



April 2020

Welcome to the Rail User Express.

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Stuck at home? Looking for something worthwhile to do? Rf needs more active volunteers, both within its 14 branches and at national level. It needs help with social media, event management, finance, marketing, editorial/design, video making, IT (PowerPoint and PhotoShop) and much more. Contact details can be found at <https://www.railfuture.org.uk/Contact+Us>.

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.

Rail Action Group East of Scotland

RAGES attended a "Stakeholder Engagement Option Generation Workshop" to inform Transport Scotland's Strategic Transport Projects Review 2, and thus the Scottish Government's transport investment to 2042. Jacobs Aecom is due to report early next year. RAGES put forward:

- The need to maintain pressure to re-open East Linton and Reston stations
- Reconstruction of the Haddington branch to its original Station Road terminus near the town centre, and with a 'park & ride' station at Oaktree/Gateside
- Re-quadrupling the East Coast Main Line (ECML) between Edinburgh Waverley and Portobello Junction, including both Calton Tunnels and the mile-long Lochend loop.
- A new station at Blindwells
- Extending Edinburgh Trams via Portobello and Musselburgh to Port Seton and possibly Blindwells.

Things were looking very positive for new stations at Reston and East Linton as they finally got the go ahead. The preliminary survey work in support of the design submissions has been completed at both sites. East Linton will have a 6-car platform and Reston an 8 or 10-car platform. However, Covid-19 is likely to cause a delay to both stations.

Levenmouth Rail Campaign

Fife Council has appointed Michael Drever as Programme Manager for the Levenmouth Reconnected Blueprint. He was formerly its Project Manager, City Deal (Capital Projects). NR has yet to appoint a Liaison or Communication post. Consultants Atkins GRIP 3 initial survey has identified a range of options, including various sites for both Cameron Bridge and Leven stations.

A burning issue is the provision for freight. Diageo currently generates a heavy volume of HGV movements on inadequate local roads, although the largest grain distillery in Europe at Cameron Bridge has its own rail sidings, and is not far from the bottling plant at Banbeath. So a 1.6 mile spur, starting on the old East Fife Central Railway line to Lochty and thence across two open fields, could take two trainloads of the end product a day to Grangemouth.

Lakes Line Rail User Group

The Group has formally adopted a Framework for the Lakes Line, setting out its ideas on the service the Line should provide, both in its present form, and enhanced with the necessary investment. Increasing the capacity beyond the present one train each way per hour will take time, money, and effort, but this would seem to be a good time to advocate improvements, as the Government promises investment in transport links in the North.

Lakes Line services are now provided by new, three-car Class 195 units: comfortable trains with space for peak time passengers, and double doors which make boarding and alighting so much faster. However, Northern is believed to have asked for DfT approval to take five of the Class 331 electric trains, add a fourth coach, and fit batteries under the two middle coaches. They could then use overhead electric power between the Airport and Oxenholme, and batteries for the Windermere leg. However, the train may have three or four return trips on the Lakes Line before returning under the wires, so could the batteries cope with up to 80 miles of running? Recharging would be possible in Platform 3 at Oxenholme, but hardly at Windermere, where the train often has only a four-minute turn-round.

Furness Line Action Group

A £500,000 project has been completed between Arnside station and Black Dyke level crossing without closing the line. The steep railway embankment was reinforced with a new piled retaining wall to protect the track from future movement. The resident moles have moved to the outlying fields.

Successive storms with 60mph winds and 10 metre tides on 12 March battered the Victorian bridge that carries the Cumbrian Coast line over the Lowca Beck near Parton. Rocks hurled onto the concrete foundations caused the lower arch and the track above to sag. NR is working on a long-term fix, but temporary props in the meantime will allow trains to pass safely. However, the northbound line could be closed for the rest of the year. Northern liked a proposal from FLAG Committee member Tony Parker for a single line working timetable, but there is currently a bus service between Workington and Whitehaven.

