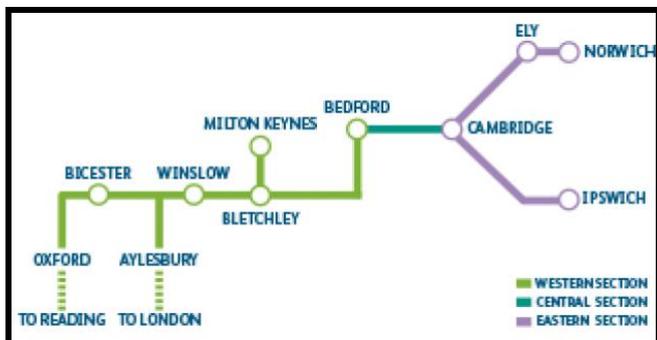


The **quarterly** branch newsletter of **railfuture** in London and the South East

Britain's leading *independent* campaign for a bigger better railway for passengers and freight

East – West: Rail's best!

"London's railways are full up – keep away from them!" A curious clarion call maybe, coming from a campaign which seeks to encourage more passenger and freight use of the rail network. Longer-distance inter-regional passengers and freight operators nevertheless concur with the sentiment, as they would prefer more direct, less-congested journeys. It's that oft-heard cry for more opportunities for orbital travel, whether it's around inner London or around the wider South East - as here:



The Public Inquiry into unresolved objections to Network Rail's application for an Order under the Transport & Works Act to construct, operate and maintain **East-West Rail Bicester to Bedford Improvements** (Phase 2 of the Western Section – Aylesbury/Bicester to Bletchley/Bedford) began on 6 February in Milton Keynes. Railfuture has been represented by a Thames Valley branch member, experienced in such matters from Phase 1 between Bicester and Oxford. Here's his [Proof of Evidence](#).

Meanwhile the new **East West Rail Company** has published its initial consultation, which closed on 11 March, on [five route options for the Central Section](#) between Bedford and Cambridge via the Sandy area. East Anglia branch are taking the lead on Railfuture's response.

The **East West Rail Consortium** have published their "[Eastern Section – Prospectus for Growth](#)". Their unofficial maxim is that the Eastern Section must be upgraded to be 'Central Section-ready', for half-hourly Ipswich and Norwich services to and from Cambridge.

As an avowed advocate of reinstating 'The Varsity Line' and steadfast supporter of East-West Rail, Railfuture has long had its own [Oxford-Cambridge Rail Campaign](#).

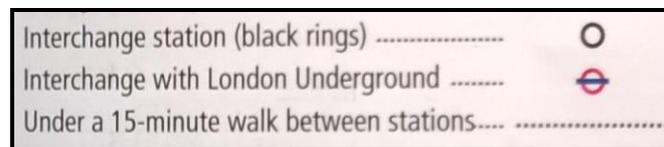
Our vision for rail: A railway system that provides services which travellers and freight forwarders want to use, and which offers more journey opportunities to more people and more freight.

Interchanges do matter: official!

Transport for London and the Rail Delivery Group have made further welcome changes to the two maps which are published twice a year with each timetable change. These maps are of course not just in paper form but available on-line and in this digital age are the basis for so many web-based and smart-phone applications.

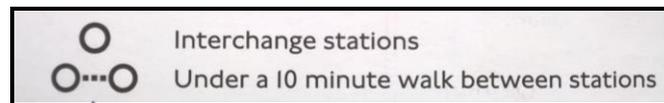
Last September's **raipse** no.141 was the most recent update on this unfailing source of ceaseless fascination! There are good reasons to believe that these latest changes have at least in some part resulted from these newsletters being seen by members and non-members alike in positions of influence, as well as approaches to official organisations by some individual members.

