



March 2019

Welcome to the Rail User Express.

RUX is published around the middle of each month. Anyone may request an email copy, which may be forwarded, or items reproduced in another newsletter (quoting sources). Alternatively, you may opt to be notified whenever RUX is posted on the Railfuture website. There is no charge for either service, and you do not have to be a member. Following GDPR, the [Railfuture Secretary](#) now maintains both lists. Please let him know if you no longer wish to receive the newsletter or link, or if you know of anyone who would like to be added. For further detail of any of the stories mentioned, please consult the relevant website, or ask [the editor](#) for the source material.

I make no apology for headlining the consultation on routing the Central section of East West Rail - one of Railfuture's longest running campaigns - for the second month running: its response can be seen [here](#). To minimize journey times and both capital and operating costs - and thus the risk of later descoping - Railfuture supports Route Option A, with a parkway station at Bedford South, and an interchange with the East Coast Main Line at a new station south of Sandy.

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.

Friends of the Far North Line

Unfortunately, some significant errors crept into the FoFNL item last month. Please see the [on-line edition](#) for a corrected version. FoFNL feels that Holyrood's road-building projects conflict with its stated policy to encourage modal shift from road to rail. However, FoFNL and Holyrood are in complete agreement that it would help if NR Scotland Route were to be devolved to Holyrood, so that all rail investment would be controlled exclusively in Scotland.

FoFNL awaits NR's funding plan for CP6 for Scottish routes, including the FNL. An announcement is expected at the Rail North of The Border conference in Glasgow on 26 March. Much work is already being done on the line, but it is the major items, including the vital Lentrane Loop on the busy southern section of the line, for which Transport Scotland's intentions will be revealed.

ScotRail is starting to recover its lost reliability after a trying period of "crew shortages" exacerbated by the late delivery of new trains which has delayed driver-training, resolution of the RMT dispute, and the reliance on compulsory rest day working, with more staff are now being recruited.

Friends of the West Highland Lines

FoWHL welcomes the prospect of Class 153s, with more space for passengers and bicycles. However, there is also an urgent requirement for more luggage space. ScotRail has procured five of these units. This year may see one trialled on the Oban line, with the remainder on the Fort William/Mallaig, Kyle and Far North lines in 2020.

Next month will see the introduction of an all-year-round Sunday service, with two return trips between Mallaig and Glasgow, and an additional return trip between Mallaig and Fort William. Historically, the summer and winter timetables reflected the varying seasonal demand, but as the Outdoor Capital of the UK, Lochaber has established itself as a year-round destination. Other improvements needed include: an early Fort William train arriving in Glasgow around 0900; a commuter service between Fort William and Mallaig, with 5 trains/day, and better connection to Oban and Mallaig from the Caledonian Sleeper at Fort William for onward ferry travel to Mull, Skye and other islands.

NR needs to fell many line-side trees, both to reduce the havoc whenever there is a named storm, and to open up many of the fine views on Europe's leading scenic railway journey.

Levenmouth Rail Campaign

Once a significant tourism destination, efforts to re-imagine Levenmouth's unrivalled coastal location as a 21st century leisure draw are underway. With some funding in place, the River Leven Project has started planning for an extensive integrated foot/cyclepath network across the conurbation and beyond - with connections to both of the planned railway stations. The Pilgrim Way is opening, with Levenmouth in prime location to connect this with the popular Fife Coastal Path. The rail connection is vital for local residents and for tourism as a vital piece in this regeneration jigsaw.

Campaign for Borders Rail

CBR has again voiced concern regarding overcrowding on the Borders Railway. In the run-up to Christmas, problems were acute, with passengers unable to board packed trains. Some peak-hour services ran with only two carriages - totally inadequate for the volume of commuters using the service - while others were cancelled altogether. The formation of a 'Users Group' of regular passengers would be a big step forward. CBR hopes that such an initiative will emerge as a result of the recent difficulties on the line.

Looking to the future, representatives of both Scottish Borders Council and Carlisle City Council (CCC) have called for extension of the Borders Railway. CCC leader Colin Glover says the line from Edinburgh to Tweedbank has been very successful, and extension would be a boon for Carlisle as well. "Our proposals are now asking the UK and Scottish Governments to provide funding for a feasibility study to extend the line on to Hawick and Carlisle."

