



April 2018

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Roger Smith

We continue with the usual roundup of news items from groups around the UK. Please keep your contributions coming: they are all gratefully received.

Furness Line Action Group

Rail User Express congratulates FLAG on the 100th issue of its newsletter.

Manchester-Preston electrification suffered a body blow in January with the liquidation of Carillion, the main contractor, and the discovery of unexpected running sand and hard rock near old, uncharted mine workings. The May completion date was now untenable, putting the timetable change back to December. As drafted, the Manchester trains miss the connection at Lancaster to the fast Virgin service to London by 7 minutes. The service via Birmingham in 12 minutes takes an hour longer, so you would arrive in London earlier by waiting for the next fast train. FLAG suggests that the Manchester train could depart Barrow in time to make the connection, and then await its timetabled departure time at either Lancaster or Preston.

On 29 January, Rail Minister Jo Johnson ruled out replacing the aging Class 37 locomotives with DRS Class 68s until December 2019, but just five weeks later Northern announced that DRS would provide one.

FLAG has suggested to Transport for the North that its Strategic Transport Plan include upgrading the Carnforth to Skipton route as it is the flatter, quicker route from Cumbria to Leeds and would align with the ongoing study into reopening Skipton – Colne.

Lakes Line Rail User Group

The Lakes Line between Oxenholme and Windermere is feeling the effects of the failure to electrify the line. The replacement bimode trains aren't ready, but Northern has received some Class 158 diesels from Scotland, as that has been electrified. With a top speed of 90mph, they are easier to timetable on the West Coast Main Line than the current Class 156 and 153 units. However, the new units will entail an extensive driver training programme, and their lack of availability is causing cancellations.

On February 15th, Virgin Trains operated an hourly service between Scotland and Oxenholme while the line was blocked at Hest Bank. Previously the default option has been to stop at Carlisle, with buses from there to Preston. This time it was just buses between Oxenholme and Lancaster, from where Northern ran trains to Preston to connect with long distance services. LLRUG has argued for solutions like this for some time, so it's good to see the more flexible layout installed at Oxenholme in spring 2016 being put to good use.

Cumbrian coast Rail Users' Group (formerly Copeland RUG)

Northern have announced that there will be Sunday services between Barrow and Carlisle, and additional evening trains from 20 May. This is not the full service promised but a considerable move towards it. There will also be four return Barrow-Manchester Airport and one Windermere-Manchester Piccadilly services.

Ribble Valley Rail

Ribble Valley Borough Council wants to boost the tourist trade by restarting a weekend passenger service from Clitheroe through to Hellifield and Carlisle. However, RVR notes how long and hard the journey is to re-opening a line to regular passenger service. Its immediate priorities are improved rolling stock, shorter journey times and a half-hourly service interval.

Lancaster & Skipton Rail User Group, Leeds - Morecambe Community Rail Partnership

The Leeds-Morecambe CRP's 'Dementia and Community Rail' project continues to develop and gather momentum. To raise awareness of dementia with Bentham Line staff and volunteers, the CRP has developed two one-hour sessions in association with the Alzheimer's Society; delivery is underway and will continue for several months. The DfT has taken a keen interest in the project and wishes to use it as a 'case study' in its response to the recent consultation on a new Community Rail Strategy. Coinciding with Dementia Awareness Week from 21 to 27 May, the project will be launched along the line with a formal event at Bentham on Friday 25 May 2018.

Following a request from Northern's apprentices, CRP Representatives also visited Community Rail Lancashire's HQ at Accrington to offer awareness sessions. The apprentices were joined by the CRL team, guests from the Forest of Bowland AONB and the Association of Community Rail Partnerships, along with local artist Alastair Nicholson, who works with CRL. Northern now has the challenge of delivering the work from the Bentham line across all aspects of its organisation. It has already commissioned and filmed videos to support the work on the line and to raise awareness amongst its staff.

In line with Northern's franchise obligations to improve the service, from 20 May the Bentham Line will get:

- 14 more trains each week, with 6 trains in each directions Monday to Saturday and 5 on Sunday
- Better commuting and later services to and from Skipton, Leeds, Morecambe and Lancaster
- Reduced station waiting times, and all journeys between Leeds and Lancaster will be under 2 hours.

