



September 2020

Welcome to the Rail User Express

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While the government is committed to large scale infrastructure projects, especially in the North, and to decarbonising transport which means wholesale electrification, it raises the question as to the availability of the two Ms: money and manpower. A second wave of Covid-19 will put still further pressure on the Treasury, while even unskilled work on the railway requires safety training and strict discipline.

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.

Friends of the Far North Line

Work on the FNL Review Team's recommendations has restarted, and FoFNL has been given a detailed list of current progress. On 13 August, Derek Glasgow of ScotRail briefed the Caithness Transport Forum on the progress of planning to enhance the FNL. Two work-streams had reached GRIP-3, the final preliminary stage before decisions are made and funds allocated for physical (as distinct from design) work to start (GRIP-4). He expected GRIP-3 to be concluded by the end of 2020. The two work-streams are motorising points (allowing passage at 40mph instead of 15) - and the Lentrane Loop! He estimated the range of funding required, depending on how much of the work was sanctioned by Transport Scotland (TS), to be "between £50m and £200m". That buys a lot of improvement.

TS is the envy of its peers 'down South'. Its Rail Services Decarbonisation Action Plan envisages fully electrified routes from the Central Belt to both Aberdeen and Inverness East by 2035, with an extension to Tain shortly thereafter – something inconceivable until recently. Based on fleet expiry dates, and rolling stock interworking, the FNL, WHL and Kyle Line are considered appropriate for the early introduction of alternative traction technology as a permanent solution.

In CP4 and CP5, TS committed to electrifying 100 single track kilometres (stk) a year. This was enough to complete electrification of the Central Belt, but the document states a commitment – as distinct from an intention - to continue: "We aim to electrify, on average, 130 stk per year in order to achieve our 2035 target." Thus it has managed to avoid the biggest pitfall of all – to which the DfT has succumbed - doing it in fits and starts: "we must have a rolling programme that provides a constant, sustainable design and delivery work-bank, both for NR and for contractors...In addition to economies of scale, that will provide the supply chain with the confidence to invest in research, resource and talent thus supporting continuous efficiency improvement."

Friends of the West Highland Lines

The livery of Scotrail's active-travel Class 153 carriages incorporates the beauty of the Scottish landscape whilst clearly promoting their purpose. The five units are designed to carry up to 20 bicycles and large sporting equipment. The first service may be on the WHL winter services to Fort William.

The new £14.5m Kintore station on the Aberdeen-Inverness line should open by the end of October. Meanwhile, plans for a single-platform station at Dalcross have been given the go-ahead. It will serve the nearby Inverness airport and a large housing estate. A second platform may be added in the future.

In an experimental project sponsored by TS and Scottish Enterprise, a retired Scotrail Class 314 is being converted to hydrogen fuel cell power. With only three trains/day, Fort William – Glasgow has the lowest frequency of any Scotrail route. Batteries do not have sufficient range for WHL journeys, but bi-mode hydrogen trains would benefit from electric power for the first 23miles from Glasgow. Combining two 3-car units from Glasgow to Crianlarich, and dividing them to form 3-car units to Oban and Fort William/Mallaig would be the most efficient service pattern. Four pairs of trains each way, with a fifth early morning Oban – Glasgow service each way would actually cut train mileage and thus crew costs by 5%.

Levenmouth Rail Campaign

A year on since the Cabinet Secretary's announcement last August that the Levenmouth line would reopen, there are now signs of progress that may allay concerns about the perceived absence of headway and the lack of consultation or information. The final locations for stations at Cameron Bridge and Leven, as well as a probable freight terminal or spur, have yet to be decided. LMRC also awaits final thoughts on the extension to Methil Docks, using the intact trackbed. Decisions on Final Option Selection of all the above should be completed this year, but detailed site surveys may commence soon. The line should be made ready for electrification, even if not fully installed initially, to contribute to the national ambition to decarbonise rail passenger services by 2035.

Methil could soon be trialling the world's first 100% green hydrogen network. If funding were secured, the H100 Fife Project would initially serve 300 homes across Levenmouth. Offshore wind using an existing turbine would generate the electricity required to create the hydrogen from water through electrolysis, and home-owners would have the option of receiving their existing gas supply or the hydrogen alternative.

