

Railfuture in London and the South East

quarterly branch newsletter

Campaigning by the Railway Development Society in London and the Home Counties - Kent, Surrey, Sussex, south Hertfordshire, south Essex, Bedfordshire, and Greater London

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

Branch campaign calendar

We begin again with what is likely to become a regular quarterly review of some of our key activities since the previous newsletter, which can be viewed/downloaded in the London and South East branch area of the national website www.railfuture.org.uk/Local+action

On **6 September** our Sussex & Coastway division broke out of their usual habitat in Lewes, moving to 'The Station' in Uckfield. Several other local groups, supportive of our '**Bridge the gap: link up Sussex**' campaign, participated in our meeting.

On **20 September** two of us joined East Sussex County Council's local focus group on traffic improvements for Uckfield town centre, following the results of spring's public consultation. It considered proposals for the High Street and for the bus station.

On **21 September** branch Chairman Keith Dyall participated in London Midland's Stakeholder Forum.

On **12 October** Vice-Chairman Roger Blake observed a South East Local Enterprise Partnership Board, considering formation of a devolved SE Local Transport Body; the previous meeting considered the needs of coastal communities, and the prioritisation of strategic transport infrastructure in the region.

On **Wednesday 17 October** we were at Southern's Stakeholder Forum and met the Head of Stakeholder Management in the Go-Ahead franchise bid team. A London Overground Passenger Group followed.

On **2 November** local stakeholders met consultants re-examining the case for a **Glyne Gap station**. Read "Step forward for railway station at Glyne Gap?" at www.bexhillobserver.net/news/bexhill-news

Also that day Roger Blake met MTR Corporation's Bid Director for the combined Thameslink franchise.

On **6 November** Roger Blake attended the East Sussex Strategic Partnership and was able to introduce Railfuture and our campaign to reconnect the Uckfield line with Lewes and Sussex Coast towns.

On **29 November** Norman Bradbury represented us at the South West Trains stakeholder conference.

Now some new dates for your diaries and calendars – further details to be found elsewhere in this newsletter.

Saturday 1 December in Redhill will be the next meeting of our new Surrey division, from 10.30.

On **Thursday 6 December** Sussex & Coastway division moves to Newhaven for our 18.00 meeting.

Tuesday 18 December "Connecting heritage railways to the national network" – free CILT event in the Woolsack Room, Harlequin Theatre, Warwick Crescent, Redhill RH1 1NN, at 18.30 [for 19.00] to 21.00. Speaker from Spa Valley Railway.

Monday 7 January 2013 publication of Network Rail's Strategic Business Plan for Control Period 5, 2014-19.

Wednesday 9 January Eastern division in Stratford.

Thursday 17 January Sussex & Coastway division in Edenbridge, over the border in Kent.

Saturday 19 January will be the final date for submission of nominations for the next branch committee and for Motions for April's branch AGM.



Brighton - Ashford International service at Glyne Gap

Saturday 2 February branch members' meeting from 10.30, Quaker Meeting House, Chelmsford CM1 2QL

Saturday 16 February Kent division – possibly in Tunbridge Wells.

Thursday 7 March Sussex & Coastway division in 'The Station', Uckfield.

Rail infrastructure investment – RUS, IIP, HLOS, SoFA, SBP

Building on the work in its various **Route Utilisation Strategies** – www.networkrail.co.uk/asp/4449.aspx - in September 2011 **Network Rail** published its proposals for infrastructure investment in Control Period 5 (CP5, 2014-19) and beyond, in its **Initial Industry Plans** [IIPs] - www.networkrail.co.uk/IIP.aspx

In July 2012 the **Secretary of State for Transport** published the **High Level Output Specification** [HLOS] and **Statement of Funds Available** [SoFA] - www.dft.gov.uk/publications/hlos-2012

The three-year **Periodic Review** process, which we ignore at our peril, is overseen by the **Office of Rail Regulation** [ORR] – see www.rail-reg.gov.uk/pr13

The timescale to the start of CP5 on 1 April 2014 is:

Development phase

2011

May – ORR starts the 2013 Periodic Review [PR13] with first consultation document [‘13’ is the end year]
July – ORR stakeholder consultation events
September – ORR consultation closes
September – Network Rail publishes IIPs
October-November – ORR seeks views on IIPs