Skipton-East Lancashire Rail Action Partnership

2018 AGM attendees welcomed the very positive report given by the Chairman Peter Bryson and other committee members that reflected the transformational progress in recent months. The DfT is funding a definitive study of the Skipton to Colne track bed for TfN for completion by the end of 2018. Guest speaker Tim Wood, Northern Powerhouse Rail Director, Transport for North set out its Strategic Rail Plan, with the SELRAP project high on the agenda.

Support The Oldham Rochdale Manchester lines

Since it formed in 1975, Peak Rail has reopened the 4 miles from Matlock to Rowsley South for heritage operation, and now wants to extend further into the Peak Park to benefit the tourist industry. Meanwhile, the three passenger operators using the Hope Valley line all want to run more services, but freight trains are getting longer and heavier and motive power is at its limit. So in partnership with major quarry companies, Peak Rail is to tender for bids to examine the feasibility of reinstating the 12 miles of line from Rowsley through Millers Dale to Peak Forest, that closed to through traffic in 1968. It would provide a more direct route for the stone traffic destined for the Midlands and the South of England, whilst relieving some busy passenger rail routes. The study would also look at any costs involved over the wider network and in continuing to cater for walking and cycling within the National Park.

The previous issue had suggested single line working between Rochdale and Littleborough by a pilotman during engineering work. RSG wonders how many qualified people there are locally, and how quickly they could be tasked if there were an unforeseen problem. When every station had a stationmaster, he had staff available to undertake such duties. Another question was how level crossings such as Smithy Bridge would be operated remotely during wrong line working.

In the recast Northern and TPE timetables from May, there will be six trains per hour Rochdale to Victoria, with an earlier first train at about 0600. One of the stoppers starting at Rochdale will run beyond Victoria to Southport, the other to Blackburn/Clitheroe via Bolton. These will be the only off-peak trains serving Castleton, Mills Hill and Moston, but there should be ample room for passengers joining at these intermediate stations. Three Calder Valley trains an hour from Leeds will provide the evening service. The one via Brighouse will run beyond Victoria to Southport via Wigan; the two via Halifax and Bradford seem to terminate at Victoria, with the Oxford Road trains withdrawn. Littleborough and Smithy Bridge will have two trains per hour running nonstop from Rochdale to Victoria. The next phase, with Calder Valley services extended to the Airport and to Chester, is due to be implemented in December.

As predicted, TPE's Scottish services will be non-stop between Piccadilly and Preston. Glasgow services will make a new stop at Motherwell. Airport services to Newcastle and Middlesbrough will be routed via the Ordsall Chord, stopping at Piccadilly, Oxford Road and Victoria. The Liverpool to Scarborough service will be rerouted via the Chat Moss line and Victoria, calling at Lea Green, but not Liverpool South Parkway, Warrington Central, Birchwood, Oxford Road or Piccadilly.

The Liverpool to Newcastle service will call additionally at Newton-le-Willows. All Liverpool services via the Airport will be non-stop between Victoria and Huddersfield. The Piccadilly to Hull service will be semi-fast as far as Leeds, calling at Stalybridge, Mossley, Slaithwaite, Huddersfield, Dewsbury and Batley. A new Piccadilly to Leeds semi-fast will replace Northern's Victoria to Huddersfield stopper, calling at Stalybridge, Greenfield, Marsden, Huddersfield and six other stops before Leeds. None of TPE's Airport services will make any stops between there and Piccadilly.

Harrogate Line Supporters Group

When rail services were severely disrupted on 26 and 29 March, the Harrogate Bus Company offered free travel on route 36, which runs every 10 minutes between Harrogate and Leeds. Anyone with a valid rail ticket between Harrogate and Leeds could travel between the same places free of charge. The service has benefited from a £750,000 investment in stylish new buses, *Riding Redefined* premium branding and three times as many departures per hour than by rail. And whereas a monthly rail ticket between Harrogate and Leeds costs £156, a monthly 'Gold' ticket by bus, valid not just on the 36 but on all Transdev buses across a huge area from Manchester to the Yorkshire Coast, costs just £105.

