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Campaigning for a bigger better railway

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Welcome to the Rail User Express

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As the rail industry recovers from Covid-19, passenger numbers may well be depleted. We must hope that this is not used as an excuse to delay or even shelve much-needed rail infrastructure projects. On the contrary, it is the ideal time to fast track them, and so make rail a greener alternative to both the car and the HGV. Access to stations should encourage bus use, cycling and walking, whilst providing for those with restricted mobility.

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

Exciting news! After many years of work behind the scenes, especially by Frank Roach of HITRANS (Highlands and Islands Transport Partnership), plans are in hand for a proper transport hub in Inverness. Although the present bus station is quite near the railway station, there are several sites in between. With the financial help of Transport Scotland, NR has purchased the former Royal Mail sorting office and car park, the TK Maxx and Sports Direct buildings, a public car park and Highland Rail House on the north side of Station Square. The simple modal interchange of a fully integrated transport hub will transform travel to and from Inverness – and be the envy of many towns across the UK. All it needs now is for the Highland Main Line to be made fit-for-purpose, with double tracking and electrification.

Campaign for Borders Rail

Top of the agenda when the CBR committee met on line on 17 May was the future direction of the Campaign in the aftermath of the pandemic. Expanding on its aim of a cross-border rail link to serve the community and facilitate economic regeneration, CBR says that projects that bring people together, as well as serving a national purpose, will be the most important part of the recovery.

HS2 is expected to access Glasgow and Edinburgh via the West Coast Main Line. The report "High Speed Rail and Scotland" prepared for submission to the National Infrastructure Commission (NIC) by the High Speed Rail Group (see page 6 below), recommends the completion of the Borders Railway on the grounds of economic regeneration, social inclusion, and strategic deployment of network capacity made possible by the construction of HS2. CBR says these are all the criteria upon which its own case is built, and the report represents an independent and credible confirmation of its demands for completion of the existing line from Tweedbank through Hawick to Carlisle.

Extending the Borders Railway to Hawick would have only a regional benefit, but Onward to Carlisle could hive off some WCML traffic. However, to deliver the line's full potential, double track will be required north of Hawick, and substantial redoubling north of Tweedbank, where the current dynamic loop arrangement leaves no paths for additional through traffic. Funding is in place for a comprehensive feasibility study; "With so many green lights in front of us," said CBR Chair Simon Walton, "immediate progress is the obvious course of action."

South East Northumberland Rail User Group

SENRUG is worried that the constant reminder to stay away from rail will stick; it wants to see more innovation and flexibility to allow the industry to re-open safely, before it is too late. For example, the hourly 2-coach Cramlington and Morpeth service is currently halved during the day. There is no reason why that train could not form a 4-coach unit with the one left in the depot. It could take double the number of passengers than is currently possible with the social distancing measures in place.

Compulsory seat reservation by some long-distance operators is a practical way of managing passenger numbers in the short term, but operators should be clear that it is a temporary arrangement with an end date. And trains owned by the open access operators that are sitting idle in depots could be deployed to increase passenger capacity. Finally, the government seems very keen to create air bridges, but what about supporting the UK tourist industry? Why not a rail bridge between Northumberland and Cornwall, or from London to Scotland, to allow those who wish to go on holiday by public transport to do so?

Lancaster and Skipton Rail User Group

Both lines through the Melling Tunnel, near Wennington, are subject to a permanent 40mph restriction because of complex geological and drainage factors. However, for 16 months the poor state of the track led to a 20mph restriction on Leeds-bound trains throughout the long tunnel. NR took advantage of the complete closure of the line from Settle Junction to Carnforth during the first stage of the Covid-19 emergency to replace this defective track in half the usual time, and so remove the lower limit.

Skipton East Lancs Rail Action Partnership

Sara Britcliffe, MP for Hyndburn, asked if the project to re-open the Skipton to Colne line had reached the 'Develop' stage of the Rail Network Enhancements Pipeline. Rail Minister Chris Heaton Harris replied:

"Ministers have recently considered advice from officials on the outcome of the further feasibility work you refer to. I am pleased to confirm that we have asked them to bring forward specific proposals for our approval on further 'Develop' stage work, on both the reinstatement of the rail link between Skipton and Colne, primarily as a passenger route, and enhancement of gauge and capacity for rail freight on existing trans-Pennine routes - including the route via Accrington and Copy Pit.

