

southeast railaction

London and South East Branch - Campaign Newsletter June 2026

railfuture

MEETING REMINDERS

Herts and Beds Division

Date: Saturday 20 June 2026

Venue: Bricket Wood Tea Room, starts 11am

Date: Wednesday 29 July 2026

Type: Business meeting, on-line starts 7.30pm

Date: Thursday 27 August 2026

Type: Business meeting, on-line starts 7.30pm

Metro Division

Date: Thursday 23 July 2026

Type: Alan Baxter Gallery, Farringdon, starts 7pm

Date: Thursday 17 September 2026

Type: Alan Baxter Gallery, Farringdon, starts 7pm

Sussex & Coastway Division

Date: Thursday 4 June 2026

Venue: Brighthelm Centre, North Road, Brighton, starts 6pm



A Southeastern service Charing Cross to Dartford via Sidcup at London Bridge. From December 2026 all -day rounder trains are intended to operate which will link the Sidcup line with Abbey Wood.

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PASSENGERS FINDING SOLUTIONS TO STRIKES

A wave of strikes has hit the London Underground this year, although strangely for many the main consequence has not been chaos on strike days, but the general confusion as to whether a strike will occur or not, they being called and then cancelled with regularity.

The current dispute relates to train drivers, and resolves around voluntary compressed four-day weeks, where in essence drivers work longer daily hours for a shorter number of days. About half of the train drivers on the London Underground are members of ASLEF and about half are members of the RMT. ASLEF has agreed to the working hours proposal, but as of the date of issue of this newsletter, RMT drivers have not.

As I ventured into central London on a strike day, I was expecting a degree of chaos, and was quite surprised not to find it. It seems that the Elizabeth Line (running east to west) and Thameslink (running north to south) with national rail and London Overground have negated some of the harsher effects of a tube strike. Indeed nowhere within zone one is in fact too far away from a station on national rail, the Elizabeth Line or Thameslink. During certain strike days, e-bike operator Lime reported a sharp rise in usage. In respect of one recent week with strike days, Lime reported peak hour trips up more than 50% week-on-week, climbing to 74% on a particular day. Cycle and bus use also went up on strike days.

The Underground is of course an important element of London's public transport system, and we do not suggest otherwise. However it seems passengers have discovered it is not the only means of getting around central London. Perhaps there is something of a wider lesson here: No-one, operator or union, should take its passengers for granted.

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SOUTHEASTERN TIMETABLE CHANGES

Southeastern has announced it will deliver one of the biggest improvements to its train services in many years, some taking effect in May, but most in December 2026. These improvements effect both its metro and its wider national rail services.

Timetable changes from 17 May 2026

Direct peak-time services restored to London Blackfriars

Morning peak arrivals at Blackfriars include:

0652 Maidstone East - Blackfriars, calling at Barming, East Malling, West Malling, Borough Green & Wrotham, Otford, Swanley, St Mary Cray, Bromley and Elephant & Castle

0730 Gillingham - Blackfriars, calling at Chatham, Rochester, Meopham, Longfield, Swanley, Bromley and Elephant & Castle.

Evening peak returns include:

1710 Blackfriars - Rochester

1744 Blackfriars - Maidstone East

More services on the Maidstone East line

Charing Cross - Maidstone East (Monday - Friday):

Additional shoulder-peak trains provide a half-hourly afternoon service between 15:30 and 20:30.

Including 15:59 and 19:59 Charing Cross - Maidstone East, and 16:44 and 18:44 Maidstone East - Charing Cross.

Victoria - Ashford via Maidstone East (Monday - Friday):

1028 Ashford - Victoria

0925 and 1025 Victoria - Ashford

Updated stopping patterns increase frequency at key stations, including St Mary Cray, East Malling, Barming and Kemsing, providing 3 trains per hour (tph) at St Mary Cray, 2tph at East Malling and Barming and a consistent hourly service at Kemsing.

Timetable changes from December 2026

The December 2026 changes, which are subject to final industry planning and approvals, are more extensive and represent a major improvement to Southeastern's London metro services.