Following an isolated incident, the Ulverston station barrow crossing is currently locked. However, the subway is not a practical option for wheelchair users. FLAG has therefore suggested that the crossing be opened between 0850 and 1705, with supervised access in the event of an unscheduled service.

Friends of the Settle-Carlisle Line

All volunteer activities have been stood down, and the S&C Development Co. has suspended its trolley service and station staff. The May AGM has been postponed; all officers and committee members will remain in post pro tem. Fretwells of Keighley, who pack and post the S&C Journal, have closed down, so it is unclear when another edition can be produced. On a lighter note, the Chiffchaffs have returned. Bird song is very prominent with the uncanny silence everywhere, but their sound is very distinct.

Skipton-East Lancashire Rail Action Partnership

At the SELRAP AGM on 9 March, David Cutter, Group Chief Executive of the Skipton Building Society spoke on 'The Benefits of Re-opening the Skipton to Colne Railway Line'. He emphasised the importance of the social and economic regeneration it would bring to East Lancashire, as well as access to employment opportunities in Skipton and Leeds. SELRAP very much hopes the re-opening will very soon advance to the 'Develop' stage.

Lancaster and Skipton Rail User Group

Work to create a new 'Platform 0' at Leeds station will continue into October 2020, whilst other platforms will accommodate more and longer trains. There will also be new track and point work, along with masts and overhead wires. The resulting timetable changes to all routes using north-western lines in and out of Leeds include two services each way on the Bentham Line that now entail a change at Skipton.

Harrogate Line Supporters Group

The Harrogate Line also urgently needs the planned Platform 0 at Leeds City Station, as well consistent performance across the whole region in accordance with the timetable. Harrogate and Knaresborough MP Andrew Jones also supports the campaign to re-open the Harrogate - Ripon rail line, “but while we are seeing huge issues with the local franchise and the reliability of services between Leeds and York, it would be a disservice to people who live, work and visit here to take our eyes off that ball.”

Northern Weekly Salvo (Paul Salvesson)

The days when Community Rail had to play it safe, and avoid pressing for investment in case it scared off the powers-that-be are gone. It should now be making the case for more capacity and new stations on existing routes, or new railways. But the day job shouldn't be neglected. Encouraging the use of trains and buses, and reducing car dependency, is its fundamental purpose.

In terms of station development, it's good that 'station travel plans' are being revived, but should avoid the box-ticking exercise which characterised some of them last time round. Paul would rather see them described as 'station development plans', covering the whole function of the station and its hinterland. West Midlands Trains ideas for 'stations as places' are therefore very welcome.

HMG, NR and the Community Rail sector should grasp the opportunity offered by Covid-19 to create locally managed business units: relatively autonomous bodies responsible for train operations and infrastructure, with their own dedicated staff and rolling stock. In more geographically remote areas, rail could take on new commercial activities long since surrendered: bringing in food and other goods to local centres for onward distribution to shops and village communities.

Friends of the Barton Line

TPE has advised its revenue protection team that the local council pass discount is not available on TVMs, so while that is the only means of payment, the discounted fare should be taken on board and no penalty issued. EMR has informed its conductors to accept North Lincolnshire Council passes for reduced travel to Grimsby Town, Cleethorpes, Market Rasen and Lincoln.

FBL Chairman Tom Irvin has been invited to become a director of the new Barton Cleethorpes CRP limited company, which is being set up in line with DfT requirements. However, due to the potential conflict of interest, he will not make a decision until he has sought FBL members' views in committee.

The ORR has intimated that the Barton line service will not transfer to EMR until May 2021 at the earliest, and maybe not until December 2021.

East Suffolk Travel Association

ESTA's Chairman was invited to help celebrate completion of the Wherry Lines re-signalling and renewal project, transforming 38 miles of track between Lowestoft, Norwich and Great Yarmouth. A plaque was dedicated “to all the signallers and crossing keepers of the Wherry Lines, who kept the trains running for over 130 years.”

