

raileast

THE NEWSLETTER OF RAILFUTURE: EAST ANGLIA BRANCH

www.railfuture.org.uk

www.railfuture.org.uk/east.htm

Issue 155

September 2012



New Bridge proposed at St Neot's Station

See page 4 for full details

This is just one of several significant news stories to emerge over the summer months that concern our East Anglia railways. Some of them started out as irritating acronyms such as HLOS5, IEP, SOFA, ORR and ECML which we will do our best to convert to useful prose as the pages are turned. Then there was the spellbinding month of Olympian sport in which the railway played a pivotal part, more of which later. All in all though, the railway is in good shape and seemingly offered a bright future, thanks to higher fares but a lower tax contribution. Now there's a topic to fill this newsletter – and maybe someday it will. But not in this edition.

Also included is a lengthy piece on Thameslink about which our Branch has strong views: how will it and the new East Coast franchise affect the First Capital Connect operation as we now know it? Read what we are asking for in this Rail East and much, much more.

HLOS 5 and SOFA

It's a delight to begin by despatching these two acronyms: High Level Output Specification 5 (HLOS 5) and Statement of Funds Available (SOFA). What do they represent, especially the obscurely titled "High Level Output Specification"!

HLOS is the government declaring which specific infrastructure projects they wish to see implemented over the next five year period (2014-19); SOFA (below) states how much money overall the government intends to contribute to these schemes.

Table 1: Statement of funds available per year ¹⁰ (£m)

		2014-15	2015-16	2016-17	2017-18	2018-19	Total
Funds available:		3,165	3,382	3,385	3,516	3,394	16,842
Illustrative split of funding:	Franchise support	(341)	(166)	(296)	(254)	(396)	(1,453)
	Network Grant	3,506	3,548	3,681	3,770	3,789	18,294

Table courtesy of Department for Transport

What exactly this will cover is down to the Office of Rail Regulation (ORR) who negotiate with Network Rail on the costing of approved schemes. So it's only the first, encouraging stage, with nothing promised except that almost every 'expert' advocates economic growth through spending on infrastructure. It ought to be added that there exist further caches of Government money for which Network Rail can apply – with appropriate business case, of course. Further funding can be extracted from other sources too, such as Train Operating Companies being 'encouraged' to finance, in whole or in part, projects mutually beneficial to all parties. Again, a convincing business case is mandatory.

Funded projects already under way will continue such as Soham-Ely loop, GE Main line improvements south of Colchester and new platforms at Peterborough. To this is added reverting Ely North Junction to double track all the way from the station to the Kings Lynn and Norwich routes which British Rail converted to single track junctions many years back. The route to March and Peterborough has always been entirely double track. Surprisingly nothing was said about Norwich Swing Bridge, the other significant congestion pinch point in our region.

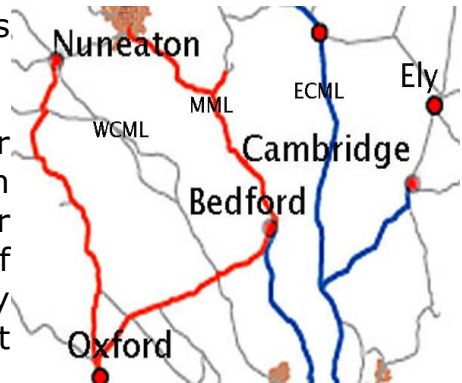
Other projects the Department for Transport suggests are: West Anglia Lea Valley route track capacity improvements. Extra southbound platform at Stevenage, four tracks Huntingdon-Peterborough, grade-separation at Werrington, Peterborough, plus a new southbound main line platform to reduce call time at Peterborough. Much of this you will have noted in past editions of Rail East. However, for the full story there is no substitute for going on-line and clicking: <http://www.dft.gov.uk/publications/hlos-2012/> . Well, it's one way of passing the ever longer dark evenings, I suppose. CB

East-West Electrification?

²www.railfuture.org.uk

The HLOS 5 document also furnished exciting and largely unexpected plans for electrifying the Oxford to Bedford East-West route. It's certainly a logical move, connecting as it does the proposed Didcot to Nuneaton electrification to the Midland Main Line (MML) scheme from St Pancras to Sheffield.

