



December 2016

Welcome to the Rail User Express.

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With 2018 already promising much in terms of new stock and new timetables, Transport Secretary Chris Grayling has turned his attention to the conflicting demands of track maintenance and train operation. A flagship in the form of a new rail vehicle will deliver East West Rail, whilst all new franchises will have integrated operating teams to manage both train services and the infrastructure on the routes concerned. Meanwhile, a report by the Rail Accident Investigation Branch into a near disaster on the Lamington viaduct should dispel any complacency.

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.

Rail Action Group, East of Scotland

Transport Minister Humza Yousaf has announced increased funding for the construction of East Linton and Reston Stations, although there is still a shortfall of £1.24m and £1.18m respectively. The increase to 60% of the cost is unprecedented in terms of the Scottish Stations Fund. Alternatively, construction could form part of a Network Rail (NR) programme to improve capacity to the east of Edinburgh. The councils would not then need to increase the level of funding above their stated limit. In either case, the Minister would seek a long-term commitment from each Council in respect of improved connectivity, for example, by ensuring appropriate bus services to the station from outlying communities, and the provision of suitable interchange facilities to maximise the wider economic and social value of the stations. He would be happy to accept either option; it is now up to the respective Councils.

South East Northumberland Rail User Group

Morpeth now has two new weekday services to Edinburgh, leaving London at 0930 and 1330, and arriving at 1257 and 1657, whilst new trains for London call at Morpeth 1514 and 1954, having left Edinburgh at 1400 and 1830. There are also later departures from Edinburgh on Friday and Saturday nights, and two extra services each way on Sundays, including an 0900 departure to Edinburgh.

Copeland Rail Users Group

The West Cumbria Mining Liaison Group has learnt that Network Rail and Cumbria CC are working on improvements to the line that would entail its closure for two months sometime between 2020 and 2022, although the new mine (likely to be between St Bees and Whitehaven) could open earlier. Four or five coking coal trains of covered wagons hauled by a Class 68 loco would go north, with one of waste rock going south. Punctuality figures timed at Whitehaven continue to decline. However, Northern should now have two additional Class 37s, which will allow a standby loco and crew at Workington, resulting in much quicker recovery from any problems.

Leeds - Morecambe Community Rail Partnership; Lancaster and Skipton Rail User Group

On 30 November, assisted by Councillor Margaret Airey of Giggleswick Parish Council and Richard Isaac of Northern Rail, LASRUG President Canon John Bearpark formally opened a new shelter on the westbound platform at Giggleswick. Sourcing a suitable cantilever shelter for the narrow timber-based platform had been a major challenge. Mr Isaac praised the sustained and positive effort, and the resulting improvement to passenger and the community facilities at this more rural station.

Support the Oldham Rochdale Manchester Lines (STORM)

On 21 November, flood sirens sounded along the Calder Valley, and the line was closed between Walsden and Rochdale. Transport for Greater Manchester sees Mills Hill station as a transport hub, but its car park is already inadequate. As the area around is fully developed, the site of a former soft drinks factory could offer the last chance for a Park and Ride with direct, step-free access to the adjoining eastbound platform - the adjacent industrial premises might not make the most suitable neighbours for the proposed housing development. Northern does have a project to improve its car parks, but plans for Mills Hill are still unclear.

As was feared, delays to Great Western electrification will impact some of the changes planned under the Northern franchise. Enhancements to the Dec 2017 timetable will prioritise services that can be rolled forward into the 'full' May 2018 timetable with no significant further change, and those that are relatively self-contained, so do not require wholesale changes to a wider group of services. There will be a further update in February 2017, together with a full consultation.

Harrogate Line Supporters Group

"Transformational proposals" announced by Leeds City Council include a new Parkway station for Leeds Bradford Airport and two other stations, at White Rose Shopping Centre and Office Park, and at Thorpe Park east of Leeds. Harrogate Chamber has welcomed the Parkway Station that it first proposed in 2011. It will be sited adjacent to the existing long-stay car park, just south of the Bramhope Tunnel, and will have a 15min Northern service from Leeds to York, with onward connections via the East Coast Main Line, Cross-Country and Transpennine; and from 2019, a two hourly service between London and Harrogate operated by new Virgin AZUMA trains. The line is scheduled for electrification in CP6 (2019-24).

