

Railfuture in London and the South East

quarterly branch newsletter

The *independent* campaign for a bigger better British passenger and freight rail network

Timetables matter

Thameslink 2000, as it was once known, has had a very long and chequered history, originating in the success, against expectation, of the reopening of Snow Hill tunnel in 1988 and evolving into what we have more recently had to get to know as the Thameslink Programme. It still has much further to run than might have been hoped, once the decision had been taken to phase-in the maximum throughput of 24 new Siemens Desiro City class 700 trains an hour each way through the central London core between Blackfriars and St. Pancras stations from May 2018 until December 2019.



The tale of woe that was, and for too many still is, the May timetable changes has been all over the media throughout the following summer months, including Great Northern as well as Thameslink but to a lesser extent Southern services, and Railfuture has not been backward in coming forward to contribute its views.

"*Timetable trauma*" in June, "*Murder on the Thameslink-Northern express*" in July, and "*Impossible timetables*" in August are three website articles which have offered our informed analysis, while Railfuture has submitted responses to the inquiries run by the ORR and the House of Commons Transport Committee. Recognition of our insight came from Modern Railways' Roger Ford in his September 'Informed sources'. The supposedly 'quiet news' summer was certainly not that for us, with numerous radio and even television interviews since Monday 21 May, as can be listened to and watched in <https://www.railfuture.org.uk/Railfuture+in+the+news>

Contrastingly, the Transport Committee heard of a story of success from the East Sussex coast during their oral evidence session on 5 September; watch it at <https://goo.gl/cxP4AY>. This success has been rooted in Railfuture's proposal for 'the Eastbourne overlap' which was adopted and subsequently championed by the Hastings and Rother Rail Users Alliance of six RUGs. Their written evidence is on the Committee's website.

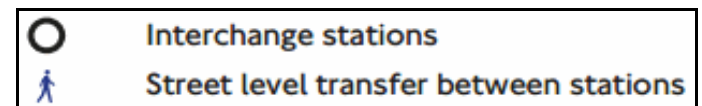
Speaking up: <https://www.railfuture.org.uk/media>

Interchange Matters

Interchange and integration are words which frequently tumble readily from the lips of transport campaigners. Transport users, passengers as consumers, may think of their journey, their travel experience, more in terms of convenience and seamlessness – or otherwise.

London TravelWatch – 'the voice of London's transport users' – published their report "*Interchange matters: passenger priorities for improvement*" in July 2015: http://www.londontravelwatch.org.uk/documents/get_lo_b?id=4040&field=file Three months later 'CityMetric' – an arm of the New Statesman partnering with the Centre for Cities – published "*8 'out-of-station' interchanges TfL should stop keeping secret*": <https://www.citymetric.com/transport/8-out-station-interchanges-tfl-should-stop-keeping-secret-1472> Back in September 2011 *railse* no.113 had raised the same issue, of stations in close enough proximity to be conveniently walkable yet inconveniently unpublicised. Now, three years later, a London TravelWatch recommendation is at long last showing signs of seeing some daylight – and benefitting passengers.

The latest 'London Connections' map (or, formally, 'London's Rail & Tube services' map) from TfL and the RDG now has an additional symbol by some stations, complementing the long-familiar bold black circle.



Now for some audience participation! Reviewing p.4 of *railse* no.113 <https://www.railfuture.org.uk/display307> and comparing it with 'London's Rail & Tube services' map <https://tfl.gov.uk/maps/track/national-rail> which 'conveniently walkable yet inconveniently unpublicised' interchanges do you think Railfuture should advocate? Maybe Purley Oaks-Sanderstead, Upper Warlingham-Whyteleafe, Sudbury Hill-Sudbury Hill Harrow, and how about the invisible South Bank access at Blackfriars?

All you ever wanted to ask, but were afraid to know, is at <https://diamondgeezer.blogspot.com/2018/06/rail-tube-map.html>

Hackney Interchange - see *railse* nos. 118, 120, 122, 126, <https://www.railfuture.org.uk/New+stations> under 'Interchanges' - opened three years ago and has usage levels now running at c.50% above the forecast for four years (reached just six months after its official opening in August 2013!) Another case of 'pessimism bias'?

