



THE NEWSLETTER OF RAILFUTURE: EAST ANGLIA BRANCH

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*Issue 157*

*February 2013*

***A Belated HAPPY NEW YEAR  
to you from your Chairman and Committee, and may  
the railway continue to deliver good news during the  
next twelve months.***

## **Rail services in Essex**

North and east Essex railways feature in this edition more prominently than usual, and not just the main line artery to Liverpool Street from Norwich, but the vital veins which spread business to and from the main line.

## **East Anglia Branch Annual General Meeting Saturday 23 February**

Yes, it's almost that time again; when we evaluate the fruits or otherwise of our efforts during the past year, scrutinise our Balance Sheet, when Committee members may stand down from office, and non-Committee members may stand *for* office.

Certainly if you wish to do the latter, that would be wonderful, as new blood is always needed. But, please, do let our Secretary know as soon as you receive this Newsletter. The AGM date is Saturday 23 February, 2.15pm at the Friends Meeting House, Bury St Edmund. Fuller details inside and on the Flyer.

## NEWS

### **Haverhill—Cambridge by train: where there's a way....**

December 15<sup>th</sup> 2012 saw our Chairman and our Rail East Editor attend a meeting in Haverhill organised by Best of Haverhill Business ([www.thebestof.co.uk](http://www.thebestof.co.uk)). The topic: the case for reinstatement of the railway line from Cambridge to Haverhill (and onward to Colchester), closed in March 1967. Around 300,000 people live along this corridor to Colchester, many of whom have to make their way daily to work in Cambridge. By bus this is no short journey taking 70 minutes for approximately 20 miles, and often not a lot faster in a car on the largely single lane road.



*These two photographs show left, Bartlow station , and then Haverhill on 4 March and 25 February 1967 respectively, just before closure. Phot. Late G. Pring, Source: courtesy, Railway Record of British Isles curated by Andy Rush and David Challis .[www.stourline.co.uk](http://www.stourline.co.uk)*

The Rev. Malcolm Hill spoke with enthusiasm for the subject which he conveyed to the audience. There was much evidence of growing commercial activity in the area, itself a reason for reconnection. When the railway closed, Haverhill's population was 8500 – today it's 23,000. For around £46,000 an engineering feasibility study could be produced and it was this which Malcolm particularly advocated, ably backed-up by our Chairman, who pointed out the need to link efficiently with the thriving employment scene in Cambridge, as well as the national rail network.

Such is the price of housing that more and more Cambridge-based employees are compelled to live outside the city. Haverhill is one such location generating much tedious road travel toward Cambridge.

The scope of the Engineering Study might be in two parts: Shelford to Haverhill, and Haverhill to Sudbury where the line from Marks Tey currently terminates. New stations at Sawston, Linton, Haverhill, Clare and Long Melford are mooted as is electrification. Of course there are obstacles, apart from money, such as the original site for Haverhill station being no longer accessible. But obstacles exist in most projects for reopening – and they are usually overcome! This is the prime task for the proposed engineering study when the vital finance for it is

forthcoming. As Rev. Malcolm Hill said, "where there's will there's a way, and where there's a need there's a way". The Branch Committee has agreed to fully support this campaign along with the committed backing of Haverhill's business and other communities. CB

## 'SHORTLINER' WAGONS FOR FREIGHTLINER

Felixstowe to Manchester services via London are the first to employ the new 'Shortliner Ecofret' container wagons leased from Hamburg firm, VTG. Freightliner has opted for the twin-wagon design which cuts out up to five and a half feet of wasted space on earlier stock, thereby maximising the 20ft /40ft container mix per service. In so doing it also minimises space between wagons/containers reducing air turbulence and thereby fuel costs by around 5%. With the very latest design of wheel-sets track impact will also significantly reduce.