Formal review phase

2012

March – ORR advice to Ministers on PR13
July – DfT’s High-Level Output Specification [HLOS] and Statement of Funds Available [SoFA] published
August-September – ORR consults on Network Rail’s outputs for CP5

2013

Monday 7 January – Network Rail due to publish its Strategic Business Plan [SBP]

Tuesday 8 January – ORR seeks stakeholder comments on the SBP

February – workshop on SBP

Tuesday 19 February – closing date for stakeholder comments on SBP

12 June – ORR publishes its draft determination on the SBP and draft strategic regulatory statement

4 September – close of ORR consultation on its draft determination

31 October – ORR final determination of PR13 and strategic regulatory statement

Implementation phase

2014

By 31 March – Network Rail publishes its Delivery Plan for Control Period 5

1 April – implementation of PR13 determination and start of Control Period 5, to 31 March 2019.

A preface to the next column:

“No situation is so dire that a dose of interference from central government can’t fail to make it worse.” Anon.

Franchise renewals – ‘paused’ OJEU, PINs, Eols, ITTs, etc

Valiant efforts to maintain our focus on re-franchising, continuing from reports in five previous newsletters since August 2011 when the DfT announced its programme for re-letting franchises, were blown away by the latest Secretary of State for Transport on Wednesday 3 October 2012. In an amazing historical twist, that was 10 years TO THE DAY since Network Rail took over the assets of Railtrack!

The hitherto seven stages of re-franchising were set out in previous newsletters. The re-franchising programme since August 2011 used to look like this:

2011

December – OJEU notices for Great Western, Essex Thameside and combined Thameslink.

2012

January – ITT for InterCity West Coast.

February – start of short Greater Anglia franchise.

February – Eols for Great Western, Essex Thameside and combined Thameslink.

March – three short-lists – for Great Western: First, Arriva, National Express, Stagecoach; Essex Thameside: Abellio, First, MTR, National Express; Thameslink: Abellio, First, Govia, MTR, Stagecoach.

March – Great Western consultation closed.

May – Essex Thameside consultation closed.

July – ITTs for Essex Thameside and Great Western.

August – InterCity West Coast franchise award.

September – South Eastern, combined Thameslink, and InterCity East Coast consultations closed.

And then, on 3 October – cancellation of refranchising process for InterCity West Coast, processes for new Essex Thameside, Great Western and combined Thameslink franchises ‘paused’ pending two reviews.

Now on hold, in original sequence: OJEU notice for InterCity East Coast, ITT for combined Thameslink.
9 December – no start of new InterCity West Coast franchise, continued operation by Virgin Trains; OJEU notices for South Eastern and Greater Anglia, and consultation for long Greater Anglia franchise on hold.

2013

January – award for Essex Thameside ‘paused’ and ITT for InterCity East Coast on hold.

March – franchise award for Great Western ‘paused’.

May – start of 15-year franchise for Essex Thameside ‘paused’, ITT for South Eastern on hold and franchise award for combined Thameslink ‘paused’.

July – 15-year franchise for Great Western ‘paused’.

August – franchise award for InterCity East Coast and ITT for Greater Anglia both on hold.

September – start of 7-year combined franchise for Thameslink/Southern/Great Northern ‘paused’.

December – start of 12-year InterCity East Coast franchise and award for South Eastern on hold.

2014

March – renewal or extension of LOROL concession.

April – start of 7-year South Eastern franchise on hold.

Spring – franchise award for Greater Anglia on hold.

July – start of Greater Anglia franchise on hold.

Stay in touch at www.dft.gov.uk/news?mode=rail

Community Rail Awards 2012

“Celebrating outstanding achievement in community rail development”, these eighth annual awards ‘to reward excellence and promote best practice’ were presented on 28 September at the STEAM Museum in Swindon. Five of the short-list of nine entrants in or near the London and South East area went home with prizes. Full details can be viewed at www.acorp.uk.com

Category 1 – Involving young people

[sponsored by **Network Rail**]:

2nd prize to The Acorn Centre and Community Partners for ‘The Acorns adopt a station’ project



See www.aldingbournetrust.co.uk/acorn/partners.html for full details.