Rail Action Group East of Scotland

Residents have received letters about the proposed station at Reston. An online public consultation opened on 7 September. The [projects page](#) has a virtual tour video of the proposed station with links to various documents and the planning application.

Campaign for Borders Rail

In lieu of a commemorative event to mark the 5th anniversary of HM the Queen reopening the Borders Line as far as Tweedbank, CBR has collaborated with Campaign Patron [Rob Bell \(Walking Britain's Lost Railways\)](#), the main players in the current project, and the decision makers who will sign off on a completely restored mainline through the Borderlands to produce a documentary. "The Borders Railway Five Years On", a four DVD box set, features a driver's eye view of a complete run from Tweedbank to Edinburgh Waverley. It is available from the [Campaign website](#), selected retail outlets, online or by mail at £29.99 plus postage and packing (£3.00). The Campaign members' price is £24.99.

Friends of the Settle – Carlisle Line

The shop at Settle Station has been converted into a shop/café. Another major project was the purchase of England's highest main line station, at 1150ft. Dent Station is a self-catering holiday let for up to six people. Professionally run on FoSCL's behalf, it will generate an income stream for the Friends.

Between 20 July and 12 September, Rail Charter Services Ltd operated the "[Staycation Express](#)", using four First Open Mk3 coaches plus crew support coach top'n'tailed with Class 37 and 47 diesel locos. Every day except Sunday it made three round trips between Skipton and Appleby, the first time that a scheduled charter service has run alongside the franchised rail service in England.

The classic 'Inter City' coaches featured well-padded reclining seats around a private table with large windows offering views of the Yorkshire Dales and upper Eden Valley. An on-board guide provided a limited commentary as the train passed historic points of interest such as 'the three peaks', Ribbleshead viaduct, Dent, and Ais Gill summit. For 30+ years since its reprieve from closure in 1989, the S&C has cried out for tourist-friendly trains that befit the magnificence of the line and its scenery. The demand is clearly there.

Skipton to Colne Rail Action Partnership

SELRAP recently commissioned a further study from consultants Arup to review passenger demand forecasts for the line, and to better quantify the huge socio-economic benefits the new service would bring to East Lancashire. The DfT is looking forward to sight of this report, as modern rail services fit into the Government's 'levelling up' agenda for northern economies. Chris Heaton-Harris stated: "The Government are keen to reach an early conclusion on what role a reinstated line could play in improving passenger and freight connections across the Pennines. Given the current phase that this scheme finds itself in, my focus and the Government's is on establishing the case for progressing it."

Support The Oldham Rochdale Manchester lines

Transport for the North has set out plans for a £5bn Northern Infrastructure Pipeline, a 30-year programme of infrastructure projects to underpin greener Northern growth. It includes rail, road, active travel and smart ticketing proposals, some of which could be started over the next 6-18 months to help the economy 'build back better', and create around 20,000 construction and design jobs. The Pipeline underpins TfN's proposed Economic Recovery Plan (ERP), recently agreed by the North's business and civic leaders, which aims to accelerate delivery of infrastructure projects to help "rebuild and transform the North" by making transport more accessible and inclusive, and decarbonising the economy.

A resurgence of cancelled services is becoming apparent, mostly affecting Moston, Mills Hill, and Castleton, which has not been seen since the lock-down and government takeover. On 17 August there was no service to Rochdale between 0908 and 1054; the next day the situation was even worse, as these stations had no service to Manchester Victoria for THREE hours from 1226 to 1526. With travel at only 23% of pre-Covid levels, providing a reliable service is key to getting customers back on board.

During work in the Walsden/Todmorden area from 23 October to 1 November, there are no plans to serve Littleborough and Smithy Bridge stations by rail, when to do so is perfectly feasible. Instead they will suffer Rail Replacement buses, but these are no solution for rail passengers. The journey from Rochdale to Littleborough by train takes seven minutes, but STORM reckons it is likely to be something like five times as long by bus. Also RRV do not commonly meet the latest accessibility standards for Persons of Reduced Mobility (PRM) whereas the stations do. Finally, no one is going to drive to get on a replacement bus, so they will add to road congestion.

