



December 2019

Welcome to the Rail User Express.

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Because of the General Election, various announcements on major transport issues that were expected this year have been deferred, including the Williams and Oakervee reviews on franchising and HS2; and the TWAO decision on the Western section of East West Rail (EWR - Bicester to Bletchley, and Aylesbury to Milton Keynes), and a route for the Bedford - Cambridge section, which are now expected in the New Year.

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.

Levenmouth Rail Campaign

Tendering is ongoing for the GRIP 3 stage of the Levenmouth project, which will identify and appraise various options, and recommend a single option for progression towards a single infrastructure option looking at exact location of stations, loops, crossings and other aspects. Contract award is expected before the end of the year. Recognising the importance and value of engaging with local communities, NR also hopes to appoint a communication and liaison officer. Meanwhile, Fife Council has re-advertised for a Levenmouth Reconnected Blueprint Programme Manager. This Programme is likely to cover both the additional £10million funds from Scottish Govt and Fife Council, and aspects of the River Leven Project.

Furness Line Action Group

FLAG raised the importance of promoting the Cumbrian Coast line Sunday services with Northern Regional Director Chris Jackson, and the fact that the first northbound service, the 0950 Barrow to Carlisle, needed a connection from the south. Chris advised that from May 2020 there would be a service leaving Carnforth for Barrow at 0753. Unfortunately it cannot start from Preston or Lancaster as NR still has possession of the West Coast Main Line for engineering work. FLAG also enquired about the possibility of a later service from Carlisle to connect with 2046 departure from Barrow. Chris said this would be possible subject to NR allowing a path at that time.

Regarding the issue of Windermere to Manchester trains not calling at Lancaster, so not affording a connection from Barrow, the stop in the draft timetable had to be removed as timings were still based on the performance of the Class 158 Super Sprinters with maximum speed of 90mph, rather than the 100mph capability of the new CAF units. Chris hopes that timings from May 2020 can be based on Class 195s (which also have better acceleration and braking), thereby allowing the Lancaster stops to be made.

In early November, the £165 million Woodhouse Colliery was finally given the go-ahead to extract coking coal from the seabed off St Bees. Work on the site could begin in early 2020, with coal production starting about two years later. Once operational, a conveyor belt below ground level will transport all the coal from the mine to a train loader, from where it will be delivered to Redcar Bulk Terminal, which forms part of the steelworks in Teesside.

Friends of the Settle – Carlisle Line

FoSCL had hoped that the 1340 from Carlisle could call at Ribbleshead from December, but this will now have to be from May 2020 onwards because of a conflict with freight paths. But to close a near 4-hour gap, it also needs to serve Armathwaite, Lazonby and Kirkoswald, Langwathby, Garsdale, Dent, Horton in Ribblesdale and Long Preston. That's not to say FoSCL wouldn't support an express service as well that ran up to Scotland and maybe originated further afield than Leeds (*Open access Thames-Clyde Express? - Ed*).

The £1.2m upgrade to the S&C at Fothergill, next to Birkett Tunnel, involved digging out waterlogged soil and laying 11,500 tonnes of rock. A new drainage system will help to manage water levels following heavy rain. Trains continued to run without disruption to passengers.

South East Northumberland Rail User Group

Hourly Transpennine Express services from Morpeth start on 15 December, running north to Edinburgh and south to York, Leeds, Huddersfield, Manchester and Liverpool. SENRUG Chair Dennis Fancett believes the addition of 32 trains every weekday puts Morpeth firmly on the map as a regional intercity station: "We first made the case to TPE back in 2015. They in turn proposed this service as part of their new franchise agreement, and now, after the required planning and new train procurement, it has finally come about. We want to celebrate what successful campaigning can achieve, and encourage more people to join us as we continue to lobby for other improvements across the rail network, most notably re-opening the line to Ashington, more trains for Cramlington, and a local service to Berwick".

Ribble Valley Railway

Following criticism over the retention of Pacers into early 2020, Northern cited significant delays to the delivery of its new CAF Class 195 DMUs and Class 331 EMUs. It expects to have more than 70% of the new units in service by the end of the year, but eleven Class 142 Pacers would have to remain in service 'for a few weeks' into 2020 to maintain capacity south of Manchester, and between Blackburn and Rochdale. Nine would be used each day, paired with PRM compliant units.