Southeastern will be offering:

- A 'turn up and go' minimum of 4 trains per hour across all Metro routes on Monday to Saturday (except Bromley North), with more frequent services on some lines;
 - All day, half-hourly Greenwich and Sidcup line rounders Monday to Saturday, offering an all-day direct link from the Sidcup Line to Abbey Wood for the Elizabeth line;
 - Two trains per hour all day, seven days per week, between Charing Cross and the Bexleyheath line, improving the current service level of one train per hour off-peak and Saturday;
 - Orpington to Victoria services (via Herne Hill) increased from 2 to 4 tph on Saturdays;
 - Cannon Street services on the Bexleyheath line go to Charing Cross on Sundays in response to customer demand;
 - More trains on Sundays with the introduction of an hourly Charing Cross to Maidstone East service and 2 trains an hour on the Bromley North branch for the first time in many years;
 - An increase in services on the Sheerness branch, providing two trains per hour all day, seven days per week.
- Confirmation and further details concerning the December changes will be provided around September 2026.

Particularly useful will be bringing 'rounder' services that link the Sidcup line and the Greenwich line which will provide an all-day direct link from the Sidcup area to the Elizabeth Line at Abbey Wood. Depending on the means of implementation, the reversal of the pre-Covid cuts should mean stations on the Sidcup and Greenwich lines having six trains per hour into London on Mondays to Saturdays, and Blackheath, Charlton, Woolwich Arsenal and Abbey Wood having up to eight.

We applaud Southeastern which, in contrast to many other operators, is seeking and now delivering expanded train services.

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OUR THANKS TO PHIL HUTCHINSON OF GTR

We would like to thank Phil Hutchinson, Head of Strategic Planning at Govia Thameslink Railway, for being the main speaker at the LSE Branch annual general meeting held on 18 April 2026. Phil has been in the UK rail industry for over 25 years and started at GTR on its first day back in 2014.

Phil gave the meeting a two-part presentation, the first headed 'Current Demand, Revenue and Outlook' and the second headed 'The Future of the Railway'.

As a starting point, Phil made the point that every scheme GTR develops considers these key themes: trying to balance performance, revenue generation, managing cost and meet customer needs. GTR identify the problem that needs fixing and sets a vision and objectives around that involving many industry teams.

As to 'Current Demand, Revenue and Outlook', Phil ran through historical passenger numbers on a week by week basis for years 2019 and 2025 (and 2026 up to present time) showing that 2026 was now close to 2019 levels. Daily demand figures were also presented, showing Thursday as the busiest day, with Tuesday and Wednesday not far behind. Mondays and Fridays were materially less, with Monday the lowest. Saturday was growing fast and not far off the Monday/Friday figures, and Sunday was now over half the Monday volume and catching up.

Possible timetable changes in 2026 and 2027 were then discussed, with December 2026 changes for example referencing increased frequency from 2tph to 4tph on the Gatwick Express, and on the Great Northern metro services, increased off peak and Saturday frequency from 2tph to 4tph between Moorgate and Hertford North.

As to 'The Future of the Railway', Phil described GTR's future timetable strategy in a series of likely steps, namely:

- increasing fleet and depot capacity
- adapt timetable to demand (noting also Gatwick/ Luton/ Universal)
- resource accordingly (e.g., drivers, etc)
- increase the infrastructure capacity (such as Croydon Area Remodelling Scheme), required by 2035

Perhaps most interesting were Phil's insights as to what needed to happen on the railway from 2028 and beyond, in order to meet anticipated demand which indicated both organic growth and increased demand from future events such as airport expansions and the opening of Universal Studios. It was emphasised that failing to plan now to meet future demand would constrain revenue to the detriment of finances, for example indicative modelling forecasts £2.8bn of constrained revenue in 2035; this grows to £3.3bn if capacity meets demand.

If capacity is not added, an opportunity will be lost. The modelling covers rail revenue only; lost opportunities in socio-economic terms, mode switch and wider benefits across London and the South East will be greater still. The forecast to 2035 included induced demand from housing developments, Luton and Gatwick airport expansions, and Universal. These schemes ramp up between 2035 and 2045, hence the 2045 capacity challenge may be worse.

It is clear that infrastructure improvements will be necessary and we consider Railfuture is taking the right approach to emphasise the need for improvements such as the Croydon Area Remodelling Scheme and addressing capacity issues on the Brighton Main Line. Clearly GTR are thinking along similar lines and we very hope that their thinking continues into the forthcoming Great British Railways era - those capacity decisions need to be made soon.

