

Railfuture in London and the South East

quarterly branch newsletter

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

Your (new) carriage awaits

Transport for London ordered 45 new four-car electric trains in July for four of its **London Overground** lines.



Image with kind permission of www.bombardier.com

Bombardier's new Aventura trains will enter passenger service from December 2017 on the Gospel Oak-Barking line (8 units), the Liverpool Street to Chingford and Enfield Town/Cheshunt via Seven Sisters and Romford-Upminster routes (31 units), and the Euston-Watford Junction line (6 units). They will symbolise the next round of rail devolution in London, consistently supported by Railfuture, since Abellio Greater Anglia's inner West Anglia and Great Eastern Metro services transferred to Transport for London at the end of May.

Bombardier are supplying **Govia Thameslink Railway** with 27 new four-car Gatwick Express trains.



Image courtesy of sparkyscrum

They are due to enter service next year. Questions will remain about how well they will be used, as premium fares will continue to deter some Gatwick passengers who can use similar trains in similar journey-times from and to central London, including intermediate stops.

Dirty diesels depart

Paddington station is one of London's 'smelly seven' termini identified in the previous, June, newsletter. It is now most likely to be the next London terminus that will go all-electric within the coming few years. Since the electrification of the Midland Main Line has been 'paused' by Transport Secretary Patrick McLoughlin in late-June, completion of electrification of the Great Western Main Line is now the over-riding priority.

The passing of diesel traction may not be mourned for environmental reasons, but as we approach the 40th anniversary year of the introduction of the InterCity 125 trains on Great Western services we note they set new, still unsurpassed, standards for speed, style, comfort, and safety. As engineering feats they have proved resilient. Although our branch area may look forward to an all-electric passenger rail-future others will not, diesel trains remaining as their essential workhorses.



Image courtesy of www.hitachirail-eu.com

Hitachi's class 800/801 Super-Express Trains for the Intercity Express Programme will become familiar under the wires at Paddington; so too will another new **Great Western Railway** fleet (above) confirmed in July for Plymouth and Penzance services. Great Western Railway's Thames Valley services will also go electric after cascade of multiple units from other south-east operators replace the long-established Turbostars.

St. Pancras International will be the dirty smokey loser as East Midlands Trains' Meridians and HSTs will have to soldier on for longer. That has implications, as yet unknown, for other routes expecting to benefit from a now-'paused' cascade of those inter-city diesels.

Meanwhile two other London termini will soon see an increased presence of Turbostars. Marylebone plays host to Chiltern's new Oxford Parkway service from Monday 26 October, while Southern's Uckfield line should see longer trains to London Bridge by next July.

Infrastructure enhancements: CP5 30% elapsed, plans for CP6

Network Rail is already 18 months into its 60-month Control Period 5! The latest quarterly update of its **Enhancements Delivery Plan** is dated June 2015. It reflects the Transport Secretary's announcement earlier that month, following publication of Network Rail's Annual Report, that he had decided to 'pause' two major electrification schemes – the Midland main line and the Transpennine route between Manchester and Leeds. Delaying the cascade of the diesel trains in use on those routes now has unpublished implications.

At the same time, former Transport Commissioner for London Sir Peter Hendy CBE became Chairman of Network Rail. What with him moving in and undertaking a review, the 'public members' all being moved out, Richard Brown's appointment as a Special Director, and Dame Collette Bowe also doing a review, the full effects of the nationalisation of Network Rail a year ago on the organisation's governance are now being felt. At DfT the Rail Executive sees a change of Director-General too, Bernadette Kelly moving over from Director-General for Business and Local Growth at the Department for Business, Innovation and Skills.



Orbital interchange. Ayes to the left, wire we waiting?

June's updated EDP mentions 'Changes to the Plan'. For us, LSE Weather Resilience Fund (14 schemes) and Waterloo (longer platforms 1-4 and fully open ex-international platforms 20-24) are updated. Meanwhile, "Sir Peter Hendy is to set out how Network Rail will deliver the CP5 Enhancement Programme in light of deliverability and cost challenges. Midland Main Line Electrification and North TransPennine Electrification East are paused and will be re-planned as part of this proposal. The remainder of the projects in the plan are continuing but are all in scope of the re-planning exercise. The re-planning proposals will be presented to the Secretary of State in the autumn. It is expected that the impact of the re-planning exercise will be reflected in an updated plan published in March 2016."