Platform lengthening at Hall I' Th' Wood station on the Clitheroe Line is ongoing until January, followed by Entwistle, Darwen and Ramsgrave & Wilpshire. NR has also carried out embankment stabilization and drainage works in the Wilpshire area. Meanwhile, NR, Ribble Valley Borough Council, Northern, and Transport for the North (TfN) are discussing possible developments to the Ribble Valley Service, including the case for two trains an hour to Clitheroe.

Support The Oldham Rochdale Manchester lines (STORM)

STORM airs the problem of stations on a busy line with no bridge/subway, and only a single ticket machine. Anyone from Cononley going to Skipton who needs a ticket has to cross the line twice - and there are five passenger trains an hour each way plus freight. In a Penalty Fare Area, a court might well side with the passenger who pleaded that that was an unacceptable risk, especially if they were disabled. Nor should anyone have to hunt for the TVM at an unstaffed station; every platform should have one, or at least a Permit to Travel machine.

Currently, five or six freight trains a day each over a quarter of a mile long block both up and down lines as they join the Rochdale line at Miles Platting at a maximum speed of 10mph. Until thirty years ago there was a connecting line from the westernmost track from Victoria to Newton Heath that passed behind the platforms at the old Miles Platting station. If re-instated, at least the down passenger trains could continue as the freight trains cross the junction, halving their impact.

Thirty years ago Manchester Victoria station was considerably reduced in size. Now, with too few platforms, it can be overwhelmed. Railwaymen around then say that there is room beneath the Arena for at least one platform and line backing onto the current Platform 6, and possibly even a second. Investigating whether or not this is so should be undertaken as a matter of great urgency.

Similarly, Rochdale will be going into 2020 without a direct line to Manchester Airport. STORM Chairman Richard Greenwood, commented: "The reason is that NR cannot provide a path in the overcrowded corridor between Deansgate, Oxford Road and Piccadilly stations. Because of the delay in expanding the capacity at Piccadilly, it is likely to be some time before we can get through trains."

The Saddleworth area, Mossley and Greenfield are the worst served commuter areas in the county if not the country. The railway approaching Diggle tunnel was once four tracked. Now most of it is only two, so it should be possible to provide a turnback siding between the main lines (cf the new Platform 4 at Rochdale) to enable a frequent stopping service to Greenfield and Mossley. By following a fast train from Stalybridge, it would be clear of the next by entering the turnback siding.

The auxiliary converters on Class 331 and Class 397 EMUs in the Preston area appear to generate spikes in the 25kV overhead line high enough to shut down any Class 92 electric locomotives on the same supply. When a train is running, as well as keeping the batteries topped up, the auxiliary converter has to supply the air compressors, heating or air conditioning; stabled there are none of these loads. So before the pantograph is raised on any such unit stabled in Preston Croft Street sidings, the signaller has to check that there are no Class 92 hauled services in the area. Designing a controller to cope with widely different demands is not easy. A test of modified software was scheduled for 5 November.

English Regional Transport Association

ERTA fully supports rebuilding a Guildford-Horsham-Shoreham rail link. Local and regional rail choice is patchy, so a railway is needed whether for traffic reduction or environmental concerns. The 'green corridor' could be expanded in places, with the railway fenced off from the walkway. The cycle way would need to be slewed where pinch points exist, and alternative rail routes around blockages planned for and protected, eg at Cranleigh.

The recent announcement of a '525 home development' should prompt a reconsideration of opening the Brackmills Railway (a stub of the former Northampton-Bedford line). ERTA is concerned that, strapped for cash, councils duck the rail link issue saying: "no business case means no need to protect the route". But given that the local roads are at capacity and congestion is a major issue, unless rail links are restored, the new development will merely compound the situation.

Bedwyn Trains Passenger Group

December will see the biggest timetable change in the GWR region since the 1970s. In prior consultation, BTPG expressed its concerns with the proposed morning peak service. However, GWR has addressed almost all of these, so the final timetable is seen as the best ever, with an hourly service increased to half-hourly during the morning and evening peaks. Journey times are generally reduced, and most services will be operated by the new IETs. The Saturday and Sunday services are little changed from the current pattern.

Unfortunately, though, GWR have switched many weekday off-peak trains to full fare, although advanced purchase tickets bought up to 1800 on the day before travel are available on IET-operated services, and some of the non-IET trains from Paddington to Reading, and all of the Crossrail services are off peak.

Infrastructure upgrades over [Christmas and New Year](#) will affect GWR services from 24 December to 1 January. Paddington station will be closed on 24 and 27 December.