'**London & the South East rail services**' has for the first time distinguished between interchanges which are 'within-station' and a handful of stations which are now recognised as interchanges by virtue of being within a 15-minute walk of each other. The new 'key' is this:



The new 'out-of-station' interchanges are North Camp-Ash Vale, Farnborough Main-Farnborough North, Maidstone East-Maidstone Barracks, Dorking-Dorking Deepdene, Southend Central-Southend Victoria, Windsor & Eton Riverside-Windsor & Eton Central, and Birmingham Moor Street-Birmingham New Street.

The new '**London's Rail & Tube services**' map seeks to differentiate similarly between 'within-station' and 'between stations' interchanges, as this 'key' illustrates:



It appears that 30 pairs of stations are now publicised. Notable omissions are Canary Wharf-Heron Quays, Bank-Cannon Street and Bayswater-Queensway, while Bethnal Green Tube is walkable from Bethnal Green and Cambridge Heath London Overground stations. Wandsworth Road-Battersea Park services are still not shown, unlike Earl's Court-Kensington (Olympia), and Stratford International HS1 is not only via the DLR!

Our vision for Railfuture: An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.

A new Control Period and devolution arrive together

Network Rail must have published their Delivery Plan for 2019-24 (Control Period 6) before it starts on 1st April. The latest date by which Network Rail could have challenged the Office of Rail and Road's [Final Determination](#), published last October, on their [Strategic Business Plan](#) for CP6 published last February, passed without fanfare on 7 February. Network Rail gave the [green light to the next five-year funding package and spending plan](#) on 18 February.



In the previous week Network Rail had announced that under new Chief Executive Andrew Haines OBE it will be "[taking devolution to the next level](#)" under the headline "[Putting passengers first](#)" (freight operators demur?) This matters to us why? If we're to maintain relevance and effectiveness we must also adapt, knowing the right people to liaise with and where they fit in the structure, to avoid unrealistic expectations.

The eight current geographic routes plus the national route for freight (our regional branch area covers all except Wales and Scotland at present, ie seven) will become 13 routes (nine for L&SE) grouped into and supported by five regions (four for L&SE ie except Scotland). Formation of the new regions is planned for this June, with completion of the whole programme by the end of next year, about 18 months into CP6.

Route Utilisation Strategies? Route Studies? No more. Continuous Modular Strategic Planning is the new elixir. Like it or not, the reality is that enhancements to the network which we champion, of whatever sort, not only will need different funding models but also have to gain their official endorsements via different mechanisms. For an introduction see the [Network Rail presentation](#) to February's Tunbridge Wells Public Transport Forum.

National Infrastructure Commission

In February the NIC published a discussion paper on '[Transport Connectivity](#)' with a feast of tables of data, following last July's [National Infrastructure Assessment](#) covered in the previous *railise* no.142 for December. The paper was accompanied by a blog written by the Chief Economist and an Economic Adviser at the NIC: "[How well-connected are our cities?](#)" Britain's 1000 most-populated places (defined by 'built-up area') show Brighton & Hove 14th, Southend-on-Sea 26th, Luton 29th, Medway Towns 32nd, Crawley 40th. Official emphasis is now on productivity rather than jobs per se, connectivity is a vital component of productivity, with emphasis now on connectivity within rather than between urban areas.

Rail franchising: watching paint drying while doors are revolving

July 2017 was the publication date for the most recent [Rail Franchise Schedule](#) from the DfT. Originally twice-yearly, such schedules were then intended to become annual. Since that date three new franchises have commenced, all in different hands from their predecessors – South Western, West Midlands, and Wales & Borders. Others have continued to be held at a red signal. In the same period we've also seen [three](#) Rail Ministers! Paul Maynard started when Chris Grayling became the Transport Secretary in July 2016, Jo Johnson replaced him in January 2018, followed by Andrew Jones returning to the DfT in November 2018.

The third three-some is the number of new franchises which were supposedly due to start this year; it may yet turn out to be just one. Contract award for the next **South Eastern** franchise was due in February, if a four-month mobilisation was to be enabled for a revised start on Sunday 23 June. The latest postponement, of a previously-planned November announcement, coincided with the arrival of the latest Rail Minister. It will be the first awarded since the Williams Rail Review was launched last September.