Aire Valley Rail Users Group

At the AGM on 14 April, Pete Myers from Northern will talk about future developments in the franchise. Two years on, progress to date has been disappointing. The refurbished trains may be brighter and have a cleaner feel, but the seats have not been changed, information screens display only the final destination, and there is no wi-fi, so they do not seem to take the standard of train travel forward significantly.

However, the next two years should see more significant change, with new units, and a new timetable from December 2019, although more action is needed to address the chronic overcrowding. There do not seem to be any plans to lengthen platforms to accommodate six-car formations, so Selective Door Operation will be needed. But whereas it is easy to walk through a near-empty train, AVRUG envisages problems when two three-car units are coupled and both are full of standing passengers. The Group has met local MPs along the line to campaign for additional investment.

NR has completed repairs to Keighley station, a grade II listed building, after lead from the roof was stolen in 2016. Stickers highlight that the work was completed using a lead substitute. The interim project, which also saw the booking hall plastered and redecorated, paves the way for a major refurbishment of the main station building by 2020, including the forecourt canopy, a new footbridge with covered ramps, and repairs to Platforms 1 and 2. The Railway Heritage Trust may provide some financial support.

Huddersfield Penistone Sheffield Rail Users Association

Transport for the North has a vision for a rail network between its six biggest cities and other economic centres, whilst an updated Rail Strategy for investment in the North reflects the planned integration of Rail North into TfN in April 2018. The 'Central Pennines' corridor aims to improve east-west connectivity from the Humber across Yorkshire to Manchester, Lancashire and Liverpool. Leeds station will be transformed to cater for new HS2 and Northern Powerhouse Rail services, with much faster services to Sheffield, Newcastle and Hull, and a rail line across the Pennines prioritised for freight. However, a new Leeds - Manchester line via Bradford would allow the route via Huddersfield to be reduced to a secondary line rather than the primary route that it is today. Express services could be at risk as the demand for more stopping trains rises.

The termination of the Virgin Trains East Coast franchise "in a matter of months" also has consequences for Huddersfield. VTEC had undertaken to provide one daily direct service each day between Huddersfield and Kings Cross, reintroducing a link to the capital that was lost over 50 years ago, but this is now in doubt. The morning departure and afternoon return services would have depended on the line to Leeds being electrified, but that has been placed in abeyance until one of four proposed schemes has been approved. The DfT's preference for bi-mode diesel and electric traction may see that section remain unelectrified. Meanwhile, the signal box at Huddersfield station has closed. Trains operating on the Penistone Line and on routes to Leeds and Manchester, Wakefield and Brighouse, are now controlled by a dedicated desk at the Rail Operating Centre in York.

Shrewsbury Aberystwyth Rail Passengers' Association

The collapse of Carillion saw Amey acquire most of its rail assets, prompting Abellio to withdraw its bid for the Wales and Borders rail franchise, leaving only MTR and KeolisAmey. However, Ken Skates AM, Cabinet Secretary for Economy and Transport, said that the target for the contract to be awarded in May and to take effect from October remained. Leanne Wood AM, the leader of Plaid Cymru, called for the franchise documents to be published, so that the Welsh people could offer ideas as to how they could be improved. KS responded that the bidding process was unique, and would engage experts to bring forward the best possible solutions. There had to be a step change in terms of service delivery, punctuality and customer satisfaction, and each of the bidders has been challenged accordingly. Publishing commercially sensitive information with the invitation to submit final tenders could jeopardise the entire competitive process.

In a letter to the Cambrian News in January regarding the rail fares increase, the SARPA Chairman noted: "The recent price rises...are yet another sign that the Westminster government cares little for the railway." The Wales and Borders rail route serves 6% of the UK population, but receives 1% of the infrastructure investment. "If some rail responsibilities are devolved to Cardiff, it will be vital for the Welsh Government to make serious improvements on the Cambrian Line. SARPA wants to see major infrastructure improvements, a full hourly service, and more carriages at a price that passengers can afford."