Since lockdown began, the number of young people trespassing on the railway has increased sharply. To inform people of the dangers of going on the tracks, [Northern Railway](#) invites 11-18 year olds to create a movie, song, script or storyboard to share with their peers - entries to be submitted by 30 September.

Friends of Hunmanby Railway Station

Both of the platforms at Hunmanby station have level access from the road but are below the train door. The Filey/Scarborough platform has a 'Harrington Hump', but not that for Bridlington/Hull so, supported by Kevin Hollinrake MP, local councils, the doctors' surgery, and seven residents who would benefit from the improvement, FHRS applied for a second. The DfT welcomed the community involvement, and NR agreed to take on ownership and ongoing maintenance once constructed, but estimated the cost at £40,000(!), and [the grant application was unsuccessful](#). However, it has been logged and will support a future bid. FHRS would appreciate any help and advice from on this matter. Call Nick Harvey on 07895 981483.

Friends of the Barton Line

Under the DfT's 'Restoring your Railway Programme', North Lincolnshire Council, backed by the North Nottinghamshire and Lincolnshire CRP, has bid for £50,000 for a feasibility study to extend the current Sheffield Midland to Gainsborough Central service through to Barton via Brigg on a two hourly basis. Returning an hourly service to Barton would also be a boost for stations north from Thornton Abbey.

By May 2021, Abellio East Midlands Railway may finally have taken over operation of the line. The service is unlikely to change, but it should see the Class 153 units replaced by Class 171s compliant with the PRM regulations. To continue in service beyond 1 January this year, the current trains needed a dispensation from the Secretary of State.

Fen Line Users Association

FLUA has continued to push for longer trains, but Covid-19 delayed the project, particularly at King's Lynn, where work on the new siding was deferred until the August Bank Holiday weekend. The platform extensions are largely complete, but at Littleport work remains to install an illuminated handrail to the access ramp to Platform 1 and complete the new disabled parking area, so the timeframe to introduce eight car trains is still December 2020.

Greater Anglia's Class 720 Aventura trains are making test runs to King's Lynn. They will be used on peak services to and from London Liverpool Street, and with five longer carriages per unit in a less than ideal 3 + 2 layout can seat 544, but have plug and USB sockets, air conditioning, under-floor heating and better information screens. Being 40% lighter and with regenerative braking, which returns energy to the electrical supply rather than wasting it as heat, they are certainly "greener". However, for an 88 mile trip taking 2hrs 8mins, they won't have the same level of comfort enjoyed by Norwich to London passengers, whose longer journey takes as little as 1hr 30mins (service currently cancelled).

A report by consultants Mott MacDonald, commissioned by the Cambridgeshire and Peterborough Combined Authority, put the cost of upgrading Ely North Junction at £650m for an extended scheme, including remodelling the track layout at Ely station, double tracking out to the new station at Soham, and bridge and level crossing upgrades. However, NR estimates that the value of reducing carbon emissions by moving more of Felixstowe's freight from road to rail is £318m, in addition to increased passenger and freight revenue and the wider economic benefits.

English Regional Transport Association

ERTA has a new [web address](#). Grant Shapps launched the Rail Reopenings Fund, and organisations like England's Economic Heartland give themselves until 2050 to get something done, but there's a serious need for a logistical and transport switch (modal shift) from road to rail, and that means protecting alignments, putting tracks back and building some new ones. In short, delivery is where speed is needed, not how fast trains go. Starting off with something small, growing it and replicating the model across the system, like more recycling by rail (freight off roads), is where collaboration needs to be tangible.

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](#).



Attracting
passengers
back to rail

www.railfuture.org.uk/webinar

Britain’s railway faces its greatest threat since the 1960s Beeching Cuts. COVID-19 caused patronage to collapse. It has only partly recovered. The government will not keep the railway afloat at vast cost indefinitely. Fare income from passengers is vital. The public must use the railway or risk losing it.

