

## More new stations win funding

Five new stations are likely to be built within the next three years after the Department for Transport awarded £16 million, from its New Stations Fund, on 28 July 2017.

This is the second round of money from the DfT's fund, which has previously supported stations at Newcourt, Devon, Lea Bridge in London, Pye Corner in Newport, Ilkeston, Derbyshire, and Kenilworth, Warwickshire.

Newcourt opened in June 2015, Lea Bridge in May 2016, Pye Corner in December 2014, Ilkeston in April 2017, and Kenilworth is expected to be open in December 2017.

"New stations are proven to have a hugely positive effect on local areas, acting as a catalyst for regeneration driving social and economic improvements," said Network Rail Property managing director David Biggs.

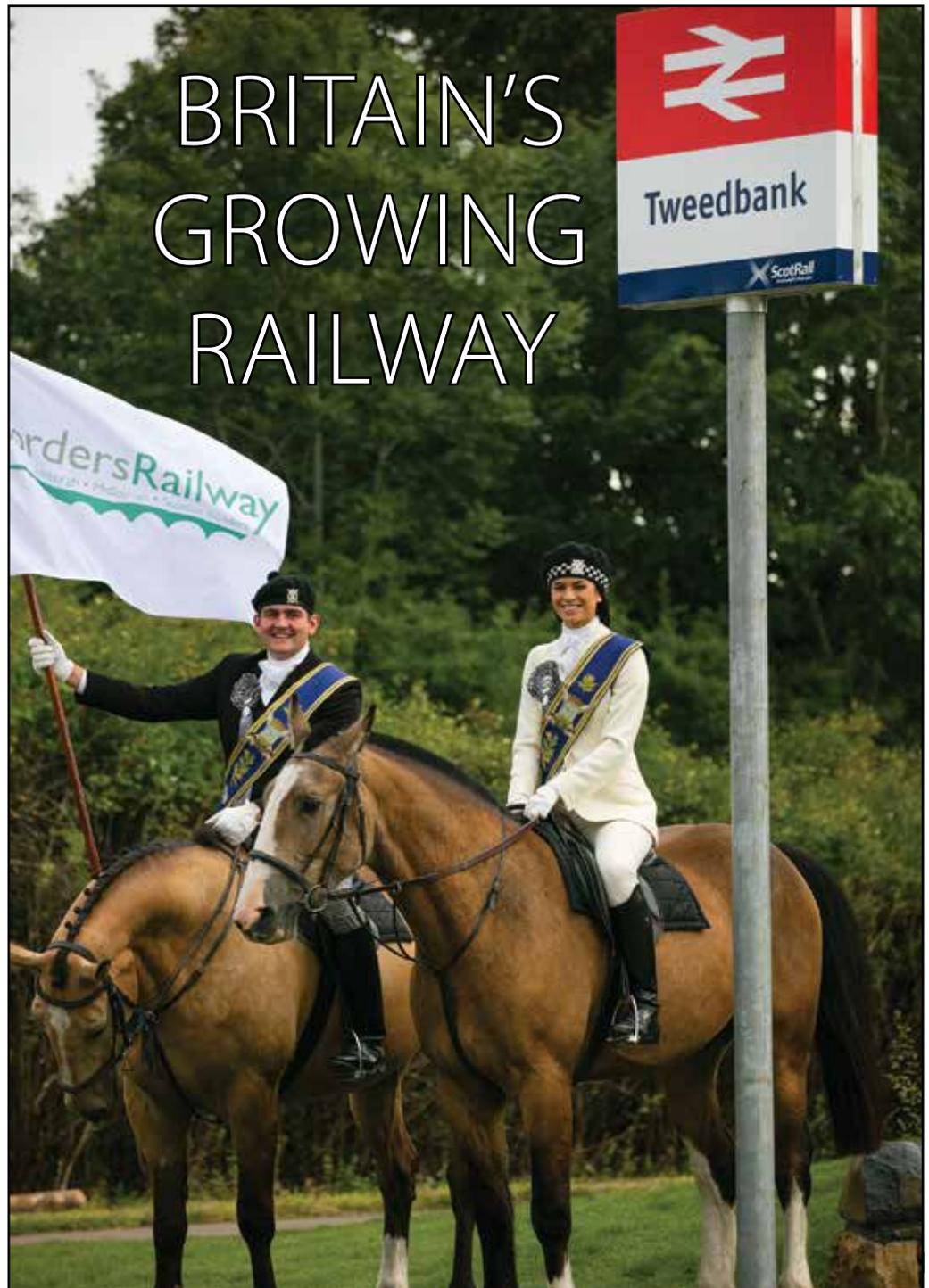
The next new stations:

**Horden** is to be built in Peterlee, County Durham, at a cost of £10.55 million, including the £4.4 million from the DfT. One aim is to improve access to jobs in an area with low levels of car ownership.

