

Wisbech Rail Reopening Campaign



It is 19 July and yes, this is our Chairman, Peter Wakefield, presenting to the full meeting of Cambridgeshire County Councillors, our 2907 signature petition for reconnecting Wisbech to the national rail network. The photograph can be downloaded from here

<http://wisbechrail.files.wordpress.com/2013/07/wisb-pres-4-best-edit.jpg>)

The petition had gathered a total of 3784 supporters; 2907 from Cambridgeshire, 493 from Norfolk and 384 signatures from the rest of the country. It calls for the reopening of the 7 mile line from Wisbech to March to support a service from Wisbech to Cambridge, improving access to jobs and other rail services. The campaign has since received a very positive reply from Cllr Martin Curtis, Leader of Cambridgeshire County Council:



Thank you for presenting your 2907-signature petition at Council on 16 July 2013, supporting the re-opening of the Wisbech to March railway line and provision of a through train service to Cambridge.

We welcome this petition and all the work you and the Campaign have put into promoting better transport links for Wisbech. This is an important part of demonstrating the strength of feeling locally and in time, of improving provision.

The Council supports the goal of better transport links to and from Wisbech,

and rail if possible, and has already commissioned work to understand the feasibility of different options to achieve that goal. We are now carrying out detailed works into the proposals so that we can understand the scale of costs involved and how they may be addressed and, subject to the outcome, we would hope then to be in a position to identify potential solutions. I appreciate that this process may appear to be very lengthy, but it is necessary to ensure we develop the right solution.

As we move this work forward, I will ensure that my officers keep the campaign and Railfuture informed of progress, and hope that a positive outcome for Wisbech can be achieved as soon as possible.

If I can be of further assistance, please do not hesitate to contact me.

Yours sincerely

Cllr Martin Curtis

Leader, Cambridgeshire County Council

Check <http://wisbechrail.org.uk/> for news and information about the campaign which will continue to work closely with the council, rail industry and people of Wisbech to achieve the reopening. PH/CB

A14 Sirens- The Branch Committee View



The vociferous campaign to upgrade the A14 road between Cambridge, Girton Interchange and Huntingdon, at an eye watering cost of £1.5 billion for the 15 miles, continues. Certainly this section of road has its problems, not least when trying to integrate heavy traffic from the A1, M11, A14 East/West with the big local flows joining intermediately.

The Chairman was interviewed earlier this year about this issue by BBC Radio Cambridgeshire. He pointed out that the parallel railway is being upgraded to take more HGV traffic from Felixstowe - from where trains already convey 30% of the port's throughput. London Gateway Port is still being developed so its effect on HGV traffic is yet to be discovered.

More significantly, regular Cambridgeshire County Council censuses show traffic levels have actually dropped over the past five years. Railfreight though, has continued to grow. So we feel that the Pro-A14 campaign should calm down and encourage study of the effects of these rail trends before committing huge

sums to creating more lanes of faster highway. Be assured that an expanded A14 would again fill to capacity. And then what?

Let's employ better value traffic management schemes, structural and/or chargeable, and judge their effect. Much A14 freight also comes up from the Channel Tunnel so it would also help if the Channel Tunnel operator, Eurotunnel, charged long distance rail freight using the Tunnel at the lower rates it charges for its HGV shuttles. The outcome would be beneficial to rail-freight both sides of the Channel Tunnel and, just maybe, A14 drivers through reduced HGV congestion. PW

In the meantime, the Highways Agency has come up with new proposals which attempt to revive the A14 Cambridge to Huntingdon scheme which was scrapped in 2010 due to being unaffordable, this time making the Huntingdon bypass into a toll road.

These are currently just proposals and there is a consultation running until 13 October. It is clear that there is a lot of opposition especially due to the proposed road tolling.

The public can read and give feedback to the proposals by going to

<http://www.highways.gov.uk/roads/road-projects/A14-Cambridge-to-Huntingdon-Improvement-Scheme>. AM

Our Branch would still like to see a much less expensive project centred on improving safety and traffic flow and avoiding unnecessary traffic growth. We believe this view is widely shared, including, we understand, by the Highways Agency. The DfT and Highways Agency must get together to determine how the EWRL would take more freight off the roads...and fast...and get the Central Section built.