LET'S GET SOCIAL – NEXT WALK

The second 'London Railways Termini Walk' is 'Victoria and all things London, Brighton and South Coast Railway' to be conducted on Tuesday 16 June 2026 starting at 11am at Victoria station. The first walk (Waterloo) was over-subscribed and ran a reserve list, and it is inevitable that the Victoria Walk will do likewise. To attend you must pre-book, email Richard Bowry on richard.bowry@railfuture.org.uk to book or for further details.

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MATTERS ARISING FROM THE BRANCH ANNUAL GENERAL MEETING (by Richard Bowry)

I trust those that attended the branch AGM on 18 April 2026 enjoyed the presentation given by Phil Hutchinson of Govia Thameslink Railway, a brief summary of which appears in this newsletter.

The formal business of the AGM included confirmation of the appointment of the branch committee members. That has remained unchanged, so for another year your committee comprises the following:

Chair: Richard Bowry
Vice-Chair: Neil Middleton
Committee Members: John Black, Roger Blake, Charlie King, Chris Page, Stephen Rolph and Howard Thomas.

Our Division Convenors also continue as follows:

Herts and Beds: Neil Middleton
Kent: Chris Fribbins
London Metro: Richard Bowry (Chair) and Charlie King (Vice-Chair)
Surrey: Stephen Rolph
Sussex and Coastway: John Black (convenor) and Robert Cheesman (secretary)

Can You Help

For some considerable time the majority of the work of the branch has been undertaken by a comparatively small group of people. In short, we have too few active members. This lack of manpower limits what we can achieve, particularly the human resources we can put to campaigning. This in turn limits the nature and extent of actual campaign work we can undertake.

We are always seeking people who can give a little time to the activities of the branch. If you feel you can contribute in any way, can you please speak to myself or any other committee member who will be pleased to talk with you. Even a few hours at an event can be helpful, so please don't be shy to enquire.

As mentioned at the branch AGM, we have concerns as to the viability of our division system. Of the fourteen Railfuture branches, we are unique in being further sub-divided into divisions, five at present. We urgently need further support from our members located in our **Kent**, **Surrey** and **Sussex & Coastway** divisions, and if you can give some time to any of them, please contact the relevant division convenor, contact details being on the penultimate page of this newsletter.

London Metro and Eastern Division (prepared by Richard Bowry)

Metro Division has issued its own dedicated 'Campaign Newsletter' every two months since June 2024.

The April 2026 issue (which can be found at www.railfuture.org.uk/display4358) contained news items on the following:

- Our campaigning for step free access on the London Underground. A total of 94 of the 272 Underground stations have step-free access, meaning 178 do not. This means about one-third of the Underground is not accessible. Or put another way, the inaccessible part of the network is twice as large as the accessible part. The Mayor has set a target to have 50 per cent of stations accessible by 2030. As we move into the summer of 2026 it is quite clear that this target is not going to be met, and Railfuture are highlighting this reality.

- Railfuture has been calling for the opening of a new station at Beam Park for some time. The Housing Secretary, apparently in his quest to speed up housing development in London, has finally confirmed that a new Beam Park railway station will be built. Beam Park is a new development on the London Fenchurch Street - Rainham (Essex) - Grays route located between the existing Dagenham Dock and Rainham stations. We are delighted the new station is now proceeding.

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- From 18 May 2026, the Clapham Junction - Shepherd's Bush section of the Mildmay Line will see an increase in peak time trains, with 16 additional peak-time weekday services which TfL states will increase capacity between those stations by 20% in the morning peak and 33% in the afternoon/evening peak. Railfuture has long campaigned for Southern to uplift its hourly service from Watford Junction to Clapham Junction and onwards to East Croydon. This development shows there is line capacity at least on the West London line to do this. With the development at London Olympia, perhaps now is a good time to consider restoration of the weekday Underground service from Earls Court to Olympia, it being difficult to reach Olympia from Central London. We gather TfL has thought on this but considers it not the best use of its resources. Do you agree?

- As reported herein, Southeastern has announced timetable changes for both May and December 2026. In respect of its London services, the December 2026 timetable changes should deliver one of the biggest improvements to its metro services in years. A 'turn up and go' minimum of 4 trains per hour across all Metro routes on Monday to Saturday (except Bromley North), with more frequent services on some lines is intended. The improvement includes a 'rounder' service that links the Sidcup line and the Greenwich line providing an all-day direct link from the Sidcup area to the Elizabeth Line at Abbey Wood. Confirmation and further details concerning the December 2026 changes will be provided around September 2026.

