



July 2019

Welcome to the Rail User Express.

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Whether or not you believe that the world is facing a Climate Emergency, or that any unilateral action by the UK will make a significant difference on a global scale, there is one area in which the non-polluting benefits of electrification should be paramount, and that is in the health of our towns and cities. Almost all suffer from high if not illegal levels of toxic fumes, so why are they still served by diesel trains, even on trunk routes? It is a national disgrace.

Roger Smith

We continue with the usual roundup of news items from groups around the UK. Please keep your contributions coming: they are all gratefully received.

Friends of the Far North Line

The FNL 2019 AGM & Conference in Brora on 21 June welcomed the collective optimism of an excellent list of speakers. Although no announcements were made, Bill Reeve, Director of Rail at Transport Scotland, did say that FoFNL would be pleased to know what had arrived in his inbox...

An extra, unexpected, highlight of the day was a short talk by Alice Gillman, Head of Marketing at Vivarail, who gave an entertaining and inspiring pitch for using one of Vivarail's battery trains to provide a shuttle service between Thurso and Wick, pointing out that powering the train would be almost free, using stored power from the nearby Pentland Firth. FoFNL hopes that it proves possible to run an extended trial of this service to assess demand.

A recent visit to Brodie's works in Kilmarnock included an on-train mock-up of the forthcoming Class 153 conversions to make special provision for bikes. Their storage and access requires imaginative planning and design, and the likely method is very impressive. This innovative scheme will see four such units used on Scotland's scenic routes, including the Far North Line.

Friends of the West Highland Lines

The West Highland Railway from Fort William to Craigendoran (where it joins the North Clyde line near Helensburgh) opened officially on 11 August 1894, although the first revenue earning train had run from Fort William at 0610 on the 7th. To celebrate the 125th anniversary, on 18 August FoWHL and Scotrail plan to run an HST Inter7City 125 special to Fort William. And to enable the ever-increasing number of tourists to view the famous Glenfinnan viaduct, the footpath from the station has been upgraded, with new viewing areas and signage. Passenger numbers have doubled in the last ten years to over 11,000 in 2017/18.

New Caledonian Sleeper trains entered service on the Lowlander London-Edinburgh/Glasgow service from 28 April. However, their launch on the Highlander service to Aberdeen, Inverness and Fort William, originally postponed to 7 July, has now been put back indefinitely. There have been a number of cancellations to remedy wheel flats caused by application of the emergency brake on a northbound Lowlander service. The new trains offer a choice of Classic, Club, Caledonian Double, Accessible Double and Accessible Classic rooms, all with power sockets, USB ports & free WiFi. The regular sleeping cars have six Club rooms and four Classic rooms. Accessible sleeping cars have one Accessible Double room, two Caledonian Double rooms, two Classic rooms and an Accessible Classic room.

Levenmouth Rail Campaign

Of the six transport options examined more closely in Peter Brett Consultants' Preliminary Options Appraisal, Final Report, May 2019, re-opening the existing rail line to passengers and freight scores by far the most against the STAG criteria, and also in terms of Feasibility and Public Acceptability. None of the alternatives, especially those involving improvements to bus services, has worked previously, and simply would not achieve the Transport Planning Objectives. Transport Scotland is now studying the Report. LMRC understands that a third and final report is due on Detailed Options Appraisal.

The last Strategic Transport Projects Review in 2008 excluded the Levenmouth rail link on the highly dubious grounds that the project was of 'local' not 'national' significance. However, Scotland's Economic Strategy, on which the Review is based, now has "Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion" as one of the four priorities. The Review is also obliged to include Equality Impact Assessment, Fairer Scotland Duty, and Child Rights & Wellbeing Impact as key assessment criteria.

The Fife for Renewal campaign wants the Bifab Methil and Burntisland fabrication yards to supply the massive wind farm soon to be constructed off the Fife Coast. A responsible and pro-active Government and industry should exploit existing environmental assets to reduce carbon emissions. Yet on Levenmouth's Energy Coast, an economy previously based on coal and offshore oil, such assets are mothballed. The fact that two major campaigns are necessary to achieve common sense and environmentally friendly decisions in this area is a sign that the economy and government decision-making have become severely imbalanced if not dysfunctional.