<https://www.railfuture.org.uk/Current+London+and+South+East+campaigns>

Control Period 6 looms larger...

In August Network Rail's new Chief Executive Andrew Haines OBE 'took the token' from Mark Carne CBE.



He appeared before the House of Commons Transport Committee on 10 September; see the session here <https://goo.gl/uVn2Mf> He was questioned, by a not well-attended Committee, on his priorities and the key challenges for Network Rail in the forthcoming Control Period. See <https://www.networkrail.co.uk/network-rail-welcomes-new-chief-executive/> Railfuture looks forward to getting to know and working with him.

On 31 August the consultation by the Office of Rail and Road on its draft determination on Network Rail's Strategic Business Plans for CP6 (2019-24), published in February, concluded. On 31 October the ORR will publish its Final Determination to Network Rail.

In December Network Rail will publish, for consultation, their draft Delivery Plans for 2019-24. That will give Railfuture a final opportunity to engage and to seek to influence the monopoly infrastructure owner's 'direction of travel' and priorities for CP6. By mid-February Network Rail must decide whether or not to accept the ORR's Final Determination. Finally in March Network Rail publish their Delivery Plans for the next five years.

...but a bigger railway?

Railfuture firmly believes that the better railway which growing communities and economies need has also to be a growing railway too, if opportunity and prosperity are likewise to grow and be more widely shared. With Network Rail's primary focus in the next five years being on the better railway – its operation, maintenance and renewal – most enhancements will essentially be carry-overs from the previous five. Tuesday 31 July was the closing date for initial 'Market-Led Proposals' to be submitted to the DfT and known 'runners and riders' include Heathrow Southern Railway, Windsor Link Railway and HS4Air. Proposals requiring public funding use the 'Rail network enhancements pipeline'.

After Crossrail the next major injection of regional capacity and connectivity by rail will come with Phase 2 of the Western Section of East-West Rail. Railfuture lodged its representation in support of Network Rail's application to the DfT for an Order under the Transport and Works Act, as did many members in their personal capacities as private, and active, individual citizens.



Our campaign <https://www.railfuture.org.uk/ox-cam>

Rail franchising, direct awards, management contracts, concessions, partnerships – and not forgetting open access!

Talking of open access, South Western Railway will not be facing competition on the main line to Southampton. On 1 August the Office of Rail and Road finally rejected the application from Alliance Rail Holdings Ltd, trading as **Grand Southern**, for track access rights to run two peak and seven off-peak daily services. The ORR letter is here: <http://orr.gov.uk/rail/consultations/access-consultations/track-access-decisions>

Interesting, even ironic perhaps that, unlike the DfT re-letting franchises, open access operations and their extensions agreed by the ORR are actually not that open, such as to public consultation; is it unreasonable to wonder, why not? The ORR's consultations on open access appear to be open only on matters of policy, not even the principle of a proposed new or extended open access service. Acknowledging issues of commercial sensitivity and confidentiality, there seems to be no public process for engaging communities and potential consumers of such services in official deliberations.

Recent comments by the Transport Secretary to the House of Commons Transport Committee on life after the private sector consortium-operated London North Eastern Railway have indicated that the creation of the new **East Coast Partnership** will not be a single event in 2020 but a sequence of changes starting from then. Meanwhile existing open access operators competing on the East Coast Main Line have access rights until December 2026 (Grand Central, owned by Arriva) and December 2029 (Hull Trains, owned by First Group). In addition, from May 2021 East Coast Trains, also owned by First Group, have rights to operate five daily return services between Edinburgh and London.

The three short-listed bidders for the new **West Coast Partnership** had to complete the submission of their Best and Final Offers (BaFOs) by 13 July, ahead of contract award currently due next May; the new franchise is currently due to start in September 2019.

Although formal processes for the successor/s to the **Thameslink/Southern/Great Northern** management contract are currently not due to start until November 2019, our Surrey Division Convener Stephen Rolph (see back page) has started a menu of our aspirations.

Short-listed bidders for the new **East Midlands** franchise had to submit their BaFOs by 5 September. Contract award is now planned for next March/April.