Surrey Division (prepared by Stephen Rolph)

I have recently attended two rail meetings with personnel from GTR as the key speakers. This is my summary of the key points from these meetings.

1. At the end of May 2026, GTR will be nationalised and become part of the Department of Transport.
2. Govia Thameslink Railway becomes Great Thameslink Railway; thus saving the costs of expensive signwriting or new logo vinyl on trains and stations.
3. Going forward, all service developments (whether for new services or timetabling initiatives) must meet these criteria, in GTR's words being:
 - Every scheme we develop considers key themes and we try to balance performance, revenue generation, managing cost and meet customer needs.
 - We identify the problem that needs fixing and set a vision and objectives around that involving many industry teams.
 - We never propose anything that doesn't meet these strict requirements.

A further objective is to reduce the current annual subsidy of £180million.

4. Further GTR service objectives include service expansion to handle Gatwick Airport's expansion to include increasing rolling stock and depot capacity.
5. Increasing infrastructure capacity to include some form of the proposed Croydon Area Remodelling Scheme by 2035.

Leadership change at GTR

In mid-May 2026 GTR reported that Angie Doll, CEO of Govia Thameslink Railway for 12 years and having spent 27 years in the industry, would be moving on starting a new role with the Go Ahead Group. Angie will remain in the Go Ahead family, becoming Managing Director, Rail for Go Ahead Australia and New Zealand, supporting the Group's rail ambitions in that market. Her last day at GTR was on 30 May 2026.

In our view, Angie has led GTR with commitment, professionalism and real pride in the railway - from her early career as a Station Manager in Brighton to leading one of the UK's largest rail operators. Under her leadership, GTR has made meaningful progress for customers, colleagues and communities, and we appreciate the valuable contribution she has made.

TfL seeking control of Moorgate services (the 'GN Inners')

There is no new official news on this. I heard that the DfT has commissioned and received an independent assessment of the TfL Business Case and I submitted a [Freedom of Information request](#) to request it, but this was refused on the grounds of "inhibit the free and frank provision of advice, inhibit the free and frank exchange of views for the purposes of deliberation, and (or) otherwise prejudice the effective conduct of public affairs." I've contemplated whether to appeal and decided a like for like appeal is unlikely to succeed. I'm interested to hear suggestions for a more limited scope request.

GTR have announced that the Hertford North / Moorgate service will increase from 2 trains per hour to 4 from December this year and this removes one of the key claims for improvement from TfL. For the ECML itself the view of the Herts & Beds meeting was that between the TfL offer of 4 trains per hour to Moorgate and GTR's suggestion of making the Welwyn Garden City / Sevenoaks service all day, our preference was the latter.

For now, the 80/20 rule very much applies - a little bit of campaigning time is justified but making it a big time consumer is not sensible - the decision is probably going to be driven in good part by national political and perception views.

East West Rail - Start of services

There is still no news on this. Although the formal line is "finalising local matters with Chiltern", I think in reality the issue is a much broader one about staffing on trains everywhere.

East West Rail - New build consultation

EW Rail have launched their final consultation before submitting their application for a Development Consent order. By the time you read this, Railfuture will either have submitted their response (it's due 9 June) or be about to. The EW Rail page on the consultation is [here](#). The response will be a joint East Anglia, Thames Valley and Herts & Beds one.

As I write this, and thinking parochially, we are supportive within the boundaries of the Branch. We debated whether we preferred EW Rail's proposal for the Marston Vale line: 4 new larger stations (and a slightly relocated Bedford St John's) vs the current 9 (and Bedford St Johns) and concluded we did because it meant each would have a regular service.

EMR - Refurbishment of Class 360s

Having lobbied for many years for such a refurbishment, including more comfortable seats and a move to 2 by 2 seating from 2 by 3, we were pleased that EMR listened and now wait the unveiling of the first unit. This may well have occurred by the time you read this.

Our Priorities list

We maintain a [list of campaigning priorities](#) which is updated every few months. Suggestions for additions / change are always appreciated.

FURTHER TRAIN OPERATING COMPANIES TO BE NATIONALISED

The Department for Transport announced in May 2026 that the following train operating companies, which both operate in our area, will transfer into public ownership on the following dates:

- Chiltern Railways, on 20 September 2026
- Great Western Railway, on 13 December 2026.

