

**Welcome to this edition of Rail User Express.**

As always, feel free to forward RUEX to a colleague, or to reproduce items in your own newsletter (quoting sources). If you want further details of any of the stories mentioned, look on the relevant website or, failing that, get back to me so I can send you the full text.

For details about group affiliation to Railfuture, see website [here](#) (from the "Membership Type" menu, select "RUG").

**Guest Group of the Month : the LevenMouth Rail Campaign (Fife)**

The recently-formed LevenMouth Rail Campaign (LMRC) claims that Levenmouth, across the Firth of Forth from Edinburgh, has the largest urban population in Scotland not directly served by rail, despite the presence of a mothballed branch line between Thornton and Leven.

A press release tells us: "there was a significant turnout of local residents at the inaugural meeting of the LMRC on 26th March, with strong support for rail reinstatement. Among interesting points to emerge was the fact that current rail services from Edinburgh terminating at Glenrothes-with-Thornton Station already have, built into their timetable, the necessary time required for the onward return trip to Leven - hence no major issue with timetabling is foreseen. Network Rail sources also confirmed the trackbed is generally in good condition and built to high standard.

"The LMRC is seeking to create pressure on rail authorities and government to consider opening the mothballed 5-mile stretch of line to serve both passenger and freight transport. A SESTRans Feasibility Study conducted in 2008 concluded there was a strong case for reinstatement but the project was not included in Strategic Transport Projects Review. LMRC is working with MSPs to arrange a meeting with the Minister of Transport, and to rally support among the public across Levenmouth." More details on their website [here](#).

*A list of Rail Reopening Campaign groups around the UK can be seen [here](#)*

*We continue with the usual roundup of news items from rail user groups around the UK, beginning in Scotland and working south. As always, I'm grateful to RUGs that send me their magazines and bulletins.*

**Rail Action Group, East of Scotland – influencing the rail franchising process**

Representatives of the group have been busy meeting with all five bidders for the new ScotRail franchise (starts April 2015) in order to further their aims, which include the provision of a regular service to Dunbar and Berwick-upon-Tweed together with new stations at East Linton and Reston, and reopening of the branch line to Haddington. The group also wants to see a single Community Rail Partnership to cover both North Berwick and Dunbar.

At one of the meetings, the RAGES reps were told that the bidding team are particularly looking for observations from stakeholders on issues that ongoing customer research may not highlight. This might include, for example, local economic, community and environmental issues and opportunities, or the needs of minority groups, particularly the disabled.

The next East Coast rail franchise is currently out to tender and RAGES is trying to engage with the bidders for this franchise in order to discuss their aspirations.

*In the last issue of RUEX, I remarked that the latest RAGES electronic bulletin was numbered "400". Russell Darling, who sends them out, then looked back through his records and told me that No. 1 was sent out exactly 12 years previously.*

## Campaign for Borders Rail – appropriate rolling stock needed for new line

CBR have urged bidders for the new ScotRail franchise to ensure that Class 158 diesel trains to be deployed on the Borders Railway in 2015 are refurbished in line with the treatment given to trains serving the scenic Highland lines radiating from Inverness . In letters to all five bidders, the group says that the train sets – to be ‘cascaded’ to the Borders from Glasgow-area suburban routes which are currently being electrified – must be refurbished to provide “a service that will convince Borders people to use the train in large numbers”. CBR Chairman, Simon Walton, commented:

“We had hoped to see the inter-city Class 170 units deployed on the Borders Railway, but it would appear that 158s are now to be used. If that is the case, it is absolutely essential that these are properly refurbished like those serving the scenic Highland routes. That means brighter interiors, appropriate luggage space and bicycle facilities, and a good seat-to-window match to allow the scenery to be fully appreciated by visitors. First impressions will be crucial for passengers who are new to rail.” – *from a CBR press release*

The group is lobbying for a number of other enhancements to the project specification:

- Inclusion of a station at Stow in the rail project
- Saving the 1849 Stow station building from demolition
- Redesign of Tweedbank station to accommodate long tourist charter trains
- A franchise requirement for ScotRail to accommodate charters in the timetable
- Pedestrian waiting time slashed at the Galashiels road crossing from rail to bus stations
- A robust connection from the first train of the day into the 06.25 Edinburgh-London train

## South East Northumberland Rail User Group – schools invited to make a rail reopening DVD

SENUG issued a press release in January centred on the group being “highly commended” in the “best local rail campaign” category of Railfuture’s Rail User Group Awards. The certificate is now on display in the ticket office at Morpeth.

Reopening the Ashington, Blyth & Tyne line to passenger services remains the top priority of both SENUG and Northumberland County Council. Work has commenced to bring together private sector funding needed for the scheme and Network Rail has embarked on early feasibility and design work. SENUG hopes the reopening scheme will be part of the Northern Rail franchise post 2016, but realise that it will have to be developed further to be included in the franchise specification as a priced option.

The group is planning a competition for schools to mark the 50th Anniversary of the AB&T line closure. Student teams are being asked to produce a short DVD to demonstrate the business case for re-opening the line. There is a cash prize for the winning school, and the student team and teacher will be invited to the Houses of Parliament to present their DVD to their MP.

The campaign for better rail services and station facilities for Cramlington continues. SENUG has discussed their ideas for achieving a half-hourly service with First TransPennine Express (this entails extending TPE’s Liverpool/Manchester – Newcastle service). Better information screens and more car parking are needed at the station, together with better access by bus, walking and cycling.

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SENUG’s Spring 2014 newsletter includes an update from Neal Smith of East Coast on the £8.6m refurbishment of Newcastle Central station, due to be completed this month. Neal tells us that the station is one of only six Grade 1 Listed stations in use in England.

*Thoughtfully, he saves us the bother of looking them up and tells us what the other five are. How many can you guess? - I’ve listed them on page 14 of this bulletin - Ed*

### **Lakes Line Rail Users' Group – group marks its 30<sup>th</sup> anniversary**

The Group, which represents users of Oxenholme station and the line to Windermere, was founded in February 1984 as the Lakes Line Action Group – so this year is their 30th anniversary.

A campaign issue in recent weeks has been the alteration to the late afternoon train from Windermere, which previously continued to Lancaster and Preston but which now terminates at Oxenholme necessitating some inconvenient connections. A petition was organised, MPs were alerted and, to their credit, First TransPennine Express came up with a solution which involves extending a northbound service to Oxenholme and beyond, then turning it back to provide better southbound connections. Meanwhile the group is negotiating with operators to smooth out any adverse effects of the proposed May and December timetable changes.