All three are in the 2014-19 plan and surely augur well for the Bedford to Cambridge extension, which was not mentioned, but is being lobbied for vigorously by the local authority consortium and, of course, Railfuture East Anglia and Thames Valley Branches. The map shows the links with the West Coast Main Line (WCML) and so on. CB



Great Eastern Main Line improvements and other matters.

The Branch was represented at a meeting of local authorities and enterprise zones along the Great Eastern Main Line to hear about progress with improvements along the line. Two key issues have emerged from various studies: firstly; the Network Rail route study identified a shortfall by 2031 of around 5000 seats during the morning peak period. Secondly, local business wants faster journeys between the main settlements and London as one way of encouraging new businesses to locate to the region.

Studies by consultant Atkins working with Network Rail and train operator Greater Anglia have come up with a package of measures based around 3 main themes:

Additional rolling stock to enable all peak hour services to have 12 coaches and new trains for the London-Norwich service with extra seating.

Line speed improvements to enable 110mph running and reduced journey times.

A three track section between Chelmsford and Hatfield Peveral to enable the construction of a new station to serve a major new development and allow fast trains to overtake stopping trains. This would facilitate the running of additional peak hour trains.

The initial cost of these works is around £300m, but would deliver many times that in benefits to the region. Further work is being undertaken to develop the business case so that the new rolling stock and services can be included in the forthcoming Greater Anglia franchise. Although the new infrastructure was not specifically included in recent Government railway spending announcements, it does include funds that Network Rail can spend on smaller enhancements subject to a business case being made. ND

Clacton service improvements

The state of the railway line between Colchester to the coast at Clacton and Walton on the Naze was the subject of a presentation given by John Smock of the local rail usergroup "Ontrack" Rail Users Assoc. (<http://www.ontrackrailusers.org.uk/>) at our Colchester meeting in June. The route, once proudly shown on the national rail Inter-City map is perhaps the only route in the area to have seen a decline in services over recent years.

The current service comprises an hourly through train between Clacton and London and a local stopping service between Colchester and Walton, (picture: station very close to beach, although not itself a beach hut! CB)



However, due to the constraints of the single platform at Colchester Town, the Clacton trains can't stop, so many passengers have to change trains at Thorpe le Soken. The connections don't always work. Although there is a Community Rail Partnership along the route, it is not having the beneficial effect seen on other lines. Since 1968 the number of services to different places on this route has diminished by up to 18%; only exceeded by the Yarmouth line where the figure is 23%, with similar problems to Clacton area.

Following the meeting, our Chairman Peter Wakefield and Secretary Nick Dibben spent the day with the local rail group looking at the facilities, or lack of them, on the line. The Tendring area, through which the line runs, is economically depressed with some parts classified as areas of multiple deprivation.

A half-hourly service to both coastal towns and improved facilities at stations is seen as one way to provide an economic stimulus to the area and improve access to education and jobs in Colchester. A second platform at Colchester Town would allow more trains to call there, whilst a new station on the edge of Clacton would provide better access to the town and would also serve the industrial estates.

With the consultation on the new Greater Anglia franchise due to start in a few months time, these items will be on the Branch aspiration list. ND

New entrance and bridge for St Neots Station: (see cover picture)

"St Neots and Huntingdon are the busiest stations on the East Coast Main Line between Hitchin and Peterborough", writes John Henderson. Unlike Huntingdon, access to St Neots is poor. There is only one entrance, on the west side, and all four platforms are linked via an exposed over-bridge with steep steps down to the platforms. A new project, starting next year, will bring St Neots up to modern standards reflecting the steadily growing population and prosperity of the area. In the cover picture, looking south, you see an enclosed bridge which will replace the current one, be equipped with lifts to the platforms, and span right across the railway to provide a brand new eastern entrance giving easy access from the

Loves Farm area of the town. The existing west side entrance and ticket office will be integrated with the new lifts and bridge. Resources for the new access are provided under a 'Section 106 agreement between the Loves Farm developer (providing £3.5 million), Huntingdonshire District Council, and by the DfT (£1 million), after a four year negotiation. JH

USER-GROUP NEWS

Meldreth, Shepreth and Foxton Rail User Group

Foxton Level Crossing: improvements to pedestrian gates. Susan van der Ven reports a concerted two-year campaign for safety improvements at Foxton Level Crossing, led by the Meldreth, Shepreth and Foxton Rail User Group (MSFRUG), that is yielding tangible results.