On 28 August the DfT published the **Great Western** Rail Franchise Stakeholder Briefing Document, with its response to last winter's public consultation. Services to/from Brighton will not be split at Southampton, and Greenford branch services will not transfer to Chiltern.

Contract award for the next **South Eastern** franchise is due this November; the new franchise is currently planned to start at 02.00 on Monday 1 April 2019.

More dates <https://www.railfuture.org.uk/Rail+dates>

Growing our Community Railways

The latest links about our CRPs, from "Train on Line":

<https://communityrail.org.uk/kent-ebike/> Medway ride with e-bikes.

<https://communityrail.org.uk/queenborough/> Kent mural for Royal Charter.

<https://communityrail.org.uk/sussex-crp-news-round-up/> Sussex round-up – art at each end of the line.

<https://communityrail.org.uk/critic18rep/> Community Rail in the City, May 2018; how was it for you?

<https://communityrail.org.uk/groundwork-2/> launch of Inclusive Spaces, with Groundwork.

<https://communityrail.org.uk/camra/> CAMRA – the campaign for rail ale?

<https://communityrail.org.uk/srb-blog-guide/> Blog for Britain!

<https://communityrail.org.uk/crpo-bedford-st-albans/> New Bedford-St. Albans line CRP recruits officer.



<http://www.sussexcrp.org/artwork-at-winchelsea-station/> artwork on MarshLink. The local RUG is Three Oaks and Winchelsea Action on Rail Transport.

<https://communityrail.org.uk/sussex-uckfield/> Uckfield school-children learn the facts of (rail) life.

<https://communityrail.org.uk/tonbridge/> Team-up at Tonbridge: Kent and Sussex CRPs' joint event.

<https://communityrail.org.uk/sussex-west-coastway/> Coastway West line CRP launched by port.

<https://communityrail.org.uk/north-downs-sussex/> North Downs line CRP extends from Guildford to Reading.

<https://communityrail.org.uk/borehamwood-150/> station anniversary for Elstree Studios.

https://communityrail.org.uk/awards_18_shortlist/ Short-listed Community Rail Awards categories and entries, including from the South East (next column).

<https://communityrail.org.uk/sussex-0918/> welcome to Sussex CRP's new education Officer, Maddy Mills.

<https://communityrail.org.uk/north-downs-0918/> the Department goes in deep in Dorking.

The Association of Community Rail Partnerships (ACoRP) website is <https://communityrail.org.uk/> Tap <https://communityrail.org.uk/news/train-online-sign/> to get "Train on Line" direct to your Inbox each month.

Community Rail Awards 2018



Short-listed nominations from our regional branch area:
Involving Children and Young People – Sponsored by Rail Media

~ Abbey Line CRP, primary school station adoption

~ Essex & South Suffolk CRP, Wrabness station garden sculpture for nature

Involving Diverse Groups – Sponsored by GWR

~ Essex & South Suffolk CRP, Manningtree Railway on Tracks and Art in the Tunnel

Community Art Schemes – Renewable and Smaller Projects – Sponsored by TfGM

~ Kent CRP, BTP text number poster campaign

~ Sussex CRP, Bexhill station – celebrating Bexhill's people and communities through art

~ Marston Vale CRP, Stewartby station art exhibition

Most Enhanced Station Buildings and Surroundings – Sponsored by Arriva Trains Wales

~ Essex & South Suffolk CRP, Cats Eyes project

Small Projects Award (under £500) – Sponsored by Community Rail Lancashire

~ Sussex CRP, Seaford station – commemorating the First World War

~ Friends of Ally Pally station – Hop on a train

Best Community Engagement Project – Sponsored by Great Western Railway

~ Abbey Line CRP, Community Rail Fun Day 2018

Photo and Competition and Video Competition/ Best 'Community Rail in Action' Image – Sponsored by Porterbrook

~ Marston Vale CRP, Now, where is this planter going?