Responding to complaints about a lack of ticket checks on trains, LLRUG did their own mini survey on the trains of the three operators in their area and found the picture rather patchy, with checks understandably being less likely on overcrowded trains. They suggest that greater use of smart ticketing would free up the conductors, who are currently often detained by complex transactions involving credit cards. The group has also been busy doing their annual “low season” passenger counts and found that the biggest single increase was in the number of schoolchildren using the trains. By mounting their sales stall at a model rail show, LLRUG took over £220 and made a healthy profit towards group funds. Their coffee morning in Kendall Town Hall on 1<sup>st</sup> March was another useful fund-raiser.

Elsewhere, we read that the Lakes Line is one of the first in the country to see the latest thing in poster boards installed: these are electronic ‘boards’ which show a cycle of regular posters, such as the timetable, and station information, and can also be used as extra information boards. It’s also reported that Windermere station now has more artwork, this time on the fence opposite the platform. These extra panels have been sponsored by the National Park.

### **Furness Line Action Group – are PSRs no longer fit for purpose?**

FLAG’s magazine leads with a story about funding cuts for north of England rail franchises and the scaling back of Rail North’s ambitions, commenting that: “outside the south of England, the Dept. for Transport’s main interest is the main lines, especially the “jam tomorrow” of HS2, which now places at risk critical investment in the rest of the network.” FLAG fears that the most northerly diesel lines, like the Cambrian Coast, risk being left with the worst deal of all.

The group’s Secretary has written to David Cameron expressing disgust at the inept way he responded to a question in the House of Commons about the transfer of rolling stock from TransPennine Express for use on other routes. FLAG urges its members to write to their MPs on the issue. Meanwhile, there’s hope that the “Cumbria Better Connected” initiative can make a positive impact in the face of recent setbacks.

FLAG is among the groups that have been consulted over TPE’s draft timetables, with some positive results. However, the group feels that the erosion of public service requirements (PSRs) is passing by unnoticed: “PSRs have ceased to be a protection of service levels for the customer but merely a rubber stamping by the Dept. for Transport of what trains the operator is prepared to run within the terms of the franchise”.

After examining the figures for station usage, recently released by the Office of Rail Regulation for 2012/13, FLAG notes that passenger numbers are “increasing impressively”, with Barrow up from 281,348 to 302,178 and Ulverston up from 112,619 to 136,521 compared to the previous year.

Cumbria is noted for its outstanding scenery and, in this issue of the magazine, FLAG’s editor encourages us to stop off at Cark to enjoy some glorious views and to visit Holker Hall and Cartmel Priory. The group is hoping to launch its new website later in the year, and members will be manning the “FLAG Display Stall” at a model railway show in the autumn.

### **Lancaster & Skipton Rail User Group – a 25<sup>th</sup> anniversary and reasons to be optimistic**

It's 25 years since the formation of a rail user group for the Skipton-Carnforth Line - at the time, there was talk of line closures and bus-substitution of rail services around Britain. The original aims were to keep the line open and maintain the service level of about 7 trains each way per day, which by 1991 had deteriorated to 4 each way. Since rail privatisation and the development of the community rail concept, there have been gradual improvements but there is still a long way to go.

The number of passengers using the 75-mile "Bentham Line" across the Pennines continues to rise steadily. LASRUG takes an active role in the promotion of the line producing leaflets and posters, as well as articles for the local press and specialist railway publications. The group recently produced an aspirations document in readiness for the next franchising round: "Community rail partnerships and user groups are formulating passengers' requirements in local and precise ways and achieving things that would not have been possible in 1989. As we move into our next 25 years, we have better cause to be optimistic." Members enjoyed a special 25<sup>th</sup> anniversary lunch at the Brief Encounter buffet at Carnforth station.

Tues 25th Feb saw the opening of the new leisure park facilities at Bentham Station embankment ... for birds, insects and small mammals! The event formed part of the Friends of Bentham Station Embankment Rejuvenation Project which started last year. Plans are afoot to create a 'bat wing'!

Coffee mornings continue to be popular with nearly £300 raised for LASRUG funds from the one held in February; the next is at Gargrave Village Hall on 21<sup>st</sup> June.

### **Aire Valley Rail Users' Group – Rail North strategy excites ... but where is the cash to deliver?**

There are signs of hope for AVRUG, but also cause for concern. The most hopeful sign is the agreed programme for electrification in the North of England which should free up some diesel units to relieve overcrowding elsewhere. However, the promise of improved services can't be taken for granted in view of the recent news about TransPennine units being reallocated for use on Chiltern Railways; there are also rumours of charging for car parking at stations in West Yorkshire. The group sees a disparity between the evident squeeze on finances and the exciting vision being set out in the "Rail North" Strategy. Furthermore, there do not appear to be any substantial plans for investment in the recent announcement for the Northern franchise extension.

In the meantime, AVRUG's committee has been meeting with the shortlisted bidders for the East Coast franchise and highlighting the importance of their links to London, both direct and via connections at Leeds.

AVRUG's chairman has been contrasting the train driving styles in the UK and Germany, the response to signals and safe braking distances. A British driver exercises judgment about when to brake when encountering a yellow signal, but his/her German counterpart would simply brake hard and their trains are designed to stop in half the distance. There is an implication for line capacity and journey times: "I reckon a transplant of German practice on the Airedale line could save around 20% on journey times, with savings from faster acceleration, harder braking and shorter station stops."

At a meeting of the Leeds-Lancaster-Morecambe Community Rail Partnership attended by AVRUG representatives, the question was asked: "what more could AVRUG be doing to help promote the rail service and the work of the CRP at the Yorkshire end of the line?" – that's something for members to consider at their AGM on 10<sup>th</sup> May.

### **Support the Oldham-Rochdale-Manchester line (STORM) – discussions at Metrolink HQ**

Two representatives of STORM visited the Queens Road and Trafford depots of Metrolink on 8th April. The main purpose was to discuss concerns about the operation of Metrolink during the Victoria Station closure and temporary single line working. Problems raised by STORM members (and notified to Metrolink prior to the meeting) included: lack of a direct Victoria-Piccadilly replacement bus service and poor signage. During the visit, the STORM representatives were able to

sample Metrolink's driver training facilities at Queens Road and look around the control centre at Trafford.