**Warrington West** is to be built in Cheshire at a cost of £17.2 million, including the £4.23 million from the DfT. One aim is to reduce congestion on the M62 motorway and support the Chapelford Urban Village housing development.

**Reading Green Park** will cost £16.5 million, including £2.3 million from the DfT, and is designed to unlock 7,500 new jobs and 1,500 homes in an area currently accessible only by road.

**Bow Street, Ceredigion**, will



**Railfuture's new book (above) has details of the 400 stations and over 950km of new routes which have opened to passengers since 1960. The 192-page 2017 updated edition costs £9.95 and can be obtained online at [www.railfuture.org.uk/shop](http://www.railfuture.org.uk/shop)**

## railaction

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cost £6.76 million including £3.9 million from the DfT, and will be a park-and-ride facility for Aberystwyth and Borth. The original Bow Street station, on the Cambrian line north of Aberystwyth, was closed in 1965 as part of the Beeching cuts. The new station will be built a short distance south of the original station, which is now the site of a builders' merchants.

**Portway Park**, near Bristol, will cost £2.23 million, including £1.67 million from the DfT and will serve as a park-and-ride station.

The five new stations are the latest good news in the success story of Britain's railways. Railfuture's new book *Britain's Growing Railway* catalogues what has happened, where and when, and why there is still a long way to go before Dr Beeching's looming presence can be discounted.

The two stars of the book are the new Borders Railway from Edinburgh to Tweedbank and the soon-to-be-opened Crossrail in London.

These two schemes are excellent examples of how the railways can be expanded to provide fast, safe, attractive public transport to relieve our congested, polluted and dangerous roads.

Britain has the fastest growing railway in Europe, as the rail industry and politicians keep telling us. Yes, there are growing numbers of passengers but the network now needs to expand to be more useful. More lines are needed and more stations. Throughout Britain local communities are demanding the return of their lost railway services.

Despite the difficulties, new stations and new lines have been built, with most of the reopened stations seeing healthy growth in passenger numbers. To rail campaigners who remember the 1960s and 1970s, it seems almost miraculous. Back then the future seemed to belong to motorways and air travel, with the railway expected to decline. Not any more.

For most of the stations listed in this edition of *Britain's Growing Railways*, the passenger usage figures are shown as published by the Office of Rail and Road in 2016.

Railfuture was set up to prevent further shrinking of the railway network but now there is overwhelming public demand for travel by rail.

There is only so much growth that can be achieved by running longer trains, extending platforms, running more frequent services, increasing capacity through improved signalling to enable trains to run closer together, and upgrading routes. The official view in Westminster, the Scottish Parliament, the Welsh Government and the English regions is that providing new stations and railway lines makes sense.

When new services are provided, the response from passengers often exceeds expectations. Put on a decent train service and people will use it!

This latest edition of *Britain's Growing Railway* celebrates the success of many of our previous campaigns and points the way to the future.

The 192-page book costs £9.95 and can be obtained online at [www.railfuture.org.uk/shop](http://www.railfuture.org.uk/shop)

### **Help Railfuture spread the good news of *Britain's Growing Railway***

We now need to sell as many copies as possible of our new book to help spread the good news.

If you have any contacts at bookshops, museums or preserved railways please pass them on to [editor@railwatch.org.uk](mailto:editor@railwatch.org.uk).

If you fancy trying to sell the book yourself on behalf of Railfuture to individuals or outlets, again please contact [editor@railwatch.org.uk](mailto:editor@railwatch.org.uk)

### **Railfuture press releases**

Railfuture has issued press releases on the following subjects:

Electrification fudge  
July 2017

West Midlands underfunded  
April 2017

Pollution challenge  
March 2017

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These can be read in full at

[Railfuture press releases](#)

A review of other Railfuture appearances in print and broadcast media can be seen at:

[Railfuture in the news](#)

## Midland main line and Swansea electrification is cancelled

The Government dismayed rail campaigners in July 2017 by cancelling electrification between Cardiff and Swansea, on the Midland main line between Kettering, Nottingham and Sheffield, and in the Lake District between Windermere and Oxenholme.

Transport Secretary Chris Grayling also cast doubt on the future of the TransPennine electrification programme.

He said new trains would be bi-mode and could run on electrified sections of track and then transfer to non-electrified sections.

