



February 2017

Welcome to the Rail User Express.

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

Steven Brindle's biography of Isambard Kingdom Brunel prompts one to contrast the way that railways were delivered then and now. Fully funded by private share capital, every scheme was an article of faith, but once the Act of Parliament had been fought over and won (some things never change!), speed was of the essence. Brunel set out on horseback to survey a route for the 118-mile line from London to Bristol on 9 March 1833; on 30 July he presented his proposals. Work began early in 1836, and the first train from Paddington to Maidenhead ran on 31 May 1838. By 1840 the line had reached Wootton Bassett, and from Bristol to Bath. Box tunnel finally opened in March 1841, and the whole line on 30 June. How long will it take East-West Rail to find a route from Bedford to Cambridge, even though largely relieved of the tortuous and hugely expensive GRIP process of Network Rail (NR)? And will we ever see HS2?

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

FoFNL were encouraged by meetings with Humza Yousaf MSP, the Scottish Transport Minister, and Bill Reeve, Head of Rail at Transport Scotland, and by two conferences: Points North and Rail Stakeholders'. The Minister agreed to press the case for a Lentrans Loop with The Highland Council and HITRANS. He also responded to a question in the Scottish Parliament by saying said that £30 million was being spent on FNL infrastructure over and above NR's maintenance budget. Bill Reeve held out the hope of more rolling stock, and explained how e-ticketing was being progressed. In Points North, there were presentations on the work to be completed in CP5, to March 2019; Class 158 refurbishment; signalling changes to improve recovery times; line speed increases at some level crossings, and the High Level Output Statement (HLOS) due in June 2017, that would aim to reduce journey times. At the Stakeholders' Conference, Cabinet Secretary Fergus Ewing said that he was setting up a Review Team comprising Abellio, NR, HiTrans and FoFNL to examine immediate and longer-term outputs. The May 2017 timetable would "stabilize" the Kyle and FNL services, and set "acceptable" levels of performance. Currently, if a northbound train is more than 15 mins late at Helmsdale, it is held to await a southbound train until it is over an hour late.

Friends of the West Highland Lines

HiTrans is considering turning a section of the Kyle line between Attadale and Stromeferry into a tramway, by sharing the rail alignment with the A890, which is subject to landslides and rock falls. Also under consideration is an adjustment to the West Highland line timetable to provide a connection with the Caledonian sleeper at Oban. Following a frequency reallocation, the radio electronic token block signalling system on the West Highland, Far North and Kyle lines and RETB fitted trains has been replaced at a cost of £18 million with more reliable equipment, which is expected to last until at least 2030.

Levenmouth Rail Campaign

The LMRC Support Group comprises MSPs, the Leader/Deputy Leader of Fife Council and the Councillor responsible for Transport; its role is to ensure that the Levenmouth case is heard at a national level. The Leven branch would be ideal for a new rail depot to service Fife Circle trains. Since the Thornton Junction depot closed and reopening it was rejected, Fife trains rely on either Edinburgh or Perth depots, both of which require unproductive running early and late in the day. A basic maintenance facility at Leven would both cut the cost of running Fife rail services, and bring much-needed jobs into the locality.

Rail Action Group for the East of Scotland

The councils concerned have opted for the construction of East Linton and Reston stations to form part of the programme of work within Control Period 6 from 2019 - 2024. They would not then have to increase the level of funding above their stated limit, and responsibility for the task would transfer to Transport Scotland and NR. RAGES has sought an assurance that paths for an hourly service would be available, and that work will commence in January 2019. The construction period for two 4-car stations should be under a year, so they could open early in CP6. However, the Minister would not commit to a definite date.

Dunbar passengers are getting a raw deal. Although a ScotRail station, its fares are set by Virgin Trains East Coast, and so have increased by 5%, whereas the ScotRail increase was only 1.9%. And unlike the other ScotRail stations in East Lothian, passengers there have to pay £4 to park their cars, and no off-peak fares are available. With plans for another 1500 houses, Dunbar also needs more trains, especially in the early morning, as over 460 passengers use the first three Edinburgh services. Providing the additional trains by ScotRail would both protect paths required for East Linton and Reston, and relieve overcrowding on Wallyford and Musselburgh services.