Category 3 – Local transport integration

[sponsored by **Lancashire County Council**]:

1st prize to Southern for station travel plan initiatives



See ‘Success for Southern and community partners ...’ www.southernrailway.com/southern/news/?offset=1

Category 10 – Best Community Rail event

[sponsored by **Go-Ahead**]:

1st prize to Marston Vale Community Rail Partnership for the Marston Vale Easter Eggspress



See www.marstonvalecommunityrail.org.uk/easter-eggspress

Category 12 – Best station adoption group

[sponsored by **Network Rail**]:

1st prize to The Acorn Centre for their ‘multi station-adoption project’

See more about The Acorn Centre at www.aldingbournetrust.co.uk/news_and_events/latestnews.html

Category 15 – ‘Passengers Matter’

[sponsored by **Abellio**]:

1st prize to Southern for ‘Eyewitness on the Arun Valley’



See ‘Success for Southern and community partners ...’ www.southernrailway.com/southern/news/?offset=1

Rail User Groups Awards 2012

The acorn of a modest awards ceremony, referred to in the previous newsletter, was planted in Birmingham at the national conference for Rail Users on 3 November. The inaugural Railfuture RUG Awards were presented by our President Christian Wolmar.

Although there were no winners from our regional branch area, some are our near-neighbours. The two years old Meldreth-Shepreth-Foxton Rail User Group earned themselves no less than three awards, including best campaigner Susan van de Ven, their Chair. The Cotswold Line Promotion Group took home two awards, including best campaign. The Bedwyn Trains Passenger Group were especially delighted with the timing of their award, silver for best website, coming just days before they celebrated their station’s 150th anniversary, Chris Irwin handing over the prize.

The Judge’s Special Award went to an evidently startled Tony Smale, editor of Rail Users Express and compiler of the Directory of Rail Users Groups. Conference attendee Graham Nalty was the lucky winner of a year’s free membership renewal, being the first name out of the hat with the correct guess for the winner of the gold award for best newsletter, CLPG.

Our press release at www.railfuture.org.uk/article1326 includes the 22-slide colour presentation of the awards. Apparently it will all happen again next year! The autumn conference in Oxford will be the place. Better prepare your newsletters and websites [or start them up if you don’t have them] for next year’s entries, and please don’t be shy about trumpeting your campaigns, and your fellow campaigners!

Britons' Growing Railway – 50 years' progress 'reshaping'

The festive season is a time for celebrations, and so it is for we railway development campaigners too. Our core business, campaigning to develop the railway network for passengers and freight, includes advocacy of improved access to that rail network. We do that by championing the opening and reopening of stations and lines, because we believe in the value of well-connected communities. They benefit from enhanced choices and opportunities, well-being and prosperity.

As a new year, and in March 2013 the 50th anniversary of a controversial report, approach so we mark a half-century of achievement across and around our region. Conventionally we are thought to be a region with very limited scope, even need, for much never mind the more extensive sort of line and station openings more commonly associated with other areas of the British mainland. London and the south-east nevertheless accounts for over 50 of the roundly 370 stations and 100 of the 500 miles of route opened or reopened Britain-wide in the past half-century, and half of those stations have actually been in the capital city itself.

The picture spanning six successful decades for stations looks like this:

1960s

In London – three stations on the Southbury Loop, between Cheshunt and Edmonton Green – Theobalds Grove, Turkey Street, and Southbury [below]



In and around our region – Garston [not the Merseyside version!] on the Abbey line between Watford Junction and St. Albans Abbey

1970s

Stevenage, Basildon, West Ham Low Level

1980s

In London – Hackney Central, Hackney Wick, Kentish Town West, Dalston Kingsland, King's Cross Thameslink, Homerton, London Fields

In and around our region – Moulsecoomb, Milton Keynes Central, Watton-at-Stone, Watford Stadium, Bedford St. Johns, Winnersh Triangle, Welham Green, Bicester Town, Haddenham & Thame Parkway, Newbury Racecourse, Arlesey, Martins Heron, How Wood, Islip

1990s

In London – City [originally St. Paul's] Thameslink, Waterloo International, Heathrow Central, Heathrow Terminal 4, West Brompton, West Ham High Level