"The next stage of work on the Skipton-Colne link would focus on establishing if the capital costs can be very substantially reduced, and reviewing the passenger demand forecasts and service options. My officials will of course consider the findings of ARUP's work for SELRAP once it is completed. My officials are also aware of the emerging proposals for a new rail freight terminal at the Huncoat power station site near Accrington, and the significant benefits this could bring to the local area and freight customers. We will be taking this into account as we take forward to the next stage [the] development of options for enhancing freight capacity and gauge across the Pennines."

Northern Weekly Salvo (Paul Salveson)

The likelihood of people returning to public transport in the volumes we were used to would seem small for a long time to come. The winners will be the car, home working - and the bicycle. Local government teams should work with employers, schools, colleges and universities to promote cycling. Rail stations should develop as cycling hubs, not just with space to leave your bike, but to have it serviced, buy accessories or rent a bike. New development – housing, industrial or commercial – should put cycling at the forefront rather than the car. And let's not be sniffy about electric bikes! Or, to be more accurate, 'power-assisted' bikes: you still have to pedal. There should be battery-charging points in workplaces and railway stations, as well as hire facilities at stations. [*Thameslink stations at Luton, Leagrave and Harpenden now have more space for cycles, whilst Elstree and Borehamwood also has a maintenance area – Ed.*]

Support The Oldham Rochdale Manchester lines

An application for funding to investigate restoration of the Rochdale – Heywood - Bury railway line has been successful in a first round of government funding to support rail developments. Heywood station closed to normal passenger services in 1970, but since 2003 has been an important heritage site on the East Lancashire Railway (ELR). However, Rossendale Borough Council's bid for a Manchester - Rawtenstall link via the ELR north of Bury did not make the cut. Rossendale is the only borough in the county without a commuter service.

For over a year, STORM has expressed its concerns about the air quality at Manchester Victoria Station, especially on the overbridge, which is used by the majority of Rochdale area passengers arriving/departing from Platforms 5 and 6. An extraction system has now been installed to improve the air quality there.

Manchester and East Midlands Rail Action Partnership

MEMRAP campaigns to reinstate the Peaks and Dales line - the former Midland Main Line from Matlock through Miller's Dale to Buxton and Chinley – and thus link Derby and the East Midlands directly with Manchester. The four MPs who supported the Restoring Your Railway bid recently attended the (virtual) DfT briefing for projects that merit further work.

Don Valley Railway

DVR wants to open the freight-only line between Sheffield and Stocksbridge to passenger traffic. The section to Deepcar once formed part of the Great Central Line that linked Sheffield and Manchester through the Woodhead tunnel. This should never have been closed, so the route should be protected for reopening in some form. DVR has therefore joined Rf Yorkshire in objecting to National Grid plans to lay high voltage cables along the potential route east of Dunford Bridge. The planning application is currently with Barnsley Metropolitan Borough Council; comments are now closed.

Campaign to Re-open the Ivanhoe Line

My predecessor as RUX editor, Tony Smale, commends the “fly-through” of the Ivanhoe line between Leicester and Corby on the CRIL website. Meanwhile Andrew Bucknall has started a petition to Transport Minister Grant Shapps to upgrade the freight line to passenger service (see below).

East Suffolk Travel Association

The service frequency on the East Suffolk Line is determined by the 60% of single track, although the loop at Beccles enabled the frequency to be doubled. Any further increase would be tied to the construction of Sizewell C, if and when this happens, and would require additional platform capacity at Ipswich, as would more frequent services to Cambridge and Peterborough. No increase in line speed from the current 55mph is likely unless many level crossings are closed.

The potential for Demand Responsive Transport to serve isolated communities should be fully exploited, which has not so far been the case. The Prime Minister appears to have recognised this by inviting local transport authorities to bid for a share of the £20m Rural Mobility Fund, to support such services in rural and suburban areas.

Meldreth, Shepreth and Foxton Rail User Group

The Foxton Travel Hub (Park & Ride) goes to the Greater Cambridge Partnership Board on 25 June, favouring the Southern Option. The proposal does not include a bridge or underpass, leaving an awkward walk between the car park and the station: anyone for Cambridge would have to cross both the A10 and the busy rail line. [A rail bypass would completely remove fast, through trains from the level crossing, and also create a much-needed passing loop between Royston and Cambridge – Ed.]

