

## Welcome aboard!

The latest round-up of bits and pieces for Railfuture East Midlands Branch (Rf EM). Innovation is a bit of a theme this time, with main line and goods yard electrification, and Very Light Rail featuring this time. We also enter a new year for the Branch, following the Branch AGM, so let's kick off with that.

### East Midlands Branch AGM, 2<sup>nd</sup> April and new Branch Chair

We held our first in-person AGM since 2020 on 2<sup>nd</sup> April, at the Holiday Inn, Derby Riverlights. Full minutes of the AGM will be available in due course, but the big news is that our previous Branch Chair, Ariadne Tampion, had announced her intention to stand down as Chair this time, having served in this role since 2017. Ariadne has certainly left her mark on the Branch, with various innovations in its operations, not least the Branch portfolio system; more on this on page 7 below. She was warmly thanked for her service, and of course she remains on the Branch Committee, serving as Outreach and Media Officer.

Phil Thomas was elected as our new Branch Chair. Below is a message from Phil to all Branch members:

*I would like to take this opportunity to introduce myself to those Railfuture East Midlands members that I have yet to meet. As the new chair of the Branch, I am very aware of the challenge to follow Ariadne following her very successful tenure as Chair and I join everyone in thanking her for her efforts and obvious successes.*

*I returned to live in Radcliffe on Trent when approaching retirement and for about 18 months I regularly commuted by rail from Radcliffe to Farnborough (Main) each week. This confirmed my views that investment in rail infrastructure and services in the East Midlands were so much poorer than I had got used to in the South-East of England. I started my 'campaigning' career by joining and then chairing a group that are (still!) trying to improve the rail service to the local communities between Nottingham and Grantham.*

*It logically followed on that I met up with members of and then joined Railfuture East Midlands. Not only are we all 'kindred spirits' in believing in the benefits of an improved rail infrastructure but, to me, more importantly we have the technical and operational experience to argue our case with confidence and are therefore listened to by many of the ultimate decision makers.*

*I look forward to working with the committee and more generally the members of the Branch. The committee are very open to ideas to open up communication between members - virtual meetings, social get-togethers perhaps in venues around the area; please let me know your thoughts. Our strengths include both the knowledge of the railway system that members have, plus a wide and detailed knowledge of their own locality. In a period where there are significant planning decisions being made in the region, please feel free to let us know what is happening in your locality that either impacts on or could offer an opportunity to the rail system and public transport generally.*

*I look forward to hearing from and meeting as many of our members as possible.*

Phil can be contacted at [phil.thomas@railfuture.org.uk](mailto:phil.thomas@railfuture.org.uk).

The Branch Committee for 2022-23 now looks like this:

- **Chair:** Phil Thomas
- **Vice Chair:** Terry Holt
- **Treasurer:** Roger Bacon (The Branch also receives assistance from David Harby as Railfuture's National Finance Officer)
- **Secretary:** Steve Jones
- **Outreach and Media Officer:** Ariadne Tampion
- **Committee Members:** Stephen Chaytow, Ian Clark, Chris Groome, Anthony Kay, Dave Shaw.

Long-standing previous Committee member Graham Nalty has stood down from the Committee, though he remains active in the Branch. The AGM recorded a vote of thanks for Graham for his many years of service to the Branch and to the former North Midlands Branch, of which he had been Chair prior to the merger some years ago with the predecessor East Midlands Branch.

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***Our vision for Railfuture: An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.***

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#### **Midland Main Line Electrification – Presentation to Branch AGM, 2<sup>nd</sup> April**

The guest speaker at the open meeting following our Branch AGM this year was Gavin Crook, Principal Programme Sponsor with Network Rail. Gavin's responsibility is Network Rail's East Midlands Route, and he gave a presentation illustrated with slides and videos about the Midland Main Line (MML) electrification programme.

Gavin outlined his role as 'Principal Programme Sponsor', which means he 'owns' the investments being made in the East Midlands, aiming to make best use of investment funding. As well as electrification, investments associated with the MML include the new Brent Cross station, and the improvements being made at Luton Airport Parkway. The MML is seeing the biggest investment programme since Victorian times!

Electrification is currently well under way between Kettering and Market Harborough, including the power supply substation at Braybrooke, just south of Market Harborough. Route clearance and vegetation management have been done, and much of the steelwork has now been erected.