A STORM member writes in to say that, when he bought a rail ticket at Hebden Bridge, he noted that the ticket was printed with a completely different layout: "There was information about whether the ticket was refundable and the validity code was also shown - B1 in this case- with a note saying where you could look the validity up. I think it is an improvement on the whole. I have always thought the validity code should be on the ticket."

*And finally, a brilliant poem entitled Smithybridge-alem from STORM's weekly bulletins:*

And did those gates at Smithy Bridge	Bring me my placard of protest;
Fail to open and close on time?	Bring me my megaphone of wrath:
And did the Holy Network Rail	Bring me my photogenic kids
Do all they could to solve this crime?	To fan the human interest fire!
And did the car drivers complain	I will not cease from shouting loud
About waiting for the gates to rise	Nor will my e-mails ever stop
And was the signal box unstaffed	Until the signal box's restaffed
On Calder Valley's non-electric line?	On Calder Valley's non-electric line!

...Dum Dum, Dum da da Dum, Dum Dum Dum da Dum, Dum, de Dummmmm.

### **North Cheshire Rail Users' Group – transport investment is key to addressing North/South divide**

NCRUG is pleased to report that the project to reinstate the Halton Curve has taken another significant step forward: Merseytravel, in cooperation with the Welsh Government, has commissioned a refresh of the demand study undertaken in 2009 to consider wider benefits and future developments. Alongside this, there will be a refreshed "GRIP 3" technical study.

A feature article in NCRUG's newsletter makes the point that the root cause of England's North/South divide is the disparity in transport funding: "[good transport] is the starting point for attracting investment from the public and private sector ... The North has long suffered from an inadequate transport system with poor connectivity between deprived and more prosperous areas ... This is not acceptable in the 21<sup>st</sup> century and must be addressed urgently if the UK economy is to be rebalanced."

After a section of boundary fence had been replaced with heritage style fencing at Frodsham Station, NCRUG was keen to see all the fencing given a similar makeover to complement the beautifully restored station house. They have now managed to replace a further 26 metres of post-and-chain fencing with heritage spear-point railings at a cost of £5,000 - the group contributed £900 and the remainder was funded with grants from the Railway Heritage Trust, the Association of Community Rail Partnerships, the local council and two local businesses. Meanwhile, the group continues to facilitate an ambitious programme of community involvement aimed at transforming the rather neglected station of Runcorn East, and a grant of £4,800 has just been secured from an environmental charity.

Helsby Station gardeners have had a difficult few months due to bad weather and lack of volunteers, but they've managed to get the flower beds into shape thanks to help from Ellesmere Port volunteers – they've also been given a planter in the shape of a train! Network Rail is in the process of raising the height of the platform at Helsby by reconstruction rather than using a Harrington Hump. The Rail Heritage Trust is considering restoring the buildings on the island platform.

NCRUG endorses Chester MP Stephen Mosley's campaign for rail routes radiating from Chester to be next in line for electrification. You can sign up to the campaign via: <http://chesterrail.com>. There's also an online campaign to bring HS2 to Liverpool at [www.20milesmore.com](http://www.20milesmore.com).

### **Friends of the Brigg and Lincoln Line – an Action Plan for Britain's worst station**

Gainsborough Central Station is described as the worst in Britain by *The Times*, and something you would find in worn-torn Beirut in *Rail* magazine; it has three trains each way on Saturday only from Sheffield Midland to Cleethorpes, yet it stands adjacent to an award-winning shopping centre and areas of employment.

Now, rail user groups in the area have combined forces to produce an Action Plan for the station. FoB&LL tell us: "This plan is the result of collaboration with Northern Rail, Network Rail and local bodies. It is a working document which, along with the Brigg plan and one we intend to produce for Kirton Lindsey, will form part of our submission to the public consultation due this summer on the new Northern rail franchise. The plan also contains short term gains that can be achieved to increase passengers on existing services." You can read the plan [here](#).

### **Nuneaton, Bedworth and Hinckley Rail User Group – "Nuckle" needed now!**

The issue most concerning NB&HRUG at the moment is the much delayed 'Nuckle' upgrade, a project conceived back in 2008 to improve the rail services between Nuneaton and Coventry, and ultimately through to Leamington via a new station at Kenilworth.

The initial set of improvements were to build new stations on the outskirts of Nuneaton, an extended station at Bedworth, a new station at the Ricoh Arena plus a new bay platform at Coventry station. Services would initially increase to 2 per hour but could increase to 3 or 4 an hour; 2014 was supposed to be when the new service started. Problems with funding and planning delays have meant that that Coventry Council, who are leading the project, announced recently that the project was to be split into two phases, the first will build the stations (due 2015) and the second will provide cascaded electric trains once the 'Electric Spine' was built.

NB&HRUG saw inherent problems with this approach and have been lobbying both Warwickshire and Coventry Councils plus their local MP to show some leadership and find a way of delivering this earlier. The group now hopes that the government may be coming around to accelerating the whole project by in time for 2016.

In addition, the group is campaigning for the return of their hourly off-peak fast service to London and the North West, which was taken away in 2008 to be replaced by an inadequate London Midland 'local' service that is already full to overflowing.

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*Late news:* On 3<sup>rd</sup> April, the Dept. for Transport announced plans for new stations at Coventry Arena and Bermuda Park. NB&HRUG welcomed the announcement but pointed out that it is, in fact, old news being recycled, and still doesn't address the issue of when the whole scope of the NUCKLE project will be delivered.

### **East Norfolk Transport Users' Association – a need for extra rolling stock**

Earlier this year, members of ENTUA met their local MP for a discussion about transport issues. They sought the MP's help in ensuring that there is some provision for extra rolling stock in the next rail franchise agreement for Greater Anglia – recently, a large number of local services had been cancelled due to train failures and the lack of any backup. There is also need for better waiting facilities at Great Yarmouth station: sliding doors across the entrance to the waiting shelter would stop a lot of the draughts.

After campaigning for some time on the issue, the group is looking forward to the start of a shuttle bus service linking the town centre and station at Great Yarmouth, albeit only from May to September in 2014. Members have been mediating between the train and bus companies to achieve the best arrival and departure times for the bus, and to make sure the service was marketed effectively – it was hoped that bus times could be shown in the train timetable and vice versa. ENTUA has offered to help distribute timetable leaflets.