In and around our region – Hedge End, Stansted Airport, Chafford Hundred, Ashford International, Braintree Freeport, Luton Airport Parkway

2000s

In London – St. Pancras International, St. Pancras International Low Level/Thameslink, Heathrow Terminal 5, Mitcham Eastfields, Shepherd's Bush, Imperial Wharf, Stratford International

In and around our region – Ebbsfleet International, Aylesbury Vale Parkway

2010s

In London – Dalston Junction, Haggerston, Hoxton, Shoreditch High Street, Canonbury and Highbury & Islington new North London line platforms

In and around our region – Southend Airport [below]



Still to come? Lea Bridge, Surrey Canal Road, Glynegap, Brixton High Level – and others.

And that's just the stations! What about the routes?

Dalston Kingsland - Stratford
Kensington Olympia - Willesden Junction
Addlestone - Byfleet & New Haw curve
Farringdon - Blackfriars [Snow Hill tunnel]
Stansted Airport links
Mitre Bridge curve [West London line, north]
Sheepcote Lane curve [West London line, south]
Channel Tunnel [UK section]
Waterloo curve/Stewarts Lane viaduct
Heathrow Airport junction [Heathrow Terminal 4]
Channel Tunnel Rail Link [High Speed 1] phases 1 & 2
Heathrow Terminals 1/2/3 - Heathrow Terminal 4
Aylesbury - Aylesbury Vale Parkway
Dalston Junction - Whitechapel
Dalston Junction - Highbury & Islington
Surrey Quays - Queens Road Peckham

With that enviable track record [pun intended] the year 2013 must be one when we all make a positive fuss about our nearest local post-war station or line, and work with allies to develop credible cases for more.

Bridge the gap: link up Sussex

Below is the advertisement placed in the December edition of 'Modern Railways', long-established and widely acknowledged as the modern rail industry's journal of record. It's the latest step on our 10-year journey to reconnect East Sussex communities by reopening the line between Uckfield and Lewes with the timetable change on Sunday 11 December 2022.

This is our contribution to kick-starting the process mentioned in the previous newsletter: finding the ways and means to establish a solid business case for the reopening, so that there is then the prospect of just a fraction of HLOS-2's £140 million for Innovation and Development in CP5 being sought, to develop the project through Network Rail's GRIP stages 3-5.

Meanwhile YOU can make a difference to an Uckfield town centre project which needs to be delivered in just the next 15 months. We are bold enough to think that our campaigning – our first leaflet handed out at the County Council's exhibition in March, and your letters responding to that consultation seeking a relief road over, not across, the old trackbed – may have played a part in dissuading them from the 'across' option.

Our involvement in the Town Centre Steering Group, which at our suggestion has spawned a Transport Hub Working Group, leads to an immediate focus on securing a sorely-needed station car park, on BRB(R) Ltd-owned land in the shape of the former station site. The demise of that quango is officially assumed to lead to the transfer of its land and property to London & Continental Railways. On the other hand, Network Rail have identified this site as one of just a handful

nationwide which they are asking the DfT to transfer to them for immediate rail-related use within the current Control Period 4 which ends in March 2014.

Our next task, with others including Wealden MP the Rt. Hon. Charles Hendry, is to persuade new Transport Minister the Rt. Hon. Simon Burns MP of the merits of the land transfer Network Rail seek. Please contact him using the form in 'General enquiries' on the DfT website, or write to at the address also given here: <http://www.dft.gov.uk/about/contact> Also contact Charles Hendry: www.charleshendry.co.uk/contact.php

Further to the report of the Invitation to Tender [ITT] for the next Great Western franchise including a 'priced option' for running services on the reopened line in between Bere Alston and Tavistock, three of us are paying a visit in early-December to meet local partners in the group of stakeholders which has brought their reopening project to such a stage. We trust that Devon County Council and others will have some useful lessons for us to bring back and transfer.

We have been busy for 10 months – we have just 120 remaining to achieve our target. Stay in touch with what we can do: www.railfuture.org.uk/Uckfield+Lewes

Through history railways have brought prosperity and opportunity to the communities they serve. That's why we believe in the value of connected communities.