Copeland Rail Users' Group

The additional loco at Workington that was supposed to increase reliability and punctuality has yet to appear. On 16 December, the single Class 153 that replaced a loco hauled train was so full that about 30 passengers at St Bees were unable to board. A planned delay to a Virgin West Coast train to cover for one that had been cancelled was not notified to the Northern control room, so it missed the connection at Carlisle by just 3 mins. Had they been made aware, Northern would have held the connection. Funding is being sought for a coastal walks leaflet. Members will receive a draft, with a request for volunteers to check the suggested routes on the ground. Active Cumbria could also be interested. As this issue went to press, the future of Britain's new Moorside nuclear plant, and thus the necessary rail enhancement, was thrown into doubt after Japan's Toshiba Corporation said it planned to pull out of the construction work.

Friends of Settle-Carlisle Line

To celebrate the imminent re-opening of the line through to Carlisle, on 14, 15 and 16 February, two return journeys each day between Skipton and Appleby were hauled by 'A1' class 'Pacific' *Tornado*, No. 60163. Marketed under the banner "I♥S&C", and fully subscribed, these were the first scheduled main line passenger steam trains in England for 50 years. And on 31 March, the day that the line is expected to reopen, the [Keighley & Worth Valley Railway](#) plans to run a commemorative railtour from Oxenhope to Carlisle behind '*Flying Scotsman*'.

Support the Oldham Rochdale Manchester lines

Commenting on the draft off-peak timetable for December 2017, STORM urged Northern and NR to take advantage of new higher line speeds by stopping fast Leeds trains alternately at Littleborough and Mills Hill, thus raising the service frequency at each of those stations from two to three an hour. The off-peak service at Moston was halved in 2009, but it could regain two trains per hour if Manchester Victoria - Burnley and Blackburn via Todmorden services called. Such enhancements are needed now, and should not await the comprehensive timetable change expected in December 2018.

A drawback with the present generation of ticket machines is that they issue tickets only from the station where they are located, and for use the same day, but not special offers such as Greater Manchester combined rail and bus tickets.

Shrewsbury to Aberystwyth Rail Passenger Association

Passengers for Telford from Caersws, Newtown and Welshpool can save up to a third of the cost by splitting their tickets at Shrewsbury. An Off-Peak Day Return from Newtown to Telford is £21.40, but an Anytime Day Return from Newtown to Shrewsbury (no Off-Peak available) costs £8.40 and an Off-Peak Day Return from Shrewsbury to Telford £6.00, a total of £14.40 saving £7.00. SARPA commented: "We've been contacted by people complaining about the prices to Telford...some have driven having seen prices online. However, whilst split ticketing can save money, websites like Trainline don't say this. Passengers deserve a fair and transparent fares system, where the cheapest fares are not hidden".

Friends of Brigg Line

The Cleethorpes to Sheffield service via Brigg was reduced to Saturdays only in 1993. Cleethorpes MP Martin Vickers recently asked Transport Secretary Chris Grayling for a meeting to discuss the restoration of a six-day service. Responding, the Minister said that the DfT would be happy to discuss the issue with the Member for Cleethorpes and MPs for neighbouring constituencies.

Notwithstanding numerous announcements both on the platform and by train crew, confusion still reigns at Sheffield when Northern trains via Brigg and Trans Pennine Express trains via Doncaster both depart for Cleethorpes from platform 1B within 10mins of each other. Similarly at Cleethorpes, Grimsby Town and Barnetby, where information screens do not advise customers that the 1114, 1520 and 1832 services from Cleethorpes via Brigg arrive in Sheffield after TPE services that leave later.

New signage on Platform 1 at Retford High Level directs passengers to Platforms 3/4 at Retford Low Level, where customers are advised which platforms serve Sheffield and which Cleethorpes. So it's a shame that, as previously reported, the booked connection from the 0803 from Sheffield to the London train is no more. However, that didn't deter Sheffield United fans when their team played away at Peterborough. On that day, it set off with about 80 on board, and was full and standing by the time it left Worksop.

Friends of Barton Line

FBL is seeking better train-bus connections at Barton; the designated Community Rail Service needs to be more flexible. Also, integrating Lincoln and Barton services would create an hourly stopping service between Habrough and Grimsby or Cleethorpes, whilst the line speed could be increased following track improvements between New Holland and Barton. The newly installed half-barrier level crossing over Barton Lane at Thornton Abbey is unsafe, as it is on a blind corner, and pedestrians are no longer segregated. The gateman's Portacabin at the crossing has been removed.