Campaign for Borders Rail

CBR responded positively to the report in The Scotsman that electrification of the Borders Railway is on the agenda. It could deliver more and faster trains – provided some essential track upgrades are delivered at the same time. The group wants NR to implement the already-planned upgrade of Portobello Junction in Edinburgh, with a second platform and passing loop at Brunstane Station, plus two more improvements further down the line: around a mile of track doubled through Eskbank, with a second platform there too, and a 'bay' platform at Gorebridge, to allow terminating trains to clear the main line. This would allow a new, half-hourly stopping service from Waverley to Gorebridge taking less than 25min. The existing Waverley to Tweedbank service could then be accelerated to provide a 'Borders Express' service calling at Newcraighall, Gorebridge, Stow and Galashiels, taking around 43mins from Edinburgh.

In response to what the Campaign sees as a political wrestling match leading to delay and obfuscation, it has launched its widest ever funding appeal, to promote extension of the Borders Railway. The 'Onward to Carlisle Fund' will help see its ambition of a modern, cross-border rail service, supporting economic development, social inclusion and environmental sustainability established within years, not decades. CBR Chair Simon Walton says: "We need to take our message further into the national agenda".

To that end, rather than treating Hawick as the initial goal, which would be cheaper and perhaps easier to justify in the short term, CBR believes that the case for Hawick is stronger if seen as part of a strategic vision for a through route, which benefits the whole region and beyond. Only this wider view can elevate the proposal from one of local concern to something that can capture the imagination of politicians and officials at the highest levels of government. However, a project on this scale can only succeed if it is taken forward on the broadest possible basis. Although the UK Government supports a study into the feasibility of extending the line to Carlisle as part of the Borderlands Growth Deal, the £345m is a partnership funded by both the UK and Scottish Governments, so the inclusion of the feasibility study in the Heads of Terms document is dependent upon support for the proposal from both.

Lancaster and Skipton Rail User Group

The new May timetable added another 12 services to the route each week, in addition to those introduced in May 2018, making a total of 106. Connections to and from the Furness Line at Carnforth are greatly improved, reflecting the increase in the number of passengers travelling between North and West Yorkshire and the Cumbrian coast. Residents in the more rural communities on the route are taking advantage of new journey opportunities, and the wish for 'greener' travel options. However, there is still a need for more Lancaster to Morecambe through trains, especially on Sundays.

Skipton-East Lancashire Rail Action Partnership

SELRAP's high-profile 18-year campaign to reopen the Skipton to Colne line for passengers and freight as part the "Northern Link" East-West route has, like the snowball rolled downhill, gathered pace and volume, and is now at its most crucial stage of the last two decades. SELRAP's recent prospectus sets out the rationale for the new route, and cites recent studies that strongly support the case for the line, and the economic advantages to be had when the route is reopened.

In order to ship modern [high cube] containers by rail, routes have to be cleared to the W12 gauge, and currently there is no such West to East rail route across the Pennines: to move "tall" containers between Liverpool and Hull, a distance of approximately 130 miles, a detour well in excess of 100 miles is required, via the Midlands or even further via Scotland! So shipping freight [including "low cube" container traffic] across the Pennines by rail too often involves transiting Manchester – or clogging up the M62, the only modern trans-Pennine alternative.

Support The Oldham Rochdale Manchester lines (STORM)

STORM wants an urgent meeting with Transport for Greater Manchester and Northern over persistent cancellations of morning peak hour trains at Castleton and Mills Hill, which cause passengers serious problems. The May 2018 timetable reduced the number of morning peak trains, but overall the service should have improved. Previously many trains were so badly overloaded when they arrived that passengers were unable to board. Now virtually all the trains start their journey at Rochdale, so overcrowding is no longer a problem.

However, the trains that serve the local stations come in from Clitheroe or Blackburn, and are often either late starting or delayed en route, so that by the time they reach Manchester Victoria, their Rochdale leg (and thus their next inward journey) is cancelled. If rail is to be a viable alternative to commuters in cars, it must be reliable. The argument for separating the Victoria-Rochdale stoppers from the Blackburn trains is indisputable. The only disbenefit would be for the handful of passengers who may wish to travel, say, from Castleton to Salford Crescent, who would lose the convenience of a through train.

Five years after George Osborne announced the £600m 'Northern Hub', rail bosses have concluded – again! - that Piccadilly and Oxford Road stations have to be expanded. The plan was for two new platforms at Manchester Piccadilly, and lengthening those at Oxford Road, but the government has failed to sign off key elements of the programme. Last year, NR was told to review the idea of expanding the stations, possibly with the aim of cutting costs. However, the [Manchester Evening News](#) now understands that NR has concluded that the original plan is the only solution, so the proposal is back on Chris Grayling's desk...