Norwich to Cambridge, hub to hub: MP George Freeman's view

As MP for Mid-Norfolk, Mr Freeman writes; *Norwich and Cambridge are both world leading innovation hubs but, despite being only 50 miles apart, travelling between the two is difficult and takes too long. By connecting them better we can unlock a world class "innovation corridor" linking Cambridge with Ely, Brandon, Thetford, Attleborough, Wymondham and Norwich, to the benefit of the local communities, local business and the regional economy.*



If we link Norfolk and Cambridge, the area has the potential to become a hub of innovation capable of spearheading sustainable economic growth. But we can't build a 21st century innovation economy on 19th century infrastructure.

Since Mr Freeman wrote this he has met with Network Rail who were most encouraging: they went through the items of work that needed to be done. He reports;

"There is a series of improvements, short and long-term," he said.

There are a few places where the train operator cannot run the trains at full speed, because of the track. There are level crossings that are slowing the whole thing down. Longer term, electrification and Trowse Bridge is an issue south of Norwich where the trains have to stop. If capacity goes up and we are half-hourly, then that will be a bottleneck and long-term this needs to be sorted."

*He added: "The fact they are prepared to commit a substantial resource to preparing a business case is a sign they are taking it seriously." **Which Railfuture members will interpret as good news.***

Mr Freeman continues *"For too long the eastern region rail network has endured under-investment despite a growing demand for more capacity. I have often said that we will never build a 21st century economy on 19th century infrastructure. The region is an enormous contributor to revenue. We have an opportunity to create a 'new California' which harnesses the growth potential that the region has to offer through bioscience, clean technology, IT, farming, food, tourism – the list goes on.*

The pioneering approach reflects the appetite across political parties, local



businesses, county councils and local enterprise partnerships to ensure that we work to foster economic growth across the region. I want to get everybody's opinions on how we can drive change forward. Please share your thoughts by

filling in my online rail survey at <http://www.georgefreeman.co.uk/survey/> .

NEWS

Cycle Links to Foxton Station

In the broad endeavour to create attractive choices for sustainable transport in the area, the Meldreth, Shepreth and Foxton Rail User Group (MSFRUG) is now supported by the recently formed A10 Corridor Cycling Campaign. This covers the same patch and is marked by Cambridge and Royston at either end.

Supported by the Cambridgeshire County Council's Transport Strategy team, a £300K slice of the DfT's much publicized Cycling Ambition grant funding has been secured toward 'Cycle Links to Foxton Station.' The early suggestion is for a 1 km stretch of 2.5 metre-wide cycle path south of the station.

Meanwhile if Network Rail's aspiration to close Foxton Level Crossing and reroute traffic via a small bypass comes to fruition, no doubt MSFRUG and the Cycling Campaign will be pressing to ensure that whatever new construction takes place incorporates 'must haves' in terms of good cycle access to the station.

Though it is early days, from a campaigning perspective it has been exciting to see the effectiveness of two focused but inter-related campaigns running alongside one another.

MSFRUG meets 18 September, Shepreth Village Hall, 7:30. Susan van de Ven

Peterborough station rebuilding continues

Peterborough station expansion continues apace with lengthening of existing platforms to fit the recently ordered SET/IEP trains already evident, as is the conversion of platform 3 into an island platform becoming Nos. 2 & 3. No.1 platform, a bay, will be abolished and the number transferred to the present platform 2.

Rapidly taking shape on the west side is a completely new island platform (to become Nos 6 & 7, see photo') for East Anglian services to the East and West Midlands.



This will be linked to the existing station by extending the footbridge. serve all platforms, and including lifts. The extreme left staircase is for train crew only. But will there be canopies/shelters to defend we passengers against the elements? Thus far there does not appear to be any cover on the bridge stairways. We do hope we're wrong on this.

Also being extended to platforms 7 & 8. is the ramped former Royal Mail bridge at the north end. One likes to think it will be made more attractive to use than it now is? An additional goods loop is being provided to the west of platform 7 to expedite passage of freight trains. Hopefully new facilities for the safe exchange of train crews will be provided, thus removing the blockage of

passenger lines as happens too often now.