The Welsh Government, NR, Arriva Trains Wales, Transport Focus and passenger representatives have joined forces to create The Wales Route Supervisory Board, to bring track and train closer together, and act as a single voice to represent customers in Wales and the borders. Margaret Llewellyn OBE, its independent chairman, has a broad range of experience in tourism, the rail industry and shipping. She is a past winner of the Welsh 'woman of the year' award for management achievement, and was awarded an OBE in 2004 for services to the economic development of Wales.

English Regional Transport Association

ERTA has long campaigned to reopen the Bedford-Northampton line, but now a road scheme would block the old track bed at Northampton, and a new development at Olney would occupy the site of the Handley Realignment and station. However, it dismisses the idea of an East-West Rail link from Milton Keynes to Bedford via Olney as fanciful. The Great Ouse surrounds Olney on two sides with perennial flooding, but would have to be crossed somewhere. Granted the A509 is a busy road, which a rail link could relieve, and coming into Bedford Midland from the north does have some benefits, but how would you go forward to Cambridge? Going across the top would avoid Bedford; via Wixams, you would go down to come back up, and via St John's and Cardington Road would entail a level crossing.

Windsor Lines Passengers Association

WLPA is delighted that, in its response to the timetable consultation, South Western Railway (SWR) has addressed almost all of its suggested solutions. It looks forward to the detailed timetable later in the year. The Waterloo - Weybridge stopping service is restored at the expense of the two extra off-peak Windsor services via Hounslow, so stations like Syon Lane will get through services from the west, and the Datchet level crossing will be less of a problem. Sunnymeads and Wraybury connections to Richmond are restored. Three through Aldershot services will operate in the morning and evening peaks, one more than now in the evening. Also three fast services will call at Whitton in both morning and evening peaks in addition to the Windsor services, more than now in the evening. Martins Heron will have four trains per hour in the peaks, the Queenstown Road stopping pattern will not be cut, and some Reading services will continue to call at Vauxhall.

Disruption for engineering work should be planned sufficiently far in advance to allow clear details to be published, but too often this is not the case. Thus on Sunday 28 Jan, Feltham, Staines and Woking were all inaccessible by train, and there were minor works near Dorking and Southampton, but it required detailed study to work out where trains were not running. The list of seven replacement bus services only gave their start point. So where did they go? Did Whitton buses go east, or should you get the bus to Hounslow? Salisbury trains were starting from Reading. Passengers were advised to go to Guildford and take a bus to Basingstoke (no mention that heavy luggage not accepted). For some passengers a GWR train to Reading was preferable, but was this permitted? GWR have produced excellent leaflets and website information to inform passengers about planned disruption, so why not SWR? Its passengers deserve better.

A consultation is now open on the need for a Boxing Day service. WLPA believes that tourist attractions in London and Windsor, shopping centres, football matches, and racing at Kempton Park would all make big demands. To reply to the consultation, email christopher.wallace@swrailway.com.

Sudbury Town Residents' Association

STRA has now officially adopted Sudbury & Harrow Road Station, the second least used in London - not for lack of demand, but because Chiltern refuses to improve its skeleton service of four morning trains to Marylebone, and four back in the evening, Monday-Friday only. It illustrates the peril of long franchises with an outdated Passenger Service Requirement that bears no relation to present-day needs or demands. Even so, its footfall is rising, due to nearby housing developments and the short journey time into London.

RAILFUTURE

Railfuture welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join Railfuture [here](#). From the "Membership Types" menu top right, select either the appropriate category of individual or, to affiliate, select "RUG or similar". Read the latest from Railfuture and its Campaigns by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture consultation responses](#).

RIDING SUNBEAMS

In an [article](#) on the Railfuture website, Chris Page discusses the feasibility of solar-powered railways, and the technical issues involved...

CURZON STREET HS2 TERMINUS

...whilst in another [article](#), Phil Bennion suggests that the tram link between the HS2 Birmingham terminus at Curzon Street and the West Coast Main Line at New street will not cope with the projected demand. He suggests modifying the design of Curzon St to accommodate an island platform serving the WCML.