East Midlands should have been the next new franchise award, originally planned for this March/April with the new franchise planned to start on Sunday 18 August. In mid-February the latest Rail Minister indicated a six rail periods extension, which runs to 2 February 2020; a further extension of up to seven rail periods until mid-August 2020 remains another option.

West Coast Partnership is another case of slippage, with December's announcement that a 13 rail periods option in the previous February 2018 Direct Award of one year was being exercised. Contract award due in May, with the new franchise starting in mid-September, now looks like November award and March 2020 start.

Great Western is already deferred since the response by DfT last August to the 2017/18 consultation, and its Rail Franchise Stakeholder Briefing Document, pointed to a further negotiated Direct Award, not a competed franchise, beyond the one ending April 2020 until 2022.

Thameslink/Southern/Great Northern replacement processes are due to commence this November.

Cross Country franchise re-letting is the one early and direct casualty of last September's announcement of the **Williams Rail Review**.

Read the [second article](#) by Railfuture Policy Director Ian Brown CBE FCILT, and [Railfuture's formal response](#) from our national Chair to the Review's 'initial listening phase', being followed now by a 'call for evidence' lasting until 31 May. In late-February the DfT trailed an imminent speech by Review Chairman Keith Williams "[franchising cannot continue in its current form](#)" who then gave the annual [Bradshaw Address](#) while the DfT published the Review's first evidence paper [The role of the railway in Great Britain](#).

See [dates of franchises, consultations, publications](#)

Growing our Heritage Railways

The story so far, as first reported in *railse* no.140 for last June: the [Rother Valley Railway](#) have applied for an Order under the Transport & Works Act to be able to construct, operate and maintain a railway between Robertsbridge Junction and a point west of Bodiam in order to connect with the [Kent & East Sussex Railway](#).



In response to the statutory consultation, Railfuture submitted a brief [letter of support](#) to the application last May. The DfT have decided that a Public Inquiry will be held to hear unresolved objections to the proposed Works Order, and have appointed an independent inspector who will first hold a pre-inquiry meeting on 27 March and then open the formal Inquiry on 18 June. The Inquiry has its own [dedicated website](#).

Growing our 21st - century railways

Railfuture has welcomed Trenitalia/c2c's applications to Barking Council for planning permission and listed building consent for [improvements to Barking station](#).

The East London Grade 2 listed building was closely modelled on Italy's best-known rail station, the iconic '50s modernist structure [Roma Termini](#), when it was redesigned before a royal unveiling in 1961. The similarities are striking and the station is set to borrow design principles from its Italian counterpart again. The British arm of the Italian company has looked at how Roma Termini has modernised as they update Barking station. The works include doubled entrances and ticket gate-lines, and a refurbished lift and toilets. The DfT has been requested to fund additional lifts in the next round of Network Rail's *Access for All* scheme. Completion will be needed in time for the opening of the new Barking Riverside Extension, due in late-2021.



Image of the refurbished Barking station concourse

Growing our Community Railways

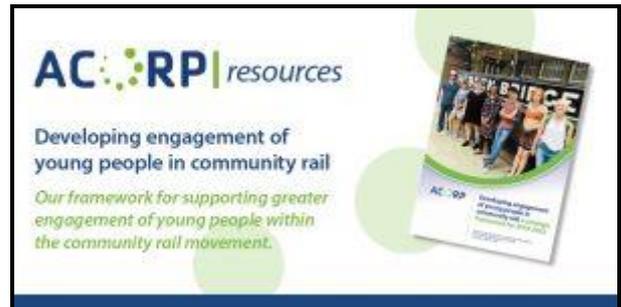
The latest CRP news from the monthly "[Train on Line](#)": November featured [Silent soldier silhouettes in Sussex](#).