Judging by a recent visit this expanded capacity will not be a moment too soon, as the timetable quickly becomes 'wobbly' when things go awry. Thus this development will be hugely beneficial in noticeably reducing congestion delay and raising station efficiency. We expect its completion to be reflected in more passenger-friendly timetabling. PW

Brompton Bicycles unfurled at Peterborough

Amidst all the redevelopment of Peterborough station a small but very welcome initiative is the provision of hire point, or 'dock', for Brompton folding bikes. On payment of a modest daily fee a folding bike can be hired from a vending machine at the entrance to the station car park near the soon to disappear platform 1. For fullest details see the Brompton dock website at: <http://www.bromptondock.co.uk/our-locations/peterborough/> PW

Transport in Isolated Communities

ESTA has submitted comments to the House of Commons Selection Committee on Transport as part of its inquiry into Transport in Isolated Communities. We have explained the value of bus/train co-ordination in rural areas (as now provided at Halesworth) and car-parks at stations. Service frequencies and stability are other issues referred to by ESTA. TG

East Suffolk Travellers Association: Autumn Meeting

You will be welcome at ESTA's Autumn Meeting, to be held in St Mark's Church Hall, next to Oulton Broad South station at 14.00 on Saturday October 12th. The guest speaker will be Councillor Graham Newman, the new Transport Portfolio Holder at Suffolk County Council. TG
For fuller details, go to: www.eastsuffolktravel.org.uk

A Minister Visits

Transport Minister Patrick McLoughlin made a welcome and much publicised visit to East Anglia on August 19th and 20th, during which he was lobbied for better roads, railways and port facilities. Indeed, he witnessed at Felixstowe docks the celebration of the 70millionth 'teu' container being handled, adding his (and now our) congratulations to all concerned!

A group of East Anglian Members of Parliament had arranged to meet him to present a list of aspirations for our local network, with a plea to make it more

robust. Whilst acknowledging some projects have already been agreed for the Ely area, much was still to be achieved for the the Great Eastern ML, particularly in the Chelmsford area where additional tracks are urgently required to enable faster trains from Norfolk and Suffolk to operate without impeding the improvement of services from Essex stations. The case for newer rolling stock was also made.

All this quite rightly attracted much media attention and Rail East Editor, Chris Burton eloquently made a supporting case for the above improvements in a broadcast interview on ITV Anglia News. PW

Norfolk Orbital Railway (NOR)

David Bill informs us that NOR " have now bought the all important stretch of railway land opposite to the current NNR station at High Kelling and we are launching an appeal to purchase the next stretch."

The objective is to enable trains to run to a point located closer to Holt town centre than the current station. This of course would have be subject to the agreement of DfT, national rail operators and North Norfolk Railway. Inevitably the NOR need more money to fulfil their vision. See NOR website at <http://www.norfolk-orbital-railway.co.uk> PW



Thameslink - (First Capital Connect) re - franchise process

The hitherto abandoned process for the First Capital Connect franchise from King's Lynn/Ely/Cambridge/Royston/Peterborough/Huntingdon/Hitchin to London has been restarted. Consequently the Branch has resubmitted its aspirations for an improved service at meetings with bidders Abellio, First Group and GoAhead.

These are in two parts: services up to 2018 for the existing network; services after 2018 for the enhanced network that will see the East Anglia trains continuing through south London to Gatwick Airport and beyond. This is to be combined with the Southern Trains franchise.

Up to 2018 we ask that the service level between Cambridge - Ely - King'sLynn be provided every half hour throughout the day; the Sunday service pattern between Ely and Cambridge be reorganised so that the three trains an hour run in the same timings Monday to Saturday trains...currently they run within

a few minutes of each other.

Indeed, we maintain that the timetable between Cambridge and Kings Cross should be the same on all seven days, albeit with some modification for the weekend to allow for engineering disruption. For the FCC service Peterborough to London we maintain it is time for the Sunday service to go half-hourly. Many Sunday services on this route are already overcrowded.

Post 2018 and a completed Thameslink programme, a new timetable will be implemented. We are relieved that talk of separating the Cambridge to London fasts from the Thameslink services into a new franchise has disappeared.



