her refund clearly lay with GWR. The National Rail Conditions of Travel say that if a passenger decides not to travel due to disruption, they will receive a full refund upon the return of their unused ticket. However, this also applies if they begin the journey but are unable to complete it due to delay or cancellations and return to their point of origin. Transport Focus contacted GWR on her behalf, and they immediately apologised for initially giving the passenger incorrect information. They sent her a full refund and a First Class complimentary ticket by way of apology.

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

Writing in the Yorkshire Post ahead of a summit meeting, Transport Secretary Chris Grayling said that leaders in the North of England should "take control" of their own transport networks: "The success of northern transport depends on the North itself. It is central government's responsibility to provide funding and a delivery structure that ensures efficiency, value for money and accountability." Building transport links in the North was one of his "biggest priorities", but it was for the region to design and manage them.

The Transport Secretary has made an [Order](#) under Sections 1 and 5 of the Transport and Works Act 1992 to facilitate the transfer to NR of the powers of compulsory acquisition that were granted to the Felixstowe Dock and Railway Company through the Felixstowe Branch Line and Ipswich Yard Improvement Order 2008, and renewed by the Felixstowe Branch Line (Land Acquisition) Order 2014. The 2008 Order authorised FDRC to construct certain works on the Felixstowe Branch line to and from the Port of Felixstowe. This Order completes the statutory processes necessary for NR to take on responsibility for carrying out the works. NR did not seek any new powers for construction works in this application.

The East Midlands rail franchise consultation document proposes that passengers from stations between Luton Airport and Wellingborough travelling north of Market Harborough, including Leicester, Nottingham and Sheffield, must change onto the fewer Intercity trains that will still call at Kettering. A [petition](#) to save the Intercity service has passed 5,000 signatures. Meanwhile, the DfT has agreed to a consultation meeting in Bedford on 25 September, though the venue and the time have yet to be confirmed.

A high-level [study](#) commissioned by the East West Rail Consortium has concluded there is a positive economic and strategic case for improving its Eastern Section from Cambridge to Norwich and Ipswich, and beyond. Current demand is constrained by few direct links and long service intervals, so travel tends to be restricted to shorter journeys. Long distance trips often mean going via London, on crowded trains and with multiple changes, or by car on congested roads.

Labour MP Chris Williamson suggested that women-only train carriages could combat the rise in sexual offences on public transport. However, Walthamstow Labour MP Stella Creasy tweeted: "Can we make all carriages safe for all passengers rather than restricting where we can go? [It] doesn't keep women safe to restrict their movements - it normalises attacks." [*And the trend is for trains, eg Class 700, that you can walk through from one end to the other – Ed.*]

A new edition of Barry Doe's rail franchise map shows the new South Western Railway franchise that has taken over from SWT. Copies may be downloaded from the 'Rail Operators in the British Isles' section of his [website](#), where links to this and previous editions appear.

CONSULTATIONS

- [Mayor of London's draft Transport Strategy 2017](#), closes 2 October, comments to Roger Blake.
- DfT: [East Midlands franchise](#), closes 11 October, comments to David Harby.
- DfT: [Crewe Hub Consultation](#) (updated), closes 12 October.
- DfT: [Accessibility Action Plan Consultation](#), closes 15 November.

Please advise [Roger Blake](#) of any other consultation, eg that of a County Council or Unitary Authority.

...and finally

On 21 September, Simon Clarke is attempting a travel challenge to raise funds for Alzheimer's Society. In a single day, he aims to travel on all seven of the lines on which he works as a Community Rail Development Officer. The epic journey starts at 0529 in Colne, takes in the Bentham line from Leeds to Heysham Port, and ends nearly seventeen and a half hours later at Burnley Manchester Road, having covered over 421 miles. Simon has set up a donations page on the [My Donate website](#).

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 venue changes from month to month. 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.

September

- Saturday 16. Copeland Rail Users Group, **Seascale** Methodist Church Hall, 1350 (Also 14 October, Ravensglass & Eskdale (aka Ratty) museum, 1400).
- Tuesday 19. Chesham & District Transport Users' Group AGM, **Chesham** Town Hall, 1930 (Also 31 October and 12 December.)
- Wednesday 20. Railfuture North East, Antioch House, Crossgate, **Durham**, DH1 4PR, 1900
- Wednesday 20. Tarka Rail Association, The Fox and Hounds Hotel, **Eggesford** (Also 18 October, Umberleigh; 15 November, Eggesford.)
- Wednesday 20. Friends of the Barton Line AGM, No 1 Inn, **Cleethorpes**, 1900 (Also 15 Nov, Sloop, Barton, 2000)).
- Wednesday 20. RAGES AGM, Village Hall, **Reston**, 1900.
- Thursday 21. Chippenham RUG **Inaugural meeting**, Central Methodist Church Hall, Monkton Hill, **Chippenham**, SN15 1EW, 1930.
- Monday 25. Campaign for Better Transport West and North Yorkshire Rail Group, Grove Pub next to Bridgewater Place Tower, **Leeds**, LS11 5PL, 1930
- Tuesday 26. Levenmouth Rail Campaign, Levenmouth Academy, Methilhaven Road, **Buckhaven**, KY8 1EA, 1830 (also the final Tuesday of every month until November 2017).
- Friday 29. Melksham RUG, **Melksham** Town Hall, SN12 6ES, 1930.
- Saturday 30. Railfuture East Anglia, **Norwich** (Also 2 December, Cambridge).

October

- Monday 2. English Regional Transport Association, The Tavistock, 117 Tavistock Street, Bedford, MK40 2SB, 1830 (Also 6 November, 4 December).
- Thursday 5. ACoRP Community Rail Awards 2017, Roundhouse, **Derby**, [click here for details](#)
- Saturday 7. TravelWatch SouthWest General Meeting, Albermarle Centre, **Taunton**, TA1 1BA, arrive from 10:00.
- Thursday 12. TravelWatch NorthWest Conference, Old Fire Station, University of Salford, The Crescent, **Salford**, M5 4WT, 1015 for 1045.
- Saturday 14. ESTA Autumn Meeting, Gannon Rooms, Station Approach, **Saxmundham**, 14:00.
- Monday 16. Avocet Line Rail Users Group AGM, Malthouse, **Topsham**, 1900.
- Tuesday 17. Felixstowe Travel Watch, Salvation Army Church, Cobbold Rd, **Felixstowe**, IP11 7EL, 1430
- Saturday 21. Railfuture Branches and Groups Day, **Birmingham**, 1030-1600, venue TBC.
- Saturday 21. Campaign for Borders Rail AGM, **Hawick**.

Further Ahead

- 4 November. Railfuture Annual RUG Awards, the Curve, 60 Rutland St, **Leicester**, LE1 1SB, 1000 for 1045.
- 6 November. Bedford Commuters Association AGM, RAFA Club, Ashburnham Road, **Bedford**, 1930
- 13 November. South-East Lancashire Rail Action Partnership, Herriot's Hotel, Broughton Road, **Skipton**, 1900.
- 25 November. Railfuture Herts and Beds, St Paul's Church, Blandford Road, **St Albans**, 1045.

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