One forecast in the previous newsletter that has been borne out in part is the publication of the first three of the final Route Studies consulted on earlier in the year. South East/Sussex Area, Wessex and Western can be downloaded from www.networkrail.co.uk/long-term-planning-process/route-studies Those for Anglia and East Midlands are expected soon; the consultation draft for West Midlands & Chilterns is also imminent.

DfT refranchising, TfL devolving and CMA consulting

CMA? Who they? A non-Ministerial Department, the **Competition and Markets Authority** replaced the Office of Fair Trading and Competition Commission two years ago. In mid-July the CMA launched a consultation on 'the possibilities for greater competition between passenger rail operators in Great Britain'.

Focussing on three inter-city routes – East and West Coast and Great Western main lines – the discussion document seeks to examine whether greater on-rail competition would deliver passenger benefits and efficiency gains. Although all three routes extend way outside our regional branch's area, even into adjoining nations, they all have central London termini reflecting the lion's share of Britain's rail journeys starting and/or finishing in our London and South East region.

The CMA's statutory duty is to promote competition for the benefit of consumers. DfT's Rail Executive might wonder why the CMA is proposing change, albeit not until after 2023 at the earliest, just when it is restoring order from the chaos of the 2012 West Coast franchise debacle. Railfuture wonders why the CMA is looking at on-rail competition when rail faces stiff and some would argue unfair competition from other modes – private cars and the long-distance coach and airline operators.

The consultation might be seen as the official attempt to answer 'the Wolmar Question' – What is franchising for? The CMA's four options are significantly increased open access, two franchisees per franchise, more overlapping franchises, or licensing multiple operators. The consultation closes in mid-October.

The Invitation to Tender (ITT) for the new **East Anglia** franchise, to start in October 2016, was expected to be published about the time this *raillse* went to the printer.

Contrary to much expectation the **South West Trains** franchise will not now be the subject of a single-tender Direct Award, but a competed franchise, from expiry of the current franchise in June 2017. The process will start with publication of a Notice in the Official Journal of the European Union (OJEU Notice) this November.

Another franchise of direct interest to us that is still expected to be the subject of a Direct Award is **East Midlands**, due this October for the period through to the start of the new competed franchise in March 2018.

In June **Transport for London** announced four short-listed bidders and in July issued the ITT for the next, 7.5-year, **London Overground** concession. Bids are due back by mid-October and the concession will be awarded next summer for a November 2016 start. The four are Arriva London Rail Ltd, LoKeGo Ltd (Keolis/Go-Ahead joint venture), Metrolinerail Ltd, MTR Corp.

Meanwhile the Greater London Assembly's Transport Committee are investigating the scope and implications of further devolution to TfL, initially looking at Southeastern Metro but maybe also South West Trains metro services proposed for Crossrail 2 branches.

Users can't get no satisfaction

The Spring 2015 **National Rail Passenger Survey** published in June by Transport Focus recorded widespread falls when compared with Spring 2014; differences from Autumn 2014 were sometimes less.

First the national/London and South East comparisons:

Overall satisfaction – national 80%, down 2%;

London & South East 78%, down 2%.

Overall satisfaction with station – national 78%, no change; London & South East 77%, no change.

Punctuality/reliability – national 75%, down 2%;

London & South East 73%, down 2%.

Value for money for price of ticket – national 45%;

no change; London & South East 40%, down 1%.

Sufficient room for all to sit/stand – national 65%, no

change; London & South East 63%, up 1%.

Dealing with delays – national 34%, down 4%;

London & South East 30%, down 5%.

Next to our L&SE TOCs, with their national [out of 23, franchised and open access] and then L&SE [out of 12, likewise] rankings and scores for overall satisfaction:

Abellio Greater Anglia 20th=9th – 75%, down 6%;

c2c 13th=5th – 86%, down 3%;

Chiltern Railways 6th=2nd – 90%, down 2%;

First Great Western 17th=7th – 81%, up 1%;

Govia Thameslink Railway 22nd=11th – 74% down 3%;

Heathrow Connect 10th=3rd – 88%, down 1%;

Heathrow Express 2nd=1st – 94%, no change;

London Midland 16th=6th – 84%, up 2%;

London Overground 11th=4th – 87%, down 4%;

South West Trains 18th=8th – 80%, up 1%;

Southeastern 20th=9th – 75%, up 3%;

Southern 23rd=12th – 72%, down 5%.