Peterborough-Ely-Norwich Rail Users Group

Birmingham - Stansted needs longer trains and/or an increased service frequency; electrification to Bromsgrove should release some diesel units to this service. PENRUG welcomes the 80 additional seats on the 0519 and 1522 trains from Birmingham, the aim to provide an extra morning train from Cambridge to reach Leicester at around 0815, and the extension of the Cambridge part of the 1752 from Birmingham from December 2017, with a possible increased frequency from December 2020. Voluntary groups between Birmingham and Stansted Airport should get together and agree their aspirations and priorities for 2020 and beyond.

East Suffolk Transport Association

The idea of a bus replacement service between Ipswich and Felixstowe, as reported in the January issue, was very much NR's, not ESTA's, and I apologise if this was unclear. Dr Coffey's source was a meeting with NR at which the withdrawal was mooted as a possible option, and this was picked up by the news media, together with her opposition to it. In their interviews on BBC Radio Suffolk, both Dr Coffey and ESTA Chairman Trevor Garrod made the case for investing in the line, so that it had the capacity to cope with all available business, both passenger and freight. Lengthening the Trimley loop will create more freight train paths and improve the reliability of the passenger service, whilst the new nine-year Greater Anglia franchise does not appear to envisage any change to the passenger service.

Felixstowe Travel Watch

FTW is looking forward to an entirely new fleet of trains in 2019 on what has been the Cinderella of the national rail network, but with a sense of frustration in the interim, as the new franchise that started in October offers few discernable changes. The existing stock will continue to operate (or too often not operate) until the new fleet arrives, and infrastructure improvements including the Trimley loop and upgrades to the Great Eastern main line are in place (*and the driver conversion training is complete! - Ed.*) One positive feature of the new franchise is the commitment to replace remote call centres at unmanned stations with platform communications hubs (“totem” is the technical term used by Greater Anglia).

The main line to London is again closed at weekends until well into the spring, with buses from Ingatestone or Witham to Newbury Park on the Central line – but no compensation in the form of a fare reduction. Ipswich to Kings Cross via Cambridge would be an alternative by train, though for shopping, Greater Anglia suggests Bury St Edmunds, Cambridge and Norwich instead of London. Be aware, though, that the train back from Cambridge arrives at Ipswich just 4 minutes after the connection for Felixstowe has left!

Meldreth, Shepreth and Foxton Rail User Group

NR proposes to ignore its own comprehensive redesign of Foxton level crossing, between Royston and Cambridge, and opt instead for one that would not be fit for purpose: closing the Barrington Road pedestrian gate, and moving the A10 road eastward by 3 metres to make room for a new pedestrian/cycle path directly alongside it. This would be a cheaper solution, as it would allow a manned signal box to be removed, but would merely transfer the high level of risk from NR to pedestrians, cyclists and motorists.

My suggestion (not shared by Railfuture East Anglia) would be to retain the existing line for stopping trains, but build a high-speed rail bypass around Meldreth, Shepreth and Foxton, with a junction for East-West Rail. This would tackle the problem at its source, namely the high speed (up to 90mph) and volume of rail traffic crossing the A10, a major trunk road).

Barking – Gospel Oak Rail User Group

Following the closure of the Gospel Oak-Barking line since last September for platform lengthening and electrification, London Overground diesel services should resume on weekdays later this month as planned. However, BGORUG believes that weekend and bank holiday closures will need to continue for some time. The [Evening Standard](#) then warns of another complete shutdown for “several weeks”, probably in August, to rectify problems including sewers fractured by pile-drivers, and overhead power cables not fitting in incorrectly designed masts, and having insufficient clearance under the road bridge at Crouch Hill station. The new 4-car EMUs are not due in service until the first half of 2018.

Chesham & District Transport Users' Group

Following representations by the Chairman, from May the first train from Chesham on Sundays would be the 0712. The major programme of work between Baker Street and Finchley Road will be 60% complete by the end of the year, and should finish early in 2019. Work to provide step-free access at Harrow on the Hill will be part of a much wider scheme, and could begin in March this year and be complete by 2020. The Sunday Telegraph believes that plans to introduce mobile phone coverage on London Underground were on hold in a dispute over how the necessary technology upgrades should be funded.