Shrewsbury to Chester Rail Users Association

As well as the Wales and Borders franchise, SCRUA also has concerns with the West Coast franchise, and rail management within the West Midlands Metro area. A new Wrexham North Parkway station close to the A483/B5102 junction is a priority, with the Saltney to Rosset redoubling extended, and also reopening Baschurch station, to serve a housing development. In the new franchise, it would like to see a Shrewsbury-Crewe shuttle via Wrexham and Chester, an hourly service from Liverpool to Birmingham and Cardiff, possibly operated by short-formed HSTs cascaded from Great Western electrification, and a later departure from Chester. The Group is working with others to arrange public meetings with a sub-regional agenda that might attract high-profile speakers.

Shrewsbury to Aberystwyth Rail Passenger Association

SARPA Chairman Angus Eickoff stresses the role of the guard in protecting his train in the event of an unforeseen stoppage. Driver Only Operation (DOO) might work on the London Underground, but is totally unsuitable for a rural environment, where help may be many miles away [*Though more true of Wales than London-Brighton – Ed.*] However, the removal of guards stems from the DfT rather than the TOCs, who are doing their best to fulfil their franchise and exploit design features of new stock in which they had no say. With ORR guidance, the DfT should specify in each franchise which if any services cannot operate without a guard; the Scotrail franchise requires one on every train. Although Arriva Trains Wales (ATW) does not intend to implement DOO its franchise, the new one is only two years away...

The new London Midland franchise will restore the second semi-fast Shrewsbury - Birmingham train from December 2018. Its withdrawal in 2006 severely restricted growth in this corridor whereas, between May 2015 and March 2016, extra trains in the Upper Severn Valley stimulated growth by some 20%.

The Welsh Government will not be making any changes to services in its franchise, although it would like to add new destinations such as Bristol and Liverpool. On the other hand, Gareth Marston fears that a funding shortfall could threaten plans for a South Wales Metro. Reopening Bow St station would eat into both the time taken to turn round at Aberystwyth, and for conductors to collect fares. Rather than piecemeal solutions, there needs to be a holistic development plan for the whole line. Repairs to Barmouth Bridge should start next spring, but further work may be required in 2018.

Friends of the Barton Line

FoBL are dismayed that from December arrival times at Barton are extended by up to 4min, making some of the bus connections to Hull untenable. From July 2018, the line is remapped into the [East Midlands franchise](#).

Bedford to Bletchley Rail Users' Association

Rail User Express would like to add its congratulations to the Marston Vale Line, which celebrated 170 years of service on 17 November. BBRUA welcomes the addition in the new franchise of Bank Holiday services (except Christmas Day and Boxing Day) from 2018, and Sunday services from 2020, but hopes that the winning bidder can find a way to introduce them much sooner. Of more immediate concern is how London Midland will manage the loss of two-coach Class 150 DMUs, that go “off-lease” early next Summer. The short platforms on the line limit the stock available, and using single coach Class 153s instead would result in overcrowding in the peak, stifle any growth in passenger numbers, and not be able to serve special events. (*A two-coach formation of Vivarail Class 230? – Ed.*)

Association of Passenger Train Users (Thameslink North)

From 11 December, Thameslink, Southern, Gatwick Express and Great Northern passengers have been able to claim compensation for delays of 15min or more, rather than the previous 30min threshold. APTU has also received clarification of how to frame a claim when boarding was impossible due to overcrowding, an alternate route had to be taken, or travel was completely impossible:

- Set the ‘Reason for Claim’ to ‘Other’, which brings up a ‘supply further information’ box (on the paper version, cross out the pre-printed options and write in ‘Other’).
- Select the total delay incurred or, if you couldn’t travel, set the Length of Delay to ‘2 hours or more’ (which triggers a 100% refund) [You need to itemise two journeys – outbound and return].
- State the reason in the ‘supply further information’ box.

Cancellations due to driver shortages remain, particularly to overnight services. As of 15 October:

- Since January 2015, 70 new drivers had qualified
- A further 106 were currently in training
- Driver numbers were 348 out of 371.

Thameslink is experiencing a shortage of trainers, and drivers are loath to take that role. Conversion to Class 700 is ongoing, and GTR expects the driver establishment to be reached by around Summer 2017.