Another important element of the overall MML electrification is the long-sought upgrade of the existing wiring south of Bedford, to enable increases in speed from 100mph to 125mph. This and the power supply upgrades are necessary if EMR's new Hitachi Aurora bi-mode trains are to maintain existing schedules. It does not require complete replacement of the wiring immediately; new supporting equipment can be employed to enable much of the existing wiring to accommodate the higher speeds safely and reliably. Renewals and enhancements are also being undertaken as one programme.

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North of Bedford, the now-open electrification to Corby plus the extension to Market Harborough uses UKMS125 overhead line equipment. This has been engineered for the future demands that will be placed upon it, and is cheaper and more efficiently installed than UKMS140, as well as lighter and less visually intrusive than that used on the Great Western. A ‘production line’ approach has been used for the various stages, from vegetation management, piling and steelwork installation through to the actual wiring. Luckily, the decision was taken to use overhead wires rather than a ground-level conduit to feed the power supply from Braybrooke back to Kettering, which had been considered!

Despite the commitment in the Integrated Rail Plan (IRP), final decisions remain to be made regarding continuing the electrification beyond Market Harborough. The next section, to Wigston, is expected soon; this is the next of a series of sections into which the whole MML has been divided. An advantage of bi-mode trains is that they make electrification affordable; we don’t have to wait for an entire route to be completed before the trains come into service. The policy context has also shifted, in electrification’s favour, with environmental commitments including net zero carbon by 2050 supplemented by the National Infrastructure Strategy, levelling up, and building back better. There have also been cultural changes within Network Rail, including Project SPEED, enhancing the control of cost and time for major projects, and the Traction Decarbonisation Network Strategy (TDNS), setting out NR’s recommendations to enable the removal of diesel-only trains from the network by 2040. In addition, the IRP’s plan to take the eastern arm of HS2 to East Midlands Parkway rather than Toton makes HS2 less stand-alone and more integrated with the region’s rail network, again affecting the MML. On the other hand, Covid has had a significant effect on the railway, both for passenger and freight traffic and for programme delivery.

Despite these changes and challenges, development work is now under way for the rest of the MML, including assessments of gauge-clearance work on bridges, the interventions needed and the costs. The previous GRIP process (Governance for Railway Investment Projects) has given way to PACE (Project Acceleration in a Controlled Environment), a much simpler procedure for designing and managing projects. This innovative approach, together with SPPED initiatives, aims to halve the time and slash the cost of project delivery. Alongside this is the use of technology to find solutions to specific problems. For example, voltage control technology may make the demolition and replacement of some low overbridges unnecessary.

Gavin concluded by commending the ‘one industry’ approach to the MML upgrade, with NR, the various train operators, and HS2 Ltd all working collaboratively together.

A detailed Q&A session followed, exploring a wide range of relevant topics including: diversionary routes such as the Erewash Valley; track capacity through Leicester and the need to address this before electrification; lessons learnt from Great Western electrification, as well as the need to retain skills; the visual impact of overhead line equipment in environmentally sensitive locations; community engagement; future-proofing for further enhancements; freight; Trent Junction; management and timing of track possessions; vegetation management; and scheduling of work on bridges so as not to cause undue local disturbance. However, the big switch-on date for Market Harborough is yet to be determined!

We are very grateful to Gavin for giving such an informative and interesting presentation and for being so willing to answer and discuss questions openly with us.

The pictures below, all taken by Steve Jones, show various aspects of the electrification work at Market Harborough station.



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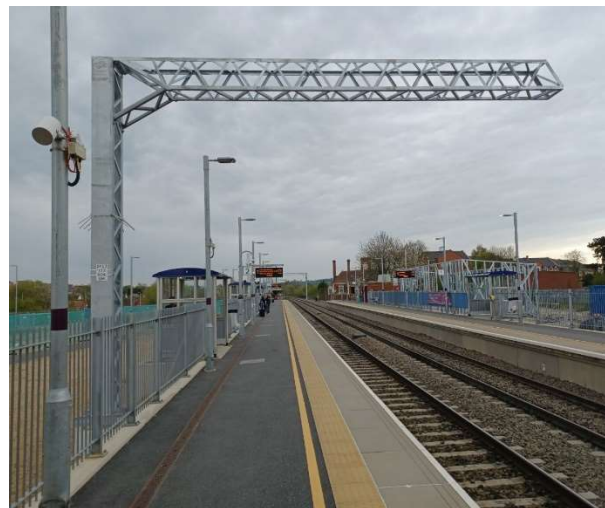
*Making a pile: A pile-driver pushes a tube-steel pile into the ground behind Platform 2 at Market Harborough on 1<sup>st</sup> March. This process took only a few minutes and was surprisingly quiet. Note the handy spirit-level, just to make sure!*