Cumbrian Coast Rail User Group

Railway stations on the Cumbrian coast, Lakes and Furness lines will be improved this year as part of a £15 million benefits package for passengers in the North. Between now and spring, £1.2m of upgrades will be delivered at Workington, Whitehaven, Sellafield, Barrow-in-Furness, Burneside, Staveley and Windermere stations. This is to help improve the passenger experience, and includes better seating and waiting areas, revamped toilet facilities, and new customer information screens.

Friends of the Settle – Carlisle Line

The cancellation of all Saturday services on RMT strike days adversely affected the line in various ways. Guided walks switched to Sundays, when the service is less frequent; connecting bus services, principally at Dent and Garsdale, ran empty, but could not be withdrawn, threatening their viability; FoSCL income fell, both in its shops and on the trolley service, and there was only a trickle of visitors to the signal box at Settle, which opens only on Saturdays. Hopefully, the dispute has now been settled and normal service will resume. Also, many steam trains are due to run from February onwards; even a brief stop at Appleby can yield substantial income to the shop.

Ribblehead viaduct tours have been rebranded for 2019. The 'Jericho' tour is now the Ribblehead Viaduct – The Building of an Icon - A Guided Tour. The 'Heritage' or 'Shanty Town' walks become the Ribblehead Tramway Walk. Leaflets for both tours will be available shortly; details await the new timetable. Dates for the 2019 programme are as follows: The Building of an Icon - 2 May (as part of the Ride2Stride festival), 30 May, 27 June, 25 July & 29 August; Tramway Walk - 4, 11, 18 July, 1, 8, 15 and 22 August.

Northern Weekly Salvo (Prof Paul Salveson)

Work has started on the £1m refurbishment of Bolton station, bringing semi-derelict rooms at platform and upstairs level back into useable condition. At its AGM in February, the Bolton Station Community Development Partnership agreed to establish itself as a legally constituted community rail partnership for the area. Group Chair Professor Salveson commented: "Having full CRP status opens up wider funding opportunities, and enables us to work across the borough and with adjoining community rail groups".

Regarding Bradford CrossRail, Stuart Parkes agrees the need to link the two lines and have a single station. Until 1964 the old single-track line (freight only since the 1930s) from Shipley to Laisterdyke could have been doubled to enable Lancashire services from Forster Square.

However, Alan Dare believes that a tram-train route connecting the two lines would be cheaper, and the street-level running would give much better accessibility to the city centre and help more in urban regeneration. As a completely new system, the costs of adapting differing standards would be avoided, whilst overhead/battery operation (as in Birmingham and Cardiff) would save both the cost and the visual intrusion of overhead line equipment in the city centre.

Dave Holliday likens the Woodhead route to the EGIP project, and its long-term strategy to deliver a flexibly sequenced plan of manageable projects that ultimately deliver a resilient network. The route has parallels with the Airdrie-Bathgate line: a 17 mile gap (vs 16), with the formation & wayleave largely preserved by a cycle route, and still connected with operational 'stumps' at Hadfield and Deepcar (with an interim option to reach Penistone the long way round via Barnsley). The technique used at Farnworth may offer the option to re-bore the old tunnels to a Berne Gauge clearance, with no gauge or route restrictions between Hadfield and Penistone. Once opened you could work around major blockades on the Standedge Tunnels (or Hope Valley) – restoring a more direct route to Leeds that avoids Barnsley.

Support The Oldham Rochdale Manchester lines (STORM)

STORM will support the 175th anniversary celebration of the 'joining up' of the Lancashire and Yorkshire and the Liverpool to Manchester Railways at Victoria Station. It would welcome information from Northern, the East Lancashire Railway, and any others who already have this in hand, so it can assist in any way.

11 February saw the first electrically powered passenger trains in scheduled service between Manchester Victoria and Buckshaw Parkway via Bolton. The trains are Class 319s, originally used on Thameslink services between Bedford and Brighton. They are 90mph capable, and just over 30 years old, but still in great fettle - fast, comfortable and modern - a higher standard than on most of the refurbished diesels.