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Charlene Wallace
Director for National Passenger & Customer Experience
Network Rail



Jacqueline Starr
Chief Operating Officer
Rail Delivery Group



Ali Chegini
Director of Systems and Systems and Health
RSSB



Malcolm Holmes
Executive Director, West Midlands Rail
Executive



Linda McCord
Senior Stakeholder Manager
Transport Focus

After over three months of being told to use the car not public transport, rail demand fell to approx 5% of pre-Covid levels. Service levels are increasing again, but not uniformly. Rf is collecting as much evidence as possible to ensure national and local government understand the role that rail can play in terms of the economy in an environmentally sustainable way. [Director Ian Brown](#) took a camera to see if people were returning to rail for off peak shopping and leisure travel in East London.

Rf’s response to the questions posed in the National Infrastructure Commission’s Interim report “Rail needs assessment for the Midlands and the North” is on its [website](#), together with two supporting appendices: the East Midlands branch [response](#), and a [revised version](#) of ‘The Freight Solution to the Castlefield Problem: The Business Case for a new route and western access to Trafford Park’, led by the Rf Freight Group and Infrastructure & Networks Group, and supported by independent consultancy Railfreight Solutions. Their proposal is due to form the basis of an article in the October issue of Modern Railways, and of a presentation at the Fourth Friday Club’s ‘Rail in the North of England’ conference at the National Railway Museum in York on 2 October (Covid-19 permitting).

Rf welcomes the launch of the government’s new Acceleration Unit, to speed up transport infrastructure projects. It should bring together project managers and stakeholders in the devolved authorities to expedite the planning process. Success will be a rolling programme to electrify the railway, and double its capacity to meet zero carbon targets and grow our economy. *[It could also take a critical look at NR’s exorbitant cost estimates: see Hunmanby above – Ed.]*

There is no shortage of schemes for the Acceleration Unit to get its teeth into. [Chris Page](#) reviews the Restoring Your Railways fund. Twelve awards have been made so far. Rf has identified a further 30 submissions with the potential to deliver worthwhile benefits. If implemented, these 42 proposals would together reconnect over one million people to work, education and a social life via the rail network.

RAILFUTURE YORKSHIRE

Rail User Express congratulates Rf Yorkshire on reaching the 50th issue of its Yorkshire Rail Campaigner. An enormous debt of gratitude is owed to its two editors, Graham Collett from 2008 to 2013, and Mark Parry subsequently. All issues are available on the [RfY website](#).

In conjunction with the Rail Safety and Standards Board (RSSB), Grand Central and G-volution are engaged in an in-service demonstration of dual fuel operation: diesel plus Liquid Natural Gas (LNG). The trial forms the second stage of a RSSB investigation; the first used a 2-car Class 156 diesel unit, where LNG substituted 70% of the diesel, leading to 30% net fuel savings and carbon reduction of 28-44%. Grand Central has fitted one vehicle in a 5-car Class 180 unit with two LNG tanks surrounding a diesel tank. The only modifications to the engine involved were to the tank intake and fuel controller. Initial test results have shown fuel cost savings of around 20%, CO₂ savings of 25-40%, and particulate reductions of 50% plus. Engines also run cooler and quieter, and the oil supply requires less attention, with the expectation of increased reliability and longer life. The projected payback period is less than five years.

A parallel project involves a NR Class 73/9 electro-diesel locomotive modified to use Liquefied Petroleum Gas (LPG) and diesel. This showed less improvement than LNG, but could be viable for the freight sector. The use of LNG or LPG has the advantage of moving the engines closer to the Euro6 emission standard. Eradicating 'methane slip' into the exhaust will help. The price of natural gas and LNG/LPG is set to fall, which will encourage consideration of these fuel types. Although LNG has a lower energy density, which could reduce the range that trains could cover between refuelling by 25% unless more tanks are fitted, the current solution minimises the time for vehicle modification.

RAILFUTURE EAST ANGLIA

In July, the Cambridgeshire & Peterborough Combined Authority Board approved a Business Plan outlining the best way to restore passenger train services from Wisbech to March, a decision that was greeted with much delight in and around the town. The case is based on a service of two trains per hour between Wisbech-March-Ely-Cambridge, and on the town's current population of some 35,000 people. The benefit cost ratio of 4.4:1 is deemed "good value for money". It does not rely on the plans for additional housing, which will double the population, but will help to progress them.

