

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

Terminal decline of diesels

London terminals – a group of 14 mainline stations spread around Zone 1, all but one of which are fully equipped for electric traction, yet half of them are still invaded by noisy, smelly and polluting diesel trains. That's not to mention the diesels' higher operating and maintenance costs, and generally poorer performance in terms of reliability and acceleration. Railfuture has long advocated the various benefits of electric traction.



The shape of things to come – IEP train for Paddington

The 'Smelly Seven' stations are:

Euston – Virgin's Voyagers

King's Cross – Grand Central and Hull Trains

London Bridge – Southern's Turbostars, to Uckfield

Marylebone – the only all-diesel London terminus

Paddington – all, except Heathrow Express/Connect

St. Pancras International – EMT's Meridians & HSTs

Waterloo – SWT's Express Sprinters to Exeter

The electrified 'London Terminals' are Blackfriars, Cannon Street, Charing Cross, Fenchurch Street, Liverpool Street, Moorgate, and Victoria. All-electric City Thameslink, Old Street, Vauxhall, and Waterloo East are also considered 'London Terminals'.

Britain's Supreme Court ruled in late-April that the UK government must by the end of this year draw up a plan for tackling the country's pollution levels which have breached EU standards since 2010. The primary culprit is nitrogen dioxide, a diesel by-product. Rail will play its part with committed electrification of routes serving Paddington and St. Pancras International, and we shall continue to argue the case for Hurst Green-Uckfield electrification which will clear London Bridge. We shall also want to lobby for completion of electrified routes serving Euston and King's Cross, but diesels in Marylebone and Waterloo are likely to linger for longer.

Refreshing electrification

The most recent Network Rail strategy on electrification was the Network RUS published back in October 2009. Since September 2012 the Network RUS Working Group: Electrification 'refresh' remit has been to review options for further electrification over the next 30 years, and consider a priority for delivery. A consultation draft is expected imminently, postponed from pre-purdah.

The drivers for further electrification are seen as:

- ~ reduced rolling stock leasing, maintenance and operating costs;
- ~ reduced infrastructure maintenance costs;
- ~ improved rolling stock reliability;
- ~ reduced journey times and potential reduction in rolling stock requirement;
- ~ shorter freight routeings and potential release of capacity through more consistent train performance;
- ~ ability to haul greater freight loads;
- ~ enhancing capacity on un-electrified routes through cascade of diesel rolling stock;
- ~ increased network availability through provision of diversionary routes;
- ~ lower emissions and reduced noise;
- ~ compliance with environmental policy legislation.



Elf in safety – the way things were in grandad's day!

Next steps are expected to be:

- ~ recommendation of options for further electrification;
- ~ active provision recommended for schemes with strongest business cases, with passive provision for potential further schemes;
- ~ further electrification options assessed by the Welsh and Scottish governments, and local authorities;
- ~ electrification options to be refined further, reflecting comments received in responses to consultation, in conjunction with capacity schemes recommended by Route Studies, and in preparation for inclusion in the Initial Industry Plan to be published in September 2016.

Rail infrastructure investment: CP5 one year in, CP6 next steps

Network Rail's five-year Control Period 5 began just over a year ago on 1 April 2014, and we campaigners for a bigger better railway are interested primarily in its **Enhancements Delivery Plan**. While a progress review is timely, a recap of how we got to where we are is too, as a similar process is likely to unfold for CP6.

Since *raillse* no.114 we have tracked progress with plans for this Control Period, starting with September 2011's Initial Industry Plan and culminating in March 2014's CP5 Enhancements Delivery Plan, reported in *raillse* no.124. Updated EDPs are produced quarterly; the one for March 2015 is under 'Corporate documents' in Network Rail's home page at www.networkrail.co.uk



Overhead wire-free sky at Gospel Oak, Barking-bound

Changes for our area since December's EDP include splitting **Acton-Willesden electrification** to two sub-projects, the Great Western Main Line-North London Line link proceeding ahead of the onwards link to the West Coast Main Line. This is the approach adopted, since the March 2014 EDP, for **Gospel Oak-Barking electrification**, unchanged in the latest EDP. A start on site is indicated for this December [vegetation clearance already has] with 'infrastructure ready for use' in June 2017 between Gospel Oak and Barking and the GOBLIN and ECML at Harringay. December 2018 refers only to completion of the GOBLIN-MML link near Kentish Town, and the port connections for London Gateway and Tilbury. This contrasts with the Uckfield line train lengthening where 'start on site' and 'infrastructure ready for use' remain 'to be determined'. Other changes include milestones for Stations Access for All, New Cross Grid, Sussex traction power supply upgrade, and Victoria station capacity improvements.