Jordan Sargeant of Transport Focus (Manchester) shares STORM's concern regarding Northern's 'planned cancellations' each Sunday, and the disruption these continue to cause for passengers. Sunday 24 Feb was particularly unacceptable. Passenger trust in Northern is already extremely low, and this can only be causing further damage. The impact of the disruption on passengers' confidence is exacerbated by the lack of a clear explanation about the reasons in their communications. Jordan has raised the lack of stop orders on other Calder Valley trains with Chris Jackson, the new Central region director, and had a further discussion with Raj Chandarana. They couldn't assure me stop orders would be made if there were more 'planned cancellations' on the route, but Raj would contact STORM to arrange to discuss this in more detail.

A new report says parts of the North West now have the highest rate of late and cancelled trains. The consumer group Which? says stations in Manchester and Wigan saw the most disruption to services, and those delays are continuing. The Public Accounts Committee (PAC) has warned that rail passengers will face "another difficult year", with more major timetable changes and engineering works: there is still "a way to go" before NR and the train operating companies collaborate in a way that minimizes disruption during works. Passengers and taxpayers "risk continuing to pay the price" for DfT's failure to improve its "strategic management" of the railway.

Friends of the Barton Line

The Chairman contacted Northern Rail regarding improvements to timetable information concerning TransPennine (TPE) calls, cycle restrictions and the provision of alternative road transport; also making it clear that the strike notices did not apply to Barton line services, and that both he and the Secretary supported TPE's intention to have all its trains call at Habrough.

The Chairman also wrote to the Hull & Humber Environment Forum, concerning erroneous bus times on Northern's timetable 31, and was also in correspondence with a member of the public, James Fairchild over erroneous or misleading official online information concerning bus connections with the Barton trains, and the validity of through ticketing with rail services north of the Humber. Film producer Martin Samuels was looking to making a documentary of the Barton line, and will liaise with FBL later in the year.

Following the selection of Grimsby Ice Factory as one of the seven most endangered historic sites in Europe, the Greater Grimsby Heritage Action Zone also includes the surrounding area of the docks known as the Kasbah, which contains some ninety redundant buildings relating to the railway's fish trade. The area is being marketed on attractive terms to encourage appropriate organisations to revitalise the area. The Cultural Development Fund has awarded Grimsby £3.2m, some of which will be spent on the Kasbah.

Hitchin Rail User Group

From 20 May, buses will replace trains on weekdays between Watton-at-Stone and Stevenage. Train services between Watton-at-Stone and London will not be affected, and a Stevenage service will continue to operate at weekends. Work on the new bay platform at Stevenage is already underway, and NR is aiming for a completion date in early 2020. However, connecting the new track with the East Coast Main Line and York ROC will entail a closure of the ECML. Access dates should be agreed in April, at which point NR will provide a firm completion date. GTR will then reintroduce train services as soon as possible.

Chesham & District Transport Users' Group

London Underground is planning to replace the staircase at Marylebone, and the life-expired escalators on either side, with three HD Metro Types machines. The number of ticket gates will increase from 3 to 5, to accommodate a throughput of almost 4000 people an hour, so the gateline will be moved 5 feet onto the Chiltern Railway concourse. The station will remain fully operational during the building work.

Apart from a short length of fencing in the station forecourt, there is no evidence of any work on providing step-free access either at Amersham or at Harrow on the Hill. The TUG will raise this at the meeting of the Federation of Met Line User Committees Association (FOMLUC).

The new timetable has bedded down well, and there is an additional Chiltern Railways service departing Marylebone at about 0230.

Tarka Rail Association

Tarka supports NR's programme of tree clearance from within its boundary fences, the more so if the line is electrified. But had NR kept the area in better order, it would not have become a national story in the first place. On the Tarka line from Exeter to Barnstaple, the tree felling has improved visibility at crossings, increased line speeds and opened up wonderful views from the train.

Recently, the line suffered four weekends with no trains for track renewal at Eggesford and then Crediton, and there is another blockade in November/December. However, prior discussion of the plans at stakeholder meetings helped to mitigate the pain.

Tarka had hoped to see a new timetable in January, but the change was postponed first until May, then December, and now potentially into 2020. It shows how little room for manoeuvre the railway has in terms of staff, line capacity, trains and engineering work. However, Tarka appreciates the Herculean effort of railway staff in tackling these problems to deliver the additional capacity expected.