Let's continue with a review of 'the Festive foursome': the [Abbey line](#), the [Marston Vale line](#), [East Grinstead station](#), and finally the [Medway Valley line](#) (including the [Swale Rail line](#)).

On South Western Railway's network [Berrylands](#) (next stop Surbiton) joins the community rail family, while [Brentford](#) is SWR's first London station adoption.

Back to Sussex: [Rye station](#) features the local Museum.

ACoRP launches a [Youth Engagement Framework](#):



and a [Socially Enterprising Railway](#) toolkit:



More at: [Association of Community Rail Partnerships](#).

In memoriam - [watching over the North Downs Line](#):



Q: "Why did the Chilworth chicken not cross the line?"
A: Because it was perched safely on Jessie's seat."

Network Rail's [Railway for Everyone](#) will release a draft report for consultation in the Spring, with three [regional workshops](#) held, supporting its [Everyone Strategy](#).

Community rail in the city

2019 diary date: Wednesday 15 May, at rail termini.

TfSE rail – west of East Sussex: BTN-FMR-LWS-UCK-COH-ERI-TBW

Saturday 23rd February provided inevitable temptation to look back over shoulders and lament the loss of the railway which used to link not just the two towns but communities and economies in and between Brighton and Tunbridge Wells. The 50th anniversary of closure was described locally as “[50 years of hurt](#)”, and over the weekend the surviving and still-operational short length of the line between the River Uck at Worth Halt and Isfield, home of [the Lavender Line](#), hosted [events](#).



Whether at Isfield (above) or Uckfield (below) the truth is stark: full reinstatement to Lewes has hit the buffers!



A message coming through so many of the official studies and reports over the years has been that for a new rail link between two already rail-served towns to be justified it has to be seen not just as a transport project but more broadly as a growth-enabling project. In part of the country with relatively low unemployment, and in some sectors even labour shortages, ‘growth’ can mean only one thing: homes – and plenty of them!

The scale of housing growth coming at Uckfield’s [Ridgewood Farm development](#) of 1000 new homes needs to be replicated several times if the necessary additional critical mass of demand is to be generated to help make the case for a rail link. The location of such growth is primarily for the two local planning authorities – Wealden and Lewes District Councils – to decide, whether it is to be in either, both or even neither of the two existing towns, with ‘neither’ meaning somewhere in between which could be served by a new railway.

Read here about [Railfuture’s Uckfield-Lewes campaign](#).

It was with such considerations in mind that last autumn [Railfuture challenged the soundness](#) of the **Proposed Submission Local Plan from Wealden District Council**. The challenge was two-pronged: first that “the transport infrastructure response to the concentration of growth in the South Wealden Growth Area (Hailsham parish and parts of five neighbouring parishes) is almost entirely roads-based and therefore of questionable sustainability” and second that “the Local Plan takes no account of the District’s aspiration to see a rail link between Uckfield and Lewes reinstated, with insufficient housing growth planned for that catchment area to make any significant contribution to the growth-based business case required to help justify it. This Local Plan is therefore an opportunity foregone by the District in that context.”

In January the Council confirmed that the Plan had been submitted for an independent examination of its soundness by a Planning Inspector to be appointed by the Secretary of State for Housing, Communities and Local Government. We await further developments!

Looking ahead, this anniversary year of closure coincides with the year for development of the 30-year **Transport Strategy for the wider South East region** under the auspices of [Transport for the South East](#) (TfSE), to 2050. The shadow sub-national body last July published an [Economic Connectivity Review](#) as a foundation for its emerging strategy, with economic corridors as a central focus. We continue to advocate recognition for a [Brighton-Tunbridge Wells corridor](#) and a [Brighton-Gatwick-Medway Towns corridor](#), both of which unify urban economic agglomerations where improved connectivity can lead to improved productivity.

Railfuture was invited, together with rail user groups which we had been asked to nominate, to January’s first of three TfSE stakeholder workshops to contribute to development of the draft of **Transport Strategy 2050** for consultation. Find [two presentations and summary notes](#) from the day. Whatever we may aspire to in rail development terms has to articulate a housing and/or productivity growth story to be worthy of TfSE support.