Apparently the Class 365 units (above left), currently used on most non-stop trains, will remain and be fully refurbished (*but no air-con.Ed*) in the style of the new Thameslink Siemens Cl.700 units (above right) from Germany, the likely interior of which you also see above.

We have restated our desire for 2 non-stop trains per hour (tph) from (King's Lynn/Ely)-Cambridge to King's Cross; 2 semi fast tph from Cambridge through the Thameslink core; 2 semi fast tph Peterborough through the Thameslink core; 2 stopping tph Cambridge to Hatfield then fast to Finsbury Park and through the Thameslink core. *The timetable for the Thameslink re franchising*

process is: (Note that the franchise is to be a management-only franchise.)

May 2014 Announcement of new franchisee.

Sept 2014 Start of new franchise.

July 2015 Current Southern Trains joins the new franchise making it the largest in the country.

Jan 2018 Completion of infrastructure work. Sept 2021 Franchise ends. PW

East Coast gets SET (Super Express Train/IEP)

Always able to spring surprises, the Department for Transport (DfT) continued the pattern on 19 July by announcing that Hitachi/Agility Trains were to provide 30x9 car 140mph(!) Super Express Trains to replace the Class 91/Mark IV sets currently plying the route.

A surprise? Well yes, because they'd been saying in recent years that the decision on future trains would be in the hands of the next franchisee. Seems the allure of a hi-technology Japanese railway manufacturer planted in the North East of England was irresistible. And there's the £30m+ spent on consultants to get this far, of course.



One unanswered question is what effect this order might have upon fares as implementation will be considerably more expensive than for Pendolinos, the next priciest.

True the combined package of last year's order for Hitachi SET Bi-Mode (electric/diesel), Phase 1, and this new all-electric Phase 2 order has reduced the monthly lease cost from around £74,000 to £61,000 per vehicle. But that's still about £20,000 beyond Pendolino cost per vehicle. That's bad enough. But comparing the estimated annual SET cost (£266m) with that for current East Coast traction (£85m) reveals a stark gulf. Which brings us to Directly Operated Trains, for that is what East Coast Trains is.

Recent DfT accounts state that in 2012-13 the 'profit' paid by East Coast Trains to government was 9.3% up on 2011-12 at £202,808m. Pretty good. But as East Coast is being re-let as a privately managed franchise, somebody is surely going to have to increase business greatly to garner a reasonable shareholder dividend, pay the higher leasing costs *and* at least £202m to the government. So what's going to give, RPI + 1%?

At least the IEP offers 627 seats against 531 for a Cl.91/MkIV or 496 for the diesel HST. According to East Coast Trains, their loadings average 235 persons per service (or an average of 44% occupancy!), compared to 150 for Virgin West Coast! So the next franchisee is going to have to prove just how elastic, or otherwise, the east coast route market is. A tough task. It will also undertake an onerous reliability target of 55,000 miles between failures – quite a challenge from the 17,000 miles average with a Cl.91 outfit! In short, a real game-changer in operation and finance. We wish all parties, (especially passengers) a satisfying conclusion. (**figures quoted courtesy DfT or ECT) CB*

Rolling stock puzzle deepens

Nick Dibben reminds us that; “Whilst scientists get to grips with issues such as black holes and dark matter, understanding railway rolling stock strategy is getting more and more mystifying.

With new trains ordered for the East Coast Route (see above) what happens to the existing rolling stock? Use on the Midland Main Line when that is electrified, is one answer. Another option is to move the trains to the Norwich route, although it is unlikely that they would provide enough capacity.

Raising further questions about the rolling stock mix is the order announced recently for electric units for Southern Railway. Southern say that the trains are not for them, so where will they end up? There would be a good case to use them out of Kings Cross on the fast trains to Peterborough and Cambridge/Kings Lynn where the 110mph top speed could be put to good use.

With growing numbers using the railway, extra rolling stock is clearly needed so the new train orders are to be welcomed. However, older stock should not be thrown away and it is therefore essential that new uses be found. With train operators often unwilling to take on the extra costs, the Department for Transport needs to include the additional stock in the new franchise.” ND

Where does all the money go?