Association of Public Transport Users

Govia Thameslink Railway attributes 5% of the improvement in on-time performance at over 90% of stations to fewer passengers, but 15% to fewer trains, in particular by reducing the knock-on effect when one train with a problem delays other services. The Covid-19 timetable has been a learning exercise that could never have been contemplated in real life; lessons about performance factors will have long-term implications for how the railways are managed.

Avocet Line Rail Users Group

Little will change on Avocet rolling stock until more Class 165 and 166 Turbos are cascaded, as Class 769 Flex units take over services on the North Downs Line and some Thames Valley branches, although this may not be until December. If the introduction of the Flex units proves problematic, the eight Class 143 Pacers on the Avocet Line - which can now only operate attached to a disability compliant unit - may well see service into 2021; GWR could not currently operate 4-car trains without them. It is also awaiting the final Castle Class HST, which will free at least one more Class 158 DMU for work elsewhere.

An [Iris2 Tiger site](#) displays real-time Customer Information Screens (CIS) for a long list of stations. Then, one click brings up a choice of formats. Train formation graphics show their layout, including the location of disabled access, bicycle facilities and 1st Class etc.

RAILFUTURE

Rf welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join [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 Rf and its Campaigns by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture consultation responses](#).

[Rf](#) submitted its candidates for the government's Restoring Your Railway fund, and met with DfT officials. The DfT has now announced 10 successful bids under the Ideas Fund:

- Reopening of:
 - Meir station, Stoke-On-Trent, on the North Staffordshire Line to Derby
 - Wellington and Cullompton stations, between Taunton and Exeter.
- Reinstatement of:
 - Regular Clitheroe – Hellifield services
 - Bury – Heywood - Rochdale
 - Chesterfield - Sheffield via Barrow Hill
 - Leicester – Burton (the Ivanhoe line)
 - A passing loop on St Albans Abbey - Watford Junction (the Abbey line)
 - Rail access to Devizes from a new Parkway station at Lydeway off the A342
 - Fawley/Hythe – Totton/Southampton (the Waterside line)
 - Isle of Wight branch lines.

Although in the context of reversing Beeching, Restoring Your Railway does not necessarily mean heavy rail; the aim is to come up with a viable business case. The £50k contribution is an upper limit, and conditional on the promoter finding 25% of the cost. Further funding to develop a project is subject to agreement of its business case.

Schemes such as Ashington, Blyth and Tyne are in a different category: 'Accelerating Existing Proposals'. Following completion of its Outline Business Case and Option Selection stage, the Design Phase involves six stations: Northumberland Park, Seaton Delaval, Newsham, Blyth Bebside, Bedlington and Ashington. Rf would like another station at Seghill, and the service extended to Woodhorn.

RAILFUTURE YORKSHIRE

Once "normality" returns, fewer passengers on some lines may permit more and/or longer trains on overcrowded lines. Rolling stock may be available to upgrade "Parliamentary timetables", eg Goole - Leeds, and Sheffield - York via Pontefract Baghill, or to introduce new services, such as extending the Leeds - Wakefield - Pontefract service to Doncaster, via a new station at Askern. On 3 March, the York press reported that East Riding Councillors were in favour of seeking funds to investigate options to re-instate the Beverley - York line. The Minsters Rail Campaign has offered to work with Council officers on this.

Much needed infrastructure improvements in the North and Midlands must not be delayed. Top priority has to be the TransPennine Route upgrade, four-tracked where possible, and electrified throughout. It will speed up journeys between Leeds and Manchester, and allow more semi-fast and stopping commuter services, including doubling the Manchester - Leeds via Brighouse service, and enabling a much needed service from the Upper Calder valley direct to Huddersfield.

The heritage railway sector is suffering massively because of the pandemic. Could this be the time to return some of its lines to the national network, whilst preserving the heritage service? An obvious candidate is the West Somerset Railway from Minehead to Bishops Lydiard, with a main line connection to Taunton. Another possibility could be the section of the East Lancs Rly from Bury to Rochdale via Heywood (see above!) A third would be to incorporate the Gloucestershire Warwickshire Rly into a line from Stratford-upon-Avon to Cheltenham station, with tram-trains from the current terminus at Cheltenham Race Course. [And the Swanage Railway to Wareham, or the Severn Valley Railway to Kidderminster? – Ed.]

RAILFUTURE EAST ANGLIA

NR's Strategic Outline Business Case for the "Ely Area Capacity Enhancement" foresees passenger benefits of £85m from improved working through Ely station, but almost £380m benefits by taking more freight off the roads. On 1 May, DfT, NR, TOCs and the ORR endorsed the project, and set its strategic direction. It will now be put before ministers, before seeking Treasury approval. Rf urges every East Anglian MP to back this important project.