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*The boring bit. On 1<sup>st</sup> March 2022, an auger drills out the earth from within the tube-steel pile, which had been driven into the ground by the same road-rail machine about 25 minutes earlier. Note the green plastic sheeting on the right, to protect passengers on the adjacent Platform 2. The speed of some of these operations is impressive. The bored-out pile was then back-filled with concrete, with a steel reinforcing mesh cage to hold the fixing bolts for the overhead mast.*



*Easy does it: an overhead line support mast is lowered into position behind Platform 1 at Market Harborough on 15<sup>th</sup> March 2022. Three of these were installed there that afternoon.*



*Twin-track cantilever newly installed using the base being prepared in the first picture above, 19<sup>th</sup> April 2022. Steelwork for the new toilets and waiting room can also just be seen on the right-hand side of the picture.*

Railfuture has campaigned for many years for the full electrification of the Midland Main Line, and we are delighted to see real progress now being made.



#### **Movable Overhead Line system demonstrated at Wellingborough – 17<sup>th</sup> March**

Still on the topic of electrification, on 17<sup>th</sup> March, electrification equipment supplier Furrer + Frey, in conjunction with freight company GBRf, site operator GRS, and freight customer Tarmac, organised a demonstration of movable OLE at Wellingborough freight sidings. It is designed to overcome the problem of electrifying freight sidings, which results from most freight trains being loaded or unloaded from above using hoppers, reach-stackers, grabs or cranes. This means that nearly all freight is diesel-hauled, despite often running for many miles on electrified main lines.

I went along to have a look at the demonstration installation set up temporarily at Wellingborough and was allowed to operate the control panel. The overhead contact is a solid bar rather than a wire, and the support brackets pivot to enable the bar to be swung out of the way so that, in this case, mechanical grabs can load and unload the wagons with crushed stone. It is one of those ideas that is brilliant in its simplicity. Some passenger train depots have similar systems, to enable safe access to roof-mounted equipment for maintenance engineers. However, this innovative version is designed to withstand the weather and the dust from goods yard operations.



*Now you see it....*

*Photos: Steve Jones*



*...now you don't – well, sort-of. The overhead bar is swung out of the way, to enable safe loading and unloading of the wagons.*

#### **Branch visit to Revolution VLR test site at Ironbridge – 22<sup>nd</sup> March**

Continuing the theme of innovation, several members of the Branch visited the Revolution Very Light Rail (VLR) test site at Ironbridge on 22<sup>nd</sup> March. The visit was organised by East Midlands Branch Committee member Stephen Chaytow, who is also a Director of MEMRAP, the Manchester and East Midlands Rail Action Partnership. MEMRAP are pursuing possible use of VLR for a local connection at Buxton, and several interested parties from Buxton attended the site the same morning.

Revolution VLR is a highly innovative project to develop a lightweight, low-cost but high-quality passenger rail vehicle. It has been developed by VLR Technologies Ltd, a consortium of several rail and automotive sector organisations including TDI (Transport Design International), Eversholt Rail, WMG (University of Warwick), and the Rail Safety and Standards Board on behalf of the DfT. The consortium's stated aim is 'to provide a high-quality, affordable solution to facilitate growth of the UK railway, including line extensions and re-openings'. This aligns it closely with Railfuture's own aims. Along with Revolution VLR, which is a 'railway' vehicle, is the tramcar version being developed for the lightweight tramway system planned for Coventry and, we hope, elsewhere.



*Revolution solution: Interior and exterior views of the stylishly designed Revolution VLR railcar in the test building at Ironbridge, 22<sup>nd</sup> March 2022. It is hoped this can make local rail expansion more affordable. Photos: Steve Jones.*

One prototype vehicle has been built, using many modular components sourced from the automotive industry. This facilitates ease of maintenance, with quick component-swaps reducing down-time. The test site includes a low-cost modular station platform giving step-free access; this cost only £40,000, again aiding the viability of local rail reopenings. Though the vehicle was undergoing testing and was therefore not operating on the day of the visit, it is intended to bring it to the Great Central Railway in June for testing at speeds higher than the 25mph limit of the Ironbridge test track.

I shan't say any more here as a full article has been submitted for publication in the next edition of *Railwatch*.

### **Joint online meeting between East and West Midlands Branches and Midlands Connect, 8<sup>th</sup> February**

Representatives of Railfuture East Midlands and West Midlands Branches met with Midlands Connect online on 8<sup>th</sup> February. This followed the joint meeting between the Branches at The Brunswick Inn, Derby, on 16<sup>th</sup> January, mentioned in the last *EM Update*.