The annual announcement of fare rises at the end of August saw the usual reaction from passengers about there being no sign of any improvement to the train service.

Many of the clips shown on the TV news were taken just outside the new concourse at Kings Cross Station. But apart from that, what else has the money been spent on. Let’s take a trip from Kings Cross to Peterborough to find out.

The new concourse at Kings Cross has been open for about 18 months now, work is now nearing completion on the new public square outside the station

previously occupied by the old concourse. If we are travelling in the rush hour, our train may be one of several lengthened to 12 coaches.

Just outside the station we can see the new Thameslink tunnel connection due to open in a few years time that will allow direct trains to Croydon, Gatwick Airport and Brighton.

A few minutes later we pass Finsbury Park, there is the new platform being built as part of capacity enhancements which include an extra track up to Alexander Palace. A little farther on we pass the new carriage depot being built at Hornsey ready for the new trains that are on order.

Moving down the line we see that the new flyover at Hitchin (left, looking south) has been completed to segregate Cambridge trains from the main line. *Big thank you to Marcus Dawson for splendid aerial shot. Ed*



Platforms at the next few stations have all recently been extended to take 12 coach trains.



At St Neots, a new footbridge and lifts (*a tad unsightly, if this artist's impression is accurate: Ed*) are currently being installed, part paid for by developer contributions.

Huntingdon station also has a new footbridge and lifts and the ticket office has just been refurbished.

As our train reaches Peterborough, there are yet more signs of investment. A new ticket hall is completed, and yet another footbridge being rebuilt with new lifts, this one extended to serve 3 new platforms.

So, a fair amount of productive expenditure along the route is evident, with a similar situation along other routes variously station improvements, new

signalling and refurbished trains. There is of course plenty more to do, but a vigorous start has been made. ND

[And further to this, news of....](#)

Councillor asks for station at Offord and Buckden

Parish Councillor, Bob Bargh, backed up by Huntingdon MP, Jonathan Janogly, is pushing for a station to be reinstated at Offord, fiftyfive years after its closure. All semblance of the original has long since been removed.

Easing demand at Huntingdon and St Neots is cited as one reason; certainly much house building has and is taking place around the two towns between which lies Offord. Bob Bargh does admit that the request is in its earliest stage and has some considerable way to run. Villagers and the parish council are enthusiastic about expanding the housing supply in the Offords rating a railway station a vital component.

With new fixed formation 8 or 12 coach Thameslink trains due in the foreseeable future seating capacity, especially off-peak, is not an immediate issue. Still, there is little evidence thus far of passenger 'congestion' at either St Neots or Huntingdon, for nine tenths of the working day. But this may change.

A 5000 houses scheme at Alconbury just north of Huntingdon, could radically change the options, not to mention the increasing custom travelling from Cambourne to St Neots, rather than emeshing themselves in Cambridge's peak hour traffic travails. Bearscroft, Loves Farm and Wintringham are three further local housing schemes increasingly contributing rail passenger custom

Both First Capital Connect and Network Rail are always monitoring business levels along the route from King's Cross, and each has been approached by the parish council. Unsurprisingly neither has committed to any serious consideration, with FCC asserting that a large increase in housing would be the clincher for finance, and they are unconvinced that this has happened. The proponents think otherwise. Railfuture will encourage developments. CB

COMMENT: LOWESTOFT STATION STAFFING

Trevor Garrod notes that: "During August there were many occasions when Lowestoft station booking office was closed for half the day because of "staff shortages." This resulted in bad press publicity for Greater Anglia.

As East Suffolk Travellers' Association Chairman, Trevor was reported as saying that the Train Operating Company might prefer passengers to book on line or use automatic ticket machines; but there were many occasions when a customer wanted to speak to a real person when deciding on their purchase. He questioned whether Great Anglia were in breach of their franchise commitment.

At the end of August a Greater Anglia spokesman was quoted in the press as saying that they would be recruiting two additional relief staff.

Meanwhile, Lowestoft station has also been without a shop for two years. The previous tenant moved out after the rent was increased.