ESTA is disappointed that the Wherry Lines timetable will not exploit the greater acceleration of the new trains until December 2021. Only then will local services be speeded up, and some Liverpool Street - Lowestoft through trains introduced. Also, passengers on the Cambridge train arriving in Norwich at 2237 have just three minutes to catch the last train of the day to Lowestoft; could measures be taken to guarantee this connection? A timetable consultation is due in the summer.

English Regional Transport Association

Spalding MP Sir John Mayes is [campaigning](#) to reopen Littleworth/Deeping St Nicholas and Donington stations on the Peterborough-Spalding-Sleaford line. Working with Spalding and Peterborough Transport Forum, and local councillors, he plans to submit a bid in June under the Rail Reopening Fund.

ERTA urges support for the bid, but would also like to see the March-Spalding line rebuilt, with a junction at Deeping St Nicholas. The Wherrington dive-under may suffice for now, but possibly not in 10 years time, so we should invest to keep the option open, albeit on a new alignment.

Bedford Commuters' Association

BCA and the Association of Public Transport Users welcome the reinstatement of East Midlands Railway peak services to Bedford, Luton and Luton Airport Parkway, but possible short formations in the peak are a concern, particularly at weekends. And both groups oppose DfT's decision to cut Inter-City services from these stations. Derby and Sheffield will require yet another change at Leicester. Direct through services will be essential once Bedford Midland becomes an interchange with East West Rail.

Together with Thameslink, community leaders and Centre Parcs Woburn Forest, BCA is delighted with the decision in the budget to award Flitwick station a share of the additional £50m of Access For All funding.

Regarding "skip-stopping" at Flitwick, GTR said that its Three Bridges Rail Operating Centre had to restore normal services as quickly as possible, as every delayed train has the potential to disrupt tens of other services over a wide area. Those at risk of running 5 mins late are intensively managed; any more than 10 mins late will almost certainly need some form of service recovery. There is a set of principles, eg that every open station should have at least an hourly service, but the Duty Network Operations Manager may override them. All skip-stop events are reviewed, serious ones by GTR and NR executives.

Windsor Lines Passengers Association

When South West Trains produced a new timetable in 2004, it seemed that all trains took longer to reach Waterloo. For example, in 1998 it took 50 mins from Windsor to Waterloo, yet in the new timetable it took 56 mins. After a while, however, the public accepted this because by and large trains arrived on time. Indeed, in a survey, passengers put getting in at the published time as a very high priority. Recently, though, arriving a few minutes late has become frustratingly common. So what are the causes?

- Ramps in the wrong places for persons with reduced mobility
- Overcrowding
- Waiting passengers not spread evenly along the platform
- Slow operation of the doors (some crews are noticeably slower than others).

Hopefully, the new Class 701s will address some of these issues. Stopping every train with its doors in exactly the same place on each platform will help those with mobility problems.

South Western Railway is examining stations from which its trains leave a couple of minutes late, to find small but important ways to get more running on time. This can include: helping passengers get on the less busy parts of the train to speed up boarding; ensuring that trains leave their first station on time, and giving station teams tablets with live information about where its trains are to help passengers plan their journeys better. More contingency guards are on call across the network in case one is ill or delayed by a late running train; if a stand-in guard is readily available, the train is less likely to be cancelled.

In particular, SWR is analysing its worst performing lines, so it can make any necessary improvement. On the Shepperton line, wider doors and more space on the newer Class 707 trains are helping everyone to board quicker, and using just a single fleet makes it easier to operate. It is also looking at the Windsor Line, speeding up service recovery when things do go wrong, and making the case to NR for the safe removal of speed restrictions across its network.

RAILFUTURE

Rf welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join [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 Rf and its Campaigns by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture consultation responses](#).



This year's RUG Awards have had to be suspended because the judging Vice-Presidents cannot visit the nominees, and by the enforced cancellation of the AGM in June. The Rf Board of Directors has decided that next year's AGM, which the Articles require to be held in the May-July period, will include any business carried-over from 2020, and this is likely to include presentation of the RUG Awards. Meanwhile, all existing nominations remain valid, but additional ones will be accepted. A new closing date, in the early part of 2021, will be set in due course.