On July 30th, Network Rail completed the upgrade of two sets of pedestrian gates, following on from a spate of incidents which saw pedestrians, many of them children, caught on the level crossing when exit gates refused to open. This will be followed by the installation of CCTV cameras to cover pedestrian movements, so that if further safety related incidents occur, lessons can be learned. Lighting is also to be installed on the pedestrian crossings, and the field of vision from within the crossing keeper's box is to be significantly improved.

Network Rail has taken to heart the spirit of the Meldreth, Shepreth and Foxton Rail User Group safety campaign and has now initiated steps toward a feasibility study to close the level crossing, looking at 'all options'. The campaign has been strongly supported by local people. Tina Hughes, whose daughter Olivia was killed at Elsenham Level Crossing, has given strong support. It has been good to see responsible reporting by the local press, led by BBC Radio Cambridgeshire who pulled all the relevant parties into a live radio programme back in February and extracted a promise by Network Rail to expedite the necessary works.

Happily, we've found that Network Rail Route Managing Director Dave Ward has approached safety issues at Foxton with a can-do attitude and hope that further improvements will be carried out in due course. SvdV

SUFFOLK RAIL CONFERENCE

Railfuture will be represented at Suffolk County Council's Rail Conference on October 26th. The gathering is part of the process of discussing priorities for the 15-year Greater Anglia franchise due to start in the summer of 2014. It is hoped to explore common ground between stakeholders - but naturally people in different areas will also have their particular local shopping lists. TG

BECCLES

At a recent Branch Committee meeting it was decided to carry out a pre and post "hourly service" footfall count at the stations along the East Suffolk line to gauge what difference the hourly service makes to numbers using the service. First stage will take place on a Thursday before the end of BST. Could you help? If so, do contact Mike Farahar, the Branch Treasurer, details on the last page, as soon as possible, please? Thank you. PW

Beccles1979

(courtesy: www.eastanglianrailwayarchive.co.uk/)



EAST SUFFOLK LINE

The hourly Ipswich - Lowestoft service takes a further step forward on October 20th, when the new colour light signalling is commissioned and for which the East Suffolk Line will be closed for three days.

The East Suffolk Travellers' Association will hold exhibitions at Beccles Library November 12th - 25th and Halesworth Library November 26th - December 9th to promote the new service. We shall, of course, also tell people a little about the successful 28-year campaign, supported by Railfuture, to increase the line's capacity and enable an hourly train service to operate throughout.

At the time of writing, it is not known what Greater Anglia will be going to promote the enhanced service - but we shall surely know in time for our December 8th East Anglian Branch meeting. TG

Community Rail Partnership goes 'live' at Manea, March and Whittlesea

Martin Thorne reports that a Community Rail Partnership (CRP) for the Peterborough to Ely line, covering Manea, March and Whittlesea Stations, will be officially launched on Friday 12th October at 11am. This will take place at March Station with lunch at Fenland Hall in County Road, March.

Following the adoption of the Fenland Rail Strategy (2011-31) in April 2012 a commitment was given to launch a Community Rail Partnership. This follows extensive local consultation during which members of the public told us that they genuinely wanted to be more involved in their local railway. As indeed they can be through volunteering: choices such as Street Pride Groups, Station Adopters or the Friends of March Station are theirs for the making. The CRP is an effective way of widening the existing pool of volunteers with others, thereby making the whole concept of individual involvement with the railway, attractive.

In the coming weeks further details about the launch will be released including the stopping of more trains on the 12th October, at Whittlesea and Manea, so as many as possible can attend the event. Still better, would be you spreading the word in your area and enthusing one or two more people. MT

[6www.railfuture.org.uk](http://www.railfuture.org.uk)

BRANCH MEETING



EAST MIDLAND TRAINS: Its plans for Norwich-Liverpool

The meeting is on Saturday September 29th in the Methodist Chapel Meeting Room, Chapelfield Road, Norwich, NR2 1SD at 14.15hrs .