Looking ahead to CP6, Network Rail's new Long-Term Planning Process has superseded the Route Utilisation Strategies for CP5 which informed Network Rail's September 2011 Initial Industry Plan; RUSs were reported from *raillse* no.111 on. The LTPP began with the London and South East Passenger Market Study and consultations on draft Route Studies followed – Western, South East/Sussex area, Anglia, Wessex, and East Midlands. West Midlands & Chilterns will be soon, South East/Kent area will follow early next year. We can now look forward to a summer and autumn of five final Route Studies being published, with close scrutiny to examine the extent to which our consultation responses have had influence!

Refranchising: new Concession from TfL, Direct Award by DfT

In April **Transport for London** initiated the search for the next operator of a growing **London Overground** network, from November 2016. A 7.5-year concession, with a 2-year extension option, will be awarded in summer 2016, after interested bidders registered in mid-May with a short-list to be announced this summer.

The new concession will bring in a fleet of new 4-car electric trains from 2018, with the first batch already committed to a newly-electrified, already heavily-crowded, Barking-Gospel Oak line, releasing eight sought-after if loo-less 2-car Turbostars. Other new trains are expected to go to the Watford-Euston line, releasing the present trains for conversion to 5-car and deployment to increase frequencies on existing London Overground electrified routes. The new trains' principal territory will be the former West Anglia routes between Liverpool Street and Chingford and Cheshunt/Enfield Town via Seven Sisters. Station passenger counts by Cambridge Heath & London Fields Rail Users Group confirm that the radial route exhibits orbital traits with peak journeys in both directions, not just into or out of Liverpool Street. The concession will include options to run Tube-style all-night weekend services, and extend GOBLIN services to Barking Riverside from 2019.

Just before pre-election purdah at the end of March, Transport Secretary Patrick McLoughlin announced a Direct Award to **First Group** for continued operations on **Great Western**, from the end of their franchise this September until the start of a new competed franchise in April 2019 [or up to a year later]. This will provide vital stability during a period of major changes brought about by electrification, the introduction of new Super Express Trains, and electric Thames Valley services.

Headline improvements include more morning peak seats into London by 2018, better stations and bigger car parks, additional customer information systems, CCTV and ticket gatelines, and new passenger satisfaction, punctuality and cleanliness targets. Of particular interest to our branch will be the introduction of South Eastern Flexible Ticketing, a DMU cascade for Brighton-Portsmouth-Cardiff services, EMUs on the Basingstoke-Reading service, and additional services and timetable improvements from May 2017 and again from December 2018 on routes out of Paddington and on the Gatwick Airport-Reading North Downs Line.

Also in late-March, Rail Minister Claire Perry and Chief Executive of the **South West Trains**/Network Rail Alliance Tim Shoveller announced an agreement with **Stagecoach Group** on a £50 million package of improvements during the current franchise period to February 2017. Extra seating capacity will come through improved and extra weekday evening and weekend services, and extra car parking spaces will be added at the busiest stations. 30 new 5-car 'baby-Thameslink' Siemens trains will be introduced. Smart ticketing, new ticket machines and more station staff should improve passengers' journey experience. Meanwhile negotiations have begun on a 26-month Direct Award until a new franchise from April 2019.

AGM 2015 – reports on 2014 [1]

Full annual reports were given to those members on email or who attended the branch's AGM in April. What follows here and on page 6 are edited highlights.

Chairman: A defining phrase for much of 2014 was 'consultations-a-plenty', too numerous to list here but routinely publicised on the Events page of the national website and regularly reported on in this newsletter. Branch officers have used every opportunity to contribute to responses, which are usually co-ordinated and submitted by our national groups – mainly the Passenger and Infrastructure & Networks Groups.