### **East Suffolk Travellers' Association – planning to mark a 50<sup>th</sup> anniversary**

Next year will be 50 years since a group of people met at Saxmundham to fight a closure proposal for the East Suffolk line; some of them went on to form ESTA, and the committee is now considering ways to mark that event. Of course, the line was saved ... and is now enjoying meteoric growth in patronage thanks to the hourly service introduced in Dec 2012.

In February, ESTA launched an 18-page report entitled *Saxmundham Interchange Hub*, making the case for developing a regional public transport hub in the town – it was sent to local authorities and operators, and received good coverage in the East Anglian Daily Times. The Friends of Saxmundham Station have just submitted a full business proposal to Greater Anglia for the lease of the station building.

It is planned to deploy the much-used ESTA information stall at Woodbridge Regatta in June, the Saxmundham Carnival in July and the East Anglian Transport Museum in September. A short ceremony took place on 4<sup>th</sup> April at Beccles station to dedicate a seat, which was donated by ESTA in memory of a late member of the group. The group is pleased that Anglian Bus has launched a new service that will link Beccles with places to the north and east, including Gorleston Hospital.

### **Association of Public Transport Users – influencing train design: rail users have partial success**

APTU is among the user groups that have been involved in viewing and commenting on design prototypes for the new Thameslink trains. Together, they've had some influence on the internal layout, including better handholds, more bay seating and a higher ratio of 2<sup>nd</sup> to 1<sup>st</sup> class seats. They feel that the narrowness of 2<sup>nd</sup> class seats and the lack of tables has not been addressed satisfactorily but it's clear that the opportunity to influence the design further has passed. However, the Dept. for Transport is keen that rail user groups remain engaged with the rail industry in order to influence, for example, how the train is used.

Flooding in a tunnel near Brighton in February resulted in a much-reduced service on the First Capital Connect network, and APTU wonders why localised flooding had such a big impact: "we will be pressuring FCC to prepare a set of simple driver diagrams that allow more services to be operated." The group also complained about the shortage of vehicles for the replacement bus service and received an apology from FCC.

A Loughborough university student, conducting research about passenger needs during unplanned service disruption, has contacted APTU with an invitation for members to participate in the research via an online questionnaire.

### **East Surrey Transport Committee – concerns about Thameslink service during London Bridge rebuild**

The Committee wrote to the Secretary of State for Transport in March about the proposed level of service on Thameslink during the 3-year programme of closures at London Bridge.

"At present, in the off-peak and at weekends, there 4 trains per hour between Gatwick Airport and Luton through London. These services will no longer be able to serve London Bridge from December this year for 3 years while London Bridge is being rebuilt. We are concerned to learn that during this time the off-peak service is to be reduced to 2 through trains per hour.

"We believe that this will cause overcrowding, reduce journey opportunity and increase waiting times and missed connections at East Croydon and Gatwick to other local services in our area. This is on top of the additional 8 minute increase in journey time on the diversionary route via Herne Hill. We are of the view that the service provided by First Capital Connect should be:

- 2 Trains per hour between Brighton and Bedford via Herne Hill
- 2 Trains per hour between Gatwick/Three Bridges and Bedford via Herne Hill
- 2 trains per hour between Brighton and London Bridge.

“This would maintain the link between Brighton and Gatwick and London Bridge while maintain the existing frequency of 4 trains per hour between East Croydon and Central London, St Pancras and Luton providing the level of train service that is needed on this important cross London route.”

ESTC tell us they have the support of their three Croydon MPs and also their Greater London Assembly member in this matter. The group represents bus and rail users in the South of the Borough of Croydon and in North East Surrey.

*Andy Long from Bedfordshire comments:* “We all have a pretty good idea that the real reason for the proposed FCC service reduction (50%!) is not timetabling and pathing over the Herne Hill route (with its additional running times), but the fact that the DfT needs Class 319s to be released for cascade to NW Electrification, Thames Valley Suburban and elsewhere. Indeed original proposals were that the released units should go to *works* for refurbishment. Sadly the delay to orders for both new Class 377s (Bombardier) and the Class 700s (Siemens) has only compounded the problem, which the DfT now hope to solve by these proposed service reductions!

### **Edenbridge & District Rail Travellers' Association – change of date for AGM**

Geoff Brown contacted us to say that the date for their AGM has been changed. It will now be held on **Thursday 8th May** at the WI Hall, Edenbridge, from 1900. All are invited.

### **East Sussex Rail Alliance – the promise of high speed to Hastings**

*This press release landed in my Inbox on 1st April, so I felt obliged to check that it was “kosher”!*

“Local rail user groups have welcomed a plan by Network Rail that could see Hastings, Bexhill and Rye join the High-speed rail network. The project, unveiled at a Rail Summit chaired by Hastings & Rye MP Amber Rudd, and attended by Secretary of State for Transport Patrick McLoughlin, would slash journey times from London to Rye to 55 mins; Hastings to 68 mins; and Bexhill to 78 mins. In order to deliver this, the railway line between Hastings and Ashford requires electrification and upgrading to accommodate high-speed ‘Javelin’ trains, running to and from London St Pancras.

“Further work to develop technical and financial details of the scheme, which has a strong business case and local cross-party support, will be led by Network Rail, with input from Local Authorities, MPs and the South East Local Enterprise partnership. The service could be up and running by 2022.

“Stuart Harland of the Marshlink Action Group (MLAG) said: ‘We believe the improved journey times to London and across the south-east coast would help the economic regeneration of the area. In addition to a High Speed train service, we understand the line would retain the capacity for a local electric train service, replacing the current unreliable diesel stock. This would bring with it a more reliable service stopping at all stations and so increase the value of the line to rural users. It would also make the MarshLink region more accessible for tourist purposes, including from the continent.’”

The East Sussex Rail Alliance also includes the Bexhill Rail Action Group (BRAG) and the St Leonards & Hastings Rail Improvement group (SHRIMP).

### **South Hampshire Rail Users' Group – omitted stops catch passengers unaware**

A concern for SHRUG currently is the number of times stops are omitted on South West Trains services to compensate for late running – at times it seems that the guard is unaware that stations are to be omitted, or else fails to pass on the information to passengers.

The group has been analysing SWT’s non-London off-peak fares and has found that the saving is often only around 1p in the £1 compared to the peak fares (for example: a Southampton-Basingstoke day return is £14:30 off-peak ... but only £14:50 in the peak!). Of course, off-peak savings are more worthwhile if combined with a railcard discount but with so many railcard restrictions, even this is hard to achieve. The group thinks that it’s time to end these token fare differentials which simply add to the chances of being caught with the wrong ticket.



### **TransWilts Rail Partnership – survey to gauge awareness of new rail service**

Melksham Community Area Partnership are assisting their colleagues in the TransWilts Rail Partnership in undertaking a short survey looking at awareness of the increased level of service on the line through Melksham between Swindon and Westbury. They say that results of the survey, launched on 14 April, will help inform both the TWCRP and Melksham Community Area Partnership's own Transport sub-group in the months to come.

There are two ways the online survey can be completed. Firstly, via Survey Monkey at the following address: <https://www.surveymonkey.com/s/896VYVP> and secondly, via the new My Envolve surveys portal, which gives you the opportunity of completing other surveys relevant to where you live <http://bit.ly/1ITKose>

### **Tarka Rail Association – group wants to see the Southern Main Line restored**

The Association is pleased to see that part of their aspirations has now been fulfilled with the platform levels being raised at Newton St Cyres and Copplestone, with work also due to commence at Portsmouth Arms and Crediton. The work at each station involves the installation of a “Harrington Hump” platform module.

Commenting on the winter storms and consequent disruption, the TRA committee say they support the need for greater resilience of the current route to Plymouth and Cornwall via Dawlish in the first instance, but they wholeheartedly support the early re-use of the former Southern Main Line between Exeter and Plymouth through track relaying from Meldon to Tavistock/BereAlston. They see the construction of a separate “Dawlish inland avoiding line” as a longer-term and costlier objective. The TRA points out that, once the Borders Line between Edinburgh and Galashiels has been reinstated, West Devon and North Cornwall would have the dubious honour of being the largest “rail desert” in Britain, a problem which would be largely solved by reinstating the Southern Main Line.

A feature article in the TRA’s Spring magazine looks at the “regional imbalance” between the South West and other parts of Britain in terms of rail investment. The shortage of rolling stock and the age of units compared with the rest of the UK are examples of how the region is being short changed: “we need to urge our local authorities to team up with local enterprise organisations and the rail industry in order to produce a rail development strategy for the [South West] region. A South West Rail Plan is absolutely vital to secure the funding needed to ensure the South West’s economic prosperity.”

### **Avocet Line Rail Users’ Group – reasonable enhancements would generate more income for FGW**

In general, ALRUG was impressed with the way the rail industry responded to the winter storm damage, but on the day when there was minor damage to the Exmouth branch, passengers were left stranded without replacement buses or any reliable information.

The group welcomes the improvements to Exeter Central station and the new platform hump at Exton, but feels let down over the lack of action on any of the group’s quite reasonable requests: they want the extra Sunday trains to run through to Exeter St David’s rather than terminate at Central, there’s no plan for improvements to the rolling stock allocation and there are still not enough ticket vending machines: “we believe we are asking for reasonable, deliverable, affordable enhancements that would not only improve services for Avocet Line passengers, but generate more income for First Great Western!”

A small working group continues to refine ALRUG’s Station Standards document – when finalised, the standards will be used to assess each station along the line with a view to drawing up a suggested programme of station improvements and possible ways to fund them.

The sun shone on Sat 15<sup>th</sup> March for the party of over 25 volunteers, partly recruited from the local community, taking part in the spring clean of St James' Park station. Brambles were cut back, bushes trimmed, litter cleared and new planters were installed. Refreshments were laid on, courtesy of Exeter City Supporters' Club, and many volunteers offered to come back and do some more. The station now has its own adoption group.

Membership of ALRUG now stands at 207 – a recruitment leaflet has been devised and is being tried out in libraries, stations and similar places. A summer outing to Okehampton is planned for 15<sup>th</sup> June.

*...news from Railfuture follows...*

### **RAILFUTURE SUMMER CONFERENCE IN CAMBRIDGE – 21<sup>st</sup> June 2014**

**Don't miss Railfuture's Summer Conference, entitled "The Engine for Change", which takes place at the University Centre, Granta Place, Mill Lane, Cambridge on 21<sup>st</sup> June from 11:00 to 17:00.**

Confirmed speakers are:

- David Statham, MD of First Capital Connect, talking about Thameslink implementation
- Paul McMahon, Director of Freight at Network Rail on the strategic freight network
- Bob Menzies, Head of Infrastructure Delivery at Cambs County Council on the new Science Park station
- Jeremy Smith, Transport & Infrastructure Manager at Cambs County Council on their transport strategy
- Chris Starkie, MD of New Anglia LEP talking about putting together the East Anglia Railway Prospectus
- George Freeman, MP for Mid Norfolk talking about high-tech industries and the importance of rail links
- Jim Chisholm of the Cambridge Cycling Campaign on the merits of walking and cycling to the station

You can book your place at the conference online [here](#). The fee is only £30 (£25 for members and representatives of affiliated rail user groups if booked by 30<sup>th</sup> April).

*Also note:*

- ❖ The **AGM** of the **Railway Development Society** (Railfuture) takes place at the Quaker Meeting House, Sheffield on 10<sup>th</sup> May 2014 from 11:00.
- ❖ Railfuture's **Rail Users' Conference** and **RUG Awards Ceremony** is at the University of Westminster, London, on 1<sup>st</sup> November 2014.

### **RAILFUTURE ENGAGES IN THE EURO ELECTIONS**

The Railfuture International Group has been in contact with the main political parties concerning transport issues in the European Parliament election campaign. The group also intends to write to all successful candidates after the election and collate any replies received.

International Group member, Trevor Garrod, advises: "Between now and the election date (May 22<sup>nd</sup>) you can expect coverage of the election in the news media in your area. Some candidates may also hold public meetings. You may therefore like to ask them for their views on issues such as -

- \* easing and encouraging international rail travel.
- \* EU proposals for an electronic journey planner Europe-wide.
- \* EU plans for reducing carbon emissions and a shift of more passengers and freight to rail.
- \* EU moves to encourage more electric vehicles in towns and cities.
- \* common passenger rights in all modes of public transport.

"MEPs help shape European Union transport policy, but they also lobby for EU funding and support for their own areas and so you may, of course, wish to draw their attention to the rail infrastructure needs of your area."

## RAIL RESILIENCE IN THE SOUTH WEST

Following the reopening of the line through Dawlish, Railfuture is calling for a package of measures to ensure the future of a resilient rail network in the south west of England including a stakeholder conference to agree service levels both in normal operation and at times of weather disruption and planned work.

For further information, a briefing and to express your support, see: [www.railfuture.org.uk/Dawlish](http://www.railfuture.org.uk/Dawlish)

## RAILFUTURE THAMES VALLEY

*A couple of items from the Thames Valley Branch's Spring newsletter:*

The chairman writes that he has been impressed by the Branch's Twitter account which has picked up followers during the floods as they twittered breaking news: "I would commend it together with the national Railfuture twitter account. As I write this, it has the latest passenger figures for the Branch area's stations on it ... all interesting stuff!"

Elsewhere we read that the Branch welcomes the news that the Buckinghamshire LEP are making a submission for £30,000 for a business case study to be made into reopening the line between High Wycombe and Bourne End, commenting that it's "the first positive step for some time".

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

## NEW 5-YEAR FUNDING PERIOD

The 5-year plan for Network Rail's new funding period, which started on 1 April 2014, was officially unveiled at the end of March. The £38 billion programme will involve "the largest modernisation of the railways since Victorian times, funding projects across the whole of the UK and building on the work that is already underway to give us the modern efficient transport infrastructure that we need to compete". Key features of the plan for England and Wales include:

- the Northern Hub,
- the Thameslink programme,
- Over 850 miles of railway electrification: including the Great Western Main Line, Midland Main Line and across the north and north west of England,
- A new, electrified railway linking the Great Western, West Coast and Midland main lines, connecting Oxford with Bedford and Milton Keynes as part of the East-West Rail project,
- Transformed stations at Birmingham New Street, Manchester Victoria, Bristol Temple Meads and London Bridge.

Improving passenger, public and workforce safety is a central part of the plans, which include the closure of a further 500 level crossings on top of almost 800 closed since 2010. In addition, 7,000 kilometres of track and nearly 6,000 sets of points will be renewed or refurbished and 7,000 kilometres of fencing and almost 300,000 square metres of platforms at stations will be replaced or renewed. – *from a Dept. for Transport press release*

Further details (including a video featuring yellow machinery and the orange army) can be seen on NR's dedicated website for CP5: <http://betterrailway.co.uk/>

"Preparations for decisions on 2019-2024 investments are being undertaken now. We must engage with, or risk divorce from, the rail industry's planning processes."

– *a comment in Railfuture London & SE newsletter.*

## TRANSPORT FUNDING WILL GO TO LEPs WITH THE STRONGEST STRATEGIC PLANS

English Local Enterprise Partnerships are invited to bid for funding from the Government's new Single Local Growth Fund, worth over £2bn in 2015/16 alone. **LEPs with the strongest Strategic Economic Plans that can demonstrate their ability to deliver growth will gain the greatest share of the SLGF.**

Value for money and the link to economic growth are key to delivering future infrastructure investment. The role of the LEP is therefore very important in prioritising, determining and allocating spend on local transport schemes.

The need for local authorities to justify bids into Central Government for transport investment via the private sector is becoming increasingly common. LEP endorsement is now coveted and seen as a necessary entry requirement for bid submissions. – *from an article by James Syson, Chair of the East Lancs and Clitheroe Lines CRP, writing in ACoRP's Train On Line newsletter*

## SAVVY BUYERS SNAPPING UP PROPERTIES ALONG NEW RAIL LINES

"Living a short stroll from work is an impossible dream for most, making the daily commute a necessary evil. Too bad, then, that areas with good public-transport links are rarely cheap. The answer? Get in first. Stations under construction or lines being given a revamp are opening up new areas to rail travellers, and savvy buyers are snapping up properties before prices start to rocket.

"Granted, you may have a year or two of commuter hell before your journey magically becomes easier — but the boost to your bricks-and-mortar profit should soothe strap-hanging stress. So, where to find that early-bird bargain? As Network Rail announces a five-year plan (CP5) to invest £38bn in rail infrastructure, here are five spots worth a look..."

*This article from the Home section of The Sunday Times (spotted by Andy Long) goes on to cite five locations where property prices are set to soar following rail developments...*

**Abbey Wood, London:** "will soon offer its residents an extra 20 minutes in bed, thanks to a new Crossrail station"

**Skelmersdale, Lancashire:** "a £20m investment plan is starting to regenerate the area - and the proposed station, while by no means a done deal, may finish the job."

**Tweedbank and Melrose, Scottish Borders:** "Tweedbank station (in walking distance of both) is set to open next year. The fastest journey to Edinburgh Waverley will take 55 minutes."

**Hanwell, London:** "Of all the areas that will be served by Crossrail, Hanwell stands to see the biggest reduction in journey times to central London."

**Kidlington, Oxfordshire:** "on its southern edge, the new Oxford Parkway station is under construction, along with a direct rail link to London \*Paddington via Bicester."

*(\*surely "Marylebone" – Ed)*

## NATIONAL RAIL PASSENGER OPERATORS' MAP and DIRECTORY OF BUS & RAIL TIMETABLES

The 27th edition of Barry Doe's rail franchise map is available online. As usual anyone may download copies for private or commercial use, including printing at any size, from the 'Rail Operators in the British Isles' section of [www.barrydoe.co.uk](http://www.barrydoe.co.uk) where links to this and the previous twenty-six editions appear.

The 'Best Timetables' section of the website has 38 entries for bus and rail timetables, each with a full critique. Barry tells us that this is read by transport professionals to see what others are doing: "many operators and local authorities still appreciate that printed publicity complements, and does not replace, electronic."

## REPORT LOOKS AT “PASSENGER ASSIST”

Passenger Focus has just published a report into the service provided to disabled passengers who book assistance to help them travel by rail (Passenger Assist). They carried out the research in 2013 and wanted to know if the service had improved since their previous research in 2008 and 2010.

PF asked disabled passengers to book using Passenger Assist, and then undertake journeys. These mystery shoppers reported an improvement in the booking system, but that service delivery is inconsistent. Satisfaction with the booking service was 87%, and 75% were satisfied with the assistance they had been given. Read the full report [here](#).