Chesham & District Transport Users' Group

Both North Harrow and Ruislip Manor have suffered recent flooding, whilst a fallen tree at Northwood resulted in 6 weeks of Lost Customer Hours. If a delay is expected to be under 30min, LU passengers will not generally be detained, as the S Stock can be “off juice” for that time, and still have lighting and reduced air con. Track renewals between Baker St and Finchley Road that lay behind the early closures south of Wembley Park should complete in May 2018. Next Easter, all lines through Harrow-on-the-Hill will close whilst Harrow South Junction is replaced. The Sunday service starts with three trains for London from Rickmansworth and one from Amersham. The Group has suggested that one of the Rickmansworth trains could instead provide an earlier southbound departure from Chesham than the current 0753.

Windsor Lines Passengers Association

James Tringham, Senior Corporate Communications Manager at TfL, assured WLPA that, if it took over the Waterloo - Windsor service, possibly as early as 2020: the Reading service would stay in the South Western franchise with little impact; the Windsor service would still be semi-fast with, ultimately, at least four Class 707 trains per hour, possibly with a 2+1 seating arrangement. Other advantages would be: upgraded stations, staffed when open; Freedom passes valid at all times, with Oyster cards and contactless cards useable beyond Zone 6 on TfL trains. WLPA was reassured, but would still prefer SWT or the new TOC, rather than TfL.

With no strikes and no planned engineering work, Littlehampton passengers arriving at Victoria on 19 Nov expected an uneventful journey on the 0947 - but ended up making at least four changes, or six if they followed the advice given. The first announcement was that the Littlehampton train would start from East Croydon, so one should take the next train and change. However, that failed at Purley, so passengers transferred to the slow to Gatwick, where they had to use the stairs to reach the correct platform, as both escalators were running in the wrong direction! The next train to arrive was the 1047 from Victoria ten minutes late. This should have divided at Haywards Heath, but there was no second driver, so the whole train would now go to Eastbourne. Passengers for Littlehampton had to take the next train to Brighton, then change yet again at Worthing.

Heathrow Southern Railway has proposed a line from Terminal 5 running parallel to the M25 to a point just before Chertsey on the Virginia Water to Weybridge line. There would be a junction with the Windsor line west of Staines, as well as a west Staines curve. T5 services from Guildford and Basingstoke could replace the Heathrow Express to Paddington. It would also be served from Waterloo, Weybridge, Virginia Water and by an Elizabeth line extension to a new platform at Staines.

East Surrey Transport Committee

ESTC wants the TfL Oyster card extended to Reigate, to serve college traffic to and from Croydon, Coulsdon and Purley. It is the terminus of the local train service, and only one stop beyond Redhill. Oyster can be used out to Merstham or Redhill, and from Redhill and Horley into Coulsdon and Croydon, but not to or from Reigate. London students have to buy a paper ticket, either from their departure station or onward from Redhill. GTR/Southern have no objection to the ESTA request in principle, but it is for TfL to initiate.

Tonbridge Line Commuters

TLC laments the amount of unplanned disruption that followed the August changeover at London Bridge. Many failures were clearly connected to the project, but were described as being elsewhere. Signage on the new platforms to the Tube is poor, and from the Shard concourse, there is no indication of how to reach the Southeastern services on Platforms 7, 8 and 9. Cannon Street now has a more limited service, and the loss of service is compounded by TfL's refusal to accept tickets to and from Bank via the Northern Line. The 521 bus is not a satisfactory alternative.

The Group also regrets the loss of a popular service between Ashford and Paris in each direction whilst a signalling upgrade is completed. It is rumoured that Ashford will eventually be served only by recreational journeys: to ski resorts in Winter, the South of France in Summer, and to EuroDisney, to the detriment both of passengers from the Tonbridge area and local tourist attractions.

David Kimball, a DfT Specification Manager, briefed TLC on the new Southeastern franchise. Consultation is ongoing; the invitation to tender will be published in April, with the award announced at the end of 2017 for a start in June 2018, although this may slip by up to 6 months. Unlike the TSGN franchise, it will be a normal commercial model. TLC set out its main issues, and warned against false incentives such as more seating met with increased use of older, high-density rolling stock.

South Hampshire Rail Users Group

Alliance Rail Holdings has proposed an open access passenger service between Southampton and London Waterloo. It envisages seven off-peak services a day, calling at Eastleigh, Winchester, Basingstoke and Hook. Two peak services would be added from December 2018, once a major upgrade to Waterloo had created extra capacity. Alliance has offered to lease Class 442 third-rail EMUs, which were built for the route in the 1980s, but transferred to Gatwick Express and are now in storage. An initial seven-year lease would align with the competing South Western franchise.