Before long these wagons will appear on services through Ely to Doncaster, Leeds and Wilton, although not intended to replace earlier designs, just enhance cost-effective loading. CB



Showing new wagon, left, and narrower gap between 20' and 40' containers Photo: **Freightliner**

### ***EAST ANGLIA CONFERENCE 2014***

***EAST ANGLIA BRANCH WILL BE HOSTING THE SUMMER 2014 CONFERENCE. RAILFUTURE IS ASKING ITS MEMBERS WHICH OF FOUR EAST ANGLIA LOCATIONS THEY WOULD PREFER: PETERBOROUGH, CAMBRIDGE, ELY OR NORWICH. THE NON-BINDING ONLINE POLL HAS BEEN SET-UP AT <http://www.railfuture.org.uk/Events>. A VOTE CAN ONLY BE MADE ONCE FROM A COMPUTER.***

## Franchises proceed on caution

The Government announced at the end of January that work is to resume on the new combined First

**[thameslinkprogramme.co.uk](http://thameslinkprogramme.co.uk)**

Capital Connect (FCC) and Southern franchise. The process halted abruptly last

Summer following disarray over the West Coast Franchise and the accuracy and consistency of the data provided to the bidders. The existing FCC franchise expires in September 2013. On January 31st the DfT announced that the FCC franchise will be extended by '7 periods' and then for 2 years as a mini franchise by single tender, i.e. run by FCC. At the end of 2015, a 7 year management style franchise will be let. Contracts for the new trains will be signed 'shortly'.

It is sensible to let FCC get on with managing the introduction of the Thameslink timetable and the possible introduction of the new trains, both of which must be in service in 2018. But is a franchise change in the crucial 2016 new year period sensible? ND/PW.

## Local Authority Consultations

The Branch has responded to three consultations during the last few months which, inevitably, are too detailed to publish here. But with computer technology all is not lost, as the following will confirm.

The Norfolk County Council Rail Prospectus;  
The Cambridgeshire County Council Cambridge Science Park station proposals;  
The Sizewell C Power Station Planning Consultation (see comments elsewhere in this edition)

You may view these responses at the Branch website by following these links:-  
<http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-NCC-Rail-Prospectus-Consultation-2012.pdf>

<http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-Cambs-CC-CSP-Station-Consultation.pdf>

<http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-EDF-Sizewell-C-Stage-1-Consultation-response.pdf>

## EAST SUFFOLK LINE - WHAT NEXT?



Trevor Garrod writes to tell us; "Several Railfuture and ESTA members were among invited guests on the 10.07 train from Lowestoft to Ipswich on Monday December 10th - the first day of the new hourly service.

As trains in the up direction (towards Ipswich) are allowed 3 minutes to pass trains in the



opposite direction at Beccles, this gave time for the VIPs (and a few of the rest of us) to get out and be photographed by the news media on the refurbished platform.

Councillor Guy McGregor paid tribute to all stakeholders for bringing the Beccles loop to fruition and in Churchill before declared "this is the end of the beginning." The next steps should be to improve further the capacity of the East Suffolk Line, such as a loop at Wickham Market, and an increased line speed.

We campaigners will surely agree with that - but it is also important to do some tweaking of what we have achieved so far. For example, after 28 years of all trains leaving from the same platform, some people arriving at Beccles station to catch a train, are now confused by two! A simple sign at the station entrance would help. A litter-bin on the new platform would also be welcome and experience may show that a second shelter is needed there. There may be a case for some extra stops at Westerfield. ( PW notes below concerns about Westerfield) *Photos: PW and Mike Farahar.*



Verbal reports indicate that at last agreement has been reached so that long overdue work on improving the down platform can start.

However, the key achievement is that we now have a new product to market. ESTA has already mounted displays at Beccles, Halesworth and Lowestoft Libraries,

promoting the new service and also featuring the Railfuture East Anglian Branch anniversary leaflet.

In the spring and summer more visitors by train can be attracted to the towns at the northern end of the line and so we plan to hold similar displays at Ipswich Central, Woodbridge and Wickham Market Libraries.