We are particularly pleased that our **Guest Speaker** will be no lesser person than **Mr. David Horne, Managing Director of East Midland Trains.** who has most kindly agreed to travel to Norwich to talk about our highly valued train service from Norwich to Peterborough, Nottingham, Sheffield, Manchester and Liverpool. We hope to learn how its future might be influenced by the planned electrification of the Midland Main Line, rolling stock cascades, infrastructure upgrades, and the like. The Branch has always been clear that it wanted shorter journey times across East Anglia with the 90mph capability of EMT trains used much more extensively. Speed, as ever, is very important in attracting new customers. As Mr. Horne will be forfeiting a day of his family weekend, do please come along and make his trip thoroughly worthwhile. PW

Felixstowe Developments

The future of the Felixstowe passenger service continues to cause concern for rail users, writes Andrew Gee. Felixstowe Travel Watch produced an additional special bulletin with the headline:

'M.P. pitches into fight to save passenger train services'

....which included the notes of a debate in Westminster on the issue of rail services in East Anglia. In response to a question the Minister for Transport, - Theresa Villiers replied with reference to the public consultation on the next Greater Anglia franchise (from 2014 to 2029)

"As to what goes into the franchise, I emphasise that we have no plans to remove daytime passenger services from the Felixstowe branch line, which was a matter of importance to my Hon Friend the Member for Suffolk Coastal (Therese Coffey). Although Hutchison Ports has proposed the change, it has an obligation under section 106 of the Town and Country Planning Act 1990 to fund the required infrastructure upgrades".

In August a well balanced six page article entitled, 'The fight for Felixstowe' appeared in *RAIL* magazine. Interesting to note that in June 2012 the port hit the record number of 11,474 containers by train in one week. This increasing shift from road to rail places more pressure on all interested parties to pursue plans to dual part of the branch well before 2018, the Section 106 deadline.



Construction work continues on the third rail terminal within the port. Dual tracks are already in place and within a matter of weeks the new point work is expected to connect with the existing network at the North Terminal (see p7 photo). AG

HOT NEWS Ipswich Chord: Development Consent Order: As we go to press Andrew tells us the magnificent news that the Department for Transport has signed the Development Consent Order for the Ipswich Chord, often referred to as the 'Bacon Factory Curve'. Work has started as Andrew's picture shows. AG/CB



DfT - A14 Challenge – rail options

Railfuture has been asked to comment on the 'A14 challenge'. This has been an ideal opportunity to promote modal shift away from the A14 to rail, including the Felixstowe to Nuneaton infrastructure scheme, the strategic role of Port of Felixstowe and the needs of the logistics industry. In addition, the future rate of economic growth in the East will require more capacity for passenger services enhanced by the case for electrification in Network Rail's 2019-2024 plan. Support was also given for East-West Rail (EWR), our keenly supported project to connect East Anglia with the western Home Counties. AG

East Coast Re franchising Consultation

Two committee members attended a useful briefing meeting organised by the DfT in London on the 19th July. Also attending were representatives of nearly all the potential franchisees, who, remained utterly silent throughout. Our main concern was the generally long-wait connections at Peterborough with East Anglia services, as well as onward to Doncaster, Newcastle and Scotland.

When the timetable is rewritten for the new Intercity Express Programme (IEP) rolling stock, we requested an hourly semi-fast service linking Kings Cross with calls at Stevenage, Peterborough, Grantham, Newark, and Retford plus attractively timed connections to Lincoln, Grimsby, Worksop at Newark and Retford respectively. Similar good connections with services to Leeds, Newcastle and Scotland were also requested.



Interestingly, we were not alone in declaring opposition to IEP deployment on the Kings Cross-Cambridge-Kings Lynn service. Despite marginally superior acceleration and air conditioning, it would offer no significant time reductions, would complicate ticketing, whilst its power requirement and door configuration is inappropriate north of Cambridge. For us this is sophistication too far and an expense which would have to be paid for by a painful hike in ticket prices, presumably above those for Thameslink. As yet though, we don't know, for these

critical decisions are still pending at the Department for Transport and the Treasury. What we are sure of is that 110mph air-conditioned electric units are the ideal traction for this intensively used route.

Head of Franchising, Roger Jones, agreed that IEP would make little difference to Kings Lynn to Kings Cross journey time, but declined further comment pending official IEP announcement. This happened on 25th July. East Coast franchise goes to tender between January and April 2013 with announcement in August and the new incumbent starting in December. Could First Group land a another mainline franchise? If not who'll offer the barrel-scraping bid this time – Stagecoach, using Virgin management? Oh mischievous thoughts. CB/PW



OLYMPIC RAIL REPORT.