RAILFUTURE

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NORTH EAST BRANCH

In a joint meeting with the Saltburn Line Users' Group and Coastliner in June, Derek Gittens, Head of Heavy Rail at NEXUS, described the new NE Rail Management Unit in Leeds, and how its 14 local authorities interfaced with Transport for the North and Rail North. The hope is that services may shift from being London-centric to focus more on the NE.

In a July meeting, Peter Myers of Arriva Rail North (ARN) took a past, present and future approach. The previous franchise had assumed zero growth, when passenger loadings had actually increased by 55%. ARN had 5200 employees, and the figure was growing. Customer experience was its absolute priority, and the franchise was now run from Leeds rather than from London. Arriva had invented the "Connect" service between Northern towns; there was no such requirement in the Invitation to Tender. However, its aspiration to run a Carlisle – Middlesbrough service via the Stillington line (currently freight only) was up to NR. Meanwhile timely completion of the Ordsall Curve between Manchester Victoria and Piccadilly, and electrification to Bolton and Blackpool, were vital.

Meanwhile, the planning process for a new station at Horden for Peterlee on the coastal line between Sunderland and Hartlepool has stalled. Durham CC seems to have run into difficulty with NR regarding safety features and the viability of the chosen site. A public consultation to gauge demand has now closed.

EAST ANGLIA BRANCH

The improvement to services across the region from 2017 is welcomed, but the recent franchise extension did nothing for Cambridge-Peterborough. Thus the last direct service on Fridays is at 2101 against Ipswich 2244, Norwich 2255 and Kings Lynn 0010, and the first on Sunday at 1100 against Norwich 0852, Kings Lynn 0906 and Ipswich 0912. There is also concern at the lack of progress in delivering infrastructure upgrades: Ely North and Haughley Junctions, Trowse swing bridge, Ipswich station, doubling the Felixstowe branch, long loops as a minimum between Newmarket and Cambridge, track layout at Cambridge North, four tracks south of the city to Shelford Junction, and the approach on both routes into Liverpool Street. The potential impact of a lack of bay platform at Stevenage is also a worry – but see the Herts and Beds report below.

In 2010, the TOC that served Meldreth agreed a 50% student discount, and this became a Cambs CC standard; as bus services were progressively withdrawn, it became a lifeline. However, the GTR franchise had a totally different funding arrangement, with all revenue going to the DfT. Any such scheme now had to demonstrate that it was 'revenue generating', and do so year on year, which it has done. The CC has been forced to discontinue its discretionary subsidy for post-16 transport, so the discount has become even more critical; could it become a national standard?

HERTS AND BEDS SUB-BRANCH

At present, Hertford North trains terminating in Stevenage occupy the down slow line for up to 13min, but that would be incompatible with the additional services required by the 2018 Thameslink timetable.

This was predicated on new track into a bay platform, bypassing the down slow altogether, but that work was deferred in the Hendy report. Instead, GTR propose a bus replacement service but, with no end date that would be “totally unacceptable” to Herts CC. To resolve the impasse, an interim solution would provide the bay platform ASAP, with a link from the down slow. This would allow a Kings Cross train to pass the one from Hertford North, by splitting the one long blockade into two shorter ones. Watch this space!

WESSEX BRANCH

The Branch is campaigning to reopen [the Waterside line](#) between Hythe and Totton, where it joins the main line to Southampton. Upgraded even to 45mph running, it would cut the journey time into the city to just 24min from 40-50min by bus or ferry. In 2009, an ATOC report assessed its Benefit:Cost Ratio (BCR) at an incredible 4.8; since then the area has seen major development, and more is planned including, according to SHRUG (see above), 1,000 new homes on the site of the closed Fawley power station. The Solent Transport Board sees the line as one arm of a “Solent Metro”, with frequent rail services across the city between, say, Hythe and Fareham, but it needs expressions of support to build the case.