Our county-based divisional meetings, each attracting up to twenty to thirty members and rail user groups, allow members to meet locally, to concentrate on their local concerns, and to attract representatives from local authorities and train operators [and on occasion a national vice-president]. This has enabled us to create a more co-ordinated stance between the different rail user groups across the branch, which gives us more influence when talking to railway companies and local authorities.

Our campaign for Uckfield-Lewes reinstatement has introduced the concept of Thameslink 2, whilst our campaign for MarshLink has gained commitment to electrification of the Ashford-Ore route to bring HS1 services to Rye, Hastings and Bexhill. Other campaigns include better utilisation of the Brighton Main Line, electrification of the Reigate to Reading route, improvements to the West Anglia lines, 'Norwich in Ninety', and improvements to Moorgate line services and stations (tweeting @RailfutureGN). We have expressed concerns regarding the proposed routes and timetables for class 700 stock on Thameslink. The branch supports improvements on the Watford Junction to St. Albans Abbey route, the construction of the Croxley link and extending the Bedford to Bletchley services to Milton Keynes. We also support the development of the Regional option for Crossrail 2, and the development of an HS1 to WCML/HS2 link for cross-London domestic high-speed services.

Through our campaigning we have recruited sufficient new members to keep our membership stable. We also have members actively contributing on every national group.

Treasurer: A surplus at the beginning of the year of £514.46 declined slightly to a surplus of £305.89 at year-end. It still cost us less than £400 to host around two dozen Divisional meetings, and four issues of the 8-page colour branch newsletter still cost only £1000. We incurred a one-off postage charge of £336.86 when due to a short-notice change by Royal Mail we were unable to distribute a *raillse* with a *railwatch* mailing. As well as assets of a gazebo and a projector, we now have a pair of leaflet stands for our stall at exhibitions.

Membership: We gained 29 new members during the year (including three new affiliated Rail User Groups), so that at the end of 2014 we had 476 members. About half our newcomers live in Sussex and Surrey – where our 'Bridge the gap' campaign is visibly active.

We need email addresses for all our members so that we can communicate by email – post is now far too expensive to notify details of meetings or events, or request support for campaigns. Please let the national membership secretary lloyd.butler@railfuture.org.uk or his branch equivalent chris.page@railfuture.org.uk have your email address - it will stay inside Railfuture.

The 'Have Your Say' survey showed that historically most of our members found out about Railfuture through friends, relatives or colleagues. At the Branches' and Groups' Day last October our branch Chairman Keith Dyll accepted a challenge on behalf of London and South East branch for each member to recruit one new member this year - so please, tell your friends, relatives and colleagues about us!

Branch newsletter *raillse*: Four eight-page colour issues have been published during the year and, apart from one mentioned in the Treasurer's report opposite, have as usual been distributed with each *railwatch*. A download is also available from the branch web page at www.railfuture.org.uk/London+and+South+East+branch+news

Mid-year changes brought headline items to the front page with 'Campaigns calendar' moving inside. Each issue notifies copy dates and contacts for items to be considered for publication in *raillse* and the branch's Local Action column in *railwatch*.

Carry on campaigning! Let us remind ourselves that the 'D' in our registered company name's initials does not stand for certain things. Two examples are debating, or denigration. Equally, BBR does not stand for before British Rail! Both observations illustrate the same point – 'D' is for Development, meaning improvements in quality and quantity; BBR is for a bigger better railway. We in Railfuture are in the unique position of being the only national, voluntary, independent, pro-rail lobby group at a time of unprecedented patronage by passenger and freight users coupled with strong and sustained capital investments in the railway assets of infrastructure and rolling stock. Hence our campaigning for expansion and improvement seeks to promote and persuade.

Our campaign to reconnect Brighton and East Sussex coastal communities with their Wealden cousins and London with an additional route, by reinstating the missing link between Uckfield and Lewes, had a third active and eventful year in 2014. It culminated in a challenge to Network Rail to do further work to look again at the full range of wider socio-economic as well as transport benefits to be generated by an initial scheme which would increase travel opportunities with reduced local journey times, of advantage to local communities, commuters, colleges and commerce.