Avocet Line Rail Users Group

ALRUG is celebrating its 10th anniversary year, and reflects on some great achievements. Highlights included a transformed Sunday service, and the line's 150th, but there were also many minor improvements to the passenger experience regarding rolling stock, revenue protection, station facilities and the operation of rail-replacement buses. Chairman Mike Reddaway cites two examples of problems being fixed promptly once they had been reported, so don't be shy: if you see something wrong, report it. Everyone has a role to play in improving the railway. Avocet Ambles 3 is the latest in a series of free leaflets describing walks from Avocet line stations.

The Group applauds the Peninsular Task Force report, which makes a strong case for investment in the South West's railways.

RAILFUTURE

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

PASSENGER GROUP

Allison Cosgrove is the new Head of Passenger Group. Howard Thomas has agreed to continue as Deputy Head, Nick Lewis as Meeting Secretary, and Don Peacock as Treasurer. Ian Bolton continues as Head of Policy, with Norman Bradbury as his Deputy.

Railfuture hails the growing popularity of rail, as evidenced by the 'host of improvements across the Black Country and Staffordshire' in London Midland's latest [timetable](#): extra carriages on the Snow Hill lines, and more calls at local stations on the Euston-Crewe route, and at Bescot Stadium in Walsall.

RAILFUTURE NORTH WEST

Concern is growing about the impact of delays to Great Western electrification on the new Northern franchise. Northern hopes that it may be for only 6 months to May 2018, but RFNW has its doubts. However, some enhancements are planned: the Clitheroe-Manchester service will be extended to the new bay platform at Rochdale, and once the Ordsall curve is complete, the Blackburn-Todmorden-Manchester service could be extended to the Airport.

A well-attended meeting of the Skipton-East Lancs Rail Action Partnership (SELRAP) was briefed on the campaign to reopen the Skipton-Colne line. A Lancs County Councillor has outlined its benefits to the Chancellor, and the Campaign for Better Transport included the scheme in its list of 12 priority lines that it urged the Chancellor to fund. Meanwhile, the Government has set aside £6 million to fund four new garden villages: St Cuthberts near Carlisle, Bailrigg in Lancaster, Halshead in Knowsley, and Handforth in Cheshire. Each is close enough to a railway line to justify a new station or branch.

RAILFUTURE WEST MIDLANDS

The Branch is organising a debate in Question Time format to seek the views of candidates for Mayor on transport policies and priorities. It will start at 1800 on 6 April in Birmingham Council House, and is free and open to all. The event should have a wide interest, as many of the Mayor's decisions are likely to impact on neighbouring counties. The [Branch website](#) will soon be open to questions to put to the candidates. These may concern any form of transport, not just rail, and should not be party political.

NR is to be congratulated for remodelling the track into and out of the new Bromsgrove station to bring all four platforms into use earlier than planned; re-signalling between Five Ways and Ashchurch, and installing new level crossings at Dunhampton, Wadborough and Pirton. Electrification will go live in September, with the first electric passenger trains in December, and 3 trains per hour from May 2018.

A meeting with Virgin Trains discussed the hike in car park charges at Rugby, Coventry, Birmingham International, Wolverhampton, Runcorn, and Oxenholme. VT claims that its intention was to price non-rail users out. However, suggestions from the floor included car-park entry control, with the ability to pre-book spaces, and deduct the car-park charge from the ticket price.

RAILFUTURE SEVERNSIDE

Railfuture Severnside has condemned a suggestion from Transport Secretary Chris Grayling that money saved by deferring electrification to Bath and Bristol Temple Meads could instead be spent on the troubled Metrobus scheme: "Bristol's transport problems won't be solved by diverting funds from railways to buses. Trains and buses serve very different travel markets. Buses make more frequent stops to cater for very local journeys, but are less attractive to anyone in a hurry. Rail has a proven record in attracting people away from their cars. Usage of Bristol's 12 stations has tripled over the last twenty years.

"When the Government announced in November that electrification was being deferred, it promised to reinvest the savings of £165m on improvements to the rail system. Bristol's rail network needs a major upgrade to bring it up to the standard of those in other major UK conurbations. Electric trains are more reliable, cheaper to run, they're lighter and of course there's the pollution issue too. Bristol and Bath both have Air Quality Management Areas where pollution levels are considered to be a health risk. It makes no sense not to electrify the main lines into cities which have a vast number of commuters and visitors."