On September 16th, Transport Minister Stephen Hammond MP was due to open the new bus interchange on the north side of the station. The facility was provided by Suffolk County Council after they received a Sustainable Transport Grant from the Government. It means, for example, easier interchange with trains for people arriving by bus from Kessingland and South Lowestoft; and easier interchange with buses for passengers arriving by train and wanting to continue up the coast towards Gorleston.

Unfortunately at the time of writing the bus timetable boards in the new shelter are empty and it has no real-time information screens. " TG

This story pinpoints just one location with such problems; member, John Saunders, has highlighted Thetford as another 'location of discontent'.

Many of us would agree with John and Trevor in their desire for stations offering at least a regular hourly service, to provide a clean, warm Waiting Room, and a clean usable lavatory. The responsibility for " clean , usable" is, of course, is as much down to we users as it is to Network Rail or a TOC, on whom pressure is usually brought. But maybe local government has an interest: after all, a station which is attractive to users helps to sell the community it serves, and can only be good for business in town and on rail.

John Saunders poses two questions he would love researched and answered: would the longer-distance passenger be more tempted to the train if acceptable lavatories and clean Waiting Rooms were on offer, and secondly; to what extent do would-be passengers require one-to-one advice before opting for rail?

Ticket sales are increasingly effected through on-line computer/mobile phone. Well and good. But computers are not programmed to replicate the judgement of informed ticket office staff. A point which has arisen many times in this journal and Branch meetings in recent years.

Sometimes it is a topic better lobbied for by local User Groups, like FLUA or PENRUG rather than Railfuture. What do you think? Do write and tell us or

better still, come to the next Branch meeting. It's important as we don't all seek trains at big city stations. CB/TG/JS

NEXT BRANCH MEETING

Norwich (**NR2 1SD.**) on 28 September at 14.00 hrs
Guest Speaker: David Reed of Track Access Services
A specialist in digital training programmes for train drivers and other staff. Believe me, a fascinating topic. CB

A plea for space, and new 'home'?

A Cambridge member is having a clear-out and has re-discovered a set of BR / NR Timetables from the nineties and noughties. He asks if any are of interest to Branch members as it seems a pity to ditch them ...'but their space would be appreciated'. Contact the Branch chairman who will pass your details to the member concerned.

**BR / NR timetables - most have their map and additional supplements.
PW**

**May '88 to Oct 88; Oct '93 to May'94; May 1994 to May 95;
May '95 to Jun '96; Sep '96 May '97;
Jun '97 to May '98 Part 1 and Part 2;
Sep 2001 Jun '02; Sep '02 May 03;
Jan '03 May 03; Sep '03 May 04;
May'04 Dec 04; Dec '04 June '05.**

East West Rail

September 6th saw formal announcement of collaboration between Chiltern Railways and Network Rail to co-manage the 1km strip of line which will connect Oxford with the Marylebone main line to Birmingham at Bicester.

Karl Budge, NR's Route Delivery Manager said, "this collaboration will move forward the scheme to reinstate the railway line to through to Bedford and Milton Keynes via Bletchley." And that is but a part of Railfuture's ultimate objective of seeing this route extend beyond Bedford toward Cambridge, the gateway to East Anglia. A route which the too often reviled Lord Beeching actually wanted developed.

As Buckinghamshire County Councillor, Janet Blake stated, " This is excellent news.....delivering the first section of infrastructure for East West Rail services....bringing enhanced rail services and enormous benefit individuals, businesses, communities and the local economy ii Oxfordshire, Buckinghamshire, and Bedfordshire and beyond." We couldn't have put it better ourselves so must continue to pressure for a scheme which takes this railway onward to Cambridge. Futher rich benefits beckon.

In Mid-September, our Branch circulated to Councillors along the route an 11 page document outlining the scheme so far and, most importantly, just how vital it is to protect land that might carry the route from Bedford to the all important destination of Cambridge. This leaked out to the media so our Chairman, finished up doing various interviews for local radio and television. But the publicity was neither wasted nor detrimental, keeping the project profile firmly in public vision. CB

Toots Tweet

Today the latest communication technology is but another 'shop-window' for all organisations wishing to sell products, ideas and enthusiasms. Railfuture is and has to be part of this, as our Vice Chairman Jerry Alderson points up. Railfuture needs to get its message across using all the tools at its disposal. Traditional magazines like Railwatch, and newsletters like Rail East are not sufficient. In 2000 Railfuture launched its web-site www.railfuture.org.uk. The latest 'thing' is 'social media'.