~ Marston Vale CRP, Carefully does it! Face-painting on the Santa Special

~ Abbey Line CRP, Not too young to be involved, Volunteer elf at the Santa Express

~ Abbey Line CRP, local Primary School adopt their local station

It's Your Station – Sponsored by ScotRail

~ Friends of Angmering station, Sidetracked

~ Friends of Ally Pally station, a year at the station

<https://communityrail.org.uk/events-training/community-rail-awards/>

Railfuture is very pleased to have been able to make a modest contribution 18 months ago towards the costs of setting up the Trust for Bricket Wood station.

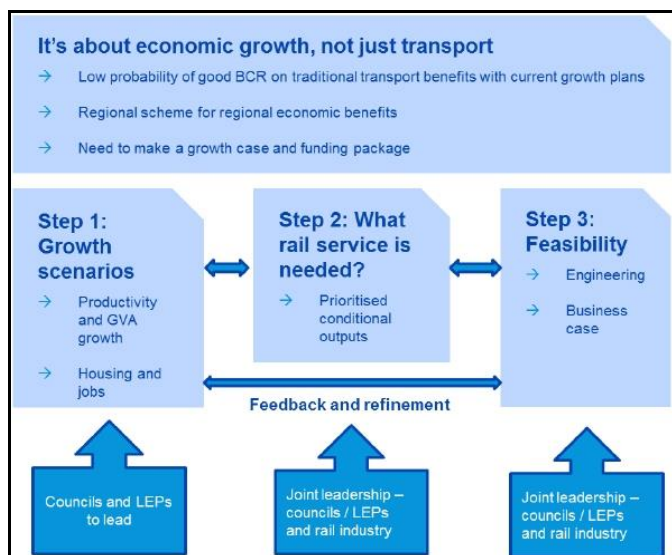


The new Station Trust was launched on 9 September <https://bricketwoodstationtrust.org.uk/> with the aim of restoring the only remaining station building on the Abbey line to active use as a community hub.

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

Our new 'Sub-National Transport Body' Transport for the South East has produced "Introducing TfSE": https://www.youtube.com/watch?time_continue=1&v=lHMMnckcj04 In late-July TfSE published their final Economic Connectivity Review as the first step in developing a 30-year Transport Strategy to 2050, and in early-September started hiring staff to work on it. Notably absent from the Review has been the potential economic growth corridor of Brighton-Tunbridge Wells, via Falmer, Lewes, Uckfield, and Crowborough.

"It's the housing, s....d!" is what a former US President might have said. As Wealden District Council consult until 8 October on their latest Local Plan, Brighton's Objectively-Assessed Housing Need for c.17,000 new homes by 2030 in neighbouring areas also means pressure on Lewes, Mid-Sussex, Horsham, and Adur. That's about the same size as another Bexhill, or a Lewes plus an Uckfield – but where? In August the Communities Secretary launched a Prospectus as 'New garden communities programme announced': <https://www.gov.uk/government/news/james-brokenshire-plans-increase-in-garden-towns>



The above diagram is a reminder of the 'new approach' needed to make a case to reinstate a rail link between Uckfield and Lewes. If the 'twin pillars' of economic growth are employment and housing then in an area of generally and relatively low unemployment, but acute housing need, the latter offers the better opportunity to align the twin objectives of a better-housed population and better-connected communities. With government funding for future rail network enhancements limited, alternative 'market-led' proposals are invited and at a Rail Investment Opportunities Day a key question was "Does your MLP unlock housing?" To view the DfT's presentation see <https://www.railfuture.org.uk/Network> under 'Briefing documents'.

The closing date for submission of initial proposals to DfT was 31 July, but the latest 'News' from the private sector consortium understood to be interested is still from January – last year: <http://www.londonscr.co.uk/>

See <https://www.railfuture.org.uk/Uckfield+Lewes>

New for Newhaven: £20m for rail signals, £23m for a road



Is that train from Uckfield to Newhaven, or Brighton, or from Brighton to Uckfield? Courtesy Adrian Backshall

In late-July came this good news from Network Rail: <https://www.networkrailmediacentre.co.uk/news/east-sussex-passengers-urged-to-check-before-travelling-as-railway-upgrade-work-takes-place-over-august> about a £20million investment in the Seaford line, via Newhaven. Then on the August Monday when those rail works had started came this from the DfT: <https://www.gov.uk/government/news/sussex-economy-boosted-by-multimillion-pound-road-improvements> about a £23million port road scheme.