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 Campaigns by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture consultation responses](#).

In the first of a series focusing on individual topics raised by the Railfuture response to the Williams review, South East Northumberland Rail User Group (SENUG) chair Dennis Fancett highlights the lack of a coordinated timetable on routes served by multiple train operators. Thus one operator calls at intermediate station A and the other at Station B, so passengers have no service between A and B. An overall strategy is needed, with a clear policy as to how these legitimate aspirations for mid-sized stations should be met, and that strategy must feed through to NR investment plans.

RAILFUTURE WEST MIDLANDS

In November, two Committee members met with NR manager Graham Botham, who is in charge of infrastructure planning for the North and Midlands, together with two colleagues who had detailed knowledge of specific projects, in particular associated with The Midlands Hub. On the agenda were:

- Capacity on Cross Country between Birmingham and Derby. XC was looking at ways of delivering an extra hourly train, and on the possibility of using the goods line through Castle Donnington, so SW to NE trains could lose their intermediate stops without reducing services at Burton and Tamworth.
- Wolverhampton to Walsall. The question is where the trains go at either end. NR does not want to give it any of the 10 extra paths through New Street that the Midlands Hub project should deliver.
- Camp Hill line. Ideally the services would be additional to Worcester/Hereford services, provided the Midlands Hub going ahead. All three redundant platforms at Moor Street and the chords to the south would need to be brought back into use to allow trains to run both north/east and south/west. The Camp Hill services could then take up 2 of the 10 extra paths/hour.
- Airport Connectivity. With no investors keen on the Whitacre Link, and airport expansion on hold, Coleshill parkway could improve airport connectivity. NR believes that airport expansion could return to the agenda once HS2 was in service, in which case money might then be found.
- One Station Concept. Regarding Curzon Street connectivity, NR does not see the "One Station Concept" going further than the Curzon Street/Moor Street interchanges. This project too would benefit from three extra platforms at Moor Street; NR suggested that RfWM might lobby for this.

On 8 November, the Station Manager at New Street offered RfWM space for a display free-of-charge to advertise its activities and aspirations under the slogan 'Tell us about your journey today'. Fortuitously, the event coincided with some serious delays to many local and some long-distance trains due to trespassers, so RfWM was inundated with passengers wishing to 'vent their spleen'. It collected nearly 50 completed questionnaires, many with email addresses and permission to make contact from time to time. The event may not have generated many new members, but certainly succeeded in raising Railfuture's profile.

TfWM has appointed leading independent infrastructure specialist Barhale to build a £1.5M new entrance to Birmingham's Snow Hill station that will allow passengers to switch seamlessly between rail and tram services. Rail passengers wanting to catch a Metro service will also get direct access without having to leave the station. At Lichfield Trent Valley station, NR has started work on the £2.3 million 'Access for All' upgrade, which will transform the way people with mobility needs use the railway. Passengers using the Cross City line and the West Coast Mainline services will soon benefit from the improvements, with two new lifts providing step free access to all three platforms for the first time. Finally, designs have been published for a rebuilt University Station, and the work appears to be back on track.

RAILFUTURE EAST ANGLIA

The vast majority of King's Lynn trains that call at all stations north of Cambridge are limited to four coaches, which leads to overcrowding on many services. Plans to extend platforms to accommodate eight coaches have been on the cards for many years. At the end of 2019, the DfT authorised NR to take forward and develop the design to the next stage. Hopefully, final designs will now have been produced and costed, so a request for a final investment decision can be submitted to the government.

Ed Sheeran's world tour will end with four concerts in Chantry Park, Ipswich, over the August Bank Holiday. Once the dates were confirmed, Ipswich Borough Council (IBC) asked Greater Anglia (GA) if it could persuade NR to keep the lines open, and put on extra services to cope with up to 9,000 per concert expected to come by rail. The response from the rail industry was fantastic. NR agreed to re-schedule maintenance work, and GA to run trains on all routes out of Ipswich after the concerts finish at 2230. Ticket holders' postcode data is being shared to assess the likely demand, and GA is looking at ways to market train travel to and from the concerts. RfEA congratulates all concerned for their vision and co-operation to make rail the first choice for concert-goers.