The main topic was the implications of the Integrated Rail Plan (IRP) for the Midlands; some good, some disappointing. Midlands Connect continues its work on the Midlands Rail Hub and is looking at connectivity at a more local level across the Midlands, below the high strategic level of the IRP. Examples include the Coventry – Leicester – Nottingham corridor, Nottingham – Lincoln and, in conjunction with Transport for the East Midlands (TfEM), links between the MML, Toton (without HS2) and Mansfield via the Maid Marian line.



It was a useful discussion and various studies are awaited, as is the *Rail Network Enhancements Pipeline* (RNEP). It was agreed that these meetings would be a regular fixture twice or three times a year.



*Busy east – west link: Passenger and freight trains meet at South Wigston on 13<sup>th</sup> January. Rail links linking the East and West Midlands were discussed with Midlands Connect at an online meeting on 8<sup>th</sup> February, covering passenger and freight traffic. Photo: Steve Jones*

### **East Midlands Branch Portfolio system**

Since 2018, EM Branch has operated a system of ‘Branch Portfolios’, aimed at giving ‘*minuted authorisation to those members who wish to campaign on particular issues on behalf of Railfuture East Midlands Branch, along with an official title with which they can sign off their emails to external parties when pursuing these particular campaigns*’. Portfolios cover specific lines such as the Derwent Valley; reopening campaigns such as Matlock - Buxton and Chinley; and more general aspects of rail travel such as Cycling + Rail, and Disabled Access. For insurance reasons, anyone appointed to a Portfolio must be a current member of Railfuture. They do not have to be members of the Branch Committee, but, as a matter of policy, the Committee should formally approve their designation. This is important; Railfuture is a company, and anyone acting in its name must not do anything that would bring it into disrepute. It is also important to note that Branch Portfolios are not jobs to be allocated, but titles to be conferred on active Branch members whose work brings them into contact with external parties, to give those members a defined role and air of authority, and the Branch a disciplined image. The guiding principle is empowering able and willing volunteers; it is about ‘I will...’ rather than ‘someone should...’!



*Various local rail routes in the EM region are the subject of Railfuture East Midlands Branch Portfolios. An example is the Nottingham – Newark ‘Castle Line’. An EMR Turbostar calls at the attractive station at Lowdham with a service to Newark Castle on 20<sup>th</sup> January 2022. Photo: Steve Jones*

There is only one Portfolio Holder for each Portfolio, but they can appoint additional people as Portfolio Assistants. It is then for Portfolio members to communicate with each other as they see fit.

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The Portfolios are regularly reviewed; the last time being at the Branch Committee meeting on 5<sup>th</sup> March. So, if there is a particular topic for which you would like to be EM Branch Portfolio Holder, let us know and we can put this on the agenda for the next Committee meeting.

#### **Recent East Midlands Branch responses to Consultations**

An important part of the work of Railfuture and its Branches is responding to consultations by the Government, local authorities and other agencies, on things that affect the railways. The EM Branch has recently submitted responses directly to two, and contributed to a national Railfuture response to a third:

- **North West Leicestershire District Council Local Plan.** This is a review of the local plan, to update the 2017 adopted version and cover the period up to 2039. It sets out the Council's spatial strategy for the district, allocates land for development and provides policies to guide planning application decisions. The revised Plan will cover the period up to 2039. Among its proposals is a substantial housing development near East Midlands Airport, well away from existing towns or railways and other major transport infrastructure (apart from the airport!) We have responded:
  - Expressing support for reopening the Ivanhoe and Castle Donington lines to regular passenger services;
  - Stressing that high-quality rail-based public transport must be provided from the outset for any 'new town' near the airport. This is probably best done by means of extension of Nottingham Express Transit via East Midlands Parkway and Kegworth, thereby also providing a main-line rail connection. If a business case cannot be made for this, the development should be at a more sustainable-transport-friendly location;
  - Commenting on the Council's view that the district's needs for rail-served warehousing can be met by the proposed Hinckley National Rail Freight Interchange (NRFI). While not opposing Hinckley NRFI (which lies outside the scope of NWLDC's Local Plan anyway), we question the need for another such logistics park in the Golden Triangle, when there should be a greater spread of them around the country, in accordance with national policy. See further below.
- **House of Lords Built Environment Committee - Public transport in towns and cities inquiry**

The Branch contributed to the national Railfuture response to this inquiry into public transport travel trends in towns and cities. In setting out its aims, the House of Lords Built Environment Committee said *'This inquiry will consider the impact of technological and digital developments on travel behaviours, future trends in public transport innovation and how public policy may be shaped in light of these trends. It will consider connectivity across modes and better integration through data and innovation. The inquiry will also explore the extent to which local authorities are well equipped to deliver high-quality public transport services'*.