Railfuture's Bruce Williamson issued a press release.

"It is hugely disappointing news for the railway and it highlights the Government's lack of ambition," said Bruce.

"It leaves us with the unanswered question of how we can get the benefits of electrification in the future. We recognise that the costs of the schemes have spiralled, but the way forward is to address the cause of these cost problems rather than simply abandoning electrification schemes.

"We are keen to see new electric trains deployed to the greatest extent possible. If bi-mode technology allows this earlier than would otherwise be possible, then we welcome it.

"But politicians need to recognise that electric and diesel trains are not equivalent. Electric trains can deliver huge improvements on cost, reliability and performance, and these lines must be electrified in the longer term.

"In the meantime, the few lines which will be electrified will need to be chosen with care to make sure that both local and long distance services can make use of the infrastructure to the greatest extent possible.

"Network Rail must reduce the capital costs of electrification so that the gaps in electrification can be progressively closed. For now, we support the art of the possible."

The BBC's Paul Clifton asked: "Why does the Government favour more diesel over electric power on the railway, yet cleaner electric over diesel on the roads? Inconsistent."

Rail campaigner Brynley Heaven tweeted: "Double standard? Diesel cars give way to electric cars. Rail electrification gives way to belching diesel bi-modes. Scratches head."

## Electrification background

The Labour government in 2009 announced a large scale electrification programme, including the Great Western main line and the North West Triangle (Manchester-Liverpool via Chat Moss, Huyton-Wigan, Manchester-Euxton Junction and Blackpool North-Preston)

After 2010, the coalition government expanded the electrification plan to include the Midland main line and also planned to electrify a corridor from the South Coast through Oxford, Bedford and via the Midland main line to the East Midlands and South Yorkshire, with a link from Oxford to the West Midlands and the North West.

The spine would have involved Southampton Port-Basingstoke (conversion from 750 dc), Basingstoke-Reading, Oxford-Leamington-Coventry, Coventry-Nuneaton, Oxford-Bletchley-Bedford (East West Rail), Bedford-Nottingham and Derby, Derby-Sheffield and Kettering-Corby.

Now local newspapers are reporting that plans to electrify East West Rail have also been scrapped. They say that the Department for Transport has told Network Rail to remove electrification from the scope of the project.

## Railfuture conferences

The next Railfuture conference is in Leicester on 4 November 2017.

Speakers include:

Jake Kelly, managing director of East Midlands Trains

Mark Winter, chief executive officer of UK Rail Leasing

Paul Tomlinson, project director of Peak Rail

Tom Ingall of Great Central Railway, talking about the 'Bridging the gap' reunification project at Loughborough

Dr Terri Eynon, Leicestershire County Council member for Coalville on the National Forest Line

John Legrys, North West Leicestershire District Council member for Coalville, on the National Forest Line

For further information see:

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

## Welsh Government urged to find £500m for Swansea electrification

Swansea councillors are calling on the Welsh Government to find the money for rail electrification between Cardiff and Swansea, after Westminster politicians cancelled funding for the project last week, according to Wales Online. The Government's decision has been condemned as a "betrayal" and a "missed opportunity".

## London electrification on track for January 2018 completion

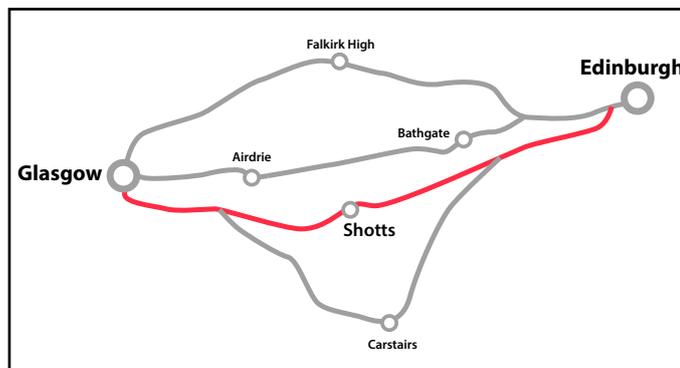


WORK GOES ON: Overhead equipment on the Barking-Gospel Oak line

Network Rail has this week confirmed that the delayed Gospel Oak-Barking electrification project is expected to be completed in January 2018 ahead of new trains arriving in spring. Weekend closures will take place from 29 July to 10 September 2017, and talks are ongoing between Network Rail, Transport for London and operators to finalise agreements for further weekend closures later on in the year. Longer closures are proposed to take place between 17 September and 22 October, and again from 27 November until 14 January 2018.