Our campaign watchword continued to be **INSPIRE**:
I for taking an Incremental approach to a long-term project

N for making and spreading News of progress

S for Socialising, engaging local communities

P for building Partnerships with key stakeholders

I for using the Internet, plus social media such as Twitter and Facebook

R for developing good working Relationships

E for Evidence to demonstrate why it's a brilliant idea!

Bridge the gap: connect Sussex!

News came as we were going to print that the new MP for Lewes is Maria Caulfield, displacing Norman Baker. Caroline Lucas and Simon Kirby remain as MPs for the two Brighton constituencies, Pavilion and Kemptown.

In May 2013 the then MP for Lewes welcomed to his constituency the Transport Secretary who announced during his visit that he had “asked Network Rail to examine if re-opening the Lewes-Uckfield railway line will meet the demand for the future growth in rail travel.” See www.gov.uk/government/news/lewes-uckfield-rail-route-to-be-re-examined Then in May 2014 DfT published the report and their response to it. See www.gov.uk/government/publications/brighton-main-line-dfts-response-to-network-rails-report See also *raile* no.124 of June 2014 for coverage of both.

Come March 2015 the Chancellor of the Exchequer’s Budget included this: “Lewes to Uckfield rail line study – The government will provide £100,000 for a further study into reopening the Lewes to Uckfield rail line.” Our response, concerned that the scope of this latest study should capture all the potential benefits, can be seen here: www.railfuture.org.uk/article1548-Budget-2015-Uckfield-win This fits well with our response to Network Rail’s draft Sussex Area Route Study, in which we had specifically proposed just such a piece of work!

We now understand that the DfT envisages the study being undertaken within a year, possibly led by local authorities, and examining whether a viable business case can be made for an initial restoration of the link with allowance for future expansion. Local and regional economic growth through new train services appears to feature in the Department’s thinking. All this chimes very well with our preferred approach.

Bridge that Gap! (UCKFIELD-LEWES)

- Reconnect Lewes, Brighton and the Sussex coast with Uckfield and beyond
- Bring businesses, communities and colleges closer together
- Keep East Sussex moving when Brighton main line is closed
- Bridge the gap and restore the rail link within 10 years
- Join our campaign at:

www.railfuture.org.uk/article1539-Wealden-Rail-Rally

www.railfuture.org.uk/Uckfield+Lewes
Follow us on Twitter @Uckfield_Lewes

Advert in programme for Lewes and District Enterprise Expo in March. Railfuture had stall in Lewes Town Hall

Read more at www.railfuture.org.uk/Uckfield+Lewes

Uckfield hub, Eridge loop

It is expected that, not long after this issue is published, one of the early components of Uckfield’s integrated transport hub will open. A bigger better station car park has long been an aspiration for Uckfield as the current one is puny, resulting in commuters crowding out town centre workers, shoppers and other visitors from the main car park in the heart of the town centre.



Site of new Uckfield station 170-space car park [with 50-space covered cycle store]. Former station site at left. March photograph supplied by UckfieldNews.com

Fares cheaper than parallel Southern or Southeastern routes have contributed to the growing popularity of the Uckfield line. Since the advent of the present modern trains a decade ago, total use of the line’s stations has tripled while Uckfield itself is almost four times busier. This healthy trend will help make the business case for upgrades and extension of the Wealden line.

Meanwhile a bigger better Spa Valley Railway service is planned as they aim to fulfil their aspiration for a run-round loop at Eridge. This would make their operations more efficient and enable all SVR services to tap into Southern services to the surrounding area eg Uckfield.



Eridge for Tunbridge. Photo courtesy Spa Valley Rlwy

Monday 6th July will mark the 30th anniversary of the last mainline passenger service between Eridge and Tunbridge Wells West. Railfuture plans to have a stall there during the special events the preceding weekend.

Read more at www.spavalleyrailway.co.uk/events

Electrify Uckfield!

News came as we were going to print that the new MP for Wealden is Nus Ghani, as Charles Hendry had stood down. Tom Tugendhat is the new MP for Tonbridge and Malling, which includes Edenbridge Town, as Sir John Stanley had stood down.