Over 20 times a day (except Sundays) Anglian Bus service 520 now connects with trains at Halesworth rail station and provide public transport access to the attractive Blyth Valley and Southwold. We must keep promoting this facility.

On Saturday June 1st ESTA plans to celebrate the 154th birthday of the line with a boat trip on Oulton Broad - now that Oulton Broad South station, like Oulton Broad North, has an hourly service, this attractive destination is also easier to reach by rail. For details, visit [www.eastsuffolktravel.org.uk](http://www.eastsuffolktravel.org.uk)

Our Chairman writes: " Congratulations to the ESTA for its long campaign and the many others involved in bringing this project to a largely successful conclusion.

There are still things to do, however: overall line speeds remain too leisurely due to the many low speed level crossings and much old track. We urge Network Rail to upgrade the line and raise speed limits as soon as possible. Sadly Westerfield is the one station receiving a poorer service from the timetable changes. Previously all ESL services called there but now just a few do so, plus the Felixstowe trains. It is now virtually impossible for users from Westerfield to go to Woodbridge and onwards.

Urban developments planned in the very near future around Westerfield mean that the station will be the centre of over 3000 homes and a new secondary school. Westerfield station will be vital to the sustainability of this new large suburb of Ipswich and all credit to Ipswich Borough Council for wanting to use the station as its centrepiece. The Local Authority, Greater Anglia and Network Rail must co-ordinate to keep the stops at Westerfield under review and shorten journey times.

Also, travellers returning from London via Ipswich often have longer to wait for a connection to the ESL. These are but irritations though in an otherwise splendid improvement offering still greater possibilities. PW

### Cambridge Science Park Station – Minister enthuses



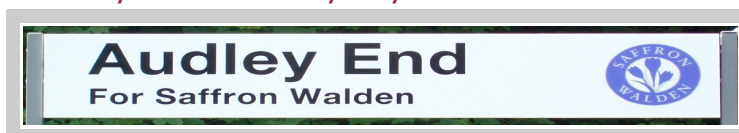
The rail minister, Simon Burns was welcomed on 4<sup>th</sup> February by council chiefs and MPs to Chesterton Sidings where Cambridge's second train station is to be built. He said the project was a top priority. 2015 is when Cambridge Science Park is expected to open. The Minister backed Cambridgeshire County Council's plan to borrow about £30 million for construction and then use rail ticket receipts to recoup the money. This is still awaiting writing into future rail franchises of the companies which will run the services to the station.

Forecasts predicate a minimum of 3,100 passengers per day in 2016, of which 1,500 will be existing rail users switching to the new station, and 1,600 will be new passengers. This figure is expected to produce 800,000 passengers annually by 2018, making it one of the busiest stations in the county. Cllr Nick Clarke, the county council leader, said: "The minister was very clearly committed to this station. What I wanted to do was to move it on as far as I could as quickly as I could, and to talk about the inclusion of the station in the new rail franchise agreements so we can get best value. CB

## Greater Anglia Franchise

The Greater Anglia (GA) franchise holder, Abellio, is already half way through its tenure with renewal in July 2014. So what of the "committed obligations" to which Abellio signed up on our behalf?

There are 46 of them... not all appertaining to the Railfuture EAB patch nor necessarily "visible" anyway.



One of the more interesting "Commitments" is number 12, re; a scheduled bus service trial, reading as follows:

12.1 Subject to all necessary approvals for bus operations being obtained, the Franchisee shall procure the operation of a six month trial of a scheduled bus service between Saffron Walden Station and Audley End Station, to have been commenced on or before 4 January 2014.

12.2 The minimum level of service will be two bus services between the two Stations in each direction per week day.

12.3 The provisions of paragraphs 7.3 and 7.4 of Part 2 to this Appendix 11 shall apply to this Committed Obligation."

I asked Geraint Hughes of GA how planning for this potentially very important bus-link initiative was going. He replied: *Ask your questions*" So I did, as follows:

Q1. When do you expect the service to inaugurated?