That follows two other train operating companies that transferred into public ownership earlier this year:

- West Midlands Trains, on 1 February 2026
- Govia Thameslink Railway, on 31 May 2026

This leaves the following, all expected to be nationalised by the end of 2027:

- East Midlands Railway
- Avanti West Coast
- CrossCountry

Herts and Beds Division

Convenor: Neil Middleton

Meetings: We hold meetings monthly, some on-line and some in person. **Our next meeting is on Saturday 20 June 2026 at Bricket Wood Tea Room, Bricket Wood Station, starting 11am. The next following is a 'business' meeting on Zoom on Wednesday 29 July 2026, starting 7.30pm.**

Principal Campaigns: Our current campaigns include but are not limited to the following:

- East - West Rail as it effects Bedfordshire
- New station at Wixams between Bedford and Flitwick
- Contactless fares
- TfL's bid to run Great Northern Inner Services
- Performance issues

Contact Email: neil.middleton@railfuture.org.uk

Kent Division

Convenor: Chris Fribbins

Meetings: We hold periodic meetings, primarily on-line. We also have an informal meeting in Faversham in May and a summer social event.

Principal Campaigns: Our current campaigns include but are not limited to the following:

- Cross Channel trains stopping at Ebbsfleet International and Ashford International
- Hoo Peninsula: Upgrading the freight-only branch line to restore passenger services to Hoo St. Werburgh
- Kent and Gatwick: Improving connections from Kent to Gatwick Airport via Tonbridge
- Kenex tram and Lower Thames Crossing, rail Dartford to Thurrock

Contact Email: chris.fribbins@railfuture.org.uk

London Metro and Eastern Division

Chair: Richard Bowry. Vice-Chair: Charlie King. Committee member: Howard Thomas

Meetings: We hold six meetings per year on alternate months, usually at Basement Room, Alan Baxter Gallery, 75 Cowcross St, London EC1M 6EL . **Our next meeting is on Thursday 23 July 2026, at Alan Baxter Gallery starting at 7pm.**

Principal Campaigns: Our current campaigns include but are not limited to the following:

- Docklands Light Railway extension to Thamesmead
- West Orbital Route, south west to north west London
- Bakerloo Line extension to Lewisham
- Crossrail 2

Contact Email: richard.bowry@railfuture.org.uk

Surrey Division

Convenor: Stephen Rolph

Meetings: Currently under consideration

Principal Campaigns: Our current campaigns include but are not limited to the following:

- Gatwick Airport - London services: Capacity issues due to expanding airport and anticipated need for additional train services
- North Downs Line: Improving the service between Reading, Guildford and Gatwick Airport
- Southern rail link to Heathrow airport

Contact Email: snrolph@googlemail.com

Sussex & Coastway Division

Convenor: John Black. Secretary: Robert Cheesman

Meetings: We hold six or so meetings per year usually on alternate months, at a number of locations, such as Brighton, with some on-line. **Our next meeting is on Thursday 4 June 2026, at Brighthelm Centre, North Road, Brighton starting 6pm.**

Principal Campaigns: Our current campaigns include but are not limited to the following:

- Uckfield - Lewes: Reinstating a rail link to bridge the gap between Uckfield and Lewes
- More and faster West Coastway services
- Improvements to Marshlink Line, Ashford to Hastings

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We are a national campaign group And a local campaign group too!



Our Branches

Railfuture has 14 branches: so there's one near you!

Devon and Cornwall
East Anglia
East Midlands
Lincolnshire
London and South East
North East
North West
Severnside
Thames Valley
Wessex
West Midlands
Yorkshire
Scotland
Wales

London & South East Branch comprises five Divisions:

- Hertfordshire and Bedfordshire
- Kent
- London Metro & Eastern
- Surrey
- Sussex & Coastway

We campaign for a bigger, better railway.

A Better Railway is a railway which:

- Is fully accessible for all people, from street to platform and platform to train
- Is reliable, with fewer delays and cancellations, and has frequent services
- Is affordable, with ticket prices not rising above inflation
- Is clean, safe and comfortable without overcrowding
- Is welcoming with modern facilities and good customer service
- Is transparent and understandable in terms of ticketing, with comprehensive and appropriate use of technology, enabling passengers to always buy the ticket that is most suitable for them

A Bigger Railway is a railway which:

- Opens new lines, such as the Elizabeth Line and extensions such as to Barking Riverside
- Opens new stations, such as Lea Bridge and Beaulieu Park, Chelmsford

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Membership from just £10

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