Note that some % change figures do not compare precisely with Spring 2014 data, owing to rounding.

The Spring 2015 NRPS also reported on passengers' satisfaction by journey purpose, comparing **Commuter Business** and **Leisure**, and then with the national average, reported in that sequence here:

Overall satisfaction with the journey – 72/82/89/80%

Overall satisfaction with the station – 74/78/83/78%

Punctuality/reliability – 65/79/86/75%

Value for money for price of ticket – 30/44/63/45%

Sufficient room for all to sit/stand – 54/70/77/65%

How well TOC deals with delays – 24/38/52/34%

Unsurprisingly commuters were much less satisfied than the national average but, happily, business travellers were as or more satisfied than the national average, and leisure (time-rich?) passengers appreciably more satisfied. Since the comparable survey in Spring 2014, 'How well train company deals with delays' recorded the biggest falls, of 5% each for commuters and business travellers. Half our 12 TOCs recorded falls, while only two of the other 11 national operators did so. London Overground saw an astounding 18% yearly fall, while Abellio Greater Anglia and Govia Thameslink Railway (First Capital Connect routes) both saw 12% falls in passenger satisfaction for dealing with delays. Contrastingly, Chiltern Railways managed to improve their satisfaction score by 14%!

Devolution vindication

Rail devolution in and around London is very topical:-
~ TfL are in the throes of selecting the next operator of their post-November 2007 original London Overground concession, to start from mid-November next year;
~ On 31 May TfL enlarged the London Overground network into Abellio Greater Anglia's inner West Anglia north-east London routes from Liverpool Street;
~ On 31 May TfL Rail detached Abellio Greater Anglia's Great Eastern Metro services as the first step in operating the new Crossrail concession;
~ elected Members of the Greater London Assembly's Transport Committee are investigating the prospects for further devolution, focussing on Southeastern Metro and the start of the next franchise in June 2018;
~ the additional prospect of TfL interest in South West services which will become Crossrail 2 services, in the context of the next franchise now starting in June 2017.

It is revealing to explore the finer details of the NRPS to compare and contrast the passenger satisfaction scores between those routes recently devolved to TfL, broader TOC/L&SE scores, and London Overground.



In summary, as can be seen opposite, Abellio Greater Anglia and Southeastern were already below the average for London & South East operators, which in turn was below the national average. For the overall and first four of the headline satisfaction indicators opposite, Abellio's West Anglia inner and Southeastern's Metro groups of services scored even lower than their respective operator's averages.

Those scores contrast with London Overground's performance, which was not only above the London & South East average on all headline indicators, but also above the national average! A further noteworthy comparison is with the averages for the seven 'long-distance' operators; they were appreciably less above London Overground's scores than those two L&SE TOC scores were below London Overground's scores.

Railfuture's support for 'Rail decentralisation' can be seen in our June 2012 response to the DfT's consultation, at www.railfuture.org.uk/Submissions under 'Department for Transport'. We noted that "*There have been proportionately more rail station and line re-openings and new services in Scotland, Wales and London than the rest of the UK. This demonstrates that devolution brings a more progressive approach to rail development.*"

For passenger satisfaction, the NRPS confirms that all the devolved operations out-perform most other TOCs. Arriva Trains Wales, Merseyrail and ScotRail are all 'regional' operators, with overall satisfaction scores equal to and better than London Overground – and we've already seen with whom they stand comparison!

Bridge the gap: Sussex Forward

Two Budgets in one year, either side of May's General Election, and each mentioned our principal campaign!