NR proposals for a railway station in Soham, between Newmarket and Ely, Cambridgeshire - one of several Railfuture campaigns - were worked up in collaboration with Cambridgeshire and Peterborough Combined Authority (CPCA); the final design due for completion by July. The platforms will accommodate trains up to 4-cars in length, including GA's new fleet of Stadler bi-mode trains. The proposal also provides for any future overhead electrification of the line. RfEA also contributed both to the "Whittlesford Parkway Station Transport Masterplan: Stage Two Report: Plans and Proposals", that the Greater Cambridge Partnership published in December, and to plans to improve access to Cambridge station: people accessing the station in cars should not have priority over pedestrians.

RAILFUTURE THAMES VALLEY

The Oxfordshire City and District Councils are developing a 30-year [spatial plan](#) to locate employment and residential development. It must be close to public transport infrastructure, not sited randomly with the transport following the inevitable congestion. The Branch hopes that the Plan includes all of its aspirations for the local rail network like the Cowley branch, the North Cotswold line, Wantage/Grove Parkway, access to Witney and services on and off East-West Rail, together with bus and cycleway links to stations.

Aided by Railfuture, Witney Oxford Transport Group (WOT) has launched a [video](#) "Daring to Imagine" that makes a compelling case for a rail link to Witney and beyond. Rather than the old alignment, WOT's would branch from the Cotswold line at Hanborough, firstly to a park and rise station at Eynsham, then to Ducklington for Witney, and finally to Carterton, with a spur to RAF Brize Norton.

Work on the Cotswold line platform extensions was completed in 8 weeks - a bit of a record for the UK, and a credit to everyone involved - but await an update to the software on the IETs. Then 10-car trains will be used at peak times. Land to the west of Hanborough station is being developed and the car parking is to be left, offering parking as the station grows. There are to be new buildings for the new, staffed station.

RAILFUTURE SOUTH EAST

A six-week public consultation on the Croydon Area Remodelling Scheme (CARS) ended in December. 'Unblocking the Croydon bottleneck' includes two extra platforms at East Croydon, with a bigger concourse, two extra tracks leading north, grade-separation of junctions in the 'Selhurst triangle', and step-free access at Norwood Junction station. Capacity is expected to increase from 36 to 42/44 trains per hour in the peak. How those extra 6-8 tph will be used is a matter for the post-GTR franchise operator, maybe even the one after that! Railfuture believes that two of the paths should allow for separate Coastway services, with longer trains beyond Haywards Heath to obviate splitting/shortening and joining them there.

The Uckfield line also deserves an extra tph - the more so with the prospect of reinstating an extension to Lewes to create an additional Sussex main line, not just a lengthy branch. The Uckfield-Lewes-Brighton corridor is within, or next to, the Greater Brighton City Region. Could its growth drive infrastructure investment to relieve congestion? A combined garden village and a reinstated rail link may be part of the solution. Finally, Gatwick Airport also wants to improve sustainable surface access, and its pressures on transport networks in the area will demand another rail route in the London-East Sussex coast corridor.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

The new DfT CRP accreditation process has been agreed, with requirements and benefits of accreditation now made clearer. CRPs are invited to register with its operations team to start their accreditation process. ACoRP is working with the DfT to help community rail groups get involved with local authorities across England to develop Local Cycling and Walking Infrastructure Plans (LCWIPs). ACoRP has teamed up with environmental campaign group City to Sea to promote the installation of water fountains at stations across the UK. Scenic Rail Britain is looking for rail tourism based blogs and features for its popular website. Contact Alice Mannion alice@acorp.uk.com for further details or to submit a feature.

MARSTON VALE CRP

Ridgmont Station Heritage Centre opens for a new season on 2 April: Tuesday – Saturday, 1000-1600. The Great War 100th Anniversary Commemoration Exhibition continues for the first part of the season.

A Bank Holiday service has been an MVCRP priority since its inception, and was one of the top three requests in the new franchise. Spring Bank Holiday Monday will see a Saturday service introduced! The Ridgmont Station Heritage Centre will open especially for the occasion.