The Coast to Capital LEP-inspired 'Brighton Mainline Alliance' – of which Railfuture is a member – now has all 16 local authorities, as well as 16 MPs, signed up in support: <http://www.coast2capital.org.uk/brighton-mainline-campaign> Centre-piece of the campaign is the Croydon Area Remodelling Scheme <https://www.networkrail.co.uk/running-the-railway/our-routes/south-east/croydon-area-remodelling-scheme/> which will follow the Brighton Main Line Improvement Project <https://brightonmainline.co.uk/> As with Dawlish investment rather than Okehampton-Tavistock, so with the clear priority given to BML1 rather than a BML2.

Uckfield Festival's Big Day let in this pair, with 2 others!



"We're from Railfuture and we're here to campaign with you!" (courtesy <http://uckfieldnews.com/uckfield-festival-big-day-basks-in-the-sun/>)

Read coverage in previous issues of newsletter **raise** <https://www.railfuture.org.uk/London+and+South+East+branch+news>

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

The vision: reduced journey times between St. Pancras International and Rye, Hastings, St. Leonards, Bexhill, and Eastbourne with direct high-speed train services.



Buy 'Shock and Ore' <https://www.railfuture.org.uk/shop/>

In pursuit of that vision, the MP for Hastings & Rye held her fifth annual Hastings Rail Summit in September. A presentation from Network Rail's Andrew Wood came as a vital reminder of the importance of focus on objectives more than methods, when he announced that it will be neither possible, nor sensible to try, to deliver the link between HS1 and Ashford station's platform 2, which in turn links with MarshLink, at the same time as essential track renewals in the station. That new link should instead be co-ordinated with the re-signalling which will follow those urgent renewals. As phase 1 of the project to bring shorter journey times to East Sussex via HS1, which still has to secure full funding, so phase 2 to increase line speeds between Ashford and Eastbourne, including an upgrade to MarshLink for two trains an hour each way, has yet to even embark on its course through the DfT's new 'Determine-Develop-Design-Deliver-Deploy' process!

..... and meanwhile, the reality for too many:



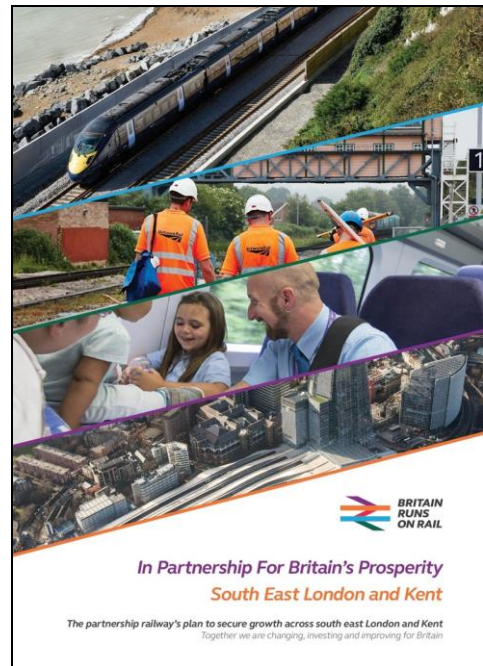
"The view from the bridge" - Rye, Ashford International-bound, awaiting the 10.48 on Tuesday 31 August 2018

See <https://www.railfuture.org.uk/Marshlink>

Good things come to those ... ?

Railfuture had responded to GTR's early consultation on proposals for the May 2018 timetable, which proposed ending the through Ashford-Brighton service, with a novel idea, what has become known as the 'Eastbourne overlap'. It was taken up and developed by all six local user groups, championed by two local MPs, started in May, and in September was heralded in front of the House of Commons Transport Committee as a model of constructive engagement with a train operator to deliver better outcomes for passengers.

Apart from some recent poor performance which has badly inconvenienced passengers and damaged the reputation of the service, it shows signs of becoming the victim of its own success with capacity being an increased concern as the photo opposite illustrates. On some occasions literally over 100 people, a 2-car trainload, have been left behind! It is only through the strength of the relationship developed between GTR and the Hastings & Rother Rail Users Alliance that this December's timetable will, and next summer's may well, include further beneficial changes for passengers.