CHILTERN TOC LIAISON

Services into Oxford started on 11 December. However, Chiltern Railway’s original plan for an independent line into the city was de-scoped by NR, so it must share the existing track with GWR, Cross Country and freight services. Until two tracks become available in 2018, London commuters from Islip will see a reduction in their peak services, as it cannot take the longer trains, and CR services from London must present correctly at Oxford North Junction. To their credit, Chiltern have offered those affected free parking at the nearby Parkway station, which is served by all services.

TRANSPORT FOCUS

Mr C tried twice to book a ticket from London Kings Cross to Brough using the Hull Trains’ mobile phone app, but was told each time the purchase had failed, so he bought it a different way. However, the first two tickets had in fact been issued, and his account charged for both. But Hull Trains only offered to refund one of the tickets, “as the other had been used”, which was not the case. A month later, still lacking a full refund, Mr C asked Transport Focus for help. Only then did Hull Trains accept that the duplicate booking was due to an error with its app. Mr C received a full refund for both tickets, as well as a complimentary first class ticket upgrade as a gesture of goodwill. So yet again a fair result achieved only after the intervention of a campaign group. If at first you don’t succeed...

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

Transport Secretary Chris Grayling says that the rail industry cannot bask in its growth of the past 20 years. It is struggling to cope with demand, and with tight margins even a small problem can lead to delays, cancellations and overcrowding. Things wear out quicker, and there is less time to maintain the network. Performance has been declining – and this trend must be turned around. Our railways need to adapt and change in order to be able to cope. They are a customer service business, and must always act as such.

The passenger experience must be at the heart of the franchise objectives and incentive. To align train service operation and infrastructure management more closely, [new rail franchises](#) will integrate them, starting with the South Eastern and East Midlands lines. A new body, East West Rail, will work with the National Infrastructure Commission to design, construct and operate the Oxford - Cambridge link, a nationally important project. The funding of infrastructure development should be more innovative. A new railway line or station can transform the value of development land, so it is right and proper that the government gets back some of the value it has created, as Crossrail has done through the mayoral community infrastructure levy.

The Autumn Statement allocated £80 million to speed up the introduction of smart ticketing. Commuters should be able to use mobile phones, contactless cards or smart cards, with more pay as you go options, such as Oyster cards offer in London. From 2017, the Southern KeyGo smartcard will use this infrastructure; every train company needs to offer a similar facility.

Longer distance travellers should be able to buy tickets online or on mobile phones, and use the barcode system to travel round the country without the need for a paper ticket. The technology is being rolled out, but we need to quicken the pace. A DfT project team and a Smart Ticketing Delivery Board will drive progress with industry, Transport Focus, and regional bodies such as Transport for the North.

An additional £10 million will help to make the Exeter to Newton line Abbot via Dawlish more resilient. Its closure following storm damage in 2014 cost the economy of the South West over £1 billion. NR has identified three risk areas that need preventive action: landslip from the cliffs between Teignmouth and Parson's Tunnel; rock falls around the north entrance to Parson's Tunnel, and flooding from the sea at Marine Parade, between Dawlish station and Kennaway Tunnel.

Meanwhile, the Rail Accident Investigation Branch (RAIB) has reported on its investigation into the structural failure of the Lamington viaduct, which spans the River Clyde between Lockerbie and Carstairs. It crosses the river on a double bend, so water washes against the sides of its piers, which have shallow foundations. In 2005, the viaduct was identified as being at high risk of scour, and added to a list of bridges requiring special precautions during flood conditions, including line closure if the river rose above a preset level. However, this procedure had fallen into disuse, and scour risk was no longer mitigated effectively at over 100 of the most vulnerable structures across Scotland, in part because organisational changes within NR had led to a loss of knowledge, and ownership of some structural issues. Permanent scour protection at Lamington planned for 2015 had been deferred until mid-2016 pending environmental approval.

On 31 December 2015, during Storm Frank, a rough running report at 0728 led trains to run at low speed while a maintenance team deployed. When nothing significant was found, normal running resumed. At 0840, as the 0557 Crewe to Glasgow passenger service crossed at about 110 mph, the viaduct subsided. Immediately after the train had passed, the team noticed large track movements, so imposed an emergency speed restriction. Then, when damage to the central pier was observed, the line was closed completely - and remained so for 7 weeks until 22 February, when emergency stabilisation work was finally completed.

Unsurprisingly, the RAIB made three recommendations concerning NR's management of scour risk, its response to defect reports affecting structures over water, and control centre procedures.