A decision on the Rf Branches and Groups Day on 24 October was deferred. However, if it goes ahead, attendance will be for active members only by prior arrangement. Anyone planning to attend should contact Chris Page.

As and when Covid-19 has passed, the railways will be in a very different position to that before the crisis. The Rf Board has identified five key policy areas where it should redefine its position to remain relevant:

- Attracting the passenger back to rail – improving the travelling environment
- Climate change and modal shift – how the railway can reduce transport's carbon footprint
- Restoring Your Railway – line and station reopening
- Fares and ticketing – making the system easier and fairer
- Industry structure and Williams – taking the opportunity to move to devolution and concessions

For each topic, a Rf director will draft a position paper, and circulate it to their group and branches for review. The final version of each paper will be published as an article on the website.

The green light for HS2 is welcome, but will do nothing immediately for passengers. Meanwhile, HMG and the rail companies should sort out the causes of poor reliability and customer satisfaction. This need not involve spending lots of money: just getting timetabling, staff terms and conditions, rostering, customer service, ticketing and the introduction of new and cascaded trains right. To achieve a zero-carbon future, HMG must invest in the existing railway. [Rf's 2030 Manifesto](#) sets out the ten key topics it has to address.

RAILFUTURE YORKSHIRE

Campaigners in West Yorkshire are dismayed by lack of progress on proposals to deliver infrastructure improvements within the next few years, including the TransPennine Route Upgrade (TRU). Three RUGs and Rf Yorkshire have written to Andrew Haines, NR Chief Executive, who said in a magazine interview (RAIL 897, 29 Jan 2020) that the scope of TRU could depend on "Northern Powerhouse Rail", the proposal for high-speed rail. This is decades away, and will not benefit stations on regional routes that desperately need investment now. They have also called on both the Transport Secretary and the Chancellor to allow urgent, overdue projects to go ahead without further delay.

Toby Hart, who has held various rail timetabling roles, has found that, for various reasons, connectivity between operators has steadily worsened in recent years. First and foremost, there is no requirement on anyone to provide good connections between operators, or maintain them through each timetable change.

The NR CEO has recognised the loss of expertise in parts of his organisation, and fewer timetable staff within the Train Operating community have experience dating back to when the system was unified.

RAILFUTURE LONDON AND SOUTH EAST

With input from all of its branches, and taking independent advice, Rf has produced a national schedule of potential schemes for the Rail Reopening Fund considered to be deliverable within the next 5-10 years. Ideas Fund schemes need local MP sponsorship. In the L&SE area two such schemes have been identified:

- Uckfield-Lewes (still has no detailed business case!)
- Medway-Maidstone-Gatwick corridor.

There are also two schemes for Accelerating proposals that do have an existing business case:

- Hundred of Hoo passenger services
- High-Speed services for East Sussex.

The overlapping Ashford-Eastbourne and Brighton-Hastings timetable inspired by Rf and local groups has generated record footfall at many MarshLink and East Coastway stations. Of the 17 between Ham Street and Eastbourne, eight saw their highest-ever usage in 2018-19, and a ninth its second highest.

The March meeting of the L&SE Herts and Beds Division was held as a teleconference. The main item on the agenda was finalising the [Rf response](#) to the Herts County Council consultation on its draft Rail Strategy (now closed). It also discussed the follow-on to the GTR franchise: the public interest would best be served by a single mind controlling the Brighton Main Line and the Thameslink Core. However, the rail landscape may look very different post Covid-19 and the Williams report.