Funding to provide disabled access to railway stations is being cut by nearly half over the next five years, new figures have revealed ... The Dept. for Transport has cut funding for the Access for All programme from £43m to £25m annually between 2015 and 2019, a reduction of 42%.

– *The Independent*, 13 Apr

## CITIZEN’S RAIL COMES TO LANCASHIRE AND DEVON

Citizens’ Rail is an EU project to develop local and regional railways by involving the community: “From station improvements, to more frequent services, to local information campaigns, the project will get more people using and being part of their local train services.”

As with previous projects in the Interreg IVB programme, the panel has chosen a number of trial areas around Europe, two of which are in the UK: Lancashire and Devon.

In Lancashire, a new locally-owned station building in Burnley will improve the station’s visibility and provide a base for community engagement. A new direct Manchester service starts in late 2014 and marketing of the new service is being supported by Citizens’ Rail. In addition, Community Ambassadors have been employed by Northern Rail to undertake social outreach and to introduce local people to the railway.

In Devon, additional trains on the Riviera Line (Exeter to Paignton) will be complemented by a marketing campaign and improvements to stations. A dedicated Riviera Line officer has been appointed, tasked with encouraging more people to try the train and get involved with community projects at stations.

There’s more information about Citizen’s Rail and the projects in Lancashire and Devon on the special website here: <http://www.citizensrail.org/>

- *thanks to the Tarka Rail Association for alerting us to this*

## LONDON UNDERGROUND ANNIVERSARY

London Underground recently announced events on consecutive weekends in August 2014 to mark the 150<sup>th</sup> Anniversary of the Hammersmith & City Line. These would involve locomotives *Met No1* and *Sarah Siddons* once again hauling the restored set of Ashbury coaches between Hammersmith, Baker Street and Moorgate on 2<sup>nd</sup> and 9<sup>th</sup> August. On the weekend of 16<sup>th</sup> / 17<sup>th</sup> August, steam would return to the Chesham Branch when the entire two days would be given over by special train workings from Chesham to Rickmansworth and back. A replacement bus service would cater for the normal traffic and would be supplemented by a heritage bus service in recognition that 2014 has been designated the “Year of the Bus” by London Transport Museum. – *from the minutes of the Chesham & District Transport Users’ Group*

## LIFTS AT AN UNSTAFFED STATION

Three readers responded to the query posed in the newsletter of the Windsor Lines Passengers' Association (as reproduced in last month's Rail User Express) about whether passenger lifts can remain in use when a station is unstaffed. I passed the replies back to the WLPA, but here they are in case they are of wider interest...

*Graham Larkby from north London replied: "Re the Windsor Lines Group's lift query, I assume this is prompted by the absurd situation at Brentford, whose expensively-installed lifts are only operational for a few hours each morning when the station is staffed. This is a topic dear to my heart, and I complained about it some years ago to no avail. Yet lifts at other unstaffed stations can still be used - West Brompton (London Overground side) and Wembley Stadium are two examples. In both cases pressing the button alerts someone in Control, who can switch the lift in. So SWT could easily do the same."*

*Trevor Jones of Guildford sent this: "I believe an unstaffed station can have a lift still in use if it has remote monitoring from some central location, but I'm not sure I'd be happy using such a lift."*

*John Ellis, Chairman of the Cotswold Line Promotion Group, adds: "Yes, this has already been done at Kidderminster and, I believe, other stations. There is a contact number in the lift which goes to a response office in the event of failure. The CLPG is hoping for a new footbridge with such a lift at Kingham station in 2015."*

## HOUSE OF STRAW

An item from the Bradford Telegraph and Argus in last month's Rail User Express implied that Jack Straw MP has a house in the Chilterns. Tony Parker, secretary of the Furness Line Action Group, says this is totally incorrect: "Jack Straw's late father in law had a house in west Oxfordshire, and if he travels from there to parliament he uses First Great Western!"

Tony is among those protesting at the transfer of rolling stock from TransPennine Express for use in the South.

## GRADE 1 LISTED STATIONS

The six Grade 1 Listed stations in use in England, according to East Coast's Neal Smith writing in SENRUG's newsletter, are...

Newcastle Central, Bristol Temple Meads, Huddersfield,  
London King's Cross, London Paddington, and London St Pancras.

[So ... not "Wool" then – Ed].

## EVENTS

Note in particular the Passenger Focus **regional rail user workshops**, highlighted grey (you are asked to register at the email address indicated).

National & regional rail events are highlighted in yellow. Community & environmental events are in purple. Railfuture events are in green, and rail user group representatives are welcome to attend!

**Mon 14 Apr** [Avocet Line Users](#) meeting with guest speaker: ret'd rail manager Chris Green, 19:00.

**Mon 14 Apr** [BRAG](#) meet at Conquest House, Bexhill from 19:00.

**Tue 15 Apr** [CBT West Yorks](#) AGM at the Methodist Mission, Oxford Place, Leeds from 19:30.

**Mon 21 Apr** 25th anniversary of the saving of the Settle-Carlisle Line.

**Thu 24 Apr** Fourth Regional Seminar of [Active Travel](#), Manchester



**Sat 26 Apr** [Friends of the Settle-Carlisle](#) AGM at Hallmark Hotel, Carlisle from 11:45.

**Sat 26 Apr** [Railfuture London & SE](#) open meeting from 10:30 with AGM after lunch, Univ of London. Guest speakers: Chris Austin and representatives from the Spa Valley and Kent & E Sx Railways.

**Sat 26 Apr** [Railfuture Wales \(South\)](#) AGM at Quaker Meeting House, Charles St, Cardiff from 13:15

**Tue 29 Apr** [Passenger Focus](#) Midlands workshop, Birmingham Library, Broad St, from 11am

**Thu 1 May** Railfuture London & SE Coastway Division meeting.

**Tue 6 May** [Saltburn Line User Group](#) meet at the Conservative Club, Saltburn from 19:15.

**Tue 6 May** [SARPA](#) meet at the Railway Station, Shrewsbury from 17:45.

**Wed 7 May** [BBRUA](#) Heritage Walk around historic Berkhamstead with pub lunch.

**Wed 7 May** [Passenger Focus](#) London workshop, Fleetbank House, Salisbury Sq. from 11am

**Wed 7 May** [Railfuture Thames Valley](#) AGM at King's Centre, Oxford from 19:00. Spkr from FGW.

**Thu 8 May** [Edenbridge & Dist. Rail Travellers' Assn](#) open AGM at WI Hall, Edenbridge from 19:00.

**Thu 8 May** [ORR](#) workshop on retail market for tickets in London from 09:30; registration necessary.

**Thu 8 May** AGM of the [Scottish Association for Public Transport](#) at Mercure Hotel, Perth from 10:30. Guest speakers from Hitrans, Nestrans and Tactran.