RAIL REOPENING FUND

Railfuture has linked with Campaign for Better Transport to call for a [Network Development Fund](#) to finance the development of realistic proposals for new and reopened stations and lines, with the best projects joining a national pool to be taken to full development and implementation. Please sign the campaign letter.

PASSENGER GROUP, EUROPEAN PASSENGER SUBGROUP

Members of Railfuture will receive a substantial discount to the next EPF conference, to be held in Aachen on 8-10 June: <https://www.epfconference.eu/registration/>

RAILFUTURE HERTS AND BEDS

At a recent meeting, Hertfordshire County Council conceded that, as the Mayor of London had withdrawn his support, the extension of the Metropolitan Line to Watford Junction was now a non-starter. HCC would therefore explore other options for travel in West Watford. According to the Watford Observer, TfL will return any unspent funding, but that cannot automatically be reassigned to an alternative project.

RAILFUTURE WEST MIDLANDS

At its AGM on 21 April, the Event Organiser has offered tours of the National College of High Speed Rail, including many of the teaching aids and modelling software programs, and a unique chance to experience driving a High Speed train using the simulator set up in a former Eurostar driving cab. And the West Midlands Trains MD, Jan Chaudhry-van der Velde, will discuss his company's plans for the new franchise. If any non-members would like to join Railfuture, RFWM can offer them first year membership for just £5. Admission is free, but to help with the arrangements, please register for the event via [EventBrite](#).

Railfuture's Liaison Officer for Cross Country Trains intends to consult on the next franchise starting in October 2019. And with his Passenger Group hat on, he is also developing a new, more detailed policy on both the structure of rail fares and methods of ticketing, particularly any fare anomalies or ticketing difficulties. Please convey any thoughts on either or both to steve.wright@railfuture.org.uk.

Warwickshire County Council's Joint Managing Director, Monica Fogarty, clarified the reason for delays to the opening date of station. Several tasks had to be completed before the ORR could sign off the station as 'fit for business'. However, forms were submitted on 20 March, and the council is awaiting confirmation that trains can begin to call at the station. "With a fair wind, the station would open in the coming weeks."

Modernising the track layout at Derby this summer will cause much disruption. NE/SW Cross Country services will mainly use the Erewash route via Toton, but even when they do call at Derby, journey times are extended. The one East Midlands trains per hour from Sheffield to St Pancras will also use the Erewash route; the others will start forward from Derby. See the website at <https://www.derby2018.co.uk/>.

Rail campaigners in the Bristol area are taking on Sustrans regarding taking back the Bristol and Bath Railway Path, currently a cycleway. "Sustrans have always known that they were allowed to operate the railway path on the understanding that they would have to give it back if it was needed for rail. Now it looks like that time might be coming, and they're trying to renege on the deal," said Bruce Williamson from Railfuture. "We all agree that we need solutions to Bristol's gridlock, but only rail has the potential to attract people out of their cars and make a real difference." This could have implications for any effort to reopen Walsall to Lichfield rail line for local travel, and as part of a Birmingham avoidance route.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

EAST HAMPSHIRE CRP

During its 4-year existence, footfall at its stations has risen from 2.1 million to 2.3. Each of its four stations has a leaflet rack carrying tourism information including a Guide to Visiting the South Downs National Park, and a Station Walks Guide. The CRP attends the Parliamentary All Party Rail Group, and responded in depth to consultations on a new SWR timetable and the future of Community Rail. It also follows policy formulated by the Solent and M3 Local Enterprise Partnerships.

CAMPAIGN FOR BETTER TRANSPORT

A rail link allows communities to access jobs, education and services, and reduces traffic on the roads, and thus air pollution and carbon emissions. With more and more people using the railways, CBT wants to see closed lines and stations reopened, and new lines and stations built to serve communities. It was delighted when the Government announced plans to expand the rail network as part of its Strategic Vision for Rail, but the 'vision' had to be backed by funding. It urges the Government to set up a 'network development fund' to this end, and hopes that as many people as possible will sign the [letter](#) of support.