Lea Valley Rail – better access to jobs and homes



The picture above follows the one in *railise* 117. The caption competition answer was 'passenger train passing southbound from Tottenham Hale through site of former Lea Bridge station towards Stratford'. This time, to illustrate the mixed use of the line, a freight train is seen approaching the former station site, which is south of the Hall Farm Curve, possibly heading for Network Rail's depot sidings at Temple Mills.

It is now understood from local informed sources that Waltham Forest Council may have made a quite significant financial commitment to ensure completion and reopening of the station in spring 2014.

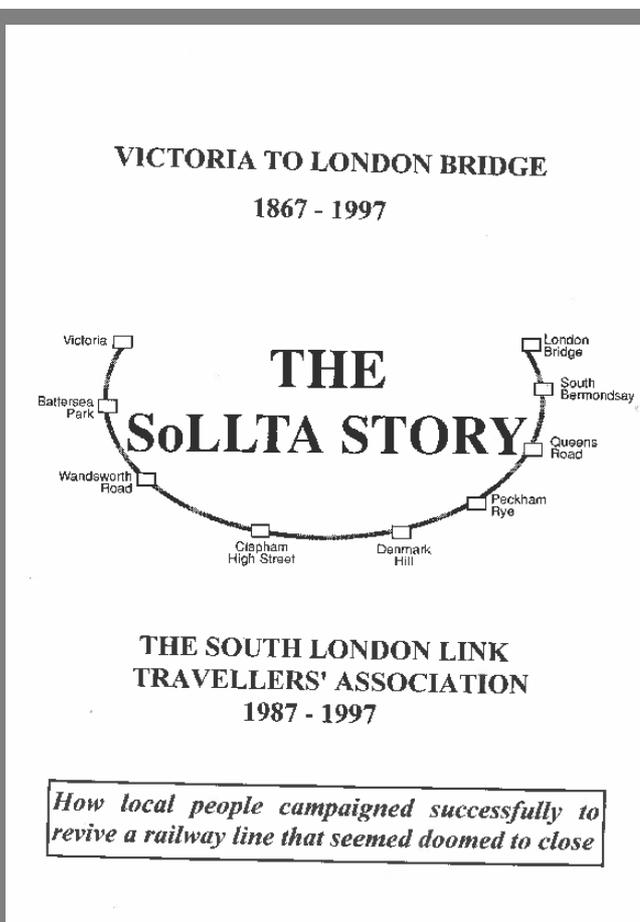
The Chingford Line Users Association is building its new website. It will host the report by JR Consulting, with the title heading this news item, which was made possible with a grant from Railfuture's Fighting Fund; the related slide presentations will also be available.

December timetable changes

London Overground opens a second orbital route between Clapham Junction and Highbury & Islington, via Zone 1, to complete the capital's 'outer circle'. It passes through the sites of two south London stations, one closed and one as yet unopened. The former is East Brixton station, on Barrington Road just off Coldharbour Lane, closed on 5 January 1976; the latter is Surrey Canal Road for which there is physical but not yet financial provision. Although a third still lacks any visible evidence on the route, it can only be a matter of time before a Brixton High Level station.

The first passenger-carrying service to traverse the complete route ran a special preview from Dalston Junction to Clapham Junction and back on Tuesday 30 October. Your editor was among the privileged!

As one new service opens, an historic one closes. Thameslink Programme works to London Bridge station require the **South London Line** service between London Bridge and Victoria to run for the last time on Saturday 8 December.



15 years earlier, a report with this front cover was published to mark a decade of campaigning to arrest and reverse decades of decline. After Sunday trains were lost in 1976, Saturday trains in 1981 and off-peak trains in 1984, a public meeting called by the Railway Development Society resulted in the formation of SoLLTA in June 1987. The immediate concern was to stave off extinction; longer-term the goal was to ensure that the South London Line became part of an improved rail network across south London.

Southern make a range of changes including the earlier new starter from Uckfield at 05.18, and four extra morning peak trains via the West London line, two each way. While work for an extra platform at Gatwick Airport causes service alterations, both Govia franchises operating to and from south London termini begin years of change while London Bridge station is rebuilt as a vital component of the Thameslink Programme. See www.thameslinkprogramme.co.uk to stay up to date with the project, and service changes.