**Sat 10 May** [Railway Development Society \(Railfuture\) AGM](#) at the Quaker Meeting House, Sheffield from 11:00. Guest speaker: Shadow Transport Sec, Mary Creagh MP. Also speakers from RUGs.

**Sat 10 May** [PENRUG](#) AGM in the Riversdale Centre, Thetford. From 10:30.

**Sat 10 May** [AVRUG](#) AGM followed by an Open Forum, at Saltaire Methodist Church from 14:00.

**Mon 12 May** [Ribble Valley Rail](#) meet at the New Inn, Clitheroe from 19:30.

**Tue 13 May** [ACoRP](#) members' spring seminar for the North of England, held in York.

**Tue 13 May** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**Wed 14 May** Railfuture London & SE Eastern Division meeting.

**Sat 17 May** Railfuture London & SE Kent Division meeting in Faversham.

**Sat 17 May** [ESTA](#) AGM at St Mary's Church Hall, Halesworth from 14:00, with guest speakers.

**Sat 17 May** [FoWHL](#) lunch and AGM at the Alexandra Hotel, Fort William from 12:30. Guest speakers: Charles Kennedy MP and a representative from ACoRP.

**Sat 17 May** Cotswold Line Promotion Group AGM at Moreton-in-Marsh WI Hall from 11:00.

**Sun 18 May** National rail timetable change.

**Sun 18 May** [FoBL](#) "Start of Summer Service" lunch at the No 1 Inn, Cleethorpes from 12:00.

**Tue 20 May** [ACoRP](#) members' spring seminar for the South of England, held in London

**Wed 21 May** [ACoRP](#) conference "Community Rail in the City"

**Wed 21 May** [FoBL](#) will be at the No 1, Cleethorpes for 19:00 meeting start.

**Thu 22 May** UK Local and European Community elections

**Tue 27 May** [Felixstowe Travel Watch](#) AGM, Salvation Army, Cobbold Rd, Felixstowe from 19:30.

**Fri 30 May** 175<sup>th</sup> anniversary celebrations at Derby station

**Sat 31 May** [Friends of the Far North Line](#) AGM and conference at the Conon Bridge Hotel, 10 mins from Conon Bridge station, from 11:30.

**1-7 Jun** [Volunteers' Week](#) - an annual event which celebrates the fantastic contribution millions of volunteers make across the UK. At the very least, an excuse for a press release about your group!

**Tue 3 Jun** [Saltburn Line User Group](#) meet at the Conservative Club, Saltburn from 19:15.

**Thu 5 Jun** [World Environment Day](#) - a global day for environmental action and to encourage support for sustainable development.

**Sat 7 Jun** Railfuture London & SE, Sussex & Coastway Division meeting & "Seaford 150" celebration

**Mon 9 Jun** [Ribble Valley Rail](#) meet at the New Inn, Clitheroe from 19:30.

**Thu 12 Jun** APTU meet with rail operator and Network Rail at Trinity Church, St Albans from 19:30.

**Sat 14 Jun** Railfuture North East meet at Newcastle Art Centre from 14:00. Speaker: Paul Salveson

**Sat 14 Jun** [SARPA](#) meet at the Railway Hotel, Borth from 11:45.

**Sun 15 Jun** [Avocet Line Users](#) outing to the Dartmoor Railway.

**Tue 17 Jun** [Passenger Focus](#) North of England workshop, The Bar Convent, York, from 11am

**Sat 21 Jun** [Railfuture summer conference](#) at the University Centre, Cambridge. Doors open 10:00.

**Sat 21 Jun** [Railfuture North West](#) committee meeting at the Station Hotel, Preston from 13:00

**Sat 21 Jun** (Belated) D-Day commemorations on the Lymington-Brockenhurst Line

**Tue 24 Jun** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**Tue 24 Jun** [Passenger Focus](#) Scotland workshop, Stirling House Hotel, Stirling, from 11am

**Tue 1 Jul** [Saltburn Line User Group](#) meet at the Conservative Club, Saltburn from 19:15.

**Tue 8 Jul** [Passenger Focus](#) Wales workshop, Plas Derwen Hotel, Abergavenny from 11am

**Sat 12 Jul** [SARPA](#) meet at Tywyn Wharf, Talyllyn Rlwy, from 11:45.

**Wed 16 Jul** FoBL AGM at the Sloop, Barton-on-Humber from 18:00 for 20:00 meeting start.

**Thu 17 Jul** [Passenger Focus](#) South West workshop, Queen's Court Hotel, Exeter, from 11am

**Sat 19 Jul** [DRS Gresty Bridge](#) depot charity open day (Crewe). £5/adult; under 16s free.

**Tue 5 Aug** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**Tue 5 Aug** [SARPA](#) meet at The Sportsman, Newtown from 18:45.

**Tue 16 Sep** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**Mon 22 Sep** [European Car-Free Day](#). A chance to promote the alternatives!

**Thu 2 Oct** [ACoRP](#) Community Rail Awards ceremony in Scarborough.

**Sat 4 Oct** [TravelWatch SouthWest](#) general meeting, College of Arts & Tech, Taunton from 10:30.

**Sat 11 Oct** [ESTA](#) Autumn meeting in the URC Hall, Leiston.

**Tue 28 Oct** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**Sat 1 Nov** [Railfuture autumn conference](#) and RUG Awards, Univ of Westminster, London

**Wed 5 Nov** [ACoRP](#) Station Adoption seminar, ScotRail offices, Waterloo Street, Glasgow

**Tue 11 Nov** [ACoRP](#) members' autumn seminar for the North of England, held in York

**Tue 18 Nov** [ACoRP](#) members' autumn seminar for the South of England, held in London.

**Tue 9 Dec** [Chesham & District TUG](#) meets at Chesham Town Hall from 19:30.

**More events on the Railfuture and ACoRP websites.**

Please say if you no longer want to receive Rail User Express, or if someone else in your organisation wishes to be included on the circulation list.

*This bulletin has been sent all the way from Wool in Dorset by*

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