Northern has finally launched its £500 million investment in brand new trains. From July 1, there were due to be seven Class 195 DMUs and two Class 331/1 EMUs in passenger traffic. Speaking to RAIL Magazine on June 24, Northern Deputy Managing Director Richard Allan said that the EMUs would be used initially on the Doncaster-Leeds service, and the DMUs between Manchester Airport and Barrow, Liverpool Lime Street, and Windermere. Subsequently, the new trains would be rolled out across the Pennines on routes such as York-Blackpool, while more would be introduced into South Yorkshire and to Chester.

East Suffolk Travel Association

At the AGM on 18 May, Amy Wragg, Community Rail Partnership Officer for East Suffolk stressed the value of a good quality public transport network and the importance of people power to help achieve this. Community Rail Partnerships such as the one in East Suffolk were built on four pillars: providing a voice for the community, promoting healthy travel, bringing communities together and developing social and economic inclusion.

Members raised the shortcomings of the ticket vending machines (eg the choice of "popular destinations" could confuse visitors). Others asked about the promised rebuilding of the fire-damaged Saxmundham station, to which Amy replied that the District Council had been in discussion with Greater Anglia since the day of the fire, but there was currently a disagreement about whether planning permission was needed. However, in the quarterly meeting in Norwich on 10 June, Mr Alan Neville, Greater Anglia's Customer and Community Engagement Manager, said that funding and planning issues were now being finalised. Amy said that the suggestion for a later departure from Ipswich, after 2217, perhaps as an experiment on Fridays and Saturdays, could be fed back to Greater Anglia.

The Chairman read the President's address: the new Stadler Class 755 bimode trains would increase seating capacity by 250%. Line capacity now needed to be improved; ESTA Committee's principal objective was redoubling the line between Saxmundham and Woodbridge. In June, the Office of Road and Rail gave the go-ahead to use the new trains in public service. Norwich - Great Yarmouth services were expected to start at the end of June or beginning of July.

English Regional Transport Association

ERTA welcomes the new government climate change target, but believes it is too little, too late. There is no east-west rail for 100 miles north of London. Container trains from Felixstowe are routed across London and out via the West Coast Main Line, one of the busiest in Europe. If East West Rail carried this freight, other passenger and rail freight could use these paths. Just 50 miles of rebuild would enable that from Cambridge-Bedford-Northampton. Some realignment would be needed, but it has to be done to decongest roads, cut emissions, cut waste and free up existing railway capacity. ERTA calls on the Government to commit to a rolling programme of rail re-openings and rebuilds across the English Regions. Its latest re-openings [pamphlet](#) lists many candidate schemes.

However, trackbed watchers are needed between Narborough-Rugby via Lutterworth; south of Rugby, along the Canal corridor to Willoughby, and on through Brackley to Calvert. Similarly, the long-mooted Bedford-Sandy-Cambridge rail reopening is 'sand slipping through our fingers' as laissez-faire development is blocking every conceivable route, whilst poor stewardship over 50 years has left the old route blocked. Only a determined leadership could deliver such a link now.

ERTA would like to see the Guildford-Horsham railway rebuilt, with new stations at Cranleigh and an A24 Parkway Station. Horsham-Shoreham as Phase 2 would also relieve the Brighton Main Line. A cycle-way come footpath could be put alongside with suitable fencing. Deviations are necessary where any blockages exist. The next port of call is a public meeting in Horsham on 7 September to garner support and consensus, as well as approaching local MP's and Councils, and establishing consortia to fund feasibility studies.

Windsor Lines Passengers Association

Unfortunately, the RMT held another strike in Ascot week (18 to 22 June), and seems to be inflexible in staffing new stock. For instance, if a train has only a driver available at Waterloo but a guard is waiting at Clapham Junction, the RMT will not run that train, whereas SWR would pick up the guard en route and not delay 1000 people at Waterloo. Otherwise, the new timetable seems to be working, other than a slight problem on the main line, as the Class 442s have been delayed due to heavier than anticipated corrosion discovered in the refit.

At a meeting with SWR, the NR representative discussed the large amount of engineering work, some of it to do with new signalling. When WLPA asked why the crossover after Barnes station couldn't be used to avoid late switches of platforms, NR said that, over the next five years, £2billion would be allocated to its southern area, which includes the Windsor lines, to pioneer European Train Control level 2. Barnes, Wandsworth Town and Isleworth stations would all benefit.