The Business Case predicts a restoration of train services from Wisbech by 2028. This is several years away, but not long to complete the resignalling and the necessary Ely Area Capacity Enhancements (EACE), which isn't straightforward. Capacity is constrained both by the single leads at Ely North Junction, and by the weak bridges between Ely station and the Junction. The latest issue of [Rail East](#) (pp14-15) discusses some of the issues. A public consultation on EACE starts on 21 September.

The seaward-facing outer harbour at the end of the South Denes peninsula in Great Yarmouth can handle much larger ships than the old one on the river. In 2001, Mott MacDonald concluded that a rail link could follow the route of the link to the old port, though it would now be extended to the new one. However, the Borough Council has regrettably dropped its policy to protect the rail alignment from a draft local plan that recently went out for final consultation. Rf responded by asking for the policy to be retained, and indeed strengthened. Dropping it would go against sustainability criteria set out in national planning guidance, given the role that increased rail freight can play in the fight against climate change.

RAILFUTURE LONDON & SOUTH EAST, HERTS AND BEDS DIVISION

RF LSE Herts and Beds has submitted an [open letter](#) regarding the proposal to transfer to Transport for London the Great Northern Inner services from Moorgate to Welwyn Garden City, and to Stevenage via Hertford North. It sets out 10 practical factors that need to be considered. Adverse impacts on the operation of the "total railway" could significantly outweigh any benefit from local supervision and control.

COMMUNITY RAIL NETWORK

CRN hails the initiatives, groups and individuals shortlisted for this year's community rail event, and thanks all who submitted the 200 entries. It will now take place **online at 7pm** on 9 December.

Following its campaign, including a disability audit, East Hampshire CRP is delighted to see planning permission granted for a new bridge and lifts at Liphook Station. It now awaits the start of construction!

Transport for Wales welcomes the launch of South West Wales Connected, a new CRP that will serve communities across Swansea, Neath, Port Talbot, Carmarthenshire and Pembrokeshire. It is based in a dedicated community facility at Swansea railway station

CAMPAIGN FOR BETTER TRANSPORT

Unless the Government intervenes, regulated fares will rise by 1.6% next January in line with the July inflation figure. CBT has called on it to cancel the fare rise. Raising them at this time is counter-productive to encouraging passengers to return as part of a green transport-led recovery; a freeze would limit the cost of their commutes. Fare reform, including flexible season tickets, should be prioritised.

CBT is recruiting a new CEO, as Darren Shirley leaves at the end of September to join the DfT's new Acceleration Unit, working on projects including rail re-openings and decarbonising transport.

TRANSPORT FOCUS

TF wants the Government and train companies to work together to offer passengers better value for money deals to get them back on trains. Around two in three of those who commuted by train prior to the pandemic expect to continue to work from home more often in the future. Like CBT, TF wants a fares freeze, and more flexible season tickets for people returning to their place of work part-time.

Based on mobile data from more than 80,000 passengers, and survey responses from 4,752 members of TF's Transport User Panel, only 30% of passengers are satisfied with their internet connection on trains. Being able to send/receive emails, browse the web, send messages on social media, and make voice calls were listed as most important. The least satisfied were those travelling for business, no doubt because of a greater desire to ensure their journey time is productive.

Rail companies are making a major effort to ensure the safety of passengers as schools reopen and people are encouraged to return to their place of work. Services are now at 90% of pre-pandemic levels, although passenger numbers are only at one third of that. Anthony Smith, of TF, said the rail industry must focus on maintaining good performance so that passengers can travel with confidence.

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

The Office of Rail and Road (ORR) and the rail industry are working together to improve passenger information, particularly during disruption. With changes to timetables and travel advice happening more often than usual, Covid-19 has highlighted just how vital it is for passengers to have consistent information to help them plan and make journeys with confidence.

Train companies want transport tax to reflect the impact that each mode of travel has on the environment. While fuel for passenger aircraft is exempt, the levy on electricity to power trains has more than doubled in the past four years, and now accounts for almost 40% of its cost.

NR has published its preliminary recommendations for decarbonising the rail network. The [Traction Decarbonisation Network Strategy](#) plans to electrify 13,040 of the 15,400stk of non-electrified rail network in Great Britain by 2050, at an estimated capital cost ranging from £13-£33 billion, with battery operation over 800stk, hydrogen over 1,300stk, and 260stk where further work is need at a local level to confirm the TDNS recommendation.