The proposed Cambridge Autonomous Metro (CAM) would use tunnels under the city centre linked to an overground network out to St Neots, Alconbury, Waterbeach, Mildenhall, Haverhill and Hauxton. A recent public consultation broadly supported CAM and Rf's preferred option of a common section between the city centre and Cambridge railway station. To ensure that the individual network components will be fully integrated, a "Sub Strategy" is now open for comment (see below).

Now is the time to plan for the impact of East West Rail on connectivity in and around Cambridgeshire. With at least two new stations, at St Neots South and Cambourne, journey times will be half those on the congested road network, causing a modal shift to rail. And consider the travel opportunities from Arlesey, Biggleswade, Sandy, Huntingdon, new stations at Alconbury and Hampton (South Peterborough Parkway), Peterborough and Stamford. RfEA wants at least one fast train an hour to Oxford and beyond (Bristol?), both from Ipswich and Norwich (or Yarmouth?), in addition to their current services. Meanwhile, the delay in introducing 8-car trains to Kings Lynn following the line's £27m [enhancement](#) is a missed opportunity.

COMMUNITY RAIL NETWORK

CRN sees [the role of community rail](#) in Covid-19 recovery and renewal as building:

- Local understanding, communications and dialogue
- Community resilience and wellbeing, and supporting vulnerable people
- Positivity and connections, and gearing up to promoting rail again.

The DfT decarbonisation plan seeks to make public transport and active travel "the natural first choice for daily activities". It commits to engaging partners and communities in drawing up the plan. The CRN has made an initial response, broadly explaining the role of community rail on sustainable travel, but will provide a more detailed submission, with examples from members.

Leeds-Morecambe CRP officers engaged the pupils of Clapham C of E Primary School with a presentation on rail safety, followed by a train journey to Carnforth station, where the pupils learnt about its history and the film 'Brief Encounter'. In the CRP's education room back at Bentham station, the children worked with local artist Alastair Nicholson to create a unique piece of artwork on a rail safety theme.

The Purbeck CRP, which covers Holton Heath to Moreton, and the Swanage Railway heritage line, is the first wholly on the South Western Railway network to achieve DfT accreditation.

As part of National Volunteers' Week, the Friends of Beeston Station group is helping to raise awareness of East Midlands Railway's (EMR) Station Adoption Scheme by sharing how volunteering has made a difference to their lives through combating loneliness and giving them a sense of purpose.

TRANSPORT FOCUS

Many train companies responded positively to TF's request to ensure that their websites are clear on various points, to reassure passengers starting to travel again as the lockdown eases. With insufficient travellers to provide enough data for its weekly omnibus, TF is considering how to recreate the feedback loop it has when people are travelling regularly.

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

In its first submission to the NIC, Transport for the North (TfN) argues that not only should major projects such as Northern Powerhouse Rail and HS2 be completed in full, but also local and regional improvements to the existing rail network, to unlock freight and passenger capacity in the shorter term. Political and business leaders want a clear and coordinated plan, committed funding, and a role in deciding and delivering the schemes.

Tim Wood, Director of Northern Powerhouse Rail, told a Young Rail Professionals webinar that NPR would assist the country's economic recovery post Covid-19. A two-month re-phasing of its final Strategic Outline Case submission to the TfN Board had presented "several opportunities": progressing Manchester - Leeds, and other corridors such as routes to Hull, and allowing NPR to better feed into the Integrated Rail Plan. This is an opportunity to co-ordinate all major rail interventions in a coherent, phased 20-year pipeline of investment, avoiding further delay and uncertainty.

[Midlands Connect](#) - a partnership of 22 local authorities, enterprise groups, chambers of commerce and regional airports - plans to give over 20 EMR locations from Newark to Matlock a direct link to the HS2 Hub at Toton. Reopening the Maid Marian line to passengers would enable a Mansfield - Derby service, with calls at Sutton Parkway, Kirkby-in-Ashfield, Ilkeston and Langley Mill.

Prior to Covid-19, there were about 60 flights/day each way between Glasgow/Edinburgh and London. Given the high carbon cost of short-haul flights, people are looking for an alternative. The fastest rail journey currently takes 4h 20m. Once HS2 Phase 1/2a is built, Crewe will be only 55 minutes from London, so the question for the NIC High Speed North consultation is: what can be done to speed up journeys north of Crewe to the main Scottish cities? A [report](#) by Greengauge 21 for the High Speed Rail Group shows how London – Scotland journey times could be reduced to a little over 3 hours.