The June newsletter reported 'the story so far' and the Spring Budget in March in particular. In his Summer Budget Report in July the Chancellor of the Exchequer (and since May, the First Secretary of State) included these two paragraphs for the South East under the general heading of 'Ensuring a truly national recovery':
1.326 The government is backing the South East and the South Coast, with its strengths including tourism and enterprise. Critical to supporting the South East and the South Coast is investment in infrastructure.
1.328 **The government will extend the scope of the Lewes-Uckfield study to look at improving rail links between London and the south coast**, including upgrades to existing routes, consideration of the Brighton Main Line corridor, and re-examination of the DfT's feasibility study on BML2." (bold as in original).

Underscoring the economic strength of our 'Southern Powerhouse' that is the Brighton metropolitan area, data from Brookings Institution's **Global MetroMonitor** in 2012 shows Brighton ranked 15th in the UK for GDP; for GDP per capita it is ranked 7th, behind only London, Edinburgh, Bristol, Glasgow, Portsmouth/Southampton, and Leicester – and ahead of Manchester, Nottingham/Derby, Birmingham, Leeds/Bradford, and Newcastle!

Of eight key industry sectors, by % of its GDP Brighton ranked 1st of 15 for Transportation (9.1%), 2nd for Trade and Tourism (only just behind Birmingham) on 15.4% and for 'Commodities' on 6.2%, 6th for 'Local and non-market services' on 21.5%, and 7th for Business and Finance on 32.9% – the latter two being >50% of GDP.

And there's another thing. With about 400 of them, Brighton is reputed to have more restaurants per capita than anywhere else outside London! Eat out by train.

News of the wider study scope saw this contribution, from a member of ours, to an online magazine: "BML2 would be a 'grand projet' costing billions and taking decades to deliver - and that's if it can be justified as the most appropriate solution to the range of needs to be met and for maximising all the potential benefits [economic, social and environmental as well as transport] to be secured by such a mega-investment. Maybe it can, but the common essential feature in any longer-term scheme is re-instatement of the missing link between Lewes and Uckfield for through services from/to the Sussex coast and Brighton, as the vital first increment which allows for further expansion. The imminent DfT study must not fall into the trap of 'making the best the enemy of the good'. There is a golden opportunity here and now to develop a viable and affordable initial scheme for inclusion in Network Rail's Initial Industry Plan for CP6. Costing millions not billions, it could be in place for the successor to GTR to operate in only one, not several, decade's time. Local and regional stakeholders must step up, in partnership, to articulate to DfT and Treasury the various benefits even just the first step towards a second rail main line would bring to their communities."

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

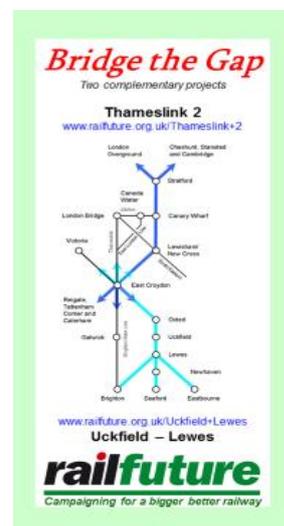
Platforms for growth

Network Rail and GTR/Southern have announced their plans for the works, and associated suspended train services and replacement bus services, to lengthen all the platforms between Uckfield and Edenbridge Town. By next July they will be able to take 12-car electric trains (and meanwhile 10-car class 171 diesel trains). The combined length of the twelve platform extensions to be built could accommodate five 12-car Electrostar trains (but five 10-car Turbostar trains in the interim!)



Buxted: platform to be lengthened by five carriage-lengths at London [far] end – picture courtesy of GTR

From Railfuture's 'Bridge the gap' campaign perspective, this is the first of six incremental steps in meeting priorities for the Uckfield line – longer trains for more capacity. The next five steps are:
2 – fill timetable gaps eg 1-hour earlier Sunday morning service, leaving East Croydon 08.15 to arrive Uckfield 09.21, departing 09.34 for central London arrival 11.09;
3 – improve journey times and reliability eg through electrification, re-signalling;
4 – improve connectivity ie extend the Uckfield line to Lewes for through services to Brighton and other Sussex coast towns such as Newhaven/Seaford;
5 – increase service frequency ie progressive track re-doubling;
6 – strategic solution for long-term Brighton main line corridor capacity growth ie Railfuture's Thameslink 2.



Latest, July 2015, edition of our campaign leaflet

Read more at www.railfuture.org.uk/Thameslink+2

Electrify Uckfield!