Consultations continue to come thick and fast:

- [CrossCountry's December 2017 timetable](#) closes 2 January
- [ORR's draft guidance to Network Rail on its Strategic Business Plans](#) closes 11 January
- [DfT's proposed Closure of Norton Bridge station](#) closes 3 February
- [NIC's National Infrastructure Assessment - Call for Evidence](#) closes 10 February.

The CrossCountry consultation document makes particularly interesting reading, as they are clearly juggling inadequate resources, whilst taking advantage of changes by other TOCs wherever possible.

The DfT claims that rail passengers are both more willing to demand and able to get fair compensation if their train is late or cancelled, with nearly £45 million paid out in 2015-16. According to Transport Focus, over the past 3 years, the number of passengers eligible to claim has almost trebled from 1:8 to over 1:3. The DfT is working with operators yet to offer Delay Repay, and will impose it, starting when a train is 15min late, as part of any new franchise award. Work continues on ways to make refunds more valuable and convenient, for example by offering cash instead of rail vouchers, and on how the DfT can work with the ORR on consumer protection.

The innovative Vivarail Class 230 D Train, built from London Underground bodyshells and bogies, will not now begin its trial runs on the Coventry to Nuneaton line until next February, although mainline testing of its prototype train has begun. The Programme Partnership Board established by Transport for the West Midlands plans to use the train for events at Coventry's Ricoh Arena on 5 and 26 February, with the main trial starting on the 27th. However, the prototype three-car train will need to have been completed, and approval gained from NR and the ORR, to allow two months of crew training to start by the end of December. The trial can only run until 14 October, when the current London Midland franchise expires. Any extension would then be up to the new franchise operator, to be announced in June.

...and finally

From Copeland RUG: In BBC Panorama's "What's wrong with our trains?" the presenter described Northern's Pacers as their "most reviled trains" - but the subtitles read "Northern's most reliable trains."!!

From SARPA: a passenger who arrived in Newtown at 0914 for the 1042 to Birmingham was advised that, by taking the 0940 and making an easy, cross-platform connection at Shrewsbury, she could arrive an hour earlier. However, she declined, citing her "heavy luggage" – so instead she paced up and down the platform for an hour and a half hauling it behind her!

From WLPA: hopefully, Class 707 trains on the Hounslow loop will have progressive station calling-point announcements, so as to avoid the current situation, where services depart Waterloo with the message: "This train is for London Waterloo; the next station is Vauxhall"!

EVENTS (See also the [Events listing on the Railfuture website](#))

Blob colour indicates the various types of event:

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

January 2017

- Tuesday 10. Chesham & District Transport Users' Group, Town Hall, **Chesham**, 1930.
- Saturday 14. Shrewsbury to Aberystwyth Rail Passenger Association, **Aberystwyth**, 1145 (Also 7 Feb, Caersws, 1830; 11 March, Shrewsbury Station, 1430; 4 April, Newtown, 1855).
- Saturday 14. Copeland Rail Users Group, Methodist Church Hall, **Seascale**, 1900 (Also, 11 Feb, 23 March (AGM with Christian Wolmar and Nigel Harris), 8 Apr).
- Wednesday 18. Friends of the Barton Line, No 1 inn, **Cleethorpes**, 1900. (Also 15 Mar at the Sloop, Barton, 1800 for 2000 and 17 May, 19 July (AGM), 20 Sep and 15 Nov).

February

- Thursday 2. Capital Rail Action Group, Quaker Meeting House, 7 Victoria Terrace, **Edinburgh**, EH1 2JL, 1930 (also 2 March, 6 April, 4 May (AGM)).
- Thursday 16 (**NB** was 24 January). Railfuture North East, with Christian Wolmar and Nigel Harris, Castle Gate, **Newcastle**, 1900.
- Saturday 18. East Suffolk Travellers' Association, **Beccles** station, 1400.
- Saturday 25. Railfuture East Anglia AGM, **Bury St Edmunds**.
- Saturday 25. Railfuture Herts and Beds, St Paul's Church, Blandford Road **St Albans**, 1045 (Also 29 June, 25 Nov).

Further Ahead

- 29 March. East Hampshire CRP, District Council offices, Penns Place, **Petersfield**, 1500.
- 25 April. Bedford to Bletchley Rail Users' Association AGM, Methodist Church, **Woburn Sands**.

This bulletin has been sent by...

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