Railfuture will again be at the annual Uckfield Festival’s ‘Big Day’ on Saturday 6 July, and this year we shall be asking for public nominations for suitable locations for [a garden village of 6000 new homes](#) or more which could be served by a reinstated Uckfield-Lewes rail link.



A fork in the network - left for Brighton, right for London via Haywards Heath now, or Uckfield in future - or does another route really lie somewhere behind the camera?

Read [coverage in previous issues](#) of newsletter **raillse**

TfSE rail – east of East Sussex: EBN-BEX-SLQ-HGS-RYE-AFK-STP

Another December, another set of timetable changes. The rail industry as a whole continued to try to regain its own nerve and sense of common purpose and direction, and its passengers' and stakeholders' trust, after the humiliation of the botched May changes to Thameslink and Northern, with a general embargo on further changes in December's timetables. However, the self-contained East Coastway/MarshLink was able to be an exception and quietly and creatively just got on with the job, delivering 'success through incremental developments'! The **Hastings and Rother Rail Users Alliance** (HRRUA) – a winner last year of one of Railfuture's Awards for rail user groups – continued to develop its 'challenging supporter' relationship with GTR, and through that its ability to negotiate "small is beautiful" tweaks to the May timetable which had, in stark contrast to the experience of some other areas of the network, delivered both a major re-structuring and a successful transition to a new service pattern – the Railfuture-instigated/local stakeholder-championed 'Eastbourne overlap' with four trains an hour via Bexhill.



Commuters arriving at Ashford for connecting services?

In response to feedback from various sources on the May changes, three further changes to the weekdays timetable were negotiated for December:
an earlier departure of the first train of the day from Eastbourne, to give commuters towards London Bridge a connection at St. Leonards Warrior Square into the first Southeastern service of the day via Tonbridge;
an earlier departure of the second train of the day from Eastbourne, to give commuters towards London St. Pancras International a connection at Ashford into an earlier Southeastern HighSpeed service; that has also had the benefit of earlier interchange connections at Ashford into three of its four other routes: to Tonbridge, Folkestone/Dover, and Canterbury West;
an additional early-morning call at Winchelsea in that second train of the day from Eastbourne to Ashford.

Negotiations with GTR continue through regular quarterly meetings about the potential, and indeed growing need for further improvements, with the December 2019 timetable change as the next realistically-available timescale for delivery.

Read [coverage in previous issues](#) of newsletter *railse*

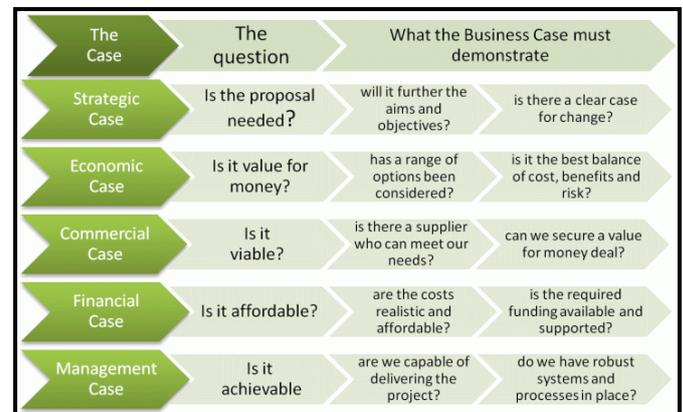
If the foregoing has been about changes last year and this, what about the prospects for forthcoming years? "It's all about the journey-time improvements, friends!" Those timetable changes are about helping make such improvements by reducing interchange time penalties.



"Your next South Eastern high speed service to London St. Pancras International will depart from platform 2."

Another significant change due to come at Ashford will be in the shape of a new connection between HS1 and the MarshLink route. Network Rail's costed design is not here in time to report now but it has twin objectives of both making that vital link for through services and also giving Ashford station a third platform for HS1 services to relieve congestion in platforms 5 and 6.