RAILFUTURE THAMES VALLEY

Five County Councils and LEAs, and the DfT, NR, GWR, WMRE, SLC Rail and CLPG comprise the North Cotswold Line (NCL) Task Force. Its Transformation Business Case, with a BCR of 4.46, is an output driven scheme to transform and extend the role of the NCL in supporting sustainable population and economic growth from the Welsh borders to western end of the Ox-Cam arc. Modelling of various scenarios generated the following timetable objectives:

- An hourly Paddington – Great Malvern service with 5 trains per day to/from Hereford (as now), skipping Charlbury and Kingham
- An hourly Paddington – Kidderminster service with some possibly to/from Stourbridge Junction, skipping Pershore and Honeybourne
- An hourly or half hourly Hanborough – Oxford - Didcot or Cowley local service.

The plan would entail re-doubling Wolvercote Junction to Hanborough, and Norton Junction to Pershore, with a second platform at each of the stations. Extending the Oxford down line as far as Wolvercote Junction would be a “nice to have”, so that NCL and Banbury trains could run independently. Next would come re-opening Honeybourne - Stratford upon Avon, with trains to Oxford or Didcot, and also forming a circle with Stratford - Birmingham – Worcester services, thus improving connectivity between Evesham and the West Midlands.

The conditional outputs of the Oxfordshire Corridor Rail Study are key to most RfTV campaigns, and its aspirations for services to Cowley, Wantage Grove Science Parkway and Cambridge. Capacity through Oxford has broadly to double. However, RfTV despairs at the lack of ambition to get work done sooner: Cowley, 2024; Grove Station, 2028; and Cambridge, 2033.

In a GWR stakeholder meeting in February, changes to the May timetable included the addition of a limited stop service to Gatwick on the North Downs line, making three trains per hour on Saturdays, and on weekdays later in the year. The new Class 769 bi-modes (ex Class 319) will be faster than the current stock on the electrified sections, but slower elsewhere.

RAILFUTURE WESSEX

The Restoring Your Railways fund has renewed interest in the Waterside Line project: restoration of a passenger service over the freight branch from Totton to Marchwood and Hythe. The Rf Board shortlisted the scheme prior to a meeting with the DfT, where discussions centred on the way to build a case for successful funding. Following lobbying by Rf Wessex and the Three Rivers CRP, Hampshire County Council agreed to act as the Lead Sponsor, effectively reversing its 2014 position. Rf Wessex also sought to enlist the support of Waterside MP Julian Lewis. All parties recognise the impending traffic gridlock that will ensue from the major development at Fawley Waterside unless steps are taken to reduce car use.

Next up is a further round of New Stations funding. Clearly Welborne is front-runner in the Wessex area, but the Branch will also press the case for a parkway station at Wilton, which has strong local backing.

COMMUNITY RAIL NETWORK



From 6 April, ACoRP rebranded as the CRN. Its new logo shows how the CRN and its members connect communities, whilst reflecting the four pillars of the community rail strategy:

- Providing a voice for the community
- Promoting sustainable, healthy and accessible travel
- Bringing communities together, and supporting diversity and inclusion
- Supporting social and economic development.

It has never been more important to stay connected and keep talking. Social media provides a great way to keep in touch with community rail across Britain: CRN will use it increasingly to share what community rail is doing to adapt and move forward despite the challenges.

Seven more teams have achieved CRP accredited status. Congratulations to Community Rail Lancashire, the Esk Valley Railway Development Company, and the Bishop Line, Derwent Valley Line, Poacher Line, Hereward and Abbey Line CRPs.

The [Small Grants Fund](#) is currently open to support community projects in England. Those in the Greater Manchester and SWR areas have their own specific provision.

Under a three-year initiative, CrossCountry is helping to raise the media profiles of CRPs across the network with coaching from communications training agency Coherent Communications (CoComms). During 2019, more than ten CRPs learned about using social media, and writing copy for print and online media.

In the 7 years to March 2019, footfall at East Hampshire CRP stations rose from 2.1m to just under 2.4m. Whilst not down to the CRP alone, it has raised passenger awareness, and the profile of local stations and services. It currently has 8 Steering Group members, 178 stakeholders including volunteers at all of its stations, and a thriving social media presence, but would like even more, so do spread the word!

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

The Government has made new direct awards to Southeastern and GWR, the former for up to 2 years, and for GWR a 3-year award, extendable to four.