This is the second in a developing series from the Rail Delivery Group: <https://britainrunsonrail.co.uk/my-area/selondonkent.html> looking at the Kent Area of Network Rail's South East Route (which includes the Sussex Area). [When can we have one for south London and Sussex?] 'A plan to change, invest and secure prosperity for south east London and Kent' it is built around four commitments, with case studies:

- # Strengthening the partnership railway's contribution to the economy in south east London and Kent
- # Increasing customer satisfaction by creating better journeys
- # Boosting our local communities through localised decision-making and investment
- # Creating more jobs, attracting diverse talent and providing rewarding careers.

Read coverage in previous issues of newsletter *raillse* <https://www.railfuture.org.uk/London+and+South+East+branch+news>

Art below the line

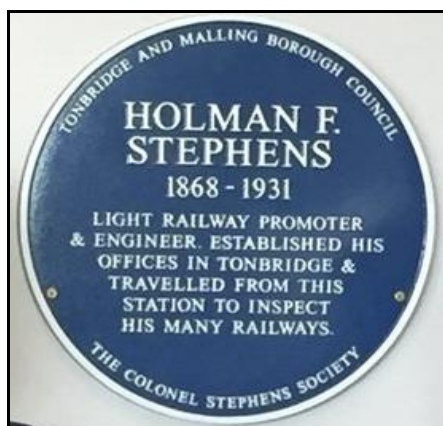
A year ago *raise* no.137 for September 2017 featured some brighter bridges in Brockley, south London. Twelve months on and the continuing work of one of the artists features again, including his works at Catford, Forest Hill, Hither Green, Lee, and Nunhead.



<https://www.networkrailmediacentre.co.uk/news/meet-the-street-artist-transforming-londons-rail-bridges-into-works-of-art> Any further nominations, gentle readers?

Preserved lines / heritage railways

Rother Valley Railway's proposed Robertsbridge Junction-Bodiam extension, to give the **Kent and East Sussex Railway** to and from Tenterden a mainline interchange, will be the subject of a Public Inquiry.



In July: <https://www.railbusinessdaily.com/railway-pioneer-receives-blue-plaque-at-tonbridge-station/>

In August **Chinnor and Princes Risborough Railway** reopened their cross-platform interchange with the Chiltern line: <http://www.heritage-railways.com/cpr.php>

See <https://www.railfuture.org.uk/Railfuture+history> for news of our predecessor SRUBL (UK), founded 1951.



HOUSE OF COMMONS

The All-Party Parliamentary Group on Heritage Rail <https://www.hra.uk.com/all-party-parliamentary-group-on-heritage-rail> chaired by Rt. Hon. Nicky Morgan MP has recently published a report on "*Engaging the next generation – young people and heritage railways*". It comes five years after their previous report "*The social and economic value of heritage railways*". There are around two dozen heritage operations in or near our branch area <http://www.heritage-railways.com/map.php>

<https://www.railfuture.org.uk/Preserved+lines+as+public+transport>

Silent silhouettes

Southern Rail are willing to fund a Royal British Legion Silhouette at railway stations, to commemorate the First World War centenary. There is one stipulation, that a local group should hold an event at the station to remember those who lost their lives in the conflict.



Once ordered, the Royal British Legion advises delivery takes about 14 days. If you or your organisation would like to be involved in some way, perhaps with a station partner, or by taking on an unadopted station, please contact rowena@sussexcrp.org

Communications, Railfuture-style!

railwatch – <http://www.railwatch.org.uk/>
raise and now the new *inter-raise* (see back page) – <https://www.railfuture.org.uk/London+and+South+East+branch+news>

Rail Action – <https://www.railfuture.org.uk/Rail+Action>
Rail User Express –

<https://www.railfuture.org.uk/Rail+User+Express>

YouTube –

<https://www.youtube.com/user/RailfutureGB>

Instagram – <https://www.instagram.com/railfuture/>

LinkedIn – <https://www.linkedin.com/in/railfuture-in-great-britain-b5922a30/>

Facebook –

<https://www.facebook.com/groups/12135242142/>

As if that's not enough, wrap your eyes round these:

<https://www.railfuture.org.uk/articles>

<https://www.railfuture.org.uk/Railfuture+in+the+news>

<https://www.railfuture.org.uk/Press+releases>

<https://www.railfuture.org.uk/Consultation+responses>

All this output, not a single paid member of staff, and nothing in this newsletter, or elsewhere, 'just happens'. What publicity about our achievements can you add? There's no such person as an 'ordinary member' – 'Railfuture's got talent!' How extraordinary can you be?