TRANSPORT FOCUS

Mrs Y and her sister caught the 0921 Virgin Trains East Coast service from Northallerton to Edinburgh, due in at 1158, to catch a flight to Madrid at 1640. However, the train broke down twice and didn't reach Edinburgh until 1545. A member of staff helped them to a taxi to the airport, but they still missed their flight. EasyJet allowed Mrs Y to change her flights out, but because they had only booked a short trip she changed the return flight as well at an additional cost of £201. And as they did not live in the area, Mrs Y had to book a hotel room, which cost her a further £61.85.

Virgin rejected Mrs Y's claim for compensation on the basis that, according to the National Rail Conditions of Travel, train operators are not liable for consequential loss as a result of delays. However, when Transport Focus contacted Virgin on Mrs Y's behalf and asked for compensation as a gesture of goodwill, they agreed to pay her £340 to cover the cost of both the hotel and changes to her flight. TF believes that this demonstrates good customer service (*unlike that meted out to Mr Morrissey, see below – Ed.*)

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

The DfT has published a [prospectus](#) setting out details of a new West Coast Partnership rail franchise. From 1 April 2019, the franchisee will manage the delivery of West Coast Main Line services from 2019, as well as the development of HS2 and its introduction into service from 2026.

The DfT has revised some of the percentage point changes in its 2015 [Persons in Excess of Capacity \(PiXC\) Statistics](#). These are based on counts by franchised train operators of the numbers of passenger throughout the day in several major cities in England and Wales on a typical autumn weekday, as well as the levels of peak crowding. DfT has also revised its 2016 [factsheets](#) for rail trends and passengers.

The Office of Rail and Road (ORR) wants train operators to refund passengers, after new [research](#) showed that, when using a ticket machine, 13% of mystery shoppers selected a more expensive ticket than necessary, whilst 7% risked a penalty fare by not selecting the most flexible ticket for their journey.

The new deputy chair of British Transport Police is Mark Phillips, a board member of the BTP Authority since 2013. He is also currently Chief Executive Officer at the Rail Safety and Standards Board, and has previously worked as NR Regional Director for Anglia and Deputy Managing Director for the Greater Anglia franchise. Five new members of the BTPA Board have also been appointed.

The [Watford Observer](#) reports that work on the Metropolitan Line extension/Croxley Rail link, is on hold, although design work is continuing. The Mayor of London, Sadiq Khan, wants more Government money. It is hoped that a £200m growth fund, to be revealed in March, will allow the project to complete.

Industry publication Rail Business Intelligence claims that GTR is in default of its contract to operate the Southern franchise, with performance falling below targets agreed in a remedial plan. DfT options range from splitting off the Southern services, to a complete 'managed exit', whereby DfT would take direct control of the entire Thameslink, Southern & Great Northern franchise until a new contract could be let.

[South West Trains](#) is warning that, between 5 and 28 August 2017 inclusive, fewer services will run as work starts to extend platforms at London Waterloo; times of journeys may also change, even if they don't involve travelling into London. Some stations, like Earlsfield, will close completely during the morning and evening peak because there would too few trains to provide a safe service.

[The Telegraph](#) reports the disturbing case of Steve Morrissey, who booked on the 0738 train from Lancaster to Euston for £93, but was falsely accused of boarding it at Preston, its next stop, from where the fare is an extortionate £350. When he refused to buy another ticket, two British Transport Police and three Virgin staff detained him on the platform at Euston for 40 long minutes whilst they studied the CCTV footage.

When this showed him boarding the train at Lancaster as he had asserted all along, he was released with no more than an apology, but too late to make his business meeting. *Question: if he had boarded at Preston, why would this have been an offence, as he would have had a valid ticket that covered the journey he actually made?* – Ed.

And the consultations keep coming:

- [Scottish Government: Rail Infrastructure Strategy from 2019](#), closes 24 February
- [Welsh Government: Review of Transport Appraisal Guidance 2017](#), closes 2 March
- [Welsh Government's Call for Evidence and Projects, National Development Framework for Wales](#), closes 7 March
- [ORR: Changes to charges and contractual incentives, closes 9 March](#)
- [Kent CC: Freight Action Plan](#), closes 12 March
- [ORR: Financial Framework for PR18/CP6](#), closes 13 April
- [TfL's Bakerloo line extension - stations, shafts, worksites](#), closes Friday 21 April
- [DfT's Heathrow expansion: draft Airports National Policy Statement](#), closes Thursday 25 May

STOP PRESS: On 9 February, the Transport Committee of the North East Combined Authority conditionally approved the business case for a new station at Horden, between Sunderland and Hartlepool, subject to continued progress being made on developing the project. This is a significant milestone, as it opens the project up to over £3 million of regional funding. The outcome of an application to the New Stations Fund is expected some time in the spring.