It is the fate of quarterly publications such as this to herald the prospect of publications from others, only for them to be delayed – and then appear just after this has gone to print and before its own publication!

In this particular case the prolonged pregnant pause awaits the birth of Network Rail's consultation draft of the 'refresh' of their October 2009 Network RUS for Electrification. The Transport Secretary's June announcement 'pausing' two major electrification schemes elsewhere in the country is doubtless part of the reason behind a perceived further delay.

Meanwhile there continue to be many questions asked, and responses offered, on the electrification of the three routes in our area whose conversion from diesel operation remains uncommitted both in funding/timing and method. While there is an established rail industry policy presumption that all future schemes will use 25kV AC overhead wires, as with the forthcoming Gospel Oak-Barking line, in other parts of the region dominated by 750V DC third rail there are arguable cases for infill schemes such as the Uckfield line – and the North Downs line and MarshLink – to extend the established use of third rail in 'the legacy network'.

The Office of Rail and Road (ORR), the independent industry regulator, has developed a **Policy on Third Rail DC Electrification Systems**. The key driver is that such systems must be constructed, operated and maintained to comply with health and safety legislation, especially the Electricity at Work Act. Workers and members of the public (eg at crossings) must be protected from risks associated with electrification. The DC network is half the length of the AC network yet contributes eight times more to overall risks.

Where new DC third rail is considered, including for extensions of existing infrastructure, there has to be a full assessment of the safety, technical and economic benefits of alternative systems eg 25kV AC overhead. While not absolutely ruled out therefore, "extending the third rail requires a high degree of justification."

The full 4-page document is on the ORR website here: http://orr.gov.uk/_data/assets/pdf_file/0017/17621/dc-electrification-policy-statement.pdf



Image courtesy James Turner/Sussex CRP

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

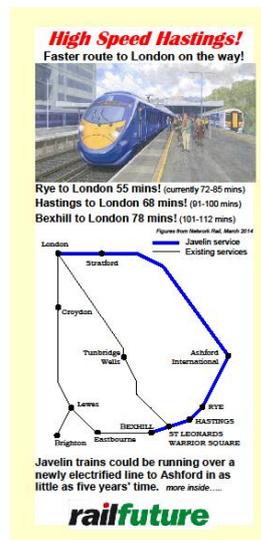
Electric MarshLink in prospect

Continuing the Summer Budget theme, in his Budget Report the Chancellor included these two paragraphs for the South East under the general heading of 'Ensuring a truly national recovery':

1.326 The government is backing the South East and the South Coast, with its strengths including tourism and enterprise. Critical to supporting the South East and the South Coast is investment in infrastructure.

1.327 The government is upgrading domestic rail services to bring Ramsgate within an hour of London.

The Department for Transport has asked the rail industry to include extending High Speed 1 services to Hastings and Rye in the forthcoming Kent Route Study. The outputs from this study will be presented to the government for consideration in 2016, with a view to this work being an option for funding after 2019." (bold as in original).



New campaign leaflet, launched at Bexhill Town Forum

Our next opportunity to update on development of the MarshLink upgrade will be the first of two 'wider stakeholder' meetings for the Kent Area Route Study, set up by Network Rail for October. We shall be there!

The joint exercise by East Sussex CC, Rother DC, and Hastings BC has been concluded and the final report on the strategic economic case for 'the East Sussex Javelin' is planned to be made public in early-October.

As economic performance indicators, the 2013 edition of the **UK Competitiveness Index**, first published in 2000 and previously in 2010, represents a benchmarking of the competitiveness of Britain's 'localities'. The UKCI has been designed to be an integrated measure of competitiveness focusing on both the development and sustainability of businesses and the economic welfare of individuals. In this respect, competitiveness is considered to consist of the capability of an economy to attract and maintain firms with stable or rising market shares in an activity, while maintaining stable or increasing standards of living for those who participate in it. Of 379 GB localities, Rother District (includes Bexhill) at 284th was down from 240th while Hastings Borough at 307th was up, from 329th.