The Transport Decarbonisation Plan, 2020 will detail what Government, business and society must do to deliver the significant emissions reduction needed across all modes of transport. To inform the Plan, the DfT wants to hear from individuals, businesses, trade associations, local authorities, scientists, researchers, innovators, interest groups and environmental groups. [Decarbonising Transport: Setting the Challenge](#) marks the start of this process. You can share your views, register for regular updates, and register your interest for the workshops by emailing TDP@dft.gov.uk, and by following [@transportgovuk](#) on Twitter.

The National Infrastructure Commission has launched a Call for Evidence on a Rail Needs Assessment that will inform the government's Integrated Rail Plan for the midlands and the north by identifying the most effective scoping, phasing and sequencing of HS2 Phase 2b, Northern Powerhouse Rail, Midlands Rail Hub and other proposed rail investments (see Consultations).

Rail replacement buses and coaches are exempt Public Service Vehicle Accessibility Regulations (PSVAR) only until 30 April 2020. The DfT has asked the rail industry to produce a "robust and achievable plan, with a series of milestones and delivery points" to show how it will move to providing fully compliant rail replacement services.

NR is recruiting a team of Railway Systems Integration Partners to deliver ETCS2 (the European Train Control System Level 2) and GSM-R (Global System for Mobile Communications - Railways) that will form the European Railway Traffic Management System (ERTMS) across the ECML, East Midlands and TransPennine routes. Initially, the East Coast Digital Programme will see a staged migration to ETCS2 on the southern section of the ECML between King's Cross and Peterborough, requiring the modification of 300 passenger and freight trains in addition to the Class 700s that can already use ETCS2 through the Thameslink Core from St Pancras to London Bridge and Elephant & Castle.

Meanwhile, teams from GWR, Bombardier, DB Cargo, DfT, Heathrow Airport and Porterbrook have successfully tested ETCS on Class 387 units on the main line between Reading and Heathrow. The plan is to introduce ETCS-fitted GWR 387s on the Heathrow Express later this year.

NR and GWR are participating in the Sunflower Lanyard scheme across the Wales and Western Region. It is a discreet way for anyone with a hidden disability to show they may need additional support, or just a little more time. If staff see it being worn, or presented on an ID card, they will approach the person, introduce themselves and ask, 'do you need help with anything?' It is then up to the person to say what if any help they require.



British Transport Police are investigating mindless and dangerous incidents of obstruction on Wessex routes with an electrified third rail. Several bikes, a bin and even washing machine parts have been recovered at Pokesdown, Shepperton, Addlestone and Strawberry Hill, and at Pooley Green near Egham, causing nearly 4,000mins of delays, and costing the industry around £250,000.

The East West Railway Company is leasing the rolling stock for its Oxford – Bedford and Milton Keynes - Aylesbury routes. It requires a fleet of 12 or 14 self-powered 3-car units with ETCS2 and Driver Controlled Operation, supported by a full maintenance package. The lease will be for four years, with the option of a two-year extension. This approach will allow time for a range of green energy technologies to emerge, whilst retaining the option of electrifying EWR in the longer term.

Based on the outcome of a [public consultation](#), SWR is amending its late night/early morning services on a trial basis from December, with more late night services on Fridays and Saturdays. Some Sunday-Thursday services affecting around 400 passengers will be withdrawn or retimed to give NR more time to complete engineering work, but overall the changes will deliver a more reliable railway for the many thousands of passengers who travel on the network every day.

Open access operators Hull trains and Grand Central have suspended all of their services. GC has also paused its preparations for a new Blackpool - London Euston service until early 2021, as well as the launch of extra daily trains on its Sunderland to Kings Cross route.

SWR has assumed responsibility for the operation of and facilities at three GWR stations: Romsey, Dean, and Mottisfont and Dunbridge. There is no change to the train service of either operator.

Hanwell, Iver, Langley and Taplow TfL stations on the Paddington – Reading line now have step-free access. Other improvements include accessible ticket office windows, accessible toilets and customer information screens. Eventually, all 41 stations on the Elizabeth line (Crossrail) will have lifts.