The Old Oak and Park Royal Development Corporation has approved the planning application for Old Oak Common, the largest new railway station ever to be built in the UK. It will have 14 platforms, six for HS2 and eight serving the Elizabeth Line (Crossrail), Heathrow Express and trains to Wales and the West of England. And Barnet Council has granted approval for a new station at Brent Cross West on the Thameslink line between Hendon and Cricklewood. Building work is due to start next January and complete in 2022.

According to the [Press and Journal](#), the north east regional transport body Nestrans has secured £80,000 from Transport Scotland's Local Rail Development Fund (LRDF) to assess the feasibility of reopening the former train station at Newtonhill, and possibly other stations between Laurencekirk and Aberdeen. And ScotRail has announced an £8million redevelopment of Aberdeen station, set to begin later this year.

Tees Valley Mayor Ben Houchen has committed £22.5m to the £35m scheme to transform Middlesbrough Station. NR plans to start on expanding Platform 2 early next year to accommodate LNER Azuma trains, with a view to restoring direct services from Middlesbrough to the capital.

In May, the City of York Council ran a survey to gauge public opinion for a station at Haxby, some 4mls to the north on the Scarborough line, with a view to a bid under the New Station Fund. If this succeeded, the Council would hold a public consultation over the design and location of the station.

The [Yorkshire Evening Post](#) reports that West Yorkshire Combined Authority (WYCA) has submitted bids to the DfT's New Stations Fund to open stations close to the White Rose Shopping Centre at Morley, and at a proposed park and ride scheme in the Thorpe Park area of East Leeds. The plans are part of WYCA's wider Connecting Leeds programme. The Thorpe Park scheme would improve transport links for commuters into the city centre, while the White Rose scheme would also benefit staff at a nearby office park.

Transport for Wales has identified four locations for new stations: Deeside Parkway on the Borderlands Line in north Wales; Carno, on the Cambrian Mainline; St Clears on the Great Western main line, and Ely Mill on the City Line in Cardiff. Financed by Round 3 of DfT's New Stations Fund, they would be ready by early 2024. Transport Minister Ken Skates has made a strong case to Grant Shapps.

Greater Anglia has submitted a planning application to Basildon Council for a larger building with improved customer facilities at Wickford station in Essex. A temporary ticket office would minimise disruption to customers. If approved, work is expected to start this summer, and be completed next spring.

£2.1m of maintenance on the Grade II listed Ribblehead viaduct on the Settle to Carlisle line will start in July, with no major disruption to passenger services. But from 25 July to 2 August, lines in the Hither Green area in South East London will be closed while NR completely replaces the signalling system, and transfers control from London Bridge to the Three Bridges RCC.

The iconic, Grade II* listed Barmouth Viaduct on the Cambrian Coast Line is to have a £25m upgrade. Many of its timber and metal elements will be replaced, as well as the entire length of track. The work will be spread over three years, with three shorter full closures rather than one long one. Preparation will start this month, with the first closure planned for the autumn. Meanwhile, overnight work is ongoing on the Tay Bridge to replace one in three sleepers and repack the ballast.

Restoring a second hourly Cambridge – Brighton service to the Thameslink timetable from May had a perverse effect. It relied on Hertford loop trains running into a new turn-back platform at Stevenage, rather than the down slow line into Platform 4. However, Covid-19 has delayed Platform 5 until “late summer”, so once again buses replace trains from Stevenage to Watton-at-Stone and Hertford North.

At about 1553 on 13 June last year, a mile north of Corby, a train travelling at 40mph (64 kph) stuck debris from a landslide caused by poor flood management. Three hours later, its 191 passengers were transferred to a southbound train, but this too became trapped by floodwater, and was very overcrowded. Not until 2314 were some 500 passengers (from both trains) evacuated to nearby stations to continue their journey. A Rail Accident Investigation Branch (RAIB) [report](#) cited a lack of "effective communication" over flood risks, and "significant delays" rescuing passengers.

With more people cycling and walking as an alternative to public transport, NR reminds everyone to stay safe at level crossings. There have been high profile incidents in the Anglia region, at Brimsdown in Enfield and at East Gates in Colchester, while on the Marlow branch since 23 March, 16 people have risked their life, with seven of those incidents resulting in a near miss.