The Olympic Rings, as Edinburgh saw them, symbolise an entirely personal view from Mike Lamport, on how our railway has acquitted itself servicing this wonderful, successful 2012 athletics spectacular. He writes.....

I'm proud to report that the rail industry exceeded even its own Olympic expectations by running an estimated 10,000 additional services over the two Games fortnights. These included un-timetabled shuttles such as those put on at short notice by Greater Anglia between Stratford and Liverpool Street and by Cross Country who also rose to the challenge by not only extending a number of their Voyager trains to Weymouth as planned, but by literally going the extra mile and running short notice shuttles to and from Bournemouth!

Meanwhile, doom sayers in the Capital were silenced when both the Central Line and the recently upgraded Jubilee Line both successfully conveyed astonishing numbers of passengers including many IOC members who shunned their chauffeur driven BMW's in favour of 'getting on down' with all the other visitors to the Games on the Tube. And the DLR, with its special Games services, including shuttles to and from the ExCel arena, managed to carry a record HALF A MILLION passengers in one day – a 65% increase on a normal day.

However, the star people-mover, and one which was particularly adept at lifting large numbers of tired but happy spectators out of the Olympic Park and back into Central London, were South Eastern's 'Javelins'. These 2000 capacity trains hoovered up the crowds and quickly got them on their way home after the afternoon and evening sessions, easing the burden on the rest of the Capital's rail network.

How was all this achieved? By a combination of targeted investment in new infrastructure and rolling stock (some of that much maligned £9.3bn "cost" of the

Games) plus meticulous planning funded and led by the Olympic Delivery Authority and, of course, the railwaymen and women assisted by an army of cheerful and helpful volunteer Games Makers who made rail transport the quiet winner of these London 2012 Games. As my boss, ODA Transport Supremo Hugh Sumner, used to implore us "Let it be *sport*, not *transport*, making the headlines during the Games". Hugh, you got your wish. ML *So hearty congratulations to all the Train Operating Companies in our area for providing the Olympics with such an effective service, Javelin or not! PW.*



Telecoms Train Information from Bittern and Wherry Lines

Specialist application programmes for mobile smart phones continue apace with Norfolk County Council doing their bit with "[The Bittern & Wherry Lines Community Rail App](#)" This downloadable FREE 'App' from Android (Google Play) or Apple via iTunes or AppStore, conveys up-to-the-minute information on bus and train services plus a map of the area around each station, general 'route' news and 'special partner' offers. Just go to http://www.norfolk.gov.uk/Travel_and_transport/index.htm
Thanks to Ian Dinmore for this truly 21st century update. CB

Cambridge Science Park Station Timescale

Alan Mayes, reports that the County Council is proposing to convert the former railway trackbed from Milton Road to the new station into an extension of the guided busway. Railfuture has proposed that this should instead be a normal bus-only road to be used by all buses, not just the guided variety.

Indicative high level programme for Cambridge Science Park Station

Date*	Task / Milestone
Jan 2012 – May 2012	Produce Network Rail GRIP (Governance for Railway Investment Projects) Stage 3 Report and updated scheme cost.
Feb 2012	Minister of State 'in principle' assurance on scheme inclusion in upcoming rail franchises.
Summer 2012	Formal confirmation from Secretary of State that Chesterton will be included in the Thameslink and long term Greater Anglia franchises.
May 2012 – Dec 2013	Outline and detailed scheme design through Network Rail GRIP Stages 4 and 5.
Aug 2012 – May 2013	Consultation on scheme and preparation of planning application.
Oct 2012	Invitation to Tender for the Thameslink franchise issued by DfT.
May 2013	Submit planning application to County Council for determination by Joint Development Control Committee for the Cambridge Fringes.
Summer 2013	Invitation to Tender for the long term Greater Anglia franchise issued by DfT
Autumn	Planning consent received.

Date*	Task / Milestone
2013	
Jan 2014 – Oct 2015	Construction on site. County Council delivers access, interchange, car and cycle parking. Network Rail delivers and commissions station platforms, building, footbridge and live rail works (GRIP Stages 6, 7 and 8).
Oct 2015	Station opens.

This programme assumes that no delays occur in the statutory processes.