West Sussex Rail Users Association

Gatwick Airport station's annual footfall has grown by six million since 2010, and it is not designed for the current volume of passengers and their luggage; so it is to receive £150m to widen platforms, double the concourse, and add five new lifts and eight escalators with the aim of reducing delays to services and easing overcrowding. Work will start in spring 2020 and take around two years to complete. It will be sequenced to ensure minimum disruption, although WSRUA understand one line and/or platform will be taken out of use at a time. The timetable change next May will involve fewer through services from Brighton to Victoria, compensated to some extent by Littlehampton/Eastbourne services running separately with no joining and splitting at Haywards Heath.

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](#).



Inaugurated in 2012 but paused for 2019, the annual RUG Awards will return for 2020. The closing date for nominations is 1 March, with the presentations made at the National AGM in Birmingham on 27 June. The categories open for [nominations](#) are:

- 1 – Best website
- 2 – Best social media promotion
- 3 – Best newsletter
- 4 – Best new group - the Oliver Lovell Award
- 5 – Best campaign
- 6 – Best campaigner - the Clara Zilahi Award (for Rf members only).

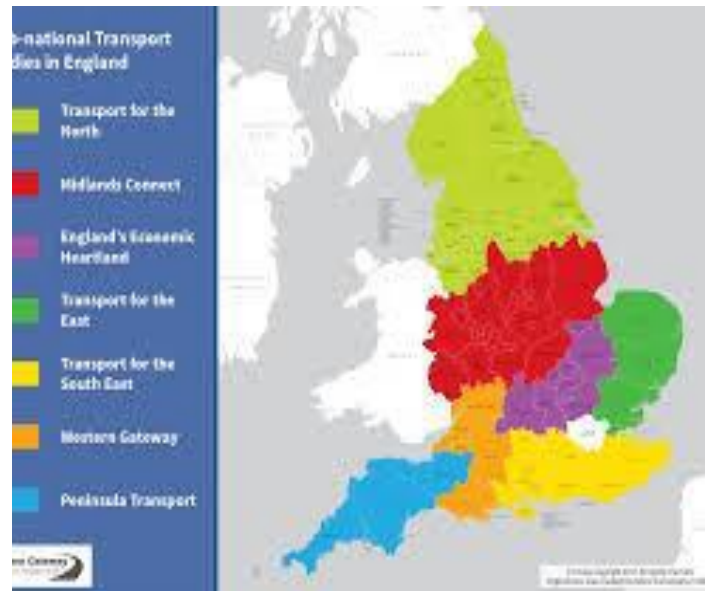
The Judges' Special Award is made or not at their sole discretion.

An [article](#) by Rf Chair Chris Page addresses the need to act now if rail capacity is to be doubled by 2050, with net zero carbon and a sustainable lifestyle. It's not just about new lines; on many routes in the North and Midlands, and on orbital routes in the South East, trains are only a few coaches long and run only once or twice an hour, so are often overcrowded with suppressed demand. These flows have huge potential, and need to be developed to attract people away from their cars by increasing capacity and frequency, and reducing journey time. We need a simpler approval process, and a steady pipeline of schemes that can be resourced and delivered cost effectively. Our grandchildren are watching.

In an article in [LookEast](#), Phil Smart is critical of the DfT Rail Network Enhancement Pipeline, as each scheme has to justify itself in isolation. Although a project may be one of several along a route, it cannot assume any other project will happen until it has been committed. For example, rail freight from Felixstowe via Ely junction could be doubled if that route had the capacity, but that would also require improvements at Syston junction (near Leicester) and Haughley. Improvements at Ely would also permit an hourly passenger service between Ipswich and Peterborough, a Wisbech service, and Oxford - Norwich via EWR, but as none of these is yet committed, their respective business cases cannot take any other into account.