As illustrated in the December *railse* no.142, there are a further 13 minutes yet to be taken off the Eastbourne-Ashford journey time – and bring economic connectivity benefits – but how to justify the triple-digit £millions of infrastructure investment needed is the next challenge. Network Rail's Kent Area Route Study has set the framework; they are now moving on to a new process: Continuous Modular Strategic Planning. See the [CMSP presentation](#) given to the recent Tunbridge Wells Public Transport Forum. Byzantine? Probably, but as with the emerging Transport Strategy 2050 under the auspices of TfSE mentioned on the previous page, such are the routes to unlocking those triple-digit £millions.



HM Treasury's 5-case model ie our exam questions!

Data in the NIC's Transport Connectivity report shows our challenge. Between 2011 and 2016 Hastings built-up area (which includes Bexhill) gained 2.5% population but lost 13.5% of its jobs. Eastbourne BUA gained 4.3% population and lost 9.7% of its jobs. Sobering statistics.

Read here about [Railfuture's MarshLink campaigning](#).

Interchange > transport hub?

Since the item in the previous *railse* no.142 for December, the radial/orbital connection in Surrey's Mole Valley town of Dorking continues to gain attention as the focus for a potential Dorking Transport Hub, with the prospect of a franchise-committed third hourly train on the North Downs line gaining momentum in parallel.

An initial meeting of a potential project working group met, under Railfuture chairmanship, in Dorking in January and the painstaking process of building a partnership of key stakeholders continues. Few if any successful projects have become so without one.



Deepdene: 29 steps up to Gatwick (L), 41 steps down from it

The start of the new Control Period in April, it is hoped, will trigger announcements on the next round of 'Access For All' funding from the Parliamentary Under Secretary of State for Transport Nus Ghani, the MP for Wealden, whose departmental responsibilities include 'accessibility across all transport modes'. There is no realistic alternative to a pair of lifts to solve Deepdene's inaccessibility, and the investment could mark an early stage in cementing the concept of a transport hub. Car-parking capacity is already an issue at nearby Dorking and expansion, maybe upwards, is under the spotlight.

Dorking's three stations have all seen increased usage from 2016/17 to 2017/18, according to ORR estimates:

Dorking Deepdene	398,912	442,194
Dorking (North/Main)	1,161,477	1,287,506
Dorking West	55,995	62,072

The vagaries of the usage estimation methodology and ticketing/revenue apportionment system nullify any attempt to calculate between-station interchanges.

Bridge to the future?

Perhaps stung by criticisms of lift shafts looking more like watchtowers Network Rail ran a design competition.



and [the winner is](#) from Denmark, and the Czech Republic

and the [youngest entrant was](#) from Tamworth!

Branch AGM 2019, Notice 2 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in central **London** on **Saturday 27 April 2019**.

We shall start with an **open morning meeting** for members, and potential members, with guest speakers. This year's theme will be access to airports. The [branch page of our website](#) will carry the most up-to-date information available on our speakers and the AGM Agenda as we approach Saturday 27 April.

Our venue will be Wesley's Chapel & Leysian Mission, 49 City Road, London, EC1Y 1AU – as last year. It's a short walk south of Old Street roundabout and station, served by the Northern line's City branch and weekend services on Great Northern's Moorgate branch. Use exit 2 – City Road South (East side). Buses 21, 43, 76, 141, 214, 271 stop on City Road very close to the venue. In addition, buses 55 and 243 stop immediately either side of the roundabout on Old Street.

Doors open 10.30 for 11.00–12.30 morning session. Refreshments will be available; voluntary contributions are strongly encouraged, please, to help us defray costs. Lunch is at members' own arrangements again this year, hence the generous time for our lunch-break.