The Railfuture response can be viewed here: <https://railfuture.org.uk/display2979> or here: <https://committees.parliament.uk/writtenevidence/106995/pdf/>
- **Hinckley National Rail Freight Interchange (HNRFI)**

We have responded to the public consultation on the proposal for a major freight terminal just east of Hinckley, on the Leicester – Birmingham line, where the M69 motorway crosses. When



completed, HNRFI would provide a container terminal for up to 16 trains in and out (32 in total) per day, plus potential rail-served warehouses that could be used for high-speed logistics. (*Isn't this what we used to call parcels? – Ed.*) Though of course Railfuture supports developments that promote modal shift from road to rail, this one is less clear cut. It has attracted considerable local opposition, partly for being on a greenfield site, and partly because of local fears for the effect on the level crossing at Narborough. However, from Railfuture's point of view,

We support freight on rail:

- but we feel this terminal is not in the optimum location when...
- ...what is needed is a more national network of RFIs, in line with the Government's National Policy Statement (NPS) on national networks, which essentially says that a national network of SRFI's should be developed, minimising road-haul, and
- the capacity of the route through Leicester (i.e. from Felixstowe) and towards Hinckley is under considerable pressure already, with additional passenger services planned for the future, such as Leicester - Coventry.
- However, we are not going to oppose it, and we want assurances on track capacity through Leicester, and...
- ...that the rail facilities at the terminal will be available for use from the start of operations.

We also recognise that such terminals will be located where the commercial market wants them.



*Lots of big boxes. An eastbound container train waits for the road at South Wigston on 13<sup>th</sup> January 2022. The Felixstowe to Nuneaton (F2N) freight corridor is already busy with intermodal trains but could see quite a few more if the Hinckley NRFI terminal is built. It is great to see freight on rail, but there must be sufficient capacity to accommodate it, along with the added passenger services planned for the Leicester – Nuneaton section of the line. Capacity through Leicester also needs enhancement if the full potential of both routes is to be realised.*

*Photo: Steve Jones*

### **Matlock – Derby – Nottingham services**

Many of you will be aware that the EMR Regional Matlock – Nottingham service has for some time been curtailed to run only between Matlock and Derby. This has caused much local concern, especially as onward connections at Derby are not good; a situation made worse by CrossCountry being unable to run their full timetable between Derby and Nottingham. In turn, the intermediate stations between Derby and Nottingham, particularly Spondon and Attenborough, are not as well served as they should

be. Connections with other routes are similarly poorer than they should be. The main causes are shortage of rolling stock and crews, with Covid being a major factor in both staff absences and delayed introduction of new stock elsewhere, delaying transfer of cascaded Turbostars to EMR.



*A lone voice crying in the wilderness. The 16:13 to Derby awaits departure from Matlock on 12<sup>th</sup> April 2022. Photo Steve Jones.*

Our colleagues in the Friends of the Derwent Valley Line (FDVL) have been seeking discussions with EMR about the situation, and Railfuture East Midlands have been supporting them. Ian Clark, Branch Portfolio Holder for the Derwent Valley, and I accompanied FDVL Chair John Weaver and Secretary Chris Darrall at two meetings with EMR at their Derby HQ, on 1<sup>st</sup> February and 12<sup>th</sup> April. These were constructive meetings, and we explored the underlying causes and the constraints under which EMR are operating, not least the need for DfT agreement. Ian had prepared a suggested revised timetable for the branch service which would help to improve connections if the through service cannot be restored.

In addition to this, there have been various public meetings, hosted by Belper Town Mayor John Porter and Broxtowe MP Darren Henry; attended by Branch members. There is quite a coalition calling for improvements to this service and Railfuture is proud to support the campaign.

### **Threat to London Travelcards**

Do you use London Travelcards? And, if so, are you aware that there is a possibility that they may be withdrawn? This arises as part of the Government's Transport for London (TfL) Funding Settlement, dated 25<sup>th</sup> February 2022, which requires TfL to move towards financial sustainability post-pandemic. One of the requirements is 'consideration of potential new sources of income', and among these is 'New revenue streams'. So far, so good, but one element of this is that:

'TfL will provide to DfT an impact assessment on different passenger groups of the withdrawal from the travelcard agreement prior to commencing with the withdrawal'.