## Masts go up in Scottish electrification project on Shotts line

The first electrification masts were being erected on the Shotts line – threatened with closure in the Beeching Report of 1963 but subsequently reprieved – at the end of July in a project which should be completed in 2019. The £49 million project will create a fourth Glasgow-Edinburgh electrified line. New Hitachi class 385 trains will displace the diesel Sprinters. The line from Holytown junction and Midcalder junction is being electrified, bringing wires to the following stations: Cleland, Hartwood, Shotts, Fauldhouse, Breich, Addiewell, West Calder and Livingston South.



## Web links

Readers of *railaction* should be able to click on the web links in this document to be taken straight to the relevant website.

However this is not yet an exact science. One problem is that organisations update their websites and change the page references.

We do our best to keep abreast of these changes, but it is not always possible.

Picture: NETWORK RAIL

### California starts to electrify its railway

California Governor Jerry Brown was among those present at a ceremony at Millbrae station in June to mark the start of work on the Caltrain Electrification Project. Caltrain chief executive Jim Hartnett said: "Today marks the beginning of a faster, cleaner, better Caltrain, a Caltrain that will allow tens of thousands of people to travel throughout the Peninsula with ease." Balfour Beatty is undertaking the work to electrify the 82 km route between San Francisco and San Jose at 25kV under a £532 million contract. Electrification is expected to reduce end-to-end journey times by 15%, and allow an increase in capacity from 65,000 passengers per day currently to 111,000 by 2040. The Federal Transit Administration is providing £494 million towards the project which was agreed before President Trump took power.

### Glasgow's tram-train link 'firmly on track'

There is growing optimism that a direct tram-train link between Glasgow airport and the city centre will get the go-ahead, according to the *Sunday Times* in July. Scottish ministers are expected to meet key partners in September to look at the outline business case for the project that would see hybrid vehicles using existing rails and on-street tracks between the locations via Paisley's Gilmour Street station. A senior Scottish government source suggested the proposal will be approved, particularly now that there are SNP-led council administrations in Glasgow and Renfrewshire following the recent local elections.

### Haverhill light rail project wins friends

Plans to reinstate a rail line from Haverhill, Suffolk, to Cambridge made progress in July after a meeting at Westminster. Matt Hancock, the MP for Haverhill, Suffolk, had a meeting at the House of Commons in July with James Palmer, Mayor of Cambridgeshire & Peterborough Combined Authorities, MPs Heidi Allen and Lucy Frazer, councillors and other interested parties. Mr Palmer said a feasibility study is under way and it will report by Christmas on how viable the option is.

After the meeting, Mr Hancock said: "This is very much at its earliest stages, but there is much enthusiasm from all parties. There is clearly a need for a light railway, and there is excellent leadership in Mayor James Palmer."

### International rail link for Georgia, Azerbaijan and Kazakhstan



A ceremonial first train ran on 19 July 2017 on the Turkish section of the Baku-Tbilisi-Kars railway corridor. The official party on board also inspected the tunnel across the Turkey-Georgia border as part of their visit. Together with the Marmaray tunnel in Istanbul, the line should play a key role in linking Asia and Europe, as

### HS2 information events at:

#### Stone

Monday  
**7 August 2017**  
 Yarnfield Park Training & Conference Centre, Stone ST15 0NL.  
 1400-2000

#### Crewe

Tuesday  
**8 August 2017**  
 Crewe Alexandra FC, The Alexandra Stadium, Gresty Road, Crewe CW2 6EB.  
 1400-2000

#### Stafford

Saturday  
**12 August 2017**  
 Stafford Gatehouse Theatre, Eastgate Street, Stafford ST16 2LT.  
 1100-1700

#### Whitmore

Wednesday  
**16 August 2017**  
 Whitmore Village Hall, Coneygreave Lane, Whitmore ST5 5HX.  
 1400-2000

Map: RAILWAY GAZETTE INTERNATIONAL

well as increasing trade. The 849 km programme of route modernisation and new construction is designed to create a rail corridor from the Caspian Sea to Europe, replacing the former route through Armenia which has been out of use since the Turkey-Armenia border crossing was closed in 1993.

The project includes the construction of 110 km of new standard gauge line from Kars via the border at Kartsakhi to Akhalkalaki in Georgia, where there will be facilities for gauge changing and trans-shipment. Although the route is primarily intended to carry freight, Stadler is supplying Azerbaijan's national railway ADY with a fleet of gauge-changing sleeping cars for a planned Baku-Istanbul passenger service. A detailed article on the Baku-Kars-Tbilisi railway project appeared in the June 2017 issue of *Railway Gazette International* magazine.