On 12 August, the same day as the Stonehaven derailment, a 300m section of the main line between Edinburgh and Glasgow near Polmont was washed away when the banks of the nearby Union Canal failed. NR says that the line could be closed for two months.

NR will shortly begin the next phase of development between Alloa and Longannet, with survey work and site and geological investigations. The project could enhance and electrify the former freight line, with the ambition of a half-hourly passenger service and the introduction of three new stations at Clackmannan, Kincardine and Longannet.

As part of the Great North Rail Project, NR is modernising the signalling between Flixton Station and Manchester City Centre. Upgrades within Trafford Park Depot estate, with improvements to Freightliner Manchester terminal, DB Cargo & GB Railfreight at the Euro Terminal, will greatly benefit the rail freight companies, increasing the frequency and length of trains they can run and goods they can carry.

The King's Cross Remodelling Programme will entail numerous weekend closures, and reduce its capacity from 1 March to 4 June 2021; an interim timetable for this period will be finalised in December. NR will re-lay 1.5 miles of track on the approach to the station in a new layout, including re-opening a third tunnel to create six tracks into the station, instead of the current four.

NR has warned people to take care when using the numerous level crossings on the Bedford-Bletchley (Marston Vale) and Watford Junction-St Albans Abbey lines, as peak services restarted on 24 August.

Kent County Council's planning committee has approved plans for a new Thanet Parkway railway station at Cliffsend between Minster and Ramsgate.

Eurostar trains have not called at Ashford or Ebbsfleet since March, and will not now do so until 2022.

Transforming services for passengers means significant investment in infrastructure as well as in new trains. When fully operational in 2021, South West Trains (SWT) £60m depot on the old Feltham marshalling yard site in South West London will house ten 10-car Class 701 trains.

In partnership with Porterbrook and emissions specialist Eminox, SWT has successfully trialled new technology that reduces harmful emissions from mid-life diesel trains. Fitted to the exhaust of a Class 159 train in passenger service, Eminox's EMxS5 system delivered real-world reductions of nitrous oxides (NOx) by over 80%, and hydrocarbons by more than 90%.

Transport Secretary Grant Shapps has opened rail's largest dedicated Electric Vehicle charging hub at Hatfield station, with 27 charging points, a 150% increase in public EV charging devices in the area. In partnership with Pod Point, Govia Thameslink Railway opened the new hub both to meet the increasing consumer demand for EV, and to demonstrate the company's commitment to sustainability. It has also installed 12 new charging points at Haywards Heath station.

The [Spectator magazine](#) has an article on the background to the 'ironing board' seats on new trains such as the Class 700. "Train interiors need to comply with European Technical Specifications for Interoperability... which are set within legally enforceable standards... The seats on the Class 700 train are therefore similar to seats found on other brand-new commuter trains to meet the European train modern safety standards, particularly for fire and crash worthiness."

Roy Barry, a logistics expert at law firm Brabners, says the Port of Liverpool needs better rail connections to unleash its potential: "it is billed as the UK's gateway for international trade after Brexit, but is currently only well-served by road. The lifeblood of the North is its ports, airports, industrial estates, distribution parks and the arterial routes that serve them. If the region is to prosper, investment in rail and supporting infrastructure must be big, bold and weighted far more favourably towards improving freight connectivity in a sustainable manner."

InterCity RailFreight has secured agreement from UK train operating companies to expand its capacity and reach. It now has access to over 100 high-speed rail services daily from Aberdeen to London and Penzance, including areas difficult for road-based carriers. They average 70mph between city centres, with over 97% arriving within 15mins of schedule, and seamlessly connect to local couriers, who use electric vehicles and cargo bikes to provide a door-to-door service.

,,,and finally

It's an ill wind...with actors and audiences "desperate to come", [The Arches](#) open air theatre, under the old Bedford - Northampton line at Clifton Reynes near Olney, extended its summer season into September.

For three years, archaeologists have given Lion TV exclusive access to major cemetery excavations on the sites of two HS2 terminals: one adjacent to London Euston, the other in Park Street, next to Birmingham Curzon Street. Anthropologist and anatomist Professor Alice Roberts and historian Dr Yasmin Khan present [Britain's Biggest Dig](#) in a three-part series on BBC Two.