" Likely to be May 2013."

Q2. Are existing bus operators being used...if so which operators are they?

" Yes - Viceroy Coaches and TGM ."



Q3. Will there be a special bus livery?

"No, but there will be a specific marketing campaign, which may generate some form of brand for the ticketing arrangements. "



Q4. Have the operators committed to running the service by contract to Greater Anglia, or the DfT? Are the local authorities involved?

*" Essex CC are involved, because the TGM service is contracted to them. Uttlesford DC are also involved, because the Uttlesford Transport Forum is an important stakeholder for the project. We have yet to determine the operating basis for the additional journeys that may be provided under the arrangement. "*

Q5. For how long is the commitment?

*" The commitment is for 6 months, but we are aiming to establish something which continues beyond that date. "*

Q6. With which train services at Audley End will the bus connect? (There are three services each way each hour).

*" We are aiming to provide good connections to London and Cambridge services, with the priority being to the semi-fast Londons, rather than the all stations. However, it is not possible to meet all three trains per hour in each direction without committing significant additional bus resources, which are not at this stage deemed to be viable. "*

Q7. If the timetable has been established, could we have a copy of it, please?

*"Not confirmed yet. "*

Q8. If the timetable has not been established yet, what will be the start time/end time of the bus service to/from Saffron Walden, if only approximately?

*"At the moment we think it will cover the existing span of the Viceroy service, (0600 - 2030), but market research will determine whether any further extensions will be necessary and viable. "*

Many thanks to Geraint for this information. No doubt there are still several issues to be ironed out before the service starts.



We will return to the other 45 franchise commitments in the next Rail East but in the meantime, they're available for study on the Branch website. PW  
[www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-Analysis-of-Greater-Anglia-franchise-commitments.pdf](http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-Analysis-of-Greater-Anglia-franchise-commitments.pdf)

## The Only Way in Essex

Obviously what happens to rail services after they leave Liverpool Street has a marked effect on the timetables and travellers a long way away, as people in eastern Essex, Suffolk and Norfolk will sometimes grumpily testify. Local Rail User Groups, business, MPs, tourist agencies and others have in recent years, got together to air their discontents to railway management, civil servants and the media. Their wish is for a faster, more reliable and frequent train service.

What follows is a distillation of communications from Tony Baxter, Nick Dibben, James Elmer, Derek Monnery and Stuart Wilkes to whom my most grateful thanks for the original words and pictures.

*Essex Rail User Federation (ERUF) will be largely pleased at the recent report from ATKINS, the engineering consultancy, which reflected much ERUF input. CB*

### **ATKINS GREAT EASTERN MAIN LINE REPORT**

Regional train operator Greater Anglia (part of the Abellio Group) is working with stakeholders to build a financial case for significantly improving Norwich-Ipswich-Liverpool Street services. Essentially it is about capacity; ways to thread the fastest services through the web of stopping trains and freights which otherwise impede them. The 18th December 2012 saw a significant step forward with publication of the Great Eastern Mainline Capacity Study, carried out by Atkins, at the behest of Norfolk, Suffolk and Essex County Councils.

It constitutes a two-pronged approach: firstly, to make a strong case to the Government for significant infrastructure improvements; such as rebuilding Bow Junction in East London; a new 3.5 mile passing loop east of Chelmsford; and line speed improvements through closing/modernising unguarded crossings or replacing with a bridge. This would permit up to 125 mph maximum speeds from the 100 mph current maximum. All could be in place by the end of the next Network Rail funding Control Period (CP5), in 2019.

Secondly: to furnish an equally compelling financial case to the Government for the next franchise to include significant improvements to rolling stock: eg. new locomotives or "Inter City-style electric multiple units".