Nationally we have been on Twitter for more than two years. However, since August each of our 16 branches now has their own Twitter account. East Anglia is one of Railfuture's most active - and most successful - branches and you can find out what we are up to, and what is happening on East Anglia's railways by following us @RailfutureEA.

The screenshot shows a vertical list of tweets. Each tweet includes a profile picture (either the Railfuture logo or the Department for Transport logo), the account name and handle, the time or date, the text of the tweet, and an 'Expand' link. The tweets are as follows:

- Railfuture EAnglia @RailfutureEA** (15m): Briefing note on route options through Cambridgeshire for East West Rail link published by @Railfuture East Anglia railfuture.org.uk/east/docs/East... Expand
- Railfuture EAnglia @RailfutureEA** (7 Sep): Step forward for half-hourly train services between Norwich and Cambridge eveningnews24.co.uk/news/step_forw... Expand
- Dept for Transport @transportgovuk** (30 Aug): Government starts its £45m push to roll out smart ticketing across South East #UKrailprojects bit.ly/14Jd5RZ Retweeted by Railfuture EAnglia Expand
- Railfuture @Railfuture** (25 Aug): Next @RailfutureEA public meeting in Norwich on Sat 28 Sept 14:00. Guest speaker is David Reed of @TrackAccess. See: railfuture.org.uk/east/meetings/... Retweeted by Railfuture EAnglia Expand
- Railfuture @Railfuture** (28 Aug): Chris Burton of @RailfutureEA interviewed by @ITV Anglia News about SoS McLoughlin visit to East Anglia - broadcast several times during day Retweeted by Railfuture EAnglia Expand
- Railfuture EAnglia @RailfutureEA** (17 Aug): Very positive response from Cambridgeshire County Council @CambsCC to the Wisbech Rail Reopening Campaign petition wisbechrail.org.uk/2013/08/16/res... Expand

Twitter is the easiest way of finding out what is going on and you aren't forced to have your own account either. Our Tweets can be viewed using twitter.com/RailfutureEA. JA

Please, do try and make it to the next Branch Meeting in Cambridge, not least for a unique and fascinating presentation from our Guest Speaker, David Reed

RAIL USERS CONFERENCE 2013/Oxford

www.railfuture.org.uk/conferences.

Saturday 2 November 2013

DEADLINE FOR ISSUE 159 : 16 November 2013

Railfuture

EAST ANGLIA BRANCH : OFFICERS

Chairman: Peter Wakefield (PW)

7 Holly mount, St Matthews Street, Cambridge
CB1 1QD 01223 352364

peter.wakefield@railfuture.org.uk

Vice-Chairman/RAILEAST Ed: Chris Burton (CB)

2 Stone Terrace,
Cambridge, CB1 2PN 01223 352327

cfb79ten@gmail.com

Secretary: Paul Hollinghurst

110 Catherine Street, Cambridge, CB1 3AR

Paul.hollinghurst@railfuture.org.uk

Treasurer: Mike Farahar (MF)

5 Digby Close, Martlesham Heath, Ipswich, IP5 3UD

Tel: 01473 625961.

mike.farahar@btopenworld.com

Membership Secretary: Peter Bayless (PB)

3, Queens Street, Spooner Row, Wymondham,
NR18 9JU

petlinbay@btinternet.com

Railfuture

EAST ANGLIA BRANCH :

Branch Meeting

28 September. Norwich

Chapelfield Methodist

Church NR2 1SD. At

14.00hrs

Guest Speaker:

**David Reed of Track Access
Services (Shepreth).**

Saturday 7 December.

Branch Meeting in Cambridge at

14.15 hrs at St Paul's Church,

Hills Rd, CB2 1JP

Speaker: TBA

RailFuture is the public face of the Railway Development Society Ltd

The Railway Development Society Limited is a (not for profit) Company Limited by Guarantee. Registered in England & Wales No501 1634. Reg.Office: 24 Chedworth Place, Tattingstone, Suffolk, IP9 2ND