Imagine a young couple about to get married approaching the DfT for a loan to buy a house...

| | |
|---------------------|--|
| Young Man | We would like to buy a house please. Can you give us a loan? |
| DfT official | What sort of property did you have in mind? |
| Young Man | Oh, something fairly modest. A two-bedroom terraced house perhaps? |
| DfT official | Two bedrooms? What's the second one for? You told me you're a married couple! |
| Young Woman | Well, we need to think ahead. I mean it's quite likely we will start a family at some point and we will need some extra space when that happens. |
| DfT official | Are you pregnant? |
| Young Woman | <i>(rather hurt by this)</i> No! |
| DfT official | So let me see if I have got this straight. You want me to lend you the money for a family house, but the baby-making phase of your project is not yet committed. Sorry, I can only lend you enough for a one-bedroom flat! |



There is a striking contrast between the topology of NR's devolved structure of the four English regions on the left, all of which radiate from London, and the seven Sub-National Transport Bodies on the right. No wonder orbital projects such as R25 (Reading-Redhill-Rochester), and Felixstowe-Peterborough-Nuneaton for freight, struggle to get off the ground!

Rf continues to support HS2 as the only way to provide the significant additional north-south rail capacity needed to replace more polluting road and air travel. However better connectivity with local rail services must also be provided so that travellers can access HS2 services more easily. It is running a [competition](#) to propose a new name for HS2 that will win the support of the public.

The [House of Commons Transport Select Committee](#) is taking evidence on road pricing. By making the true cost of travel more obvious, travellers might make more sustainable decisions on how to travel.

RAILFUTURE NORTH EAST

At the [Rf National Summer Conference](#) in June, Heather Scott, Leader of Darlington Council and Tees Valley Combined Authority (TVCA) Cabinet Member for Transport called for major revamps of Darlington and Middlesbrough stations, the development of hydrogen powered trains for short distance services, and enlargement of the loading gauge between Northallerton and Eaglescliffe to W12, to allow the largest containers from Teesport to bypass Darlington.

Responding to the TVCA Strategic Transport Plan, the Saltburn Line Users' Group, Coastliners RUG and Rf NE all suggested that one of the two Cross Country trains per hour between Northallerton and Newcastle be re-routed via Stockton and the Durham Coast line, both to improve main line connectivity between Northallerton, Tees Valley and Newcastle, and to create a path on the ECML north of Ferryhill for a local passenger service, ideally the new 'Connect' one between Middlesbrough and Newcastle via Stillington.

The proposed P&R interchange between Nunthorpe and Guisborough, a joint project involving Redcar and Cleveland and Middlesbrough Councils and TVCA, aims to ease road traffic congestion and improve access to East Cleveland. Provisionally named 'Roseberry Parkway', it would serve a population of about 70,000. The facility would bring together trains, buses, cycle provision and car parking to create an integrated hub serving Guisborough and East Cleveland, Stokesley and villages in North Yorkshire.

The County Durham Transport Plan includes reinstating the Leamside line from Ferryhill to Heworth as a “desirable project”, and gives assurances that the trackbed will continue to be protected. However, Rf NE would like to see the Council’s wholehearted commitment to the project, with all the possibilities that would hold for connectivity in the line’s catchment area.

RAILFUTURE WEST MIDLANDS

Both Perry Barr station and bus interchange are being rebuilt by Spring 2022, in time for the Commonwealth Games, as 6,500 athletes will be accommodated at the nearby Games Village. The facilities are also the arrival point for the Alexander Stadium, the venue of both the athletics and the Opening and Closing ceremonies.

Rf WM’s persistent pressure to mitigate the reduction in carriages since May on the Hereford – Birmingham New Street service has paid off: the 0709 from Hereford and the 1550 and 1620 from New Street now have an additional carriage borrowed from East Midlands Railway. Moreover, the four Class 350/4 trains for the Chase Line will allow the DMUs on that service to be cascaded onto the diesel-only Hereford and Worcester line.

RAILFUTURE EAST ANGLIA

Rf has been discussing the future of the Thameslink franchise. When created it combined the existing Thameslink route with the Southern, Gatwick Express and Great Northern routes into a single very large franchise. Although not without its problems, the consensus was that breaking up the franchise would be bad for passengers. The benefit of the single franchise is best seen in cases of network disruption, when the single operator can look for the best overall result for passengers rather than focusing on just its own route. This was one of many items discussed when Rf EA met Thameslink & Great Northern MD Tom Moran.

At a Rail Summit held at the Jockey Club, Rf EA outlined its vision for Newmarket: how incremental investment could build on the success of EWR, and transform the Mid-Anglia line. Double tracking Newmarket to Cambridge and between Soham and Ely, capacity improvements at Ely and Haughley junctions, and reinstating the Snailwell Loop are all essential to the vision, but require the backing of local people and businesses. Electrification of the line could be achieved on the back of growing demand for carbon neutral freight movement between Felixstowe and the rest of the UK. A full version of the Rf EA document “From Rural Branch to Main Line, Upgrading the Mid-Anglia Line” can be found on its [website](#).