In the **elections** for officers and other members of the coming year's branch committee, Electoral Returning Officer Dick Tyler received single nominations for just two of the four principal officer posts (Membership Secretary is unofficial), and only three nominations for the six others. Unsurprisingly, there is no ballot this year as all candidates are elected unopposed.

The branch committee officers for 2019 are therefore:

Chairman: no nomination received;
Vice-Chairman: Roger Blake – proposed by Tim Sparrow, seconded by Roger Goring;
Secretary: no nomination received;
Treasurer: Howard Thomas – proposed by Gordon Pratt, seconded by Peter Woodrow;

The other elected branch committee members are:

* Charles King – proposed by Chris Page, seconded by Roger Blake;
* Neil Middleton – proposed by Roger Blake, seconded by Chris Page;
* Chris Page – proposed by Richard Tyler, seconded by Mike Turner.

Other branch committee members are the Division Conveners not already elected, namely Chris Fribbins for Kent, Stephen Rolph for Surrey, and John Black for Sussex and Coastway, plus Railwatch editor Ray King, but this will be our first year without a Chairman and the second without a Secretary.

By the same closing date as for branch committee nominations, no **Motions** had been received for debate at the AGM on branch organisation, policy or strategy.

If we were a train operator we'd be having to advertise a reduced service due to crew shortage! We've heard "You don't have to be M.A.D. to work here but if you are it helps!" For us, M.A.D. = Making A Difference.

London & SE Campaigns Calendar

Current consultations of specific and general interest to our London and South East region can be found in [our branch page of the Railfuture website](#) but we start with updates on progress since previous responses.

Arriva Rail London's ticket office closure proposals have been challenged by London TravelWatch. After its November Board meeting [LTW wrote to ARL's MD](#) objecting to closure of 24 of the 51 proposed.

The **Greater London Assembly** published their report "[Broken rails: a rail service fit for passengers](#)" in November, following last summer's call for evidence.



Network Rail published the report of their consultation on [Western rail link to Heathrow](#) in December, and **Transport for London** published the report of their consultation on two potential [new London Overground stations at Old Oak](#) also in December.

Transport for London awarded the [contract for the Barking Riverside Extension](#) just before Christmas. Services are planned to commence in December 2021.

DfT's station closure proposal for Angel Road on West Anglia's Lea Valley line, on or after 19 May 2019, was on 24 January [recommended for ratification](#) by the Office of Rail and Road.

Following the **Rail Delivery Group's 'Easier fares'** consultation and [our response](#), on 18 February the **RDG published their proposals** – which bore a striking and welcome resemblance to many of ours!

The **City of London's first Transport Strategy** invited comments and in January [Railfuture contributed](#). Its **draft City Plan 2036 consultation** closed in February.

Railfuture London and South East has responded to three other consultations local to us in recent months:
Network Rail's [Croydon Area Remodelling Scheme](#)
Transport for London's options for a [Sutton Link](#)
Gatwick Airport Ltd's [draft Master Plan](#) – we dealt only with implications for sustainable surface access.

Railfuture responded to the **ORR's** "Improving Assisted Travel – changes to guidance for train and station operators on the [Disabled People's Protection Policy](#)".

In February the **DfT** began consulting on "[Extending Pay-As-You-Go on rail](#)", until Wednesday 1st May. It also began a call for evidence on "[How to better use and implement light rail and other rapid transit solutions in cities and towns](#)", until Sunday 19th May.

Forthcoming calendar/diary dates

Full details can always be found in our national website's [Events](#) and [Rail dates](#) pages.

Monday 25 March "*Building for people not for cars – lessons from the Netherlands*". Transport for New Homes evening event in London. £10.

Monday 25 March Abbey Flyer Users' Group.

Tuesday 26 March "*Rail electrification – a policy re-set?*" Lunchtime webinar.

Thursday 28 March "*West Anglia Main Line upgrade – what a STAR*". Free evening talk in London.

Tuesday 2 April Chesham & District TUG, Chesham.

Monday 8 April "*Air quality in enclosed railway stations*". Free evening talk in London.