CAMPAIGN FOR BETTER TRANSPORT

CfBT publication "[The case for expanding the rail network](#)" calls for a national programme of rail reopenings. It says it has identified 33 disused lines that should be given top priority – 13 to be completed by 2025 and a further 19 by 2035 (note: that's 32). Together they would bring more than 500,000 people within walking distance of a rail station. Unlike "[Expanding the Railways: how to develop and deliver a proposal](#)" published jointly by Railfuture, the DfT, and CfBT in 2017, Railfuture was not involved in this latest publication, although welcoming some aspects of it.

TRANSPORT FOCUS

Case study: Miss B paid £47.00 for two e-tickets tickets through The Trainline for travel from Leamington Spa to Manchester Piccadilly with CrossCountry. She received the automatic confirmation, but not a second e-mail to download the ticket to her phone. At the station, a member of staff advised her to board the train and use the e-mail confirmation as proof of purchase. However, the train manager told Miss B that this was not valid. She told the train manager that she had not received the e-mail from The Trainline permitting her to download her tickets. The train manager took down her details.

Miss B then received a letter from Transport Investigations Limited that stated it had sufficient evidence to take her case to prosecution. She wrote back pleading her case, but then received a demand for £138.20, or TIL would issue a court summons. Miss B approached Transport Focus as she felt the sum was unfair, given that she had paid for a ticket, and boarded the train on the advice of staff at the station. When TF engaged with The Trainline, it transpired that when she initially purchased the tickets, Miss B missed out the dot in '.com'. Mistakes such as these are picked up, and the agent must then send the ticket out manually, which The Trainline did not do. However, it did confirm the booking, and sent feedback to the relevant station staff member. CrossCountry accepted the evidence from TF, so TIL withdrew the matter.

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

The Office of Rail and Road (ORR) is monitoring implementation of NR's 100 Day Plan, particularly in regard to its new regional and route structure, which needs to align with ORR's final determination for CP6. ORR also welcomes the outcome of the competition review of the merger between Siemens and Alstom: it would have been a bad deal and the taxpayer.

The Rail Delivery Group, which represents train operators, wants to reduce overcrowding by eliminating the "cliff edge" between peak and off-peak prices. Also, tap-in, tap-out rail fares that automatically give passengers the best fare for their journey could be expanded beyond London. However, harmonisation with existing systems is a real challenge.

RMT union has suspended strike action on South Western Railway (SWR). All train dispatch will be subject to a safety risk assessment conducted on a station-by-station basis utilising the agreed PTI assessment method already in place in SWR, together with new technology within new or modified rolling stock.

...and finally

The Daily Telegraph (7 March) reports that the Woodland Trust is frustrated by the lack of detail in the latest proposals for a route for the Central Section of East West Rail between Oxford and Cambridge – but the charity cannot be given access to more detailed maps unless it signs a non-disclosure agreement. It claims that 12 areas of ancient woodland, at least six ancient and veteran trees and five of the Trust's sites are under threat, but it is impossible to give an opinion without knowing the full extent of the plans.

CONSULTATIONS

- Oxfordshire County Council: [Introducing the Oxfordshire Plan 2020](#), closes 25 March.
- EDF Energy: [Sizewell C Nuclear Power Station](#), closes 29 March.
- Oxfordshire County Council: [Oxfordshire Plan 2020 – Call for Ideas](#), closes 12 April.
- DfT: [Extending PAYG](#), closes 1 May.
- DfT: [Light rail – call for evidence on how to better use and implement light rail and other rapid transit solutions in cities and towns](#), closes 19 May.
- DfT: <https://www.gov.uk/government/consultations/williams-rail-review>, closes 31 May.

Please advise [Roger Blake](#) of any other consultation, eg that of a local transport authority.

EVENTS

Do please keep your events coming, both to me and to [Roger Blake \(Railfuture\)](#), who maintains the Railfuture [List of Events](#) to attend, and now a [List of Key Dates](#) for consultations, franchise changes, CP6 planning, service alterations for major rail projects etc. As a Calendar of Events embedded in a document may be discarded, and that is a problem if the venue changes from month to month, a stand-alone copy would be very helpful.

Blob colour indicates the various types of event:

- Railfuture events (RUGs are cordially invited).
- National & regional rail events.
- Local Group events.