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

Community Rail Award shortlist

The annual awards ceremony will be on 1 October, in Torquay. Entries from CRPs and others in our region:

Involving Young People [sponsored by Network Rail]:
Sussex CRP, Southern and Albion in the Community – National Citizenship Project, mural at London Road;
Sussex CRP, St. Philip Howard School and Barnham Primary School – ‘Poetry on the line’.

Community Art Schemes – permanent projects [sponsored by TransPennine Express]:
Abbey Line CRP and partners – St. Albans Abbey station artwork;
Southern, Chatsmore school and partners – Chatsmore art project, Goring-by-Sea.

Community Art Schemes – Renewable and Smaller Projects [sponsored by Stagecoach]:
Sussex CRP and Vanessa Cumper – Crawley art project;
Sussex CRP and partners – Arundel community mosaic project;
Sussex CRP, St. Philip Howard School and Barnham Primary School – Poetry on the line;
Southern and school – Purley station subway art mural.

Most Enhanced Station Buildings [sponsored by Railway Heritage Trust]:
Southern, Network Rail and the Hassocks Rail Group – Development of Hassocks station.

Small Projects (under £500) [sponsored by Community Rail Lancashire]:
Kent CRP and partners – ‘Champion Action Day’.

Innovation in Community Rail [sponsored by Network Rail]:
Kent CRP – ‘POP-UP Hubs’.

Best ‘Essence of Community rail’ image [sponsored by Abellio Greater Anglia]:
Guy Schofield (Kent CRP) – Dutch family plan walk on Aylesford Rail Trail;
Guy Schofield (Kent CRP) – Service improvements and Access for All – Strood lifts and high speed train.

Best Marketing Campaign [sponsored by Rail Media]:
Abbey Line CRP and partners – Abbey Line Trail promotion.

Outstanding Volunteer Contribution [sponsored by Grand Central Railway]:
Mike Fitzgerald, Kent CRP.

Passengers Matter [sponsored by Abellio]:
Southern – ‘This is me’ campaign.

WW1 Commemoration Projects [sponsored by First Great Western]:
Network Rail, South West Trains and partners – Commemoration re-enactments at Waterloo station.

Community Rail Partnership and other websites:
Abbey Line CRP www.abbeyline.org.uk
Hassocks Rail Group www.hassocksamenity.org.uk
Kent CRP www.kentcrp.org.uk
Sussex CRP www.sussexcrp.org

Two re-openings in NE London

Four years after initial coverage in September 2011's *raillse* no.113 and most recent reporting in December 2014's no.126, the 21st-century version of the **Hackney Interchange** is open. The previous, 19th-century version opened 130 years ago, ceasing use in 1944 with closure of Hackney Central station on the back of withdrawal of Broad Street–Poplar services.



Stratford-bound train at Hackney Central, with step-free walkway to Hackney Downs station out of view up right

Jointly-funded by Network Rail, Transport for London and Hackney Council, TfL's business case forecast that after four years annual usage of the link would be over a million – busier than 80% of Britain's stations!

Opened in September 1840, then closed in July 1985, **Lea Bridge station** is now set to re-open next Spring. Initial coverage four years ago in September 2011's *raillse* no.113 was followed by a flurry of activity over the next couple of years, all reported in subsequent issues, but then there has been nothing much of note to report for the past two years – until now!



Construction site hoardings, 30 years after closure

Neighbour Hackney Council's public transport officer spotted the availability of funding from Stratford City developer Westfield, Chingford Line Users' Association affiliated to Railfuture and secured a Fighting Fund grant for a consultant's report to make the reopening case, DfT's New Stations Fund and Waltham Forest Council contributed – zero to local hero in five years!

L&SE Campaigns Calendar

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

We reported in newsletters no.126 for December 2014 and no.127 for March that we responded to Transport for London's first consultation on proposals to **extend the Gospel Oak-Barking line to Barking Riverside**. We responded in June to the follow-up consultation <https://consultations.tfl.gov.uk/rail/barking-riverside-extension> on detailed route alignment options on whether or not to make passive provision for an intermediate station, favouring such provision. The second Consultation Report was published in early-September, over half of respondents agreeing with us!

In early-July the **Spa Valley Railway** had a weekend of special events to mark the 30th anniversary of the line's closure. We are grateful for the chance to set up shop!