A further-improved Sandwich Deal is on offer on **Southeastern's HS1** services. An extra morning train to St. Pancras International and serving both east Kent coast towns runs half an hour later than the last of the current three services. Correspondingly at the start of the evening peak an existing departure will divide at Ashford International to provide an earlier return train. The www.trains4deal.com campaign appears to be a model of the successful deployment of the principle of the 4Ps – promotion with persuasion, persistence with patience – and they are reaping their just reward. An object lesson for railway development campaigners, and maybe a candidate for next year's RUG Awards?

North of the Thames **First Capital Connect** can run 12-car trains as platform extensions at Finsbury Park, Arlesey, Biggleswade, and Sandy are commissioned.

Chiltern Railways modify their September 2011 timetable, with more to come next May. We shall need a Project Evergreen 4 to increase London track capacity for metro-style services at London stations. Do enjoy www.youtube.com/user/OrchestraoftheSwan

Network RUS – Alternative solutions

A scoping document for Network Rail's **Network RUS – Alternative solutions to efficiently deliver passenger demand** was published in February 2012. See www.railfuture.org.uk/submissions for the Railfuture response. The Draft for Consultation was then published in September; and responses were due by 28 November. The draft, and scoping document, can be seen at www.networkrail.co.uk/asp/4449.aspx and the Railfuture response will be viewable as above.

Passenger satisfaction scores

The results of the **National Rail Passenger Survey** based on fieldwork in autumn 2012 will be published at www.passengerfocus.org.uk in late-January 2013.

Spread the word

Railfuture envelope re-use labels are still available at £4 for one pack/£7 for two packs, inclusive of postage and packing, from national Membership Secretary David Harby at 6 Carral Close, Brant Road, Lincoln, LN5 9BD - cheques only please, payable to Railfuture.

Hackney Interchange

Until 1944 when the North London line passenger service between Broad Street and Poplar was closed, there was a direct pedestrian link between the two stations in central Hackney. The orbital east-west line's station at Hackney Central and the radial north-south line's junction station at Hackney Downs were but a short walk apart, albeit with a change of level in an era before 'step-free' had entered design practice.



Hackney Interchange, mk1 - 1928

Since the reopening of Hackney Central station in 1980 the official interchange time with Hackney Downs has been given as 14 minutes. While able-bodied and unencumbered passengers make the connection in less, that interchange penalty time and the total lack of any official publicity except some local direction signage only serves to hide the conveniently Zone 1-avoiding link from the unfamiliar traveller. This is sadly consistent with many other interchanges within and around London, as highlighted in *railise* no.113 for September 2011 – you can view and download it, and others, at www.railfuture.org.uk/Branch+news

An attempt in Control Period 3, which ended in 2009, to recreate a direct link in modern form ran out of time and sufficient funding. Now another attempt is being made, jointly between Network Rail, Transport for London and Hackney Council. The link is a strategic interchange in the London Mayor's Transport Strategy and TfL have lodged an application for planning permission with Hackney Council. This can be viewed on their website www.hackney.gov.uk under planning application reference no.2012/3099. On the homepage click on 'Environment and Planning', then click on 'Planning', then 'Search Planning Explorer' and enter that application number; after 'Search' a final click on the number itself reveals all the documents submitted with the planning application.

The route the link takes between the two stations is entirely pragmatic – it is the art of the possible, which is not necessarily the most desirable. It is also an essential next stage in the progressive improvement of rail facilities in central Hackney, the most recent stage being the pre-Olympic completion of lifts serving each platform at Hackney Central. The planned completion and opening of the interchange link will almost coincide with the 70th anniversary of its predecessor's closure. The next stage should be to install lifts in Hackney Downs station itself, making the new interchange fully accessible from either direction.

Branch AGM 2013 – Notice 1 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in **London on Saturday 20 April 2013** at 14.00. A morning members' meeting with speaker/s is planned. The venue and other details including the Agenda for the meeting will be published in the next newsletter.