March

- Wednesday 20. Friends of the Barton Line, The Sloop Inn, **Barton-upon-Humber**, DN18 5BA. 2000.
- Wednesday 20. Travelwatch SouthWest, Somerset County Cricket Club, County Ground, **Taunton**, TA1 1JT. 1100.
- Thursday 21. Magor Action Group On Rail, Golden Lion, **Magor**, NP26 3HY. 1930 (and 3rd Thursday every month).
- Saturday 23-Sunday 24. Railfuture London & South East stall at Alexandra Palace, **London**, N22 7AY. 1000-1700.
- Saturday 23. Railfuture East Midlands AGM, Mansfield Town Hall, **Mansfield**, NG18 1NH. 1230.
- Saturday 23. English Regional Transport Association, The Bell, 40 Market Square, **Aylesbury**, HP20 1TX. 1400.
- Monday 25. Abbey Flyer Users Group, St. Stephens Parish Centre, **Bricket Wood**, AL2 3PJ. 1930.
- Tuesday 26. Meldreth, Shepreth and Foxton Rail User Group AGM, Foxton Village Hall, **Foxton**, CB22 6RN. 1930.
- Thursday 28. Levenmouth Rail Campaign, Fife College, Methilhaven Road, **Buckhaven**, KY8 1EA. 1830 (also last Thursday of every month except July and December.)
- Friday 29. Marlow-Maidenhead Passengers Association AGM, Bourne End Community Centre, **Bourne End**, SL6 5SX. 1945.
- Saturday 30. English Regional Transport Association, Friends Meeting House, 5 Lansdowne Road, **Bedford**, MK40 2BY. 1330.

April

- Tuesday 2. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (Also 14 May, 18 June, 6 August, 17 September, 22 October, 10 December).
- Thursday 4. Railfuture London and South East, Sussex & Coastway Division, Greater Brighton Metropolitan College, **Worthing**, BN14 8HJ. 18.00.
- Saturday 6. Shrewsbury to Aberystwyth Passengers Association, Royal Naval Club, Market Street, **Aberystwyth**, SY23 1DL. 1145 (also 18 May, 8 June, 2 July, 6 August, 7 September, 5 October, 12 November, 7 December – various locations and times).
- Saturday 6. Railfuture North West and Railfuture Yorkshire joint meeting, 2 New North Parade, **Huddersfield**, HD1 5JP. 1300.
- Saturday 6. Railfuture Severnside AGM, Memorial Hall, **Dilton Marsh**, BA13 4DW. 1400.
- Saturday 6. Railfuture West Midlands, The Gateway Centre, Chester Street, **Shrewsbury** SY1 1NB, 1400.
- Saturday 6. Railfuture Wessex AGM, RC Cathedral Discovery Centre, **Portsmouth**, PO1 3QA, 1400.

- Monday 8. Bexhill Rail Action Group, Hastings Direct, **Collington**, TN39 3LW. 1900.
- Tuesday 9. Bedford to Bletchley Rail Users' Association AGM, St. Leonards Hall, Victoria Road, **Bedford**, MK42 9JS, 1845.
- Tuesday 9. Watford Rail Users Group, The Junction, **Watford**, WD17 1EU. 1845.
- Friday 12. Friends of the Barton Line, a two-part lecture to mark the 50th anniversary of Barton Civic Society and the 21st anniversary of FoBL, Joseph Wright Hall, Queen Street, **Barton-upon-Humber**, DN18 5QP. 1930.
- Saturday 13. Cumbrian coast Rail Users Group, Methodist Church Hall, **Seascale**, CA20 1PU. 13.05. (and every 2nd Saturday)
- Saturday 13. Mid-Anglia Rail Passenger Association AGM, Friends Meeting House, **Bury St Edmunds**, IP33 1SJ. 1400.
- Wednesday 17. Tarka Rail Association, Fox and Hounds Hotel, Eggesford, Chulmleigh, Devon, EX18 7JZ. 1900.
- Thursday 18. Magor Action Group On Rail, Golden Lion, **Magor**, NP26 3HY. 1930 (and 3rd Thursday every month).
- Tuesday 23. Railfuture Thames Valley AGM, Town Hall, **Oxford**, OX1 1BX. 1830.
- Thursday 25. Levenmouth Rail Campaign, Fife College, Methilhaven Road, **Buckhaven**, KY8 1EA. 1830 (also last Thursday of every month except July and December.)
- Thursday 25. Barking-Gospel Oak Rail User Group AGM, Town Hall, **Barking**, 1800.
- Saturday 27. Railfuture West Midlands AGM, Priory Rooms, Bull Street, **Birmingham** B4 6AF (near Snow Hill), 1030.
- Saturday 27. English Regional Transport Association Transport and Environment Conference, Campanile Hotel, 40 Penn Road, **Fenny Stratford**, Milton Keynes, MK2 2AU, 1100 (fee required).
- Saturday 27. Railfuture London and South East open meeting plus AGM, Wesley's Chapel, 49 City Road, **London**, EC1Y 1AU. 1100.