West Sussex Rail Users Association

GTR consulted WSRUA on how some of the £15m Passenger Benefit Fund might be spent on the 30 or so stations that it represents. Southern has replaced seats in most waiting rooms and some platforms with 4-seater wood and metal ones with armrests, so GTR should similarly replace all of its platform seats (about 110), and provide additional seats at most stations. Other suggestions include water bottle fillers in the ticket areas of larger stations to save plastic, and toilets currently locked "after hours" fitted with locks that GTR Key cards could open.

From 26 October to Sunday 3 November, the autumn half-term, and the following three weekends, there will be line closures and bus substitutions as NR lays 2.3km of new track between Barnham, Chichester and Havant, and replaces life expired equipment at four level crossings in Chichester and Bosham. Throughout the work, Southern trains to London and Brighton will still run from Bognor, and on the weekdays of the half-term week, trains to London and Brighton will also run from Chichester.

RAILFUTURE

Rf welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join [here](#). From the "Membership Types" menu top right, select either the appropriate category of individual or, to affiliate, select "RUG or similar". Read the latest from Rf and its Campaigns by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture consultation responses](#).

ANNUAL NATIONAL CONFERENCE

Entitled "Every Passenger Matters", Rf's Annual National Conference on 21 September will concentrate on inclusion and accessibility for passengers using the rail network. Speakers will include Mark Hopwood, MD of GWR, Lorna Brown-Owens who is NR's access and inclusion manager, CrossCountry Trains communications manager Richard Gibson, Mark Cleland of the British Transport Police and Jon Harris, the integrated transport and accessibility manager for West Midlands Trains. Online bookings can be made via www.railfuture.org.uk/conferences using a credit/debit card, or by using PayPal's payment service. Book before 31 July 2019 for £20/head, or £25 thereafter.

PASSENGER GROUP

Rf Accessibility Officer Graham Collett attended an ORR Workshop on Accessible Travel Policy Guidance. Discussion focused on a revised draft of Section 3 of the Passenger Leaflet on which Rf had submitted comments. One of its suggestions was for a more welcoming statement in the Introduction to the effect that disabled passengers or others requiring assistance have the same rights as everyone else. Unsurprisingly, this was strongly supported by the Equality and Human Rights Commission.

RAILFUTURE NORTH WEST

Northern has a contract with the DfT to operate two trains an hour on the Mid Cheshire Line, and hourly on Sundays, starting in December 2017. So it is bizarre and unacceptable that DfT and NR are preventing Northern from delivering on its contract. The Mid Cheshire Rail Users' Association has raised the issue at face-to-face meetings with MPs Esther McVey and Mike Amesbury, and encourages members who live along the line to contact their MPs to demand that the promised train service is delivered in full.

The North Cheshire Rail User Group is celebrating the arrival of services over the Halton Curve. One can now travel from Chester, and occasionally Wrexham, directly to Liverpool Lime Street via Helsby and Frodsham, with southbound connections at Runcorn, and to John Lennon Airport from Liverpool South Parkway. However, as patronage builds it is intended to extend and/or introduce new services along the North Wales Coast and to Shrewsbury and Cardiff, opening up new journey opportunities between Liverpool, Llandudno, Holyhead and South Wales. One side effect of any new service is the impact it will have on car parking at stations on the route.

Facilitated by Tim Farron MP, Robert Talbot and Dick Smith from Lakes Line Rail User Group met with Darren Caplan, Chief Executive of the Railway Industry as part of its campaign to restore plans to electrify the Line. The RIA agreed to make the Lakes Line a case study for how you could complete an electrification scheme for a third to a half of the DfT's original cost estimate.

RAILFUTURE YORKSHIRE

Also following the RIA report, there is growing consensus that a 10-year rolling programme to electrify strategic routes is essential. So-called “alternative fuels” such as hydrogen may have a role to play, but promises of zero carbon fuels may not be all they seem:

- Most hydrogen is currently generated by reforming hydrocarbon fuels - by-product: CO₂.
- Manufacturing hydrogen and then converting its energy to train power is doubly inefficient. A fuel cell has an efficiency of around 50%, significantly more wasteful than grid distribution.

However, as electricity generation moves to zero-carbon (through renewable sources and perhaps nuclear) so will electrical railways. So too could hydrogen trains, but only if the hydrogen is made in the right way.

RAILFUTURE LONDON AND THE SOUTH EAST

The public inquiry into Phase 2 of East-West Rail Western section closed on 30 April. Concerns were expressed regarding the loss of electrification, the lack of through trains to Marylebone via Aylesbury, retention of the existing speed limit between Bletchley and Bedford, and shorter platforms at Winslow and Bletchley. However, the 413 expressions of support outweighed the 242 objections.

