



March 2018

Welcome to the Rail User Express.

Feel free to forward it to a colleague, or to reproduce items in your own newsletter (quoting sources). For further detail of any of the stories mentioned, consult the relevant website, or come back to [me](#) for the source material. Please say if you no longer wish to receive Rail User Express, or if you know of anyone or any Rail User Group (RUG) who would like to be added to the circulation list.

Train timetables can now only be relied upon 6 weeks in advance of travel, not 12, so passengers could buy rail tickets for an event only to find their journey rescheduled or cancelled. Passengers booked on a train that is cancelled or delayed, or where a reservation will not be honoured, and who decide not to travel, will be given a full refund. Anyone who has bought a ticket affected by this change, and subsequently finds advance tickets offered at a cheaper fare, should book the advance fare and request a free refund on their original ticket - too bad, though, if you can no longer get to that expensive event!

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.

Levenmouth Rail Campaign

According to Citizen's Advice Scotland CEO: "Public transport is a social justice issue. People deserve a bus service that is reliable, affordable and pleasant to use, yet...Scotland's buses often fail to meet these standards." Although Levenmouth is still reasonably well served by buses along the coast - a reflection of its population size - journey-times to the likes of St Andrews and Dundee have more than doubled in recent years, and the express service to Glasgow has been withdrawn. The Edinburgh service is often delayed by increasing road congestion, and the timetables do not align with rail services at Markinch or Kirkcaldy.

After recent contract disputes experienced by major local employer Bifab, and the imminent completion of the Beatrice wind farm contract, both the Methil and Burntisland yards are anxiously awaiting the outcome of the next round of contract bids; a new order could bring in over 2,000 jobs. The rail-link is vital both to potential incoming workers and to local people seeking work and skills training elsewhere; it could prove even more important than short-term, transitional support. Without reasonable commuting journey-times, the impact of any economic setback would be even more acute.

A Walk the Line event involving local schools, college and others is planned for Monday 23 April (details to be confirmed).

Northern Weekly Salvo

Rail User Express congratulates Paul Salveson on reaching the 250th Northern Weekly Salvo.

Salvo 251 focuses on the recent extreme weather. Trains ran almost normally on Highland Main line, but the central belt and both main lines into England were in chaos. Paul took four days to get home from the Kyle of Lochalsh, much of that by hitch-hiking: the A74 was perfectly clear, but the WCML was still closed.

The newly formed Bolton Station Community Development Partnership will work with Northern, NR and Transport for Greater Manchester (TfGM) to bring some vacant space back to use, and is organising a gala on 30 June to mark the 50th anniversary of the end of steam. Other organisations involved include Bolton at Home, Bolton University, Octagon Theatre, Bolton School, Bolton Film Festival, Bolton City of Sanctuary and Bolton Rail Users' Group. The group has been formally established as a voluntary association, but could eventually have a more formal legal structure (e.g. community benefit society).

Also this year, the Heart of Wales Line (Swansea to Shrewsbury) celebrates its 150th birthday. On 23 March, a commemorative booklet will be launched, and the 1009 from Shrewsbury will serve as a mobile reception for local councils and community groups. On 22 April there will be a guided walk over Cynghordy Viaduct, courtesy of NR. See the Heart of Wales [website](#) for further details and to book a place. A major theme will be art along the line. Bishops Castle Open Studios and Shropshire Hills Art Weekend takes place at the Bank House from 8-11 June.

Support The Oldham Rochdale Manchester lines

Rail User Express congratulates Frank Salt on reaching the 400th STORM Matters.

Following the collapse of Carillion, Northern will take over the Customer Experience Centre in Sheffield, and has agreed a new 12-month contract with facilities management company ISS to maintain its 477 stations, at which it is investing £30m in new customer facilities.

The 19 bi-mode Class 802 5-car units being built for TPE by Hitachi will be stabled at Edge Hill, York and Heaton, so STORM assumes they will be used on the Liverpool - Newcastle - Edinburgh and Manchester Airport - Newcastle services, to allow the maximum "under the wires" operation. The 13 Class 68 loco-hauled trains will be introduced on the Liverpool – Scarborough route and then Manchester Airport – Middlesbrough, whilst Piccadilly – Hull and Manchester Airport - Cleethorpes will both use Class 185s.

Friends of the Barton Line

FastCat's 1935 service from Hull and 2110 service from Scunthorpe were withdrawn from 2 January following the loss of local authority subsidy. Fares from Barton line stations to Lincoln have been reinstated. Poster frames for RUGs at all Northern stations were mostly empty; ideas are being sought for material to boost patronage of the line, such as publicising Lions and Rotary groups events.

East Norfolk Transport Users Association

Greater Anglia MD, Jamie Burles told a stakeholders meeting that the new Stadler and Bombardier trains currently under construction would be in a fixed formation of either 5 or 10 cars. GA hopes to start testing them this autumn, and introduce them from December 2019. Meanwhile, the current rolling stock is being refreshed pending their arrival. Where the new units are too long for a station platform, the coaches not on the platform would be locked, and the conductor or driver would inform passengers as to which doors were available. A 3-month consultation with stakeholders re this new investment will start in April or June.

He also described the new hi-tech ticket purchasing machines, and the use of smart cards. Where ticket offices have been closed, more staff will be employed and more TