

Railfuture in London and the South East

quarterly branch newsletter

Campaigning by the Railway Development Society in London and the Home Counties - Kent, Surrey, Sussex, south Hertfordshire, south Essex, Bedfordshire, Greater London

The *independent* campaign for a better passenger and freight rail network

Members winter regional gathering

Saturday 18th February 2012 will be the next opportunity for members and fellow campaigners from across our regional branch area to gather, at Network Rail's new Training Centre in **Paddock Wood, Kent**. Following the Tunbridge Wells/Spa Valley Railway gathering last July and the St. Albans gathering in October, this will be the first of 2012's events in what is becoming an established pattern of quarterly, rotating regional gatherings for local members and fellow rail campaigners from the local area, as well as from across our region, to share experiences and ideas for current and future rail development campaigns.

The day is planned to start with a morning session from 11.00 until 13.00. A representative of the Training Centre, and Network Rail's new Route Managing Director for Kent/HS1, will both speak and be available for questions and discussion. After lunch the afternoon will be our Kent division's regular quarterly meeting, to which all are invited.

The venue was opened in June 2007 by then Rail Minister Tom Harris, with then Deputy Chief Executive of Network Rail Iain Coucher – remember them?

It is just a few minutes' walk from Southeastern's Paddock Wood station, served by its Strood-Tonbridge and London Charing Cross-Ashford International services, and only one stop east of Southern's services to Tonbridge from Redhill. Emerging from the south side of the station into Station Approach, continue past the Waitrose supermarket on the left up to Church Road, and turn left. Along Church Road, after the access for the supermarket's car park, turn left again into The Cedars. Towards the back of the car park on your left, bear left off The Cedars towards the Training Centre.

See www.kentrail.org.uk/paddock_wood_training_centre.htm and www.kentrail.org.uk/paddock_wood%202.htm

The Association of Train Operating Companies [ATOC] in August reported a surge in the use of many small rural lines, many of which are among the 30 DfT-designated Community Rail lines. Paddock Wood-Strood, designated in September 2007, is reportedly the second-busiest such line nationally with almost a million users in the year to March 2011 and a 25% level of growth over the previous three years. See <http://www.atoc.org/media-centre/latest-press-releases/many-small-rural-lines-see-resurgence-in-popularity-100613> and <http://www.dft.gov.uk/topics/community-rail/>



Initial Industry Plan 2011

Network Rail published this cross-industry set of proposals for England & Wales in Control Period 5 [2014-19], and beyond, in late-September. There's a separate set of documents for Scotland. As well as Network Rail the Planning Oversight Group which has overseen the development of the IIPs for England & Wales and for Scotland has included the Association of Train Operating Companies, the Rail Freight Operators' Association, and the Railway Industry Association. See www.networkrail.co.uk/iip.aspx

"The Initial Industry Plans set out how the industry can deliver a more efficient and better value railway and how the railway can play a key role in driving sustainable economic growth.

They examine the key choices and options facing funders in specifying the future outputs of the railway and the level of funding required. These

choices will inform the development of the governments' High Level Output Specifications and Statements of Funds Available to be published in summer 2012 as part of the Periodic Review 2013 process as well as informing the programme of franchise re-letting. Network Rail will publish its Strategic Business Plan in January 2013.

The development of the Initial Industry Plans has been overseen by the Planning Oversight Group which involves representatives of Network Rail, passenger and freight train operators and suppliers.

This work has built on the successful cross-industry work on Route Utilisation Strategies and has sought input from cross industry groups responsible for co-ordinating industry plans in relation to safety, performance, sustainability, capacity, access strategies, asset management, technology and innovation."

The tortuous timescale through to the start of CP5 on 1st April 2014 is broadly as follows:

May 2011 – Office of Rail Regulation starts Periodic Review 2013

September 2011 – IIPs published

December 2011 – government policy paper [rail white paper?]

February 2012 – ORR advice to Ministers

July 2012 – DfT's HLOS and SOFA

January 2013 – Network Rail's Strategic Business Plan

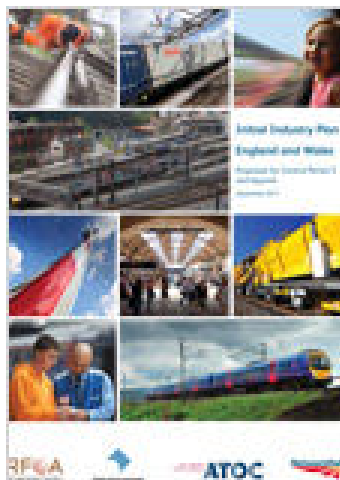
June 2013 – ORR draft determination

October 2013 – Network Rail response to draft

October 2013 – ORR final determination of PR13

March 2014 – Network Rail's CP5 Delivery Plan

And the opportunities for Railfuture influence? Mid-November was the date for submissions to the ORR. Meanwhile Network Rail welcomes feedback on the IIP. Although individual members are welcome to respond in their private citizen capacity, any use of the word Railfuture in any response must only come from an accountable officer of the society at either branch or national level.



As well as the main IIPs there are several supporting documents, all viewable at / downloadable from www.networkrail.co.uk/iip.aspx :

General – Network and route specifications
Enhancements – Definition of proposed CP5 enhancements

Outputs – Train service performance, Safety, and Rail Industry CP5 environment plan

Other – Passenger priorities and drivers of satisfaction

The PR13 IIP Supporting Document – Definition of proposed CP5 enhancements – includes the following committed projects in, near or affecting our regional branch area:

Thameslink programme

Crossrail programme

Reading station area redevelopment

Great Western electrification

West Coast power supply upgrade

Intercity Express Programme [East Coast infrastructure capability, Western capability, ECML power supply upgrade]

[It must be noted in passing that the existing Crossrail and Thameslink projects, plus the committed electrification schemes, will already require £4.9 billion in CP5]

Then a list of 20 proposed projects, being interventions to meet desired outcomes:

St Pancras to Ramsgate journey time improvements

Charing Cross Station capacity improvements

Ashford & East Coastway journey time improvements

East Kent signalling enhancements (phase 2)

East Croydon - signalling modifications to improve capacity

West Croydon remodelling

Uckfield line train lengthening

West London line train lengthening

Norwood Junction platform 6 and 7 turnback

Purley to East Croydon train lengthening

Redhill additional platform

London Victoria station capacity improvements

Clapham Junction congestion relief

Wimbledon station congestion relief

Virginia Water to Reading train lengthening

Fenchurch Street Station congestion relief

West Anglia main line capacity increase

Great Eastern main line infrastructure improvement

Gospel Oak - Barking electrification

Stevenage and Gordon Hill turnbacks

Also a list of six proposed power supply upgrade projects:

LNE routes traction power upgrade

Anglia traction power upgrade

Kent traction power upgrade

South London High Voltage traction power upgrade

Sussex traction power upgrade

Wessex traction power upgrade

[It should now be noted that all these other schemes together require £5.6 billion]

and a list of proposed funds to deliver specific outcomes:

Network Rail discretionary fund - £250m
Innovation fund - £150m
CP6 development fund - £100m
Level crossing initiative - £304m
Journey time improvement fund - £200m
Performance fund - £160m
National stations improvement fund - £150m
Access for All (England) - £150m
Improved passenger information - £200m
ECML interventions - £500m
Strategic freight network - £350m [Felixstowe-Nuneaton capacity enhancements, Southampton to West Coast Main Line capacity enhancements, West Coast Main Line (north of Preston) capacity enhancements, Great Western Main Line W12 gauge clearance]

The case for continued investment in the London and South East region has many dimensions. One is that the IIP itself highlights how cost-efficient rail in our region already is. By the end of CP4 in March 2014 income will cover 87% of allocated costs. This contrasts with 78% in the long-distance sector and 36% in the regional sector.

Network RUSs – Stations, Passenger rolling stock, and Alternative solutions

Network Rail published the **Network RUS: Stations** on 31st August 2011 after taking into account the responses received from the public consultation.

“Stations are key to the success of the passenger rail network. They are the railway's shop window and should enable users to gain safe, easy and comfortable access to the services they require. The Network RUS: Stations focuses on the pedestrian capacity of stations. All previous RUSs have indicated that passenger growth will continue, albeit at different rates across regions and market sectors. This background growth along with local factors is likely to affect levels of congestion at stations. Excessive pedestrian congestion at stations can, if not tackled, choke off demand. Not only can it be an unpleasant experience which many people would choose to avoid, but it can add to overall journey times and so undermine rail's competitiveness with other modes.

The strategy of the RUS recommends:

- Consideration of the information collected by the rail industry on station usage
- The investigation of interventions to relieve congestion at stations where congestion has been reported by train operators, growth is forecast and there are no committed plans to tackle congestion

- A toolkit providing a range of potential options to relieve congestion at stations has been developed as a resource for the rail industry.

The associated document, **Investment in Stations - a Guide for Promoters and Developers**, has also been updated.

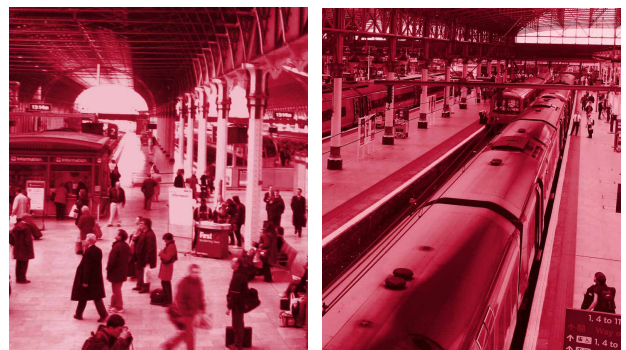
Network Rail published the **Network RUS: Passenger Rolling Stock** on 27th September 2011 after taking into account the responses received from the public consultation.

“The Network RUS: Passenger Rolling Stock focuses on the opportunities and efficiencies which arise when purchasing new rolling stock. It considers the requirements of passengers in each market sector. It then demonstrates how planning the rolling stock and infrastructure together can enable the network to become more inter-operable to enable rolling stock to go anywhere it is needed to serve its nominated market sector. Given the cost of purchasing new rolling stock, opportunities to exploit economies of scale which could be achieved from simplifying the types of vehicles available and smoothing the profile of procurement are particularly important.

The strategy recommends that:

- The network infrastructure should be planned together with the requirements of new rolling stock to give the industry best value for money
- A reduction in the number of broad types of rolling stock procured would enable procurers to take advantage of economies of scale in production whilst meeting passenger requirements and maintaining competition between manufacturers
- A clearance strategy is adopted whereby the gauge of the network is developed and aligned with future rolling stock requirements to allow trains serving each market sector to go wherever they need to go

The Railfuture response to each document can be seen at www.railfuture.org.uk/tiki-index.php?page=Submissions



We expect Network Rail to produce another **Network RUS – Alternative solutions to efficiently deliver passenger demand**. Work

started in September 2009 and publication of a consultation document is given as winter 2011/12, with publication of the final RUS in summer 2012. Here as a foretaste is the remit of Network Rail's working group 5, dated January 2011:

"The objective of the work is to develop a strategy which presents alternative solutions to carrying the future demand for rail passengers more cost effectively. The work will examine a range of alternative solutions and will aim to follow the basic established RUS process of baselining, gaps, options and recommendations.

The work will examine a range of alternative solutions and identify their potential to contribute to the objective of ensuring increased value for money. It starts from an understanding of the issues currently facing the railway and then, using robust analysis will appraise the potential contribution of each technology.

1. Baselining

Baseline demand forecasting data will be used to inform the study of the expected demand over the next 30 years in each key market sector. The baseline will outline current thinking on technological solutions, drawing heavily on recent work by Technical Strategy Leadership Group.

2. Gaps

The stakeholders will identify issues which will be expected to trigger the need for an alternative solution. Possible examples may include: the replacement of the Pacer fleet, aspiration for lighter vehicles on less heavily used parts of the network, a desire to identify innovative lower cost forms of electric traction, aspiration to run more frequent services on routes currently limited by sectional performance (e.g. single lines with passing loops), aspiration for street running into city centres, or for increased community involvement in operating the railway.

3. Options

The optioneering process will look carefully at each issue identified in the gaps process and examine whether any of the range of alternative solutions could be expected to address it in a cost effective manner. Case studies will be used and where possible the solutions will be appraised using standard Government(s) appraisal criteria.

4. Strategy

Having considered the options, a strategy will be developed which will advise on the potential for development of alternative solutions to improve the cost effectiveness of the railway.

Station developments

As reported in the previous issue, **London Fields** station on the West Anglia route via Seven Sisters saw the official opening of a second access in

August. Here are a couple of pictures of the finished product. Try to imagine just a plain solid brick wall instead!



As also reported in the previous issue, **Lea Bridge** station on the West Anglia route between Stratford and Tottenham Hale is the focus of a re-opening campaign. A joint bid to Railfuture's Fighting Fund by the Railfuture-affiliated Chingford Line Users Association and the branch committee, and endorsed by the branch's Eastern division, was due to be considered by the national Board at the end of November following a recommendation by the Railfuture Network Development Committee. The bid is to support not only the station re-opening but also the upgrade of the Stratford-Lea Valley line service to four trains per hour with an even-interval and all-stations service, and lay the foundations for re-instatement of the Hall Farm Curve to link Chingford and Walthamstow directly with Stratford by making the case for a six tph service on the Chingford branch.

Chiltern's Sudbury's last September – timetable corrections

Amendments to the printed 'Chiltern' [as distinct from their 'Mainline'] timetable have been published by Chiltern Railways on their website, all three affecting our worst-served Sudbury mainline station at Sudbury & Harrow Road with its very limited, weekdays-only, uni-directional, peaks-only, service.

The apparently new, and lone, 07.26 weekday mornings 'down' departure from Sudbury & Harrow Road to West Ruislip, the 07.16 from London Marylebone, was an error and is in fact the previously-omitted time at Sudbury Hill Harrow.

Furthermore, contrary to the information available for the previous branch newsletter at press-time, Sudbury & Harrow Road fortunately suffers no

reduction in the weekday evenings 'down' departures, apparently from five to three. The 19.46 London Marylebone to High Wycombe calls there at the previously-omitted time of 19.57, and likewise the 20.40 London Marylebone to Princes Risborough calls there at 20.51, both with onward minor re-timings at Sudbury Hill Harrow and subsequent stations.

The new timetable changes the times of most services at the two Zone 4 stations, as previously reported, and it does slightly increase the weekday peak services at Sudbury Hill Harrow. The morning peak period there sees one extra train in each direction, while the evening sees three extra trains calling in the contra-peak 'up' direction.

For a platform which is currently served by only four services per weekday, towards London Marylebone in the morning peak, Sudbury & Harrow Road nevertheless boasts a new 'up' platform! The reason of course is the increased line-speed for through services and the very limited width of the previous platform. The new wider platform now gives adequate space for waiting passengers to 'stand behind the yellow line'.

STOP PRESS: the ever-vigilant Marylebone Travellers Association [a Railfuture affiliate] has just alerted us to further minor changes this month. They only re-time calls in one service in the 'up' morning peak and do not change the overall level of service.

Southern's Marsh Link next January

Network Rail and Southern have confirmed that maintenance work to Ore tunnel will be undertaken during a nine-week blockade between 9th January and 11th March. Needless to say this has stirred up a hornet's nest of local concerns about the rail replacement bus services. The Railfuture-affiliated MarshLink Action Group MLAG sprang into action with a public meeting in Rye at the end of September. See www.mlag.org.uk/ for further details, especially their blog at <http://marshlinkaction.wordpress.com/>. The MLAG AGM in the New Year is quite likely to be a particularly well-attended and possibly lively occasion!

As railway development campaigners we look beyond the short-term disruption for opportunities for other improvements to the line, such as lifting line speed restrictions. Journey time savings might then most appropriately be re-invested in an improved station calling pattern, such as running the Saturday level of service at Winchester and Three Oaks on at least summer Sundays, and adding regular stops at Ore to the Marshlink service.

Southern ran another of their online Passenger Panel Forums in November, enabling these and other suggestions for improvements to be put direct to them. For future reference see

<http://www.southernrailway.com/southern/passenger-panel/>

Community Rail Awards – our region's prize-winners

This year's Community Rail Awards Gala Dinner was held in Sheffield on 23rd September. The short-listed contenders from our region for the 15 awards were listed in the previous branch newsletter, and our three prize-winners are:

Best Station/Train Retail Outlet, sponsored by MerseyTravel – 9 entries, 5 short-listed including **Bistro at Etchingham Station**, nominated by De Etchingham Interest Company [incumbent TOC Southeastern] – **1ST PRIZE**.



"Catching the 05.43 from Etchingham used to be a miserable affair. Then in spring 2010 Bistro@thestation was opened and everything changed. A warm welcome and excellent coffee makes all the difference. Bistro@thestation was opened as the result of a partnership between the Etchingham community, Network Rail, Southeastern and many other sponsors. The project was instigated as the result of the Etchingham Improvement Plan 2007 – an action plan for the village in which 84% of respondents wanted a place to meet and a village pub. The derelict station building was identified as the venue and the work began!

This year's retail award has been the closest ever with several excellent entries. The judges' opinion was that the welcome, staff and bacon sandwich at Etchingham tipped the balance in their favour.

also **Brown and Green @ the station, Gipsy Hill**, nominated by Southern – **2ND PRIZE**.

"Following the renovation of Gipsy Hill station in 2010, a café operator was sought to provide quality service to Southern passengers and to help complement the new-look, invigorated station building.

The successful bidders were enthusiastic local sister team Laura and Jess Tilli who opened 'Brown and Green @ The Station' with the vision of

providing wholesome, tasty, reasonably priced food appealing to both Gipsy Hill passengers [*what, only two of them? - ed*] and residents. The judges' view is that they have achieved this magnificently and along the way, enhanced the overall experience of the station and the local area.

Involving Young People, sponsored by Network Rail – 13 entries, 5 short-listed – Jane Lee and Ali Rezakhani for Southern Railway's **Makin' Tracks** competition, nominated by Southern – **3RD PRIZE**.

"Rhymes and beats, about your street, give us some of where you're from!" was the invitation Southern Railway made to young people between the age of 14 and 19 in a competition to find the best music video made about where they live, work, or study on the Southern network. And what better way to engage with younger passengers and inspire them to get involved with the railway than to appeal to their creative natures. This entry stood out in particular because a social media site was used as the tool to engage with the young people.

Overall Winner, sponsored by Network Rail. The overall winner's award is presented to the group, CRP, individual or train operating company - or any combination - that in the judges' view has contributed the most to community rail development in the past 12 months – **First Great Western**.

Engaging with our TOCs - update

As reported in our previous issue, in August the DfT announced its new programme for re-letting franchises, taking account of various changes such as First Great Western deciding not to opt for the extension to their franchise.

The four-stage programme – of publication of OJEU [Official Journal of the European Union] notices, issue of invitations to tender [ITT] to short-listed suppliers, announcement of franchise award, and contract start date – looks like this between now and the next branch newsletter:

2011

November – award announced for Greater Anglia [short franchise] – Abellio [Go-Ahead and Stagecoach unsuccessful bidders] – see next item.
December – OJEU notices for Great Western [currently First Group], Essex Thameside [currently National Express], and Thameslink [currently First Group]

2012

January – ITT for InterCity West Coast [currently Virgin/Stagecoach]
February 5th – contract start for Greater Anglia [short franchise]

Meanwhile TOC Stakeholder Forums continue. In November Southeastern held one in Gillingham, Kent and MD Charles Horton focussed on

preparations for the coming winter. Linda McCord from Passenger Focus updated on her organisation's plans. For the full presentations contact our Hon. Secretary Chris Fribbins – contact details on the back page.

Abellio win Greater Anglia

On 20th October the Minister of State for Transport (Theresa Villiers) announced "Abellio Greater Anglia Limited has been awarded the Greater Anglia (Short) franchise. The new franchise will begin operation on Sunday 5th February 2012. It will operate for 29 months (32 rail industry periods). Bids were received from Abellio Greater Anglia Limited (NV Nederlandse Spoorwegen), Eastern Railway Limited (Go-Ahead Group PLC), and Stagecoach Anglia Trains Limited (Stagecoach Group plc). [Abellio's formal appointment took effect on 1st November.]

"Abellio Greater Anglia Limited has been chosen to run trains on the network, which operates across Essex, Suffolk, Norfolk and Cambridgeshire [*and Hertfordshire, not to mention parts of north and east London – ed*]. The franchise will also play a significant role in transport for the London 2012 Games providing crucial services to the Olympic Park area. The terms of the contract the Government has agreed with the winning bidder will deliver a series of improvements for passengers during the 29 month franchise. These include providing better station and ticket facilities and measures to improve passenger information. A text messaging service to keep passengers informed if service disruption occurs will be introduced. New information desks will be provided at major stations including London Liverpool Street, Cambridge, Norwich, Ipswich and Stansted Airport. The new franchise will make it easier for passengers to buy tickets, including: extending Oyster Pay As You Go between London Liverpool Street and all stations to Shenfield, and stations to Hertford East; improvements to ticket vending machines, and introducing mobile phone and print-at-home ticketing facilities. Abellio Greater Anglia Limited has also committed to provide an additional 600 car park spaces (subject to planning approvals), more cycle storage facilities and deliver a number of other measures to improve the service to customers including deep cleaning of stations and trains.

The train company will take over station leases from Network Rail, taking on responsibility for all repairs and renewals at stations. This accords with the Government's overall franchise reform programme which advocates transfer of more responsibility for stations to train operators as the passenger-facing side of the rail industry.

To date, only overall figures for the performance of the franchise as a whole have been published. From the start of the new franchise, Abellio Greater Anglia Limited will start publishing a break down of punctuality figures by route giving passengers more transparency over the performance of the lines they

use. [When did she last look at the NXEA website? For as long as some of us can remember <http://www.nationalexpresseastanglia.com/about-us/performance> has been giving exactly that! – ed.] The reliability requirements for the new franchise are also more demanding than the previous one.

When the franchise is renewed again in July 2014, the contract is expected to be 15 years in length. This forthcoming franchise will provide the opportunity to seek further improvements for passengers. We also intend to draw on the work of Sir Roy McNulty in setting the terms of the franchise with the aim of reducing costs and improving efficiency.”

With the exception of the new Class 379s the entire train fleet will be deep cleaned with the work to include all surfaces and floor coverings, toilets and lighting. In addition, the interior of the Class 321 units will be refreshed and CCTV will be fitted to 68 Class 321 vehicles. However what this conceals is some behind-the-scenes goings-on which a section of the railway press and the Essex Rail Users Federation have unearthed. It appears that, prompted by the DfT, Abellio may be handing back nine Class 317/7 units to Angel trains.

In the most recent twice-yearly National Passenger Survey, published in June based on fieldwork this Spring - <http://www.passengerfocus.org.uk/research/nps/content.asp> - the overall national level of satisfaction was 84%, the overall 'regional' [ie not London & South East or 'long-distance'] level was 86%, with Abellio's Merseyrail on 91% and Northern on 83%. For comparison the overall London & SE level was 83%, with current operator National Express East Anglia joint bottom of the league on 78%.

Members autumn regional gathering – report-back

The city of St. Albans played host to an October gathering of members and local activists. Contributing local perspectives, issues and concerns were members from three Railfuture-affiliated Rail User Groups – the Association of Public Transport Users [APTU] - www.aptu.org.uk/ ; Bedford Commuters Association - www.bedfordcommuters.org.uk/ ; and Watford Rail Users Group, and other members including the branch Chair, Vice-Chair and Hon. Secretary. It was another thought-provoking and productive session, with valuable contacts established for the future such that a follow-up meeting has been arranged for late-January. One item will be preparing comments to feed into the process for re-letting the Thameslink franchise [which includes the Great Northern route too] with the OJEU notice expected to have been published by then. Contact Hon. Secretary Chris Fribbins below for confirmation of details for date, time and place.

£ addition and subtraction

Your branch committee, and in particular our Hon. Treasurer, needs you! Although auditing of our accounts is done at a consolidated national level, we nevertheless need to have our branch accounts scrutinised by someone with the lofty designation of 'independent financial examiner'. In terms of practical reality that actually amounts to no more than someone who is not a member of the branch committee and who can add and subtract, simply to ensure that the figures literally add up, are internally consistent and neither include anything inappropriate nor exclude anything appropriate. No financial qualifications are required, and the skills needed are no different from what's needed to keep your own personal finances in order.

The number of transactions per year is meagre so the time required is likewise very limited. The Hon. Treasurer would be delighted to hear from you – his contact details appear below.

Notice of Branch AGM 2012 - 1

The next Annual General Meeting of the London and South East Branch of Railfuture [the Railway Development Society Ltd.] will be held in London in **April 2012**. It will be held after the Easter weekend, at a venue and on one of the last two Saturdays to be confirmed in the next branch newsletter no.115, commencing at 14.00. A regional branch members' meeting with a speaker is planned for the morning; further details also in the next newsletter.

Nominations are now invited for branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to 6 other branch committee members. Nomination forms are available from the branch's Hon. Secretary Chris Fribbins. Candidates must be duly proposed and seconded with their nominations signed by both, and sent together with signed confirmation of acceptance by the nominee; all three must be paid-up Railfuture members and must state their membership numbers. Nominations must be accompanied by a candidate CV and Election Statement, each of no more than 100 words, and sent to branch Electoral Returning Officer Paul Krebs at 24 Bartok House, 30 Lansdowne Walk, London, W11 3LT, to arrive no later than **Saturday 21st January 2012**. When accepting nomination for any of the four branch officer posts, all candidates must declare, in case they are not successful in a subsequent ballot for that officer post, whether or not they would accept a non-officer position on the branch committee.

In accordance with an amended Motion passed at the 2007 Branch AGM, **Motions** for debate and possible amendment at the 2012 Branch AGM are also now invited. This arrangement is intended to enable the whole branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for

participation. This provision will not prevent the acceptance of emergency Motions by those present at the AGM and at the discretion of the Chairman in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of normal Motions, which is also **Saturday 21st January 2012**. Motions, on Branch organisation, policy or strategy, should be brief and to the point, must indicate clearly to whom each is addressed for action, and must be duly proposed, seconded and signed by both, who must be paid-up members of Railfuture [again quoting membership numbers] and sent to branch Chairman Keith Dyall.

The next issue of the branch newsletter no.115 will in the event of a ballot include a numbered ballot paper together with voting instructions [which will include provision for supplying membership number as well as postcode, which only the Electoral Returning Officer will see], together with the candidate CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than a stipulated date, likely to be in mid-April 2012. The next Branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified to Branch Chairman Keith Dyall no later than ten working days before the AGM.

National AGM 2012

A reminder of the details in Railwatch – Worcester Guildhall is the venue and Saturday 12th May is the date to put in your 2012 diaries.

Branch divisions members meetings – open to all branch members

Coastway [Sussex] – usually meet monthly on the first Thursday [except in mid-July, then in September; and after the New Year in mid-January, then in March] at 18.00 – the next ones will be on 1st December 2011 at the Crown Inn, 191 High Street, Lewes, East Sussex, BN7 2NA, then 19th January

2012 and 1st March at the Lewes Arms, 1 Mount Place, Lewes, East Sussex, BN7 1YH. Contact Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, East Sussex, TN39 3PB or phone 01424 211500.

Eastern [south Essex and north & east London] – usually meet bi-monthly on the second Wednesday of odd-numbered months at 18.30, in Stratford – the next ones will be on 11th January and 14th March 2012. Contact Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG or phone 01245 280503 before 21.00 hours – **NOTE** change of telephone number.

Kent – usually meet quarterly on the third Saturday afternoon, in a different venue around Kent – the next one will be on 18th February 2012 at the Network Rail Training Centre, Paddock Wood. Divisional Organiser is Peter Collingborn at 82 Burnham Walk, Parkwood, Rainham, Kent, ME8 8RX or phone 01634 364744; email contact is Chris Fribbins at chris.fribbins@railfuture.org.uk

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This branch newsletter is published quarterly and is usually distributed with each edition of *railwatch*. The copy deadline for issue 115 due to be published early in March will be Monday 31st January 2012. Please submit material through Branch Chairman Keith Dyall.

The Railfuture mission: to be the number one advocate for the railway and rail users

Websites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk and www.railwatch.org.uk

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