Further Ahead

- 2 May. Railfuture London and South East, Sussex & Coastway Division, **Lewes**. 1800.
- 4 May. English Regional Transport Association, The Ivy Wall, 18-19 New Road, **Spalding**, Lincs, PE11 1DQ, 1400.
- 7 May. Felixstowe Travel Watch AGM, Salvation Army Church, Cobbold Road, **Felixstowe**, IP11 7EL. 1930.
- 8 May. Railfuture London and South East, Eastern Division, **Stratford**. 1830.
- 11 May. Railfuture London and South East, Herts & Beds Division, **St. Albans**. 1100.
- 11 May. Friends of March railway station, model rail event, **March** station. 1000-1500.
- 11 May. Cumbrian coast Rail Users Group, Methodist Church Hall, **Seascale**, CA20 1PU. 13.05. (and every 2nd Saturday)
- 13 May. Skipton & East Lancs Rail Action Partnership, Herriots Hotel, **Skipton**, BD23 1RT. 1900.
- 13 May. Bexhill Rail Action Group, Hastings Direct, **Collington**, TN39 3LW. 1900.
- 14 May. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930. (also 18 June, 6 August, 17 September, 22 October, 10 December).
- 16 May. Magor Action Group On Rail, Golden Lion, **Magor**, NP26 3HY. 1930 (and 3rd Thursday every month).
- 18 May. Railfuture national AGM, **Cardiff**.
- 18 May. Railfuture London and South East, Kent Division. 1400.
- 18 May. Friends of West Highland Lines AGM, Commodore Hotel, West Clyde Street, **Helensburgh**, G84 8ES, 1130.
- 18 May. East Suffolk Travellers Association AGM, **Saxmundham** (Also 5 October, Lowestoft Station).
- 18 May. Friends of Settle-Carlisle Line AGM, Victoria Hall, Kirkgate, **Settle**, BD24 9DZ, 1200.
- 18 May. Shrewsbury to Aberystwyth Passengers Association, Railway Inn, **Borth**, SY24 5JE. (also 8 June, 2 July, 6 August, 7 September, 5 October, 12 November, 7 December – various locations and times).
- 22 May. Friends of the Barton Line, **Cleethorpes** station. 1900.
- 23 May. Tarka Rail Association AGM, Village Hall, **Umberleigh**, Devon, EX37 9AB. 1915.
- 30 May. Levenmouth Rail Campaign, Fife College, Methilhaven Road, **Buckhaven**, KY8 1EA. 1830 (also last Thursday of every month except July and December.)
- 15 June. Railfuture North West meeting, **Birkenhead**. 1300.
- 15 June. Railfuture Thames Valley stall at Didcot-Oxford 175th anniversary.
- 15 June. Railfuture East Anglia meeting, **Ipswich**. 1400.
- 22 June. Railfuture Summer Conference, Dolphin Centre, **Darlington**.
- 6 July. Railfuture London & South East stall at Uckfield Festival's 'Big Day', **Uckfield**, TN22 1AL.
- 21 September. Railfuture autumn conference, **Bristol**.
- 26 October. Railfuture Branches and Groups Day, **Birmingham**, venue and timing TBN.

Disclaimer: unless otherwise indicated, views expressed in Rail User Express are those of the contributing organization, and not necessarily shared by Railfuture.

Contact Roger Smith by e-mail: ruglink@railfuture.org.uk, or phone: 01462 815992.

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(for legal correspondence only)*

All other correspondence to 24 Chedworth Place, Tattingsstone, Suffolk, IP9 2ND