CONSULTATIONS

- NR: [Croydon Area Re-modelling Scheme](#), closes 20 September
- England's Economic Heartland: [Draft Transport Strategy](#), closes 6 October
- NR: [Ely Area Capacity Enhancement](#), opens 21 September, closes 1 November
- Homes England: [West of Ifield Development](#), closes 1 December.

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.

September

- Tuesday 22. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930.
- Saturday 26. Rf London & South East, Herts & Beds Division, **Zoom**, 1030 (also 27 October at 1930)
- Saturday 26. Rf Yorkshire, **Zoom**, 1300.
- Saturday 26. Rf East Midlands, Midland Hotel, **Derby**, AGM at 1230, open meeting at 1400.
- Saturday 26. English Regional Transport Association Conference, **Zoom**, 1400
- Saturday 26. Rf East Anglia, Friends Meeting House, 5 Upper Goat Lane, **Norwich**, NR2 1EW (Also 5 December in Cambridge).
- Tuesday 29. Levenmouth Rail Campaign, Fife Renewables Innovation Centre, Ajax Way, **Methil Docks**, KY8 3RS, 1830 (the last Tuesday of every month, but all meetings currently **cancelled**).

October

- Thursday 1. Rf London & South East, Sussex and Coastway Division, **Online**, 1800 (also the first Thursday of each month (except August) at various venues).
- Friday 2. English Regional Transport Association Great Central meeting, Online (**Zoom**), 1400 (Also 13 November)
- Saturday 3. Rf Annual Conference. **Online event**.
- Saturday 3. Shrewsbury to Aberystwyth Rail Passengers Association AGM, White Lion, Machynlleth, SY20 8DN, 1115 (Also 10 November, but **meetings cancelled until further notice**).
- Saturday 3. Friends of the Settle-Carlisle Line AGM, **Online (Zoom)**, 1400.
- Saturday 3. East Suffolk Travel Association AGM, URC Church, Quay Street, **Halesworth**, 1400.
- Tuesday 6. Ribble Valley Rail, New Inn, 20 Parson Lane, **Clitheroe**, 1430 (Also first Tuesday of every month).
- Saturday 10. Cumbrian coast Rail Users' Group meeting, Methodist church hall, Gosforth Road, **Seascale**, Cumbria, CA20 1PU. 13.05 (Also 14 November).
- Monday 12. Bexhill Rail Action Group, Conquest House, Collington Avenue, **Bexhill-on-Sea**, East Sussex, TN39 3LW. 19.00
- Tuesday 13. Felixstowe Travel Watch. Salvation Army Hall, Cobbold Road, **Felixstowe**, Suffolk, IP11 7EL. 14.30.
- Tuesday 13. STORM, Blue Pits Inn, 842 Manchester Road, Castleton, **Rochdale**, OL11 2SP, 1400 (Also the second Tuesday of each month, but **meetings cancelled until further notice**).
- Friday 16. English Regional Transport Association Guildford meeting, Online (**Zoom**), 1400
- Thursday 16. Friends of the Barton Line, No. 1 Inn, **Cleethorpes**, 1900 (Also 18 November).
- Friday 30. English Regional Transport Association Northampton meeting, Online (**Zoom**), 1400
- Saturday 31. Campaign for Borders Rail AGM, Tullie House, **Carlisle**.

Further Ahead

- 4 November. Rail Action Group East of Scotland AGM, Village Hall, Ayton, 1900.
- 7 November. Rf North West.
- 11 November. Rf London & South East, Eastern Division, **Online**, 1900 (and second Wednesday of every alternate month.)
- 14 November. Fen Line Users Association AGM, 1400. **Online?**
- 18 November. Friends of the Barton Line, the Sloop, **Barton**, 2000.
- 21 November. Rf London & South East regional branch, Kent division meeting. **Online**. 14.00

- 21 November. Huddersfield Penistone Sheffield Rail Users Association AGM, St John's Centre, Church Street, **Penistone**, 1400.
- 24 November. English Regional Transport Association AGM, Online (**Zoom**), 1400
- 9 December. Community Rail Awards, now **Online**, 1900.

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