Atkins asserted that if all this were delivered, the value to the local economy would be around £2 billion. We do, though, need to be careful about what we request: the Norwich services Mark 3 coaches are, by common consent, the most favoured design ever to run on our Inter City system. Newer and sprightlier does not necessarily mean "better" in every way. There's always a trade-off

Atkins' report has been submitted to Network Rail for further assessment, which explains the all-too brief reference in the recently published submission to the Office of Rail Regulation of infrastructure work between 2014 and 2019.

The report meshes the project for a new station at Beaulieu Park with the Atkins proposal for an extra bi-directional track serving this station for 3.5 miles from Chelmsford onward to Witham. Unfortunately Rail Minister and Chelmsford MP, Simon Burns believes this threatens the financial case for Beaulieu Park station, where work starts this year on the associated housing scheme. So active lobbying is still required to 'blend' these two proposals into a sensible, bankable business case.

To many it was a surprise that this third track would make possible 125 mph paths in the timetable, instead of 110mph. This would of course demand trains of matching capability. The Siemens Class 360 electric units at least could be uprated to 110mph running for "around" £1m total cost while the trains on the Norwich service are already passed for 110mph, when it becomes allowed. But 125 mph? Now that's on a different 'track' altogether.

Neil Skinner, Chairman of the Manningtree Rail Users Association, cautiously welcomed the report: "It would be excellent if they can do it," he said. "You're probably looking at something like an hour from Ipswich to London but south of Chelmsford I'm not sure whether you're going to get faster speeds." CB

## OFF THE ESSEX MAIN LINE

We are especially concerned with services to the Tendring District which takes in Clacton, Walton, and Harwich to the east over to Colchester in the west. Clacton shares with Great Yarmouth the dubious distinction of significant deprivation through unemployment, seasonal work and low income. Transport links are not good. As part of the package to attract employers to the area and to ferry

employees to local work as well as to jobs farther afield, like London, railway services require marked improvement in speed and frequency.



Frinton



Colchester Town Station

Essex Rail Users Federation (ERUF) also suggest rebuilding Colchester Town Station with a single island platform, enabling cross-platform interchange between a terminating London train and the connecting local service. Expensive but feasible. Another is to pass services at Frinton where, though only one track presently exists, there are actually two platforms, as you can see in Frinton 2.



Frinton 2

Looking farther afield ERUF pitches for half hourly services as standard. Many routes already possess the infrastructure to achieve this although passing loops would be needed on the Braintree, Sudbury and Walton lines. The off-peak timetable already has enough rolling stock to make this possible. CB

**ERUF Chairman, Derek Monnery,** adds "Speculation mounts as to why Southern has made enquiries for so many new trains. We made a pitch for new trains last September, saying that Class 321 units (see snow picture above), which are cramped, draughty and have no corridor connections, are quite unsuitable for working further from London than Colchester (51 miles).

We have said that the lack of corridor connections would not be a problem on newly electrified lines where currently they have 2 or 3 coach DMU stock, because a refurbished 4 car class 321 would be a welcome replacement. However on our lines the lack of corridor connections is a problem where most trains are 8 or 12 car.

I am hopeful that a batch of new Class 377 /379 stock could just be heading our way, but who knows how the DfT works?" DM

# **AGM**

**Friends Meeting House  
Bury St Edmunds, IP33 1SJ  
Saturday 23<sup>rd</sup> February at  
2.00pm.**

**Guest Speaker:  
DEREK HAYNES of Norfolk  
Orbital Railway  
Please, do be there.**

## **Fares fair? A personal view from our Chairman**

Early 2013 has seen the annual ticket price increase, along with the usual media anguish and hand wringing. It is odd that the railway industry allows this to happen, not once, but twice a year...first in the Autumn when the general increase is announced, and then again in the darkest winter days when the policy is put into operation. Madness.

However, this is not to say that the fare increase of "RPI+1%" has not gone far enough. Some fares are now just too high. The "+1%" needs to be dropped, now.