We said this in our previous issue but any time now, with pre-election purdah and the elections behind us, Network Rail's draft 'refresh' of their October 2009 Network RUS for Electrification is to be published for consultation. We shall continue to advocate the case for and benefits of Hurst Green-Uckfield e-power.

In addition to the 'Drivers for further electrification' and 'Next steps' in our front page item, Network Rail are known to have been examining the various options, which are more than just AC overhead or DC third rail. Both can be either 'continuous' or 'discrete', and AC overhead can also be either 'GB Master series' or a lower specification. Assessment of those options has been in two stages: a high-level initial sift covering the whole network; then for high-ranking options, detailed cost and business case assessment.

Since experiments last year with a Stansted Express unit, there may be the prospect of an infrastructure-free means of bringing e-power to unelectrified lines. See <https://www.youtube.com/watch?v=9TWtJOEd-oA> [uploaded by SP Rail] for a trial IPEMU (independently-powered electric multiple unit) on the Harwich branch.

We're into extensions great and small, be it the greater Wealden line extension via Lewes to Brighton and the Sussex coast, or smaller platform extensions on the Uckfield branch. As this **raillse** is in preparation so too are the four ex-First ScotRail 3-car Turbostars bound for Uckfield services from 27 July. A YouTube clip "Scotrail Turbostars in London!" confirms two trains passing through West Hampstead in early-April. Before the platforms have been extended the extra trains will ensure all peak services are 8-car. The extra commuter car park capacity quickly followed by extra peak train capacity may herald additional rail-heading.



Uckfield's northbound platform, soon to be 48m longer and planned to be enough for a 12-car Electrostar

Add your support NOW to 'Electrify Uckfield!' at www.raiffuture.org.uk/article1495-Electrify-Uckfield

Electrifying MarshLink future!

News came as we were going to print that the MP for Hastings and Rye is still Amber Rudd. She has led the campaign for MarshLink to be upgraded so that Javelin services on HS1 can extend from Ashford International via Rye and Hastings to St. Leonard's and Bexhill. The new MP for Bexhill and Battle is now Huw Merriman, as Greg Barker had stood down.



Hastings 2020 vision? Ashford Electrostar with Bexhill Javelin and Charing Cross Electrostar

We understand that the joint exercise by East Sussex CC, Rother DC, and Hastings BC has been concluded and that the final report on the strategic economic case for 'the East Sussex Javelin' will soon be made public. Consultants commissioned to produce the report canvassed individuals involved in economic development and regeneration, business groups, the commercial property sector, and rail groups. Among the ten questions were views on current road and rail infrastructure serving the Hastings and Bexhill area [Raiffuture said "peripheral may be picturesque but prosperous it isn't"], the key barriers to growth in the local economy and how the proposed scheme could impact on that [Raiffuture said "Transforming the image of a place as within comparable journey-times as competing destinations is a vital ingredient in helping stimulate that impact"] and support economic growth aspirations for the area, will it make the area more attractive to inward investment and for existing businesses to expand, and impacts on the labour market, visitor economy and commercial property market. We said better-connected places prosper!

The most recent opportunity to update on development of the MarshLink upgrade was the AGM of Raiffuture-affiliated MarshLink Action Group [MLAG] on Friday 20 March in Rye Town Hall. Network Rail's Senior Development Manager for the project presented to the meeting and confirmed that the programme is for the project to be included in the draft South East Route/ Kent Area Route Study which she is preparing and which will be published for consultation early next year.

We continue to champion the benefits of the upgrade, leaving the means of delivering it to the rail industry. The most recent opportunity to do such was our participation in a public meeting in May of the Bexhill Town Forum headed 'Shaping Bexhill's Future'.