Railfuture stall at Tunbridge Wells West, 4-5 July 2015

We responded to **Southeastern's** consultation on their proposed timetable from late-August 2016, and to **Hertfordshire County Council's** draft Rail Strategy. These and other consultation responses can be found in www.railfuture.org.uk/Submissions

We had our by-now customary stall at the annual Uckfield Festival's 'Big Day' in mid-July, coming away with invitations to address two local organisations.

We have continued our engagement with the Brighton Transport Partnership, Wealden Strategic Partnership, Tunbridge Wells Transport Forum, Uckfield Transport Hub Working Group, Uckfield Railway Line Parishes Committee, and Abbey Line, Sussex and Kent CRPs.

We participated in Govia Thameslink Railway's session on their timetable developments, and in their first annual all-route stakeholder meeting.

We collaborated with East Anglia branch in joint meetings with the three short-listed bidders for the new East Anglia franchise, to operate from next October. 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

Monday 28 September Free evening talk in Maidenhead – "Electrification and enhancements on Great Western", by Network Rail and FGW.

Tuesday 29 September L&SE Branch committee.

Saturday 3 October Annual Branches & Groups Day.

Monday 5 October Free evening talk in Ashford – "Southeastern railways update" by MD David Statham.

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

Thursday 8 October Sussex & Coastway Division.

Wednesday 21 October Free evening lecture in London – Jeremy Long, CEO of MTR Europe.

Friday 23 October Final day for receipt of Railfuture 2015 Draw counterfoils and payments.

Monday 26 October Chiltern Railways commence London Marylebone-Oxford Parkway services.

Tuesday 27 October Final copy date for your letters and articles to appear in December's *railwatch* 146. Send them direct to editor@railwatch.org.uk

Friday 30 October Final copy date for *railise* 130, and London & SE branch Local Action in *railwatch* 146. Send campaign news to rf-southeast@railfuture.org.uk

Thursday 5 November Sussex & Coastway Division.

Thursday 5 November Free evening talk in Ashford – "Rail infrastructure improvements in Kent & south-east London", by Route Enhancement Manager Mike Smith.

Saturday 7 November Rail User Group Awards 2015 presentation at Railfuture Autumn conference, Bristol.

Wednesday 11 November Eastern Division.

Saturday 21 November Kent Division.

Tuesday 24 November L&SE Branch Committee.

Saturday 28 November Herts & Beds Division.

Saturday 28 and Sunday 29 November Railfuture stall B22 at annual Warley national railways exhibition, NEC Birmingham. 09.45-18.00. Volunteers, please!

Early/mid-December ORR publishes estimates of station usage for 2014-15. See <http://orr.gov.uk/>

Thursday 3 December Sussex & Coastway Division.

Monday 7 December Free evening talk in Ashford – "Network Rail up to date", by former South East Route Director Dave Ward.

Sunday 13 December National timetable change.

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 **11 November**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – next meet **Saturday 28 November**, in **St.Albans**. Division Convener is Keith Dyll (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 **21 November** maybe in **Canterbury**. Contact Division co-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 tbc in Guildford or Staines. Division Convener is Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly on the first Thursday at 18.00, in varying Sussex venues. Next on **8 October, 5 November** and **3 December**. 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 tel. 01444 482024. See www.railfuture.org.uk/Sussex+and+Coastway

More new members welcome!

Most new members seem to join when our campaign activities are most visible, and through word-of-mouth contact with friends. The two publications which four times a year help keep our campaign activities visible are **railwatch** and **raipse**. If you can take some spare copies for local events, meeting places and friends, just let the branch editorial group know – details below.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**

The copy deadline for **raipse** issue 130, due to be published in December 2015, will be Friday 30 October 2015
Items for this newsletter and the branch Local Action column in **railwatch** to be sent to rf-southeast@railfuture.org.uk



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

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

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Four neighbouring branches

These and other branches' websites, with their events and newsletters, are 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 Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held at 14.00 on alternate fourth Tuesdays in London. The next will be on **29 September** and **24 November**. Please give advance notice to our Secretary, below.

London and SE Branch officers

Branch Chairman: Keith Dyll, 26 Millway, Mill Hill, London, NW7 3RB.
tel: 020 8959 7147; keith.dyll@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