To mitigate part of the increase, surely some kind of positive announcement is required. Those daft fares quoted are just nonsense in that nobody ever buys them, and need to be scrapped.

Why allow a headline fare of £1000 to exist when it is never used, except to beat-up the industry. After all, an "All Line Rover", valid for a week is half that! In any case surely the time has come to introduce a 'taper' for long distances so that no fare can exceed a certain amount.

One regional newspaper phoned me recently to ask about the 'silliness' of 'split fares'...where buying two tickets A to B then B to C is cheaper than one ticket from A to C. Odd,yes, but with there being millions of fares in the system it's virtually impossible to be entirely logical.

Perhaps the only way to is have a strict system based on kilometres travelled, with that long distance taper. Or a national zonal system with local fares within each zone.



In my view, we quickly need to amend the 'single' fare structure. It is often only a few pence more to buy a return ticket. Single fares ought to be, say, 55% of the return... such a policy would go a long way to creating a perception of fairer fares. What do you think? Do let us know. PW.

## RAIL TICKET AGENTS

Trevor Garrod reports that "You can buy a domestic train ticket from a station booking office or automatic ticket machine (where these exist), from staff on the train (if they are not too busy), or on-line via mobile phone or computer.



We in Railfuture believe there is an important role for personal service and that can sometimes be provided by a travel agent or other business selling tickets.

Through our branches and affiliated rail users' groups we have tried to compile an up-to-date list of such outlets. The list can be a useful source of information for our members and we may also be able to work with such agencies in promoting rail and seamless travel. We are also sharing the information with the Association of European Rail Agents (AERA) who specialise in selling train tickets to and from the Continent (and in some cases worldwide.)

Our experience has shown that some Train Operating Companies (TOCs) are unhelpful when asked about Eurostar tickets. Perhaps the independent agents will be more helpful and at least refer enquirers to the AERA? For the full list or comments, contact "trevor garrod" <trevorgarrod2000@yahoo.co.uk> ,)



Jerry Alderson writes: "Many rail campaigners have a poor impression of the Department for Transport, sometimes unkindly referred to as Daft. Some see it as clueless, uninterested in passengers' needs and motivated solely by cost with no desire for a growing railway. This impression was immediately and comprehensively dispelled by a recent presentation in Cambridge about the East West Rail Link.

The speaker was David Sexton, the DfT's High Level Output Strategy Development Manager. A railwayman through and through he cared passionately for the project and was doing everything he could to make it a success, even considering freight opportunities as destinations on the route itself.

Currently half way through the process at stage 5 of 8 they are working on the detailed design for the western section. Although the budget has been set some

parts of the scheme will be more expensive than expected, as complications are identified, whilst others will be cheaper. Apart from the route, we were surprised that little else is actually confirmed.

Network Rail has still to determine the track layout at Oxford to reach the two new platforms, and Winslow is expected to become a Park & Ride station for Buckingham. Some level crossings may become bridges; a freight passing loop may be added at Swanbourne; and most ambitious of all is the possibility of a direct link onto the WCML down fast line at Bletchley.

As they are now considering starting the Aylesbury service back at Marylebone an upgrade of the single-track route between Princes Risborough and Aylesbury would be required.

The complexity all parties are tackling at present is dovetailing the progressive route electrification and new services, with the wider national electrification programme (Oxford 2016) and Chiltern's Evergreen 3 (Oxford 2015). By December 2017 they envisage the following services:

- ξ EMU : Paddington – Reading – Oxford – Bletchley – Milton Keynes
- ξ DMU (fast): Oxford – Bletchley – Bedford
- ξ DMU: Marylebone – Princes Risborough – Aylesbury – Bletchley – Milton Keynes
- ξ DMU (local): Bletchley – Bedford
- ξ Freight (diesel)

The EWR Consortium is being encouraged to define the probable travel demand for the link to Cambridge. This would enable a train service specification which in turn would guide the route, station and track requirements, leading to an initial business case. Railfuture has its own ideas on the possible route and our Chairman described them during the presentation.