DB Cargo UK has opened a £7m rail freight terminal in Cricklewood, North London. The 151-hectare site will facilitate the bulk movement of aggregates and spoil, and offer a more environmentally friendly alternative to road haulage, with each freight train replacing around 76 HGVs.

Tilbury2, the UK's largest port for unaccompanied freight – HGVs without the cab - has opened for business. Able to accommodate 775m freight trains, the strategic rail terminal is set to open later this year.

„and finally“

From 18 May, Northern has had no Pacers in passenger service, although one still runs as a staff train. A few Class 142s and 144s have been retained as a contingency until the end of the year, but Northern is hoping not to have to use them. Due to a lack of storage space while services were curtailed, some of the 144s have been stabled on the Keighley and Worth Valley Railway.

Emulating the one in New York, the [Camden Highline](#) would transform a disused elevated rail line between Camden Town and King's Cross into a scenic walk, 18m wide, and 8m high. More detailed feasibility work, including site appraisals and surveys, will determine the condition of the existing infrastructure.

CONSULTATIONS

- Cambridgeshire and Peterborough Combined Authority: [Cambridge Autonomous Metro Sub Strategy](#), closes 24 July.
- NR: [Croydon Area Re-modelling Scheme](#), closes 20 September.

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

EVENTS

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

Blob colour indicates the various types of event:

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

NB. Because of Covid-19, events are being cancelled, postponed or conducted online. Webmasters, please update your websites with any changes as soon as they are made.

June

- Saturday 27. Rf London & South East, Herts & Beds Division **Online**, 1030 (Also 25 July).
- Tuesday 30. Levenmouth Rail Campaign, Fife Renewables Innovation Centre, Ajax Way, **Methil Docks**, KY8 3RS, 1830 (the last Tuesday of every month, but all meetings currently **cancelled**).
- Tuesday 30. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (Also 4 August).

July

- Tuesday 7. Ribble Valley Rail, New Inn, 20 Parson Lane, **Clitheroe**, 1430 (Also first Tuesday of every month).
- Tuesday 7. Shrewsbury to Aberystwyth Rail Passengers Association, Council Chamber, The Cross, Broad St, **Newtown**, 1900 (Also 4 August, 5 September at various venues, but **meetings cancelled until further notice**).
- Saturday 11. Cumbrian coast Rail Users' Group meeting, Methodist church hall, Gosforth Road, **Seascale**, Cumbria, CA20 1PU, 1305.
- Monday 13. Bexhill Rail Action Group, Hastings Direct, Conquest House, Collington Avenue, **Bexhill-on-Sea**, East Sussex, TN39 3LW, 1900.
- Tuesday 14. STORM, Blue Pits Inn, 842 Manchester Road, Castleton, **Rochdale**, OL11 2SP, 1400 (Also the second Tuesday of each month).
- 15 July. Friends of the Barton Line AGM will now be **Online** (next meetings: 16 September and 18 November).
- 23 July. Rf London & South East, Sussex and Coastway Division, **Online**, 1800 (also the first Thursday of each month (except August) at various venues).

Further Ahead

- 8 August. Cotswold Line Promotion Group AGM, WI Hall, **Moreton-in-Marsh**, 1030.
- 18 August. East Norfolk Transport Users' Association AGM, Christchurch, Deneside, **Gt Yarmouth**, 1345.
- 9 September. Rf London & South East, Eastern Division, St. John's Church, Stratford Broadway, **London**, E15 1NG, 1830 (and second Wednesday of every alternate month.)
- 15 September. England's Economic Heartland Conference, Venue 360 - The Riverside, 20 Gipsy Lane, **Luton**, LU1 3JH.
- 26 September. English Regional Transport Association Conference, The Court House, **Berkhamsted**, 1330
- 26 September. Rf East Anglia, Friends Meeting House, 5 Upper Goat Lane, **Norwich**, NR2 1EW (Also 5 December in Cambridge).
- 3 October. Rf Annual Conference. **Online event**.
- 3 October. East Suffolk Travel Association AGM, URC Church, Quay Street, **Halesworth**, 1400.
- 31 October. Campaign for Borders Rail AGM, Tullie House, **Carlisle**.
- 9 December. Community Rail Awards, Guildhall, **Southampton** (postponed from 1 October).

Disclaimer: unless otherwise stated, views expressed are those of the contributing organization, and not necessarily shared by Rf.

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