Rf EA welcomed the Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan. Strengthening the links between new development and transport is an issue that has often been neglected. It urged the CA to develop specific policies relating to the level of public transport required to meet other LTP objectives. Reopening the Wisbech Line, and new stations at Soham, Alconbury, Hampton and Cambridge South could support sustainable development.

Norfolk County Council’s decision to fund a high-level business case into reopening the King’s Lynn to Hunstanton line was also welcome news. Consultants WSP will assess potential usage, and weigh the economic benefits to the area against the capital and running costs of the service. It is good to see the work of campaigners beginning to pay off.

RAILFUTURE LONDON AND THE SOUTH EAST

To support 10,600 new homes on the Hoo Peninsula, Medway Council has won a £170m government grant, £67m of which will support the upgrade and reopening to passenger service of the existing freight-only, unelectrified Hundred of Hoo branch line. Although the project faces very significant challenges, a rail link is vital as there is only a single road into the area.

The Uckfield branch line envisages ‘changing trains’ in about two years’ time – with electrification (but not as we know it!) The diesel fleet is committed to another franchise, so the plan is for some Southern 3rd-rail electric trains to be battery-operated south of Hurst Green. This may resurrect a recommendation in the 2016 Gibb Report. A new train stabling and cleaning facility comprising four sidings for 12-car trains at Crowborough would relieve Selhurst depot, and also offer local employment.

At the Kent Rail Summit, Eurostar confirmed that the 200mph Class 374 e320 trains will call at Ashford International from January, that the third pair of the station's daily Paris services will return from May, and that direct return services from Amsterdam can be anticipated next Spring.

According to NR, options to link HS1 with MarshLink at Ashford have moved away from a western junction into platform 2. A new platform 2A on one of the two through lines, with less-complex western and eastern junctions, appears to be more feasible, and more beneficial overall.

RAILFUTURE WESSEX

Fareham Borough Council has resolved to grant outline planning permission for Welborne Garden Village, comprising 6,000 new homes and a range of facilities for the new community of c.15,000 people. A planning agreement will safeguard a site for a new station on the Fareham-Eastleigh line, selected from the four identified in NR's feasibility study. Rf is working with key stakeholders and the developer to set up a Welborne Rail Consortium so that a new station is integral to the first new residents' travel choices.

TRANSPORT FOCUS

Case Study: Mr G holds a First Class season ticket and normally travels between Meadowhall and Manchester Piccadilly with TPE. These trains have been consistently short-formed, and will remain so until new trains enter service in 2020. First class is frequently full; he is unable to reserve a seat, and the catering trolley either cannot board or cannot serve passengers. TF contacted TPE on Mr G's behalf to find out why these issues were occurring on such a consistent basis, and what was being done to improve the service for passengers. It also asked TPE to refund Mr G the difference in price between his First Class season ticket and a standard class ticket for the same journey. As the trains have been regularly short-formed, TPE was happy to offer Mr G £300 worth of Travel Vouchers that could be used towards next year's season ticket, which Mr G was pleased to accept. In relation to the lack of trolley service, the only necessary feature is that a First Class carriage is clearly marked to distinguish it from Standard Class. Anything above this is discretionary; there is no statutory obligation for operators to offer anything above the minimum requirement (wider seats and lighting).

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

Together with Barnsley, Wakefield and Doncaster Councils, and the combined authorities for South and West Yorkshire, Paul Salveson has formally established a new 'Yorkshire Coalfields CRP'. Its Action Plan comprises four main areas of work, based on appropriate parts of the DfT Community Rail Development Strategy. Until a development worker can be funded, Alan Hart of Barnsley Council will resource the CRP, supported by his colleagues at Wakefield and Doncaster. It will work closely with the Penistone Line CRP.

TPE has donated £12,500 from its CRP Growth Fund to support a bus service between Northallerton and Hawes, which connects into another between Hawes and Garsdale for the Settle-Carlisle Railway. The 856 Wensleydale Flyer is run by volunteers from the Dales & Bowland Community Interest Company, part of the Friends of the Dales charity, and operates every Sunday and Bank Holiday throughout the year. It serves both local communities and visitors to the Yorkshire Dales National Park.