TRAVELWATCH SOUTHWEST

TWSW regrets that its March meeting had to be cancelled. However, many of its stakeholders had met in January to inform its consultation response for the GWR Direct Award. The presence of DfT gave an opportunity to highlight possible public transport impacts arising from the designs for alteration to the network operational map. Other TWSW activity in the past 6 months has included publication of "Connecting the Dots", which was developed in anticipation of the Cross Country and Great Western franchises coming up for retendering, and to inform the DfT's approach to consultation. The fingerprints from this document may be seen in the "Strategic Vision for Rail" published in 2017.

Industry workshops remain a vital forum for cross-industry passenger representation. In February, TWSW attended the Western Alliance workshop, "planned disruption during upgrades", with Transport Focus, GWR, SWR, Heathrow Express and Network Rail, building upon its work with the GWR Customer Experience Steering Group. It was able to share best practice further across the industry, and create the momentum needed to drive these workshops to continue.

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

Following a fatality in 2012, The Secretary of State has made an [Order](#) under the Transport and Works Act 1992 to allow the closure of Kings Mill No.1 level crossing on the Robin Hood line between Nottingham and Worksop, and divert the existing bridleway over the crossing via a new, ramped bridge over the railway.

The DfT has set out two schemes for enhancing the rail network, one using [government funding](#) and the other [market led](#). It has also published a [Thameslink Programme Evaluation: Baseline Report](#) that forms part of its Monitoring and Evaluation Programme, which is "intended to provide evidence of the effectiveness of the Department's major programmes in achieving their anticipated outcomes."

The DfT has published a [Stakeholder Briefing Document for the West Coast Partnership](#), combining services on both the West Coast Main Line and HS2, setting out the government's vision and its response to the consultation held last year. It has also published the Invitation to Tender (ITT) for the WCP franchise. The [Train Service Requirement](#) generally reflects the current WCML timetable, and is set out in a number of tables, but it makes no mention of the to East-West Rail connection at Milton Keynes Central.

The DfT has granted a [derogation](#) from the Control Command and Signalling (CCS) TSI, 2016/919/EU, in respect of the GSM-R Voice Cab Radios on Siemens fleet of twenty five, six-car Class 717 Desiro trains that will enter service later this year on the Great Northern (Inner) routes from Moorgate to Welwyn Garden City, and to Stevenage via Hertford North. Compliance will instead be assessed against the 2012 CCS TSI. The trains will also be fitted with ETCS and ATPSystems AWS/TPWS.

SWR has published the [outcome](#) of its consultation on the December 2018 timetable. There is a summary report and a series of five leaflets. It has listened to criticism in regard to at least one change: the idea of diverting the semi-fast Weymouth - Waterloo service to form a new service to Portsmouth. That will now be retained, and the Portsmouth service will start from Bournemouth. We can but hope that East Midlands Trains will be equally responsive, and restore its peak services to Luton and Bedford.

England's Economic Heartland covers the Oxford-Cambridge arc. At a meeting of the Strategic Transport Forum, Peter Austin, Delivery Director for the East West Railway Company, said that from March 2019 EWR would assume the role of 'client' from the DfT, which will remain its strategic sponsor. EWR responsibilities would include overall project budget, output specification, final business case, any changes and shadow operator. A decision on the preferred route for the Central section between Bedford and Cambridge was now more likely in early 2019. A study to consider a new link from Milton Keynes to Bedford suggested that it offered 'poor value for money', so **at the moment** EWR would continue to plan on using the Marston Vale Line to connect to Cambridge.

In a letter to Transport Secretary Chris Grayling, EEH Chairman Councillor Martin Tett was critical of the proposal to withdraw Midland Main Line services from key economic centres: "The loss of the link from Bedford and Luton to Wellingborough and beyond will cause real hardship for existing passengers and their families. Whilst the desire to improve journey times from the East Midlands to London is understood, it appears to be perverse that a direct consequence of this is to take away services that support the Government's ambition to rebalance the economy away from London." EEH would welcome a requirement in the forthcoming ITT for the new East Midlands franchise for prospective bidders to work with it.

CONSULTATIONS

- TfN: [Strategic Transport Plan](#), closes 17 April.
- Lancashire County Council, [proposed closure of Interchange facilities](#) at Clitheroe, Preston and Nelson and Carnforth station booking office, closes 29 April.