...and finally

A Newcastle United fan cut the cost of an FA Cup trip to Oxford - but it needed 56 separate rail tickets! He saved a total of £56 over the cost of two return tickets, but he and his girlfriend were left juggling 28 tickets each.

The direction sign to a new café at Kilmarnock Station points to a “STORM IN A TEACUP”!

EVENTS

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

Blob colour indicates the various types of event:

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

February

■ Saturday 18. Railfuture North West AGM, Friends Meeting House, 6 Mount St, **Manchester**, M2 5NS, 1030 for 1100 (Also 22 April at The Golden Pheasant, Plumley and 24 June at Littleborough Station, both 1300).

■ Saturday 18. East Suffolk Travellers' Association, **Beccles** station, 1400.

■ Monday 21. Chesham & District Transport Users' Group, **Chesham** Town Hall, 1930 (Also 4 April, 16 May, 20 June, 8 August, 19 September, 24 October and 12 December.)

■ Saturday 25. Railfuture East Anglia AGM, **Bury St Edmunds**.

■ Monday 27. Campaign for Better Transport, Grove Inn, **Leeds**, LS11 5PL, 1930. (Also 14 March at Oxford Place Methodist Mission, next to Leeds Town Hall).

March

- Thursday 2. Capital Rail Action Group, Quaker Meeting House, 7 Victoria Terrace, **Edinburgh**, EH1 2JL, 1930 (also 6 April, 4 May (AGM)).
- Saturday 4. TravelWatch SouthWest, The Albemarle Centre, Albemarle Road, **Taunton** TA1 1BA, 1030 for 1100
- Monday 6. Watford Rail Users' Group, The Junction, adjacent to **Watford** Junction Station (**NB** New Venue), 1845
- Saturday 11. Shrewsbury to Aberystwyth Rail Passenger Association, **Shrewsbury** Station, 1430 (Also 4 April, Newtown, 1855).
- Wednesday 15. Friends of the Barton Line, the Sloop, **Barton**, 1800 for 2000. (Also 17 May, 19 July (AGM), 20 Sep and 15 Nov).
- Saturday 18. English Regional Transport Association, The Tavistock, Tavistock St, **Bedford**, MK40 2SB, 1300 for 1400
- Thursday 23. Copeland Rail Users Group, Methodist Church Hall, **Seascale**, 1830 for 1900 (AGM with Christian Wolmar and Nigel Harris) (Also, 8 Apr 1350).
- Saturday 25. Railfuture Passenger Group, London, venue and time tbc.
- Saturday 25. Railfuture Herts and Beds, St Paul's Church, Blandford Road **St Albans**, 1045 (Also 29 July, 25 Nov – **not** 25 Feb and 29 Jun, as stated last month).
- Wednesday 29. East Hampshire CRP, District Council offices, Penns Place, **Petersfield**, 1500.

Further Ahead

- 1 April. Railfuture Wessex AGM, Village Hall, **Brockenhurst**, 1300.
- 6 April. Railfuture West Midlands. Open debate (see above), **Birmingham** Council House, Victoria Square, B1 1BB, 1800.
- 22 April. Railfuture Thames Valley AGM, The Hub, Easton Street, **High Wycombe**, HP11 1NJ, 1030.
- 22 April. Railfuture West Midlands AGM with Christian Wolmar, Priory Rooms, 40 Bull Street, **Birmingham**, 1400.
- 25 April. Bedford to Bletchley Rail Users' Association AGM, Methodist Church, **Woburn Sands**, 1930.
- 6 May, Peterborough-Ely-Norwich Rail Users Group AGM, **Thetford**.
- 17/18 May. European Passengers' Federation AGM. **Rotterdam**. See www.epf.eu for details and a booking form.
- 20 May. Railfuture AGM, **Peterborough** Central Library, PE1 1EX, 1000. Booking essential.
- 17 June. Railfuture Summer Meeting, The Carriageworks Theatre, Millenium Square, **Leeds**, LS2 3AD, 1045. Booking essential.
- 23 June. Friends of the Far North Line AGM, Town House, **Inverness**, 1145.

This bulletin has been sent by...

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