Always read more at www.raiffuture.org.uk/Marshlink

AGM 2015 – reports on 2014 [2]

Eastern Division: The Division has contributed to or prepared responses to consultations on c2c's draft December 2015 timetable, Network Rail's draft Anglia Route Study for Control Period 6 and beyond, TfL's proposal to extend Gospel Oak-Barking services to the Barking Riverside development area, TfL's proposals for Crossrail 2, and the new East Anglia franchise. In some of this we have worked with East Anglia Branch. During 2014 the Division took a close interest in the transfer of Greater Anglia Metro services to TfL's Crossrail operation, the transfer of West Anglia Inner Suburban and Romford-Upminster services to London Overground, the opening of the walking route between Walthamstow Central and Walthamstow Queen's Road stations, the delayed reopening of Lea Bridge station, plans to install a third track on the Lea Valley line, a new station and associated passing loops at Beaulieu Park, the rebuilding of Chelmsford station, and the planned electrification of the Gospel Oak-Barking line.

Herts & Beds Division: We consolidated liaison with rail user groups in our area, although not all on the Great Northern. Issues included the non-extension of Bedford-Bletchley services to Bedford; a platform change at Bletchley makes interchange easier. We had regular updates on developments with East West Rail. There were concerns from rail user group Abfly that London Midland were not running the Abbey line well; advice from our local vice president was to write a paper for the next full refranchising. Main concerns have been with TSGN; complaints from stakeholders have gone to Govia individually but with a common message. Stakeholders in Herts and Beds have been in touch with us and also with stakeholders in Surrey and Sussex & Coastway divisions. Meetings have had local authority and First/Govia representatives.

Kent Division: Chris Fribbins and Ian Killbery as joint organisers look for new topics to encourage more attendees and investigation/campaigning. Meetings in Rye, Faversham, Tunbridge Wells and Canterbury discussed: a MarshLink upgrade to extend Highspeed services to Rye, Hastings and Bexhill, future franchise issues, major planned disruptions around London Bridge and East Kent Resignalling (with new Rochester Station). New faces from our membership and representatives of Rail User Groups in Kent (Deal, Sevenoaks and Tonbridge) were joined by a new Dartford Rail Travellers' Association. Two Kent RUGs won Railfuture's 2014 Awards, Trains4Deal/Trains4Kent Coast a commendation and a gold (for campaigning on Highspeed services to Deal and Sandwich) and Sevenoaks Rail Travellers' Association a gold (for their website). There were positive reactions to consultation responses from Railfuture, especially with the Javelin Loop service bringing all-day services to the Kent East and North Coasts (something the local RUG is trying to make a success and retain). Passenger Group's Disruption Study has been a discussion focus and enabled formal links with Southeastern. We are represented at Southeastern Stakeholder Forums and on the Kent Community Rail Partnership and the subsidiary Medway Valley Line CRP. An extra Forum introduced the new direct award franchise and new MD David Statham (ex-FCC MD).

Metro Division: This new Division did not meet in 2014 but offers a basis for activity around all TfL services. We have long supported rail devolution in London and look forward to May 2015, the first phase of Crossrail operations with the low-key TfL takeover of the Great Eastern Metro service from Liverpool Street to Shenfield, and the TfL London Overground concession assuming control of the West Anglia Inner Suburban services as well as Romford-Upminster services. A new consultation on Crossrail 2 was conducted and a revised route has been announced for the purposes of route protection. We supported the 'regional' option including an East London Riverside route via Hackney, Stratford, Barking and beyond.

Surrey Division: Two open meetings using the successful round-table format were held during the year, but on weekday evenings rather than Saturday mornings as preferred by members. The first in Redhill in July, with 28 attendees, included a presentation by Gavin Bostock of Govia Thameslink Railway, the winning bidder for the new 'Greater Thameslink' franchise, who presented their plans for the management contract which started last September. For the second meeting we returned to Redhill in December. This meeting, with 19 attendees, focussed on collecting comments on Network Rail's draft Sussex Area Route Study and Govia Thameslink's December 2015 timetable consultation. Railfuture has since responded to consultation on the draft Sussex Area Route Study, including comments made by Surrey members. The response may be downloaded from www.railfuture.org.uk/submissions. Our next meeting will be in June (date and venue TBA), continuing the rotation of venues round the county.