ScotRail, North Lanarkshire Council, Strathclyde Partnership for Transport, and Transport Scotland are creating a gateway to the Glasgow City Region: work on a transport integration hub at Motherwell station is set to begin this year. The £14.5m redevelopment and overhaul of its surrounding area will improve links between bus and train services and reduce congestion.

,,,and finally

When NR closed the Uckfield line to shore up a landslip at Edenbridge, Southern ticket holders travelling to London were able to use the Spa Valley Heritage Railway between Eridge and Tunbridge Wells West at no additional cost.

The Luxembourg government has introduced free travel on buses, trams and trains. A five-year public transport investment programme will see £2.2 billion spent on rail and trams.

On the Dutch railway, a pair of storks built their nest on a pole over a set of points. The birds then drop branches, causing the points to fail. An attempt to remove the nest was defeated when the storks came back and built another.

CONSULTATIONS

- DfT: [Closure of Newhaven Marine Rail Station](#), closes 19 April.
- Network Rail: [Huddersfield – Westtown Upgrade \(2\)](#), closes 30 April.
- Leicestershire County Council: [Strategic Transport Priorities](#), closes 25 May.
- National Infrastructure Commission: [Call for Evidence](#), closes 29 May.

Please advise [Roger Blake](#) of any other consultation, eg that of a local transport authority.

EVENTS

Do please keep your events coming, both to me and to [Roger Blake \(Railfuture\)](#), who maintains a [List of Events](#) and a [List of Key Dates](#) for consultations, franchise changes, CP6 planning, service alterations for major rail projects etc. As a Calendar of Events embedded in a document may be discarded, a stand-alone list would be very helpful.

Blob colour indicates the various types of event:

- Rf events (RUGs are cordially invited).
- National & regional rail events.
- Local Group events.

NB. Because of Covid-19, events are being cancelled, postponed or conducted online. Webmasters, please update your websites with any changes as soon as they are made.

May

- Tuesday 5. Ribble Valley Rail, New Inn, **Clitheroe**, 1930 (Also 2 June).
- Thursday 7. Rf London & South East, Sussex and Coastway Division, Hassocks Hotel, Station Approach, **Hassocks**, BN6 8HN, 1800 **doubtful** (also the first Thursday of each month (except August) at various venues).
- Monday 11. Bexhill Rail Action Group, Conquest House, Collington Avenue, **Bexhill-on-Sea**, TN39 3LW. 19.00
- Tuesday 12. STORM AGM, Woolworth's Social Club, Gipsy Ln, Castleton, **Rochdale**, OL11 3HA, 1930.
- Tuesday 12. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (Also 30 June and 4 August).
- Wednesday 20. Friends of the Barton Line, No 1 Inn, Cleethorpes station, 1900 **subject to confirmation** (Also 15 July at Barton (AGM), 16 September and 18 November).
- Tuesday 26. Levenmouth Rail Campaign, Fife Renewables Innovation Centre, Ajax Way, **Methil Docks**, KY8 3RS, 1830 (the last Tuesday of every month, but currently **cancelled**).

Further Ahead

- 9 June. STORM, Blue Pits Inn, 842 Manchester Road, Castleton, **Rochdale**, OL11 2SP, 1400 (Also the second Tuesday of each month).
- 20 June. Rf East Anglia, St Mary Stoke church hall, **Ipswich**, 1400.
- 9 September. Rf London & South East, Eastern Division, St. John's Church, Stratford Broadway, **London**, E15 1NG, 1830 (and second Wednesday of every alternate month.)
- 15 September. England's Economic Heartland Conference, Venue 360 - The Riverside, 20 Gipsy Lane, **Luton**, LU1 3JH.
- 3 October. East Suffolk Travel Association AGM, **Halesworth**.

Disclaimer: unless otherwise stated, views expressed are those of the contributing organization, and not necessarily shared by Rf.

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