There is no doubt that EWR is on a growth-corridor, with population of all the major towns and cities from Reading to Ipswich expected to increase. Indeed within five years Milton Keynes will have a larger population than Edinburgh". JA

*Stansted in 30*



*We have the spare capacity and infrastructure in place to support 35 million passengers a year and with faster rail links we can attract the airlines whose passengers value quick and reliable links to London. That's why we launched our new rail campaign – 'Stansted in 30' - to persuade Government and the rail industry to commit to reducing journey times from London to Stansted to around 30 minutes.....*

*"Stansted is proud to be the leading major UK airport for public transport use, with 50% of passengers now using train, bus and coach to travel to and from Stansted.*

*But we want to build on this success, so that is why we also want to see more frequent trains to Cambridge, East Anglia and beyond opening up the airport to new communities. We believe there is a strong case to link the airport to high speed rail and support the proposals to extend Crossrail to Stansted.*

*The East of England has suffered for too long from the effects of under-investment in the rail network and these improvements would have a significant impact on the local economy, jobs and long term growth. Our vision is for Stansted to be the best connected air-rail hub in Britain. The case is clear for investing in the railway to Stansted."*

*So says the Airport's Managing Director, Nick Barton.*

*Stansted Airport's rail vision targets are:*

1. By 2015 95% of trains running on time.
2. 03.20 service from Liverpool Street for first 'wave' departures.
3. Reduce Stansted Express journey time at least 5 minutes by 2017.
4. By 2015 a standard journey time.
5. Introduce better rail connections to Cambridgeshire, Norfolk and Suffolk including two trains per hour to Cambridge.
6. Promote the use of rail, improving the passenger experience through Real-Time passenger information, travel cards, competitive fares and increasing use of social media.
7. With regional stakeholders, secure Government investment in West Anglia Main Line(WAML) infrastructure enabling faster more reliable journeys.
8. Support regional stakeholder aspirations to improve links from the WAML to Stratford supporting regeneration in the Lea Valley and opening up Stansted to new customers.
9. Secure long term retention of Class 379 Electrostar rolling stock for the Stansted Express.

#### **Long term**

10. Invest in the West Anglia Mainline to enable 30 minute service from the airport to Central London.
11. Deliver a Crossrail link from Stansted to London.
12. Introduce a 24 hour rail service to Stansted.
13. Explore rail freight facilities for Stansted with the aspiration to create a rail link to connect with the Great Eastern Mainline, Felixstowe and the Thames Ports

At the behest of the Competition Commission, Stansted Airport has been sold for

£1.5b to the Manchester Airport Group (MAG) being formerly owned by the British Airports Authority (now Heathrow Airport Holdings), which in turn is owned by the Spanish 'Ferrovial Group'.

MAG is owned by 10 Greater Manchester Boroughs. It is to be hoped that MAG will take up this manifesto so recently produced by its predecessor. The Branch certainly will support the general outline of these aspirations and will work with the London and Home Counties Branch to encourage MAG to do so. PW/CB

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**And there we stop; even with sixteen pages on offer, space has run out. As ever a big 'thank you' to the many contributors, with apologies for anything which 'missed the cut'. Our deadline for Issue 158 is Monday May 27<sup>th</sup>. See you in Bury St Edmunds for the AGM**

### ***Railfuture***

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### ***Railfuture***

#### ***EAST ANGLIA BRANCH :***

#### ***Dates for your Diary***

***23 February at 2pm***

***Annual General Meeting***

***Bury St Edmunds***

***Friends Meeting House***

***IP33 1SJ***

**15 June: Branch Meeting**

**Colchester at 2.15pm**

**Details TBA**

**22 June: National**

**Conference, Taunton**

<http://www.railfuture.org.uk/taunton>

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