Meridian Water station opened to passengers on 3 June. Bigger and better than Angel Road station that it replaced, its primary purpose is to support a new community of c.10k new homes. Some eight years ago, the clock was ticking on the commitment of developer contributions from Westfield Stratford City. Tf sought to improve the new development’s rail links: its Fighting Fund supported a 2012 report from an independent adviser, which led to the first success in 2016 with the reopening of Lea Bridge station. The next will come in September when Meridian Water’s third platform is served by additional half-hourly trains to and from Stratford, thus giving the new community the sustainable connectivity that it requires. Lea Bridge station will also benefit directly, as its current half-hourly service frequency will double.

By 2030, Brighton will have an unmet housing need of some 30,000 homes, of which only about 13,000 can be accommodated within the City Council’s area. So where are the other 17,000 to go? In East Sussex, only villages lie between Lewes (pop.17k) and Uckfield (pop.15k), both of which are already rail-served. However, a rail link between them would connect a new town in two ways: north via Uckfield towards London, and south via Lewes towards Brighton, Seaford and Eastbourne.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

Bolton Area CRP was officially established on 21 June, and will now seek ACoRP accreditation. It will focus on Bolton Metropolitan Borough, but extend down to Manchester, west to Wigan and north to Chorley and Preston. The CRP has grown out of the Bolton Station Community Development Partnership. As part of the station’s current regeneration, a brand new art gallery has opened on Platform 5. The project is a key part of the Partnership’s vision to transform Bolton station into a thriving community hub, involving young people in a range of arts activities.

A new CRP is also being established covering the Hounslow Loop and between Barnes, Richmond and Feltham. WLPA is represented on the steering group, together with the DfT, South-Western Railway (SWR), the local authority, community and sports organisations and individual local councillors. The steering group is considering its terms of reference and those for the CRP, as well as budget and finance arrangements, and procedures for meetings. The line manager is also drafting her responsibilities. WLPA will suggest activities that the CRP could undertake, but note the need for a clear line between these and activities such as train timetables that remain the responsibility of the train operator.

CAMPAIGN FOR BETTER TRANSPORT

Three out of every five public transport journeys are made by bus, but there is no Government strategy. Accordingly, many services have been axed as local authorities seek to balance their books, so campaigns for more and better stations must not overlook their onward transport links. CBT’s vision is for every community to have access to high quality, sustainable transport that meets its needs, improves quality of life, and protects the environment. On 2 July, with the Go-Ahead Group, it ran a parliamentary event. MPs from all the main parties recognised buses’ potential to combat loneliness, reduce air pollution, support the economy and help tackle climate change.

TRANSPORT FOCUS

The Board of Transport Focus will soon hold its next meeting in public. Guest speakers will come from:

- NR Wessex Route and SWR – to provide an update on their performance and improvement plans, and follow through on two previous public meetings with these stakeholders.
- Rail Passenger Ombudsman Scheme and the Rail Delivery Group – to discuss operation of the new scheme (On Time reporting?) over the first few months of its life.

This meeting will take place in central London on 23 July from 1330 until 1600. Any member of the public may attend. If you would like to register, please contact Michelle.Jackson@transportfocus.org.uk.

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

On 12 June, to mark the [175th anniversary](#) of the opening of the railway between Oxford and Didcot, GWR Intercity Express Train (IET) 802005 set a new Oxford-London Paddington speed record of 101.2mph. It departed at 1127:04 and arrived at 1204:39, taking just 37min 35s, and beating the previous quickest time of 40mins 45s - 93.1mph - set on 19 August 1982 by an HST Royal train.

A “direct award prior information notice” filed with European authorities confirms DfT’s intention to enter into a new contract with LNER as the Operator of Last Resort, giving it a five-year extension until 2025. The aim is to allow recommendations of the Williams Rail Review to be implemented as soon as possible.

After 26 long years, Gainsborough Central station has finally regained its weekday train service. For all that time, residents have had to make do with three Saturday-only trains between Sheffield and Cleethorpes. Campaigners including Rf noticed that the layover time at Retford on the new hourly all-stations service from Sheffield was sufficient for it to be extended to Gainsborough Central, and that this also had operational advantages. And the new Lincoln-Sheffield-Leeds service is now a genuine interurban service. Journey times have improved by around nine minutes, with more reductions to come when new Class 195 trains arrive, and some timetable issues have been resolved.