Are you really M.A.D.?

Other opportunities to be **M**aking **A** **D**ifference: current branch 'Situations vacant' are a Membership Co-ordinator/'welcome host' for new members, a Media Co-ordinator, Sussex CRP/Arun Valley and Coastway West line CRP liaisons, a branch Secretary, Sussex & Coastway and London Metro Division Conveners, not to mention TOC Liaisons for TfL Rail/Elizabeth line, London Underground, and Docklands Light Railway. Now don't be shy! This could be your chance to shine!

For GDPR, Neil Middleton is branch Data Controller.

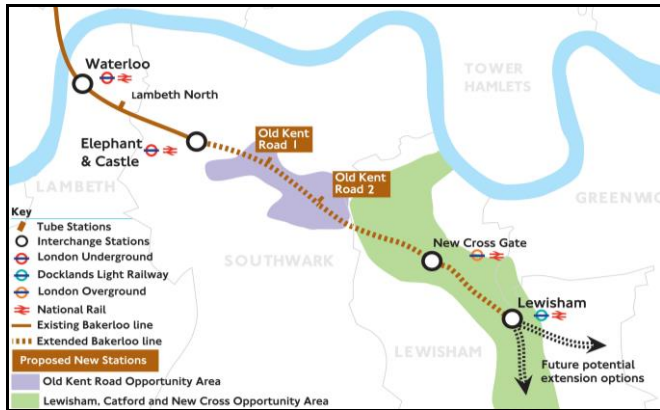
<https://www.railfuture.org.uk/London+and+South+East>

London & SE Campaigns Calendar

<https://www.railfuture.org.uk/London+and+South+East> includes **current consultations** of specific and general interest to our London and South East region.

TfL **Holborn station capacity upgrade** – update 5 July <https://consultations.tfl.gov.uk/tube/holborn-station-upgrade/> but works may not start until mid-‘20s.

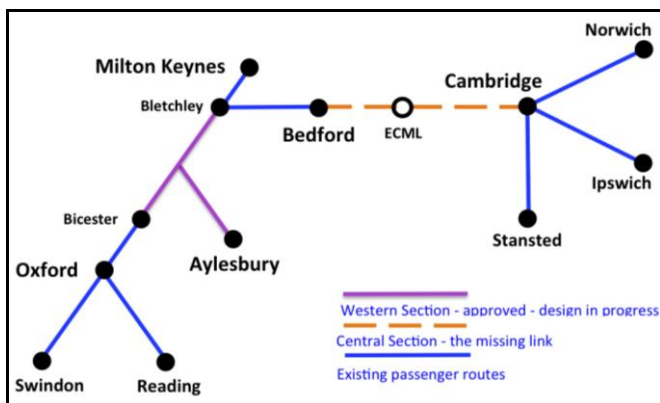
TfL **Bakerloo line extension** – update 12 September <https://consultations.tfl.gov.uk/tube/bakerloo-extension/>



The exclusion of a station at Bricklayer's Arms has been the focus of much of the reaction to the report.

Economic Connectivity Review of the South East was published on 25 July by TfSE. See <https://transportforthesoutheast.org.uk/strategy/ecr/>

East-West Rail took another step forward on 27 July when Network Rail submitted their application to the DfT for an Order under the Transport and Works Act. Representations had to be submitted by 7 September. Described as 'Bicester to Bedford Improvements' it's Phase 2 of the Western Section – Aylesbury/Bicester to Bletchley/Bedford; services could start in 2023/24.