Sussex & Coastway Division: Dick Tyler has retired from joint convener/secretary, after years in positions of responsibility in the Division. The Division has met across East and West Sussex, and Brighton. Affiliated rail user groups are represented and supported. Our two main campaigns have been, first, for the Wealden Line Extension (based on reinstating the Uckfield-Lewes link). We have taken our stall to local events eg Uckfield Festival's 'Big Day', 50th anniversary of Lewes Racecourse closure. We have also been campaigning for electrification of the existing line between Hurst Green and Uckfield. Second, we support the extension of HS1 services to Bexhill, via Rye and Hastings as pioneered by local MP Amber Rudd, highlighted by her first Hastings Rail Summit in March. We have also supported local campaigns by THWART and MLAG for all-day Sunday services to the smaller stations on the MarshLink route. We have participated in the Uckfield Railway Line Parishes Committee and Uckfield Transport Hub Working Group, the South East LEP and had meetings with East Sussex County Council, Network Rail, Brighton & Hove City Council, and South Downs National Park Authority. We have also participated in Southern's Stakeholder Forums. We have a good relationship with Sussex Community Rail Partnership, represented on all of their five line groups. We took our stall to Bognor and to Seaford for 150th anniversary events which SCRIP organised. We contributed to the Society's consultation responses on Network Rail's draft Sussex Area Route Study and GTR's draft December 2015 off-peak timetable.

L&SE Campaigns Calendar

We close with the usual quarterly review of some of our Branch's campaign activities since March's newsletter, plus a preview of some interesting/important events. Details are available somewhere in our branch website at www.railfuture.org.uk/London+and+South+East

Having reported in the previous newsletter that we had responded to Transport for London's consultation on options for a new **Overground station at Old Oak**, to interchange with HS2, National Rail and Crossrail, and noted January's report on consultation results, we have further noted the February/March announcements that Old Oak merits not one, but two Overground stations! <https://consultations.tfl.gov.uk/london-overground/old-oak-common>

In March, the day after the Budget, we had a stall at the Lewes Enterprise Expo, opened by former Transport Minister and local MP Norman Baker, mainly featuring Lewes-Uckfield as the first step towards Thameslink 2.



Railfuture stall at Alexandra Palace, 28-29 March 2015

Having reported in the previous newsletter that we had responded to Transport for London's consultation on **extending the Bakerloo line** to south-east London, we noted March's report on consultation results here: <https://consultations.tfl.gov.uk/tube/bakerloo-extension>

We have continued our engagement with the Brighton Transport Partnership, Wealden Strategic Partnership, Uckfield Transport Hub Working Group, Uckfield Railway Line Parishes Committee, Tunbridge Wells Public Transport Forum, the MarshLink CRP Steering Group, the Brighton-Seaford CRP Steering Group, and other Sussex and Kent CRP line groups.

We participated in Southeastern and South West Trains Stakeholder Forums, Abellio Greater Anglia's Rail User Groups' Forum, the Kent CRP annual stakeholders' meeting, and the well-attended AGM of Railfuture-affiliated MarshLink Action Group [MLAG]. We have also made new high-level contacts in Brighton & Hove City Council and, jointly with the Railfuture-affiliated West Sussex Rail Users Association, West Sussex County Council.

We continue to maintain close liaison with our four neighbouring branches, with East Anglia and Thames Valley receiving visits from some committee members.

Forthcoming dates for your diaries and calendars
Further details always in www.railfuture.org.uk/events

Tuesday 2 June Free evening talk in Watford – “The Network SouthEast story” by Chris Green.

Thursday 4 June Sussex & Coastway Division.

Monday 8 June Free evening talk in Ashford – “Southeastern railways update” by MD David Statham.

Saturday 20 June Summer conference, Newark.

Sunday 21 June Barking Riverside 2nd consultation closes. See www.tfl.gov.uk/barking-riverside-consult

Thursday 25 June NRPS Spring 2015 published.

Saturday 4 July and Sunday 5 July Spa Valley Railway events to mark 30th anniversary of line closure. Railfuture stall. See www.spavalleyrailway.co.uk/events

Wednesday 8 July Eastern Division.

Saturday 11 July Uckfield Festival's annual 'Big Day'. Support Railfuture stall, Luxford Field, central Uckfield.

Thursday 16 July Sussex & Coastway Division.

Saturday 25 July Herts & Beds Division.