Monday 8 April Bexhill Rail Action Group, Collington.

Tuesday 9 April CfBT London group, Farringdon.

Tuesday 9 April Bedford-Bletchley RUA AGM, Bedford

Thursday 11 April "*Windsor Link Railway*". Free evening talk in Croydon.

Tuesday 16 April "*Transport Focus*". Free evening talk by TF's Sharon Hedges in Redhill.

Saturday 27 April London and South East regional branch members' meeting and branch AGM, London.

Tuesday 30 April Final day of members-only discount bookings for Railfuture annual national summer conference in Darlington on Saturday 22 June.

Tuesday 30 April Copy date for your campaign news/reports for London & SE branch Local Action column in July's *railwatch* no.160 and for June's *raise* no.144. Send to londonandsoutheast@railfuture.org.uk

Tuesday 7 May "*Wessex Route Strategy*". Free evening talk in London.

Tuesday 7 May Copy date for your campaign news, letters, articles, photos to appear in July's *railwatch* no.160. Send them direct to editor@railwatch.org.uk

Monday 13 May "*Brighton Line Upgrade – unblocking the Croydon bottleneck*". Evening talk in Croydon.

Monday 13 May Bexhill Rail Action Group.

Tuesday 14 May Chesham & District TUG.

Wednesday 15 May "*Community Rail in the city*". All-day events at selected London termini.

Saturday 18 May Railfuture national AGM, Cardiff.

Monday 10 June "*HS2 overview/Old Oak Common update*". Free evening talk in London.

Monday 10 June Bexhill Rail Action Group.

Saturday 15 June Railfuture East Anglia branch open meeting in Ipswich.

Tuesday 18 June Chesham & District TUG.

Thursday 27 June "*Bakerloo line extension*". Free evening talk in London.

Branch divisions' meetings – open to all branch members, visitors welcome

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **8 May**. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets some Saturdays at 11.00 in **St.Albans**, AL1 4JP – next on **11 May**. See [Herts & Beds Division](#).

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **18 May**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or on tel: 01634 566256. See [Kent Division](#).

London Metro – a new Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming Elizabeth line). Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

Surrey – Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk or on tel. 01737 762153. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **4 April**, then **2 May**, **6 June**, and then **18 July**. Division Convener is now John Black at jcbblack@yahoo.co.uk. See [Sussex & Coastway Division](#).

inter-railse

Our monthly branch e-newsletter is available to all members on email (as a pdf or as a link) by requesting it via roger.blake@railfuture.org.uk. It's also available in [Branch News](#) for anyone to view and/or download.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue no.144, due to be published in June 2019, will be Tuesday 30 April 2019. Items for this newsletter and our branch Local Action column in *railwatch* to londonandsoutheast@railfuture.org.uk



Railfuture's mission: to be the number one advocate for Britain's railway and rail users

Websites: <https://www.railfuture.org.uk/Welcome+to+Railfuture>
<https://www.railfuture.org.uk/London+and+South+East> <http://www.railwatch.org.uk>

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Our four branch neighbours

These and other branch websites, with their **events** and **newsletters**, are all in '[Railfuture near you](#)'.

East Anglia – contact is Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk
Board liaison with branch via Director Jerry Alderson.

East Midlands – contact is Secretary Steve Jones – eastmidlands@railfuture.org.uk
Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk
Board liaison with branch via Director Roger Blake.

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk
Board liaison with branch via Director Stewart Palmer.

Situations vacant in our branch

September's *railse* no.141 detailed them on p.6. We have welcomed John Black to lead Sussex & Coastway Division. With one done, there are several still to go!

Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Vice-Chair, (below). Held in alternate months on weekday evenings in London. Next on **Monday 25 March**.

London and SE Branch officers

Branch Chairman: Vacant.

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
Tel: 020 7254 1580; roger.blake@railfuture.org.uk

Secretary: Vacant.

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
Tel: 01245 280503; howard.thomas@railfuture.org.uk