Nominations are now invited for Branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and no more than 6 other branch committee members. Nomination forms are available from the branch's Hon. Secretary Chris Fribbins – see contacts on back page. Candidates must be proposed and seconded, with their nominations signed by both, and sent with signed confirmation of acceptance by the nominee. All three [proposer, seconder, nominee] must be currently paid-up Railfuture members and must state their membership numbers; Hon. Membership Secretary Chris Page can confirm those numbers – see contacts on back page. When accepting nomination for any of the four elected officer posts, all candidates must declare whether or not they would accept a non-officer position on the branch committee, in case they are not successful in a ballot for that officer post. Nominations must be accompanied by a candidate CV and Election Statement, of no more than 100 words each, and sent to branch Electoral Returning Officer Paul Krebs at 24 Bartok House, 30 Lansdowne Walk, London, W11 3LT, to arrive no later than **Saturday 19 January 2013**.

Motions for debate and possible amendment at the AGM are also invited now. This arrangement is intended to enable the whole branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for participation. This provision will not prevent the acceptance of emergency Motions by those present at the AGM, and at the discretion of the Chairman, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions, which is also **Saturday 19 January 2013**.

Motions, to be on Branch organisation, policy or strategy, should be brief and to the point, indicate to whom each is addressed for action, and must be proposed, seconded and signed by both, who must be paid-up members of Railfuture [quoting membership numbers] and sent to Branch Secretary Chris Fribbins.

The next issue of the branch newsletter no.119 may include a numbered ballot paper, with instructions for voting [which will require your membership number as well as postcode, which only the Electoral Returning Officer will see], together with the candidate CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than a stipulated date likely to be in early-April 2013. The next branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified to Branch Chairman Keith Dyal no later than ten clear working days before the AGM ie no later than Saturday 6 April.

Branch divisions' meetings – open to all members of our regional branch

Eastern [s. Essex and n. & e. London] –

usually meet bi-monthly on the second Wednesday of odd-numbered months, at 18.30 in **Stratford** – next on 9 January, then on 13 March 2013. Contact Chairman Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, CM1 2RG, or phone 01245 280503 before 21.00 hours.

Herts & Beds – first meeting of 2013 to be confirmed, probably in St. Albans. Contact Chairman Keith Dyall at keith.dyall@railfuture.org.uk for details.

Kent – usually meet quarterly on the third Saturday afternoon, in a different venue around Kent – next on 16 February 2013. Outgoing Divisional Organiser is Peter Collingborn at 82 Burnham Walk, Parkwood, Rainham, Kent, ME8 8RX, or phone 01634 364744; email contacts are Branch Secretary Chris Fribbins at chris.fribbins@railfuture.org.uk and Ian Killbery of www.trains4deal.com at ian.killbery@railfuture.org.uk

Surrey – the next meeting on Saturday 1 December, at 10.30 in **Redhill**, may be just before this newsletter has reached you. Contact Division Convenor and Branch Membership Secretary Chris Page at chris.page@railfuture.org.uk for details.



July '08 departure from now-closed Newhaven Marine

Sussex & Coastway – usually meet monthly on first Thursdays [except after New Year in mid-January, then in March] at 18.00. Next on 6 December at the Newhaven Railway Club, Railway Approach, **Newhaven**, BN9 0DF. The 17 January meeting will be in Edenbridge, and on 7 March at 'The Station', Uckfield. Contact Chairman Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, TN39 3PB or phone 01424 211500.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue 119, due to be published in March 2013, will be Thursday 31st January 2013. All items for this newsletter and the branch Local Action column in *railwatch* to be sent to branch Chair Keith Dyall

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

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

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Our neighbouring branches

East Anglia – contact is Secretary Nick Dibben – nick.dibben@railfuture.org.uk

East Midlands – contact is Secretary Roger Bacon – roger.bacon@railfuture.org.uk

Thames Valley – contact is Branch Secretary Andrew McCallum – andrew.mccallum@railfuture.org.uk

Wessex – contact is Branch Secretary Charles Burns – charles.burns@railfuture.org.uk

These and all other branches can be seen in www.railfuture.org.uk/Local+action. Note that for East Anglia branch this also leads to their own website.

And finally, email addresses

... are increasingly valuable for communicating with you, our branch members. Whether it's news between newsletters or in localised groups for specific purposes, such as a Division meeting or a response to a consultation, being able to make contact via email rather than increasingly expensive post is most useful. Rest assured that your email address provided to Railfuture stays within Railfuture. Please contact our Branch Secretary Chris Fribbins below.

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