The 8 GRIP Stages are

1. Output definition
2. Pre-feasibility
3. Option selection
4. Single option development
5. Detailed design
6. Construction test & commission
7. Scheme hand back
8. Project close out

Railfuture has also asked for a short-cut entrance to the East end of Cambridge Business Park from Cowley Road for cyclists and pedestrians to encourage potential rail users. It is proposed that the new station will have 3 platforms and parking for 450 cars and 1000 bicycles. Access for cars and buses and the main access for cyclists and pedestrians will be along Cowley Road passing the former park and ride site. Short-cut access for cyclists and pedestrians from East Chesterton is also planned.

Railfuture has suggested that the track serving the proposed 'bay platform' should be extended northwards and split into two 12 car length sidings to park a terminating train out of the way to enable a second train to arrive. This would go forward to the second siding to await its next turn of duty. The first train could then return to the platform, load and depart.

This would make it easier for rail services from Kings Cross and Liverpool Street, which currently terminate at Cambridge Railway Station, to end their journey at the Science Park Railway Station instead. AD

Our Chairman, Peter Wakefield, Comments

Once in a generation – A Rail Prospectus for East Anglia

<http://www.newanglia.co.uk/Assets/Files/Content/Rail%20prospectus%20for%20East%20Anglia.pdf>

During the early Summer, this document, possibly the most important and impressive ever about aspirations for our East Anglia railway, was published. Important because 28 Councils, 3 Local Enterprise Partnerships (LEPs), 6 business

organisations, 36 Members of Parliament, Greater Anglia Railway, as well as ourselves and 21 rail user groups, contributed to the document and stand by it. It also reflects the aspirations of the railway community itself plus work already completed by the LEPs and their predecessors. So it's not just a wish list.

Particularly notable and praiseworthy is the collective work by our new generation of youngish Members of Parliament who seem, to me at least, to display a real understanding of the subject and breathe fresh air into the musty ways of getting things done.

All these MPs supported Therese Coffey in securing a 'Commons debate about the Prospectus on July 3rd, citing the need for investment in the East Anglian rail network. Congratulations to each of them. Ms Coffey secured a reply from the Minister who, incidentally, pointed out that the new GA franchise would not seek to remove daytime passenger services from the Felixstowe line, and that the owners of the Port of Felixstowe had signed a legal document obliging them to fund the necessary infrastructure upgrades.

The Prospectus emphasises the commercial imperative to speed-up services on the Great Eastern Main Line (GEML) between London, Ipswich and Norwich, as well as those to Cambridge and Ely, always bearing in mind the needs of passengers from across Essex.

The need for greater capacity through Ely was pinpointed, especially across North Junction, benefiting passenger *and* freight traffic. To this was added acceleration of all services, but particularly covering Cambridge/Peterborough to Thetford and Norwich, and the Newmarket/Ipswich routes together with increasing services to half hourly frequency.

The desire was expressed for a rolling programme of electrification to nearly all routes; of more railway where there is presently none, particularly west out of the region to Bedford to connect up with the East West Rail Link now authorised to be completed by 2017. And, of course, to Wisbech. (Yes...much work is going on about that very important project too.) Do give it a read, time permitting. PW

thameslinkprogramme.co.uk

First Capital Connect: Re-franchising process

The Branch has been very busy since the last Newsletter consulting on and discussing our response to the re franchising of the First Capital Connect franchise. There have been quite a few meetings to attend too. Our deliberations will be sent to the DfT and the Preferred Bidders.(Abellio; First Group; Govia;

MTP; Stagecoach.)

The new franchise will be the largest in the UK, incorporating, unlike now, the Southern & First Capital Connect routes plus several Southeastern lines, thereafter carrying 20% of all UK railway passenger traffic. It starts in September 2013 running until 2020.



The new franchisee will have to keep the current timetables operating efficiently up to 2018, manage the amalgamation of FCC, Southern and some Southeastern lines, introduce 1600 new vehicles to the Thameslink services as well as get the new Thameslink timetable, through the cross-London core, running. No small ask!

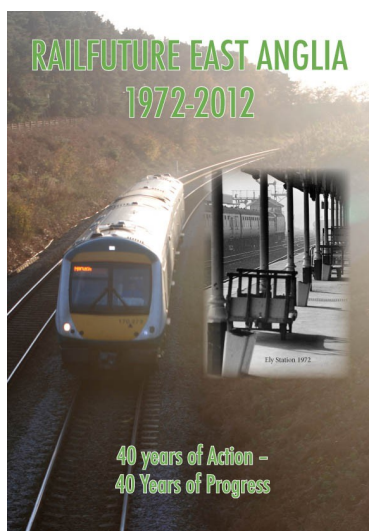
Although our area of the new franchise covers Peterborough/King's Lynn/Cambridge to Hitchin and Stevenage we do have a very strong interest in the destinations south of Stevenage.