**German railways report 5% revenue growth in first half of 2017**

Deutsche Bahn reported its revenue rising by 5.2% to nearly £16 billion in the first six months of 2017. Chief executive Dr Richard Lutz said DB's long-distance passenger business carried a record 68 million people, a year-on-year increase of 2.4%, with passenger-km up 3.3% to 19.5 billion. DB Regio's total regional passenger-km were up 2% to 20.5 billion. DB's Arriva international operating business saw rail and bus ridership grow 17% to nearly 1 billion passengers, while kilometres operated rose by 22.9% for rail and 5% for bus. DB's future plans include investing £4.1 billion over five years in the modernisation of stations to improve accessibility, the passenger environment, digital services and making lifts and escalators more reliable.

**Japan to test next generation bullet train aiming at 225mph**



**SHAPE OF THE FUTURE:** Two alternative designs for the next generation Shinkansen Japan is planning to test the next generation bullet train, aiming for 225mph, to replace the current fastest trains (200mph). East Japan Railway is planning for its new Shinkansen to enter commercial service in 2030. Tests will start in 2019 and will include trips as fast as 250mph. JR East is joining forces with Dutch operator Abellio to bid for Britain's South Eastern franchise which includes operating trains on HS1 in Kent.

**Railfuture submissions**

Railfuture responds to many formal consultations about the railways. Submissions have included:

- National Infrastructure Commission for Wales
- South Eastern franchise
- Draft Airports National Policy Statement

These can be downloaded from

<http://www.railfuture.org.uk/consultation+responses>

**Action on pollution is too little, too late**

Air pollution is more deadly than obesity, but the British Government says it is happy to wait until 2040 to ban petrol and diesel cars.

*New Scientist* magazine said the Government's ban on polluting cars by 2040 is just a cynical smokescreen.

One campaigner calculated that almost a million people will die before the Government acts on air pollution: 40,000 deaths per year x 23 years before the diesel ban.

Picture: EAST JAPAN RAILWAY

## Transport Secretary Chris Grayling backs London's Crossrail 2

London's £30 billion Crossrail 2 project took a major step forward as Transport Secretary Chris Grayling confirmed in July that he supported the scheme. London politicians and businesses had feared the Government had gone cool on the capital's next flagship infrastructure project which was left out of the Tory manifesto and Queen's Speech.

There are concerns about how it will be funded. Mr Grayling said: "I am a supporter of Crossrail 2 but given its price tag we have to ensure that we get this right."

He issued a joint statement with London Mayor Sadiq Khan announcing plans to work together on a financial package ahead of the autumn 2017 Budget.

Transport for London was planning to pay at least half of the cost of the project, but in arrears, as with Crossrail 1 (the Elizabeth line) which will be completed in 2019.

The Government now says it wants half of the construction costs paid up front.

Mr Khan said: "Crossrail 2 is essential for the future prosperity of London and the South East, so I am pleased that the Transport Secretary and I have reached an agreement to take this vital project forward."

"We will continue to work together to ensure the project is value for money and provides the maximum benefits for jobs and growth in the region over coming decades."

Crossrail 2 is critical to London's future rapid growth and will unlock an estimated 200,000 new homes and 200,000 jobs.

## VW rejects £2.5m London congestion charge bill

The Volkswagen company has said it will not pay the £2.5 million the mayor of London claims it owes in missed congestion charge payments, following the 2015 emissions-rigging scandal.

Mayor Sadiq Khan said 80,000 VW engines fitted with "defeat devices" were registered in London. He said the actions of VW were "nothing short of a disgrace".

## East West Rail attracts plenty of interest

1,787 people visited Network Rail's public exhibitions on East West Rail in July with Winslow attracting most visitors. An impression of the new Winslow station is shown below



## What's on

Here are some forthcoming meetings and other events that may be of interest to rail campaigners. Details of venues and times can be found on the Railfuture website:

12 August 2017  
Saturday. Copeland Rail Users Group meeting in Methodist Church hall, Gosforth Road, Seascale, Cumbria, CA20 1PU. 13.45. Open to all. More info: CRUG

12 August 2017  
Saturday. Steam shuttles over Harringworth viaduct. Melton Mowbray-Corby. The White Swan and the new Spokes Cafe in Harringworth will be open for the crowds expected to descend on the Welland Valley. The George and Dragon at nearby Seaton is also getting prepared for an influx of visitors. Railfuture wants to see more regular services using the railway route north of Corby. Communities are rallying round their railway. More info: Vintage Trains

For further information on these and other events see:

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

### **railaction August 2017**

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