Tuesday 28 July L&SE Branch committee.

Friday 31 July Final copy date for *raise* 129, and London & SE branch Local Action in *railwatch* 145. Send campaign news to rf-southeast@railfuture.org.uk

Saturday 15 August Kent Division, Tunbridge Wells.

Sunday 30 August Final copy date for your letters and articles to appear in October's *railwatch* 145. Send them direct to editor@railwatch.org.uk

Monday 31 August Final day of members' early-bird discount for Railfuture Autumn conference in Bristol. Book now at www.railfuture.org.uk/conferences

Tuesday 1 September Closing date for RUG Awards.

Thursday 3 September Sussex & Coastway Division.

Wednesday 9 September Eastern Division.

Monday 21 September Free evening talk in Shenfield – “Chiltern Railways: a railway success story”.

Tuesday 22 September L&SE Branch committee.

Tuesday 6 October Free evening talk in Watford – “Great Western renaissance” by MD Mark Hopwood.

Saturday 7 November Rail User Group Awards presentation at Railfuture Autumn conference, Bristol.

Saturday 28 and Sunday 29 November Railfuture stall at annual Warley national railways exhibition, NEC Birmingham. 09.45-18.00. Volunteers, please!

Branch divisions' meetings – open to all branch members, visitors welcome

Eastern [s. Essex and n. & e. London] – meets on the second Wednesday of odd-numbered months, at 18.30 in **Stratford** – next on **8 July**, then on **9 September**. Division Convener is Howard Thomas [opposite]. See www.railfuture.org.uk/Eastern

Herts & Beds – next meeting **Saturday 25 July**, in **St.Albans**. Division Convener is Keith Dyal [opposite]. See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly, usually on third Saturday, in varying Kent venues – next at 14.00 on **15 August** in **Tunbridge Wells**. Contact joint Division Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256; and Ian Killbery at ian.killbery@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – meets twice-yearly, next tba in Guildford or Staines. Division Convener is Chris Page [opposite]. See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly [except August] on the first Thursday at 18.00, in varying Sussex venues. Next on **4 June**, then **16 July** and **3 September**. Contact our Minutes Secretary Rev. Michael Davies at michael.j.davies21@btinternet.com or at 17 Linden Grove, Lindfield, Haywards Heath, West Sussex, RH16 2EE, or phone 01444 482024. See www.railfuture.org.uk/Sussex+and+Coastway

Welcome to more new members

Since December's *raipse* 126 went to press, 12 have joined us: Ms. F. Caine of Barnet, Mrs. S. Hines of Uckfield; Messrs. I. Kemp of Ware, A. Dobbins of New Barnet, CA. Cockbill of Godalming, T. Sparrow of Nutley, S. Smith of Broadstairs, O. Stanyon of London, J. Munday of Banstead; Trains4Deal, Dartford Rail Travellers' Association; International Rail in London.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *raipse* issue 129, due to be published in September 2015, will be Friday 31 July 2015. Items for this newsletter and the branch Local Action column in *railwatch* to be sent to rf-southeast@railfuture.org.uk



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

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Four neighbouring branches

See these, and all other branches' websites, including their newsletters, in www.railfuture.org.uk/branches

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk

Board liaison is via Director Jerry Alderson.

East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk

Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk

Board liaison is via Director Roger Blake [below].

Wessex – contact is Branch Secretary Charles Burns – wessex@railfuture.org.uk

Board liaison is via Director Chris Fribbins [opposite].

Branch committee meetings

Open for any of our members to attend as observers, they are held at 14.00 on alternate fourth Tuesdays in London. The next will be **28 July** then **22 September**. Please give advance notice to our Secretary, below.

London and SE Branch officers

Branch Chairman: Keith Dyal, 26 Millway, Mill Hill, London, NW7 3RB.
tel: 020 8959 7147; keith.dyal@railfuture.org.uk

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
tel: 020 7254 1580; roger.blake@railfuture.org.uk

Secretary: Graham Morrison, 13 Listria Park, Stoke Newington, London, N16 5SW.
tel: 020 7502 1062; graham.morrison@railfuture.org.uk

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
tel: 01344 778643; chris.page@railfuture.org.uk