Please advise [Roger Blake](#) of any other consultation, eg that of a County Council or Unitary Authority.

EVENTS

Do please keep your events coming, both to me and to [Roger Blake \(Railfuture\)](#), who maintains the Railfuture [List of Events](#) to attend, and now a [List of Key Dates](#) for consultations, franchise changes, CP6 planning, service alterations for major rail projects etc. A Calendar of Events embedded in a pdf document can get discarded, and that is a problem if the venue changes from month to month, so a copy in Word format would be very helpful.

Blob colour indicates the various types of event:

- Railfuture events (rail user group representatives are cordially invited).
- National & regional rail events.
- Local Group events.

April

- Saturday 14. Aire Valley Rail Users' Group, Methodist Church Hall, Saltaire, 1200.
- Saturday 14. Railfuture Yorkshire, The Yorkshire Children's Centre, Brian Jackson House, New North Parade, **Huddersfield**, HD1 5JP, 1300.
- Monday 16. ALRUG, Globe Hotel, **Topsham**, 1900 (Also 21 May, Redwing Lymestone; 15 October, AGM, Topsham.)
- Tuesday 17. Bedford-Bletchley Rail Users' Association AGM, St Leonard's Hall, Victoria Road, **Bedford**, MK42 9JS, 1920
- Thursday 19. Magor Action Group On Rail, Golden Lion, Magor, 1930 (and the 3rd Thursday every month).
- Saturday 21. Railfuture West Midlands AGM, National College of High Speed Rail, 2 Lister Street, **Birmingham**, B7 4AG, 1000.
- Saturday 21. Railfuture Thames Valley Branch AGM, West Oxford Community Centre, Botley Road, **Oxford**, OX2 0BT, 1030
- Saturday 21. Furness Line Action Group AGM, Furness & Midland Hall, **Carnforth** Station, 1330.
- Saturday 21. Railfuture Scotland AGM, Jury's Inn, Jeffrey Street, **Edinburgh**, 1400.
- Tuesday 24. Levenmouth Rail Campaign, Fife College, Methilhaven Road, **Buckhaven**, KY8 1EA, 1830 (also 29 May, 26 June.)
- Friday 27. Levenmouth Rail Campaign Conference, Fife Renewables Innovation Centre, Methil Docks, 1100.
- Saturday 28. Railfuture London & South East AGM, Wesley's Chapel, 49 City Road, **London**, EC1Y 1AU, 1030 for 1100.

May

- Tuesday 1. Ribble Valley Rail, New Inn, **Clitheroe**, 1430 (Also, 5 June).
- Thursday 3. Capital Rail Action Group AGM, Quaker Meeting House, 7 Victoria Terrace, **Edinburgh**, EH1 2JL, 1930.
- Monday 7. Campaign for Better Transport West and North Yorkshire Rail Group, 43-47 Great George Street, **Leeds**, LS1 3BB, 1930.
- Saturday 12. East Suffolk Travellers' Association AGM, Quay St Church, **Woodbridge**.
- Saturday 12. Railfuture AGM, Holyrood Hotel, **Edinburgh**.
- Wednesday 16. Friends of the Barton Line, The Sloop, **Barton**, 1800 (also 18 July (AGM), 19 September, 21 November).
- Thursday 17. Edenbridge & District Rail Travellers' Association AGM, WI Hall, **Edenbridge**, 1900 for 1930.
- Tuesday 22. Chesham and District Transport Users' Group, Town Hall, **Chesham**, 1930 (also 19 June, 7 August, 18 September (followed by the AGM), 23 October, 11 December.)

Further Ahead

- 8-10 June. European Passenger Federation, **Aachen**.
- 13 June. Railfuture Herts and Beds, St Paul's Church, Blandford Road, **St Albans**, 1045 (Also 20 October).
- 16 June. Railfuture East Anglia, St Mary's at Stoke Church Hall, Stoke Street, **Ipswich**, IP2 8DA (Also 29 September in Norwich TBC).

Contact Roger Smith by e-mail: ruglink@railfuture.org.uk, or phone: 01462 815992. Follow us on Twitter @Railfuture

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