Highways England is consulting on proposals to upgrade the route between the Black Cat roundabout, where the A421 joins the A1, and Caxton Gibbet roundabout on the A428. However, although the consultation document mentions East West Rail in a general context, it does not say how any conflict with EWR proposed Routes B, C, D or E would be resolved (nor with the putative upgrade of the A1 to A1(M)). See Consultations below.

...and finally

In Japan, thirty trains were brought to a halt on the island of Kyushu by a slug. Its electrocuted remains were found to have short-circuited lineside equipment.

The Sunday Times reports that NR’s expenses policy requires staff have to fly around Britain where it is cheaper than taking the train. One flight from Cardiff to Anglesey cost just £19.99, whilst a flexible single ticket to Holyhead is £84 and the cheapest advance ticket £32.50.

CONSULTATIONS

- NR: [Parson’s Tunnel to Teignmouth Resilience Project](#), closes 15 July.
- NR: [Norwood Junction Station Upgrade](#), closes 26 July.
- Highways England: [A428 Black Cat to Caxton Gibbet Improvements](#), closes 29 July.
- ORR: [Application for exemption from train protection duties: Paddington to Heathrow Airport Junction](#), closes 2 August.

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

EVENTS

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

Blob colour indicates the various types of event:

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

July

- Monday 15. Campaign for Better Transport West and North Yorkshire Rail Group, "Veritas", 43-47 Great George Street, **Leeds**, LS1 3BB, 1930
- Tuesday 16. English Regional Transport Association AGM, Northampton Quaker Meeting House, Wellington St, **Northampton**, NN1 3AS, 1300. (Also 23 July; 3, 17 August; 7, 21 September; 5, 19, 26 October – [various locations](#)).
- Wednesday 17. Friends of the Barton Line AGM, the Sloop, **Barton**, 2000 (Also 18 September in Cleethorpes and 20 November in Barton).
- Thursday 18. Rf London & South East, Sussex & Coastway Division, Perrymount Methodist Hall, Pinewood Gate, 28 Perrymount Road, **Haywards Heath**, West Sussex, RH16 3DN, 1800 (also 5 September, 3 October).
- Thursday 25. Levenmouth Rail Campaign, Fife College, Levenmouth Campus, **Buckhaven**, 1830 (also the final Thursday of each month).

August

- Saturday 3. English Regional Transport Association, 12 St Giles, **Oxford**, OX1 3JS, 1500.
- Tuesday 6. Shrewsbury to Aberystwyth Rail Passengers' Association, Royal Oak Hotel, **Welshpool**, 1915. (also 7 September, 5 October, 12 November, 7 December - various locations and times).
- Tuesday **13** (NB Change of date from 6 Aug). Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (Also 17 September, 22 October, 10 December).
- Wednesday 14. East Norfolk Transport Users' Association AGM, Christchurch, Deneside, **Great Yarmouth**, 1330.
- Saturday 17. English Regional Transport Association, Prince Regent Pub, 91 Regent Street, **Cambridge**, CB2 1AW, 1400.

Further Ahead

- 9 September. Skipton-East Lancashire Rail Action Partnership, Crown Hotel, Albert Road, **Colne**, 1900.
- 11 September. Rf London & South East, Eastern Division, St. John's Church, Stratford Broadway, **London**, E15 1NG, 1830 (and every second Wednesday of alternate months.)
- 14 September. Rf London & South East, Herts and Beds Division, St Paul's Church, Blandford Road, **St Albans**, 1100.
- 20 September. Lancaster and Skipton Rail User Group, Town Hall, **Bentham**, 1900.
- 21 September. Rf Autumn Conference, St. Michael's Church Centre, The Green, **Stoke Gifford**, (by Bristol Parkway station), BS34 8PD, 1000 (Early bird booking to 31 July).
- 28 September. Rf East Anglia open meeting, **Norwich**, 1400 (Also 7 December in Cambridge).
- 5 October. East Suffolk Travellers Association, Parcels Office, **Lowestoft** Station, 1400.
- 15 October. Felixstowe Travel Watch, Salvation Army Church, **Felixstowe**, 1430.
- 21 October. Avocet Line Rail Users Group AGM, Globe Hotel. **Topsham**, 1930.
- 26 October. Rf Branches and Groups Day, **Birmingham**, venue and timing TBN.

Disclaimer: unless otherwise indicated, views expressed in Rail User Express are those of the contributing organization, and not necessarily shared by Railfuture.

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