Railfuture and many individual members submitted representations of support, guided by the EWR Consortium <https://www.eastwestrail.org.uk/transport-and-works-act-order-twaol/>. Unresolved objections will be heard in a Public Inquiry and Railfuture will also give oral evidence, for which a Statement of Case has to be submitted by 22 October. See details of the proposals at: <https://www.networkrail.co.uk/our-railway-upgrade-plan/key-projects/east-west-rail/western-section/>

Next up, news of the Central Section to Cambridge?

<https://www.railfuture.org.uk/Consultation+responses>

Forthcoming calendar/diary dates

Check out these two: www.railfuture.org.uk/events and www.railfuture.org.uk/Rail+dates - all you need to know

Tuesday 2 October "Future challenges on Network Rail's Wessex Route" – free evening talk in London.

Thursday 4 October Sussex & Coastway Division.

Monday 8 – Sunday 14 October Rail Week.

Monday 15 October "Northern Line Extension Project" – free evening talk in London.

Thursday 18 October "Maximising stakeholder engagement" – free lunchtime webinar.

Friday 19 October "Engineering Late" – free evening event in London.

Saturday 20 October Herts & Beds Division.

Tuesday 23 October CfBT London group.

Wednesday 24 October "Transport for new homes – bringing transport and planning together" – bookable afternoon launch event in London.

Thursday 25 October Copy date for London & SE branch Local Action column in *railwatch* 158. Send news to londonandsoutheast@railfuture.org.uk. Also, copy date for your letters, articles, photos to appear in December's *railwatch* 158. Send them direct to editor@railwatch.org.uk

Friday 26 October "The story of the Crystal Palace High Level Railway" – lunch/afternoon talk in Croydon.

Wednesday 31 October SCRP N. Downs Line walk.

Thursday 1 November Copy date for your reports, pictures to appear in December's *railse* 142. Send news to londonandsoutheast@railfuture.org.uk

Thursday 1 November Sussex & Coastway Division.

Thursday 8 November Sutton Rail Users' Forum.

Saturday 10 November Railfuture's annual national autumn conference, in Reading, with presentation of RUG Awards. See www.railfuture.org.uk/conferences

Tuesday 13 November Transport Planning Day.

Wednesday 14 November Eastern Division.

Saturday 17 November Kent Division.

Monday 19 November Abbey Line Users' Group open meeting and AGM.

Wednesday 21 November "Rail Accident Investigation Branch" – free evening talk in Aldershot.

Tuesday 27 November Surrey Division.

Saturday 1 December Railfuture East Anglia branch open meeting, Cambridge.

<https://www.railfuture.org.uk/events> updated daily.

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

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **14 November**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets on Saturdays at 10.45 in **St.Albans**, next on **20 October**. Division Convener is Keith Dyall (opposite). See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **17 November**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256. See www.railfuture.org.uk/Kent

London Metro – a new Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming the Elizabeth line). Contact Branch Vice-Chairman (opposite). See www.railfuture.org.uk/London+Metro

Surrey – next on **27 November**. Division Convener is now Stephen Rolph: stephen.rolph@railfuture.org.uk or tel. 01737 762153. See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **4 October** then **1 November**. Division Convener (Acting) is John Fowden: john.fowden@btinternet.com at Bridleway Cottage, Green Lane, Blackboys, Uckfield, East Sussex, BN22 5LA, or tel. 01825 890848. See www.railfuture.org.uk/Sussex+and+Coastway

inter-railse

This new, hopefully monthly, branch e-newsletter is available to members on email by requesting it via roger.blake@railfuture.org.uk It's also available in <https://www.railfuture.org.uk/London+and+South+East+branch+news> for anyone to view and/or download.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **railse** issue 142, due to be published in December 2018, will be Thursday 1 November 2018. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

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

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Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Chairman, (opposite). Usually held on alternate fourth Tuesday evenings in London. Next on **25 September**, then late-November.

Our four branch neighbours

These and other websites, with their **events** and **newsletters**, in <https://www.railfuture.org.uk/branches/>

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

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

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

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

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.
Tel: 020 8959 7147; keith.dyall@railfuture.org.uk

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

Secretary: Vacant.

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

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
Tel: 01344 778643; chris.page@railfuture.org.uk