The impact assessment is to be completed by 29<sup>th</sup> April, and the Mayor of London is required to commence a public consultation by 27<sup>th</sup> May.

Harborough Rail Users, for example, have written to Neil O'Brien, MP for Harborough, expressing concern about the possible withdrawal of London Travelcards. Concerns include:

- Detriment to occasional day-trippers, for whom the Travelcard is a straightforward means of getting into and around London with one ticket;
- Detriment to commuters, for whom a season ticket is just not viable in a post-Covid world of part-time and flexible working;
- Loss of the Travelcard advantage of there being no evening peak time restrictions on the return journey;
- Possible loss of revenue to EMR if Travelcards are withdrawn and there is no equally attractive replacement. That could then have implications for our train services on the MML.

If you share these concerns, you may like to write to your MP, and keep an eye out for the public consultation if and when that commences.

#### **The Battlefield Line – trackwork fundraising appeal**

This charming five-mile heritage railway is the last remaining part of the Ashby and Nuneaton Joint Railway and runs between Shackerstone and Shenton via Market Bosworth. Now of course I realise that Railfuture is about the future of the national network and rapid transit systems.

However, heritage railways also have a part to play, especially in introducing young families to the joys of railway travel. I bet for many of us it was childhood holiday trips to steam railways that got us interested in trains in the first place!

The Battlefield Line has been fundraising for its 'Winter Project', a major track renewal programme. You can 'buy' sleepers, ballast, track clips and various other trackwork bits and pieces. For example, how about 'buying' a concrete sleeper for £25? Or a bulk bag of ballast for £50? Bargain!

Take a look at this if you are interested:

<https://www.battlefieldline.co.uk/winter-project>



*A BR dmu, optimistically displaying 'Stratford-upon-Avon via Henley' as its destination, awaits departure from the pretty Shenton station on the Battlefield Line on 31<sup>st</sup> July 2019. The Battlefield Line is raising funds for a major track renewal project. Photo: Steve Jones*

#### **Connectivity in Wales – and the Peak District?**

My thanks to MEMRAP's Stephen Chaytow for sharing this link with me: [Gareth Dennis on HS2 and how we could fix the railway and train system in Wales | The National Wales](#). This is an interesting idea for connecting North and South Wales in a potentially more useful way than the usual proposal for reopening Aberystwyth – Carmarthen. It puts forward the idea of connecting Holyhead and Cardiff via several bits of new or reopened line linking existing routes and opening up large areas of central Wales as well as improving connectivity for the larger towns such as Wrexham. What has that got to do with the East Midlands? Well, as Stephen says, there are some similarities in principle with the Peaks and Dales line linking Matlock, Buxton and Chinley.

#### **Next EM Branch meeting**

The next open Branch meeting is now arranged for Saturday 21<sup>st</sup> May, starting at 14:30, in the First Class Lounge at East Midlands Parkway, preceded by a Committee-only meeting starting at 13:00. Check the Branch webpage for final details: <https://www.railfuture.org.uk/East-Midlands-Branch>.

Agenda papers are available from me via the usual address: [steve.jones@railfuture.org.uk](mailto:steve.jones@railfuture.org.uk).



## And finally...

### Hitachi Class 810 Aurora bi-modes for EMR Intercity services



Picture: Hitachi Rail

Hitachi have released a picture of one of their Class 810 Aurora bi-mode driving cars in an advanced state of construction. These are due to enter service on the MML in 2023, but that may slip to 2024.

Is it just me, or does anyone else think the unfinished front-end structure looks remarkably like android C3PO from *Star Wars*? Are they by any chance related?



Star Wars android 'C3PO'.



Detail from incomplete Hitachi Class 810 Aurora driving vehicle.

That's it for now. Don't forget to keep an eye on the Branch webpage:

<https://www.railfuture.org.uk/East-Midlands-Branch>.

Take care, everyone,

Steve J.

**Steve Jones**

**Secretary – East Midlands Branch**

**Railfuture – Campaigning for better services over a bigger rail network**

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*These Updates are sent by email to all current members of Railfuture who have identified East Midlands ('EMI') as their preferred or secondary Branch and have given a valid email address plus GDPR consent to receiving email communications from Railfuture. These preferences can be amended at any time via the Members area of the Railfuture website: <https://www.railfuture.org.uk/member/index.php?action=login>.*

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