We have asked for all stations to offer full accessibility for disabled users, particularly so at Meldreth and Biggleswade.

We want all services currently in the FCC Great Northern franchise to transfer in toto to the new Thameslink franchise. We do not wish to see an additional franchisee being introduced to operate the half hourly non-stop off-peak service from (King's Lynn) Cambridge to King's Cross. This will complicate ticketing and be customer unfriendly. As now, one fare should give access to all trains on this busy route, a route which doesn't require Inter-city facilities and premium fares.

- Cambridge should be considered a major hub with timetable planning not wholly London-centric.
- Pre-2018 we wish to see careful attention paid to running the present service efficiently and to an increasingly higher standard.
- Post-2018, with services running through the Thameslink core we advocate:
2tph from: Peterborough, (Alconbury), Huntingdon, St Neots, Sandy, Biggleswade, Arlesey to Hitchin, Stevenage, Finsbury Park - St Pancras Intl - Farringdon - City TL - London Blackfriars - London Bridge - East Croydon - Gatwick Airport - Three Bridges.
- 2tph from: Cambridge Science Park, Cambridge, Royston, Baldock, Letchworth GC and then as above to 4tph from Hitchin and Stevenage.
- 2tph from: King's Lynn and all stations to Cambridge then non-stop to London King's Cross, as now.
- 2tph from: Cambridge Science Park and all stations to Hatfield then Finsbury Park, London St Pancras Intl, Farringdon, City TL, London Blackfriars and south London.

Robustly 40 years old



As we have reminded you in previous issues, the East Anglian Branch is proudly 40 years old this year.

Thanks to Chris Burton, Trevor Garrod and Simon Hope for all the work they have put into producing the accompanying leaflet outlining our achievements along with aspirations for the future. I think we are entitled to ask ourselves, and point out to others, just how much of the network would be here now without the campaigning in all its forms by our members and others over the last 40 years. Surely we must be equally entitled to claim that our arguments have been generally vindicated.

So time to offer a big "thank you" to past stalwarts such as Steve Wilkinson, John Barfield, Louis Hipperson, amongst many others, along with past and present

stalwarts such as Trevor Garrod, Peter Lawrence, Clara Zilahi, Nick Dibben, and Louis Buckingham, as well as all our membership, without whom we would have no authority to campaign...and of course to all the magnificent work done by Rail User Groups (usually set up by the Branch). Without us all, would there be a East Anglia Rail Prospectus of which to sing the praises? PW

East West Rail - Bedford to Cambridge



John Henderson writes, "After the good news of Oxford to Bedford being included in the government's rail electrification programme for 2014-2019, Railfuture is looking to the future and the next phase of the EWR Project. We are assessing three route 'corridors' between Bedford and Cambridge: Northern - close to a straight line, in the area of the original

railway and the parallel trunk roads; Mid Beds: based on the old Bedford/Hitchin line; and Southern: running via Luton and Stevenage. Here are four photos illustrating some points of interest in the Northern corridor. *Top left*: The A421 provides a corridor similar to the HS1 / M20 arrangement in Kent. *Top right*: A junction with the East Coast Mainline would be relatively easy. *Bottom left*: The original route ran two miles from the new town of Cambourne, to the west of

Cambridge. *Bottom right:* The approach to Cambridge: via the area near Addenbrooke's Hospital"? JH

This is where we have to leave you. Thanks to all our contributors of text and pictures with due apologies for content which didn't make the mix. Deadline for submissions to the next issue is 7 November 2012. We are hoping to cover, apart from anything else, the completed loop at Beccles. Otherwise, keep the news and comment coming in, but pithy and with a picture(JPEG) if you can provide one. CB

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EAST ANGLIA BRANCH :

Dates for your Diary

**Norwich 29 September
14.15hr at**

**Chapelfields Methodist
Chapel, NR2 1SD:**

**Guest Speaker; David Horne,
MD East Midland Trains.**

**8 December, Cambridge
Venue and Speaker to be
announced**

**23 February Bury St Edmunds
AGM at Friends Meeting House
IP33 1SJ**

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