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

Loose screws were to blame for a door being open on a passenger train that travelled at 80mph for 16mls through Essex before a passenger alerted the driver. A Rail Accident Investigation Board (RAIB) report said operator Greater Anglia had since found loose screws on "at least 60 doorways" in its fleet of refurbished Class 321 carriages. The screws should have been tightened and a yellow line drawn across the screw head and bracket, so that any loosening would be recognised, but no marks were found.

England's Economic Heartland's Outline Transport Strategy was viewed on line nearly 4,000 times. EEH attended more than 35 events across the Oxford-Cambridge arc, and received over 100 written responses. An initial overview will be presented to the next Strategic Transport Forum on 24 January.

Clem Dye and the [Harrogate Advertiser](#) suggest that the £9.6m of funding secured for rail improvements between York and Harrogate could be in jeopardy. An NR review on whether the upgrade would enable any additional services was due to present its findings on the 12th of this month. If no increase is possible, the funding could be forfeited to the Local Enterprise Partnership (LEP).

[Omnicom Balfour Beatty](#) and The University of York have jointly developed machine-learning technology that advances the way in which railway line inspections are carried out. A train-mounted camera captures high definition images of the track, which the system analyses to detect any faults. The technology can also predict where faults may occur, allowing preventative maintenance, not just urgent repairs. It is now being progressed from proof of concept into commercial grade software.

[Grand Union](#) has applied to ORR for an open access route from Stirling to London Euston from May 2021, calling at Larbert, Greenfaulds (for Cumbernauld), Whifflet (for Coatbridge and Airdrie), Motherwell, Lockerbie, Carlisle, Preston, Crewe, Nuneaton and Milton Keynes. For journeys over 30mins, a seat will be part of the ticket price. If none is available, GU will refund passengers 50% of their ticket price, or discount their ticket if bought onboard. Working with Intercity Railfreight, the service would also provide a cleaner, greener way to transport small and urgent items between Scotland and London.

Changes to the [45th edition](#) of Barry Doe's rail franchise map include: TPE running from Liverpool to Glasgow (via Carlisle) and Edinburgh (via Newcastle), and extending from Middlesbrough to Redcar; TfL Rail extending to Reading, and Virgin Trains being replaced by Avanti West Coast, as well as showing both stations at Gainsborough and Hertford; adding the avoiding lines for Weston-super-Mare, Carmarthen and Swansea; revising the Gloucester and Worcester layouts, and adding (new) Worcestershire Parkway.

CONSULTATIONS

- TfL: [Bakerloo Line Extension](#), closes 22 December.
- Transport for the South East: [Draft Transport Strategy 2020](#), closes 10 January.

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, that is a problem if the details change from month to month, so 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.

December

■ Saturday 14. Cumbrian Coast Rail Users' Group, Methodist church hall, Gosforth Road, **Seascale**, Cumbria, CA20 1PU, 1305.

■ Thursday 19. Magor & Undy Walkway Station meeting, The Golden Lion, 23A The Square, Magor, **Caldicot**, Monmouthshire, NP26 3HY, 1930 (Also 19 December).

January

■ Tuesday 7. Ribble Valley Railway Committee Meeting (open to all), New Inn, **Clitheroe**, 1430 (Also 4 February, 3 March).

■ Tuesday 7. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (and 18 February, 31 March).

■ Wednesday 8. Rf London & South East, Eastern Division, St. John's Church, Stratford Broadway, **London**, E15 1NG, 1830 (and every second Wednesday of alternate months.)

■ Thursday, 9. Rf London & South East, Sussex and Coastway Division, Hamsey Community Primary School, **Cooksbridge**, 1800 (also the first Thursday of each month (except August) at various venues).

■ Tuesday 28. Levenmouth Rail Campaign, Fife Renewables Innovation Centre, Ajax Way, Leven KY8 3RS, 1830 (and the last Tuesday of every month) – **NB Change of Venue**.

Further Ahead

- 8 February. English Regional Transport Association, The Rupert Brooke, 8-10 Castle Street, **Rugby**, Warwickshire, CV21 2TP, 1500
- 15 February. Rf London & South East, Kent Division, venue TBC.
- 22 February. English Regional Transport Association, Unitarian Church Hall, Worthing Road, **Horsham**, RH12 1SL, 1400.
- 25 April. Rf West Midlands AGM, Priory Rooms, Bull Street, **Birmingham**.

Disclaimer: unless otherwise stated, views expressed are those of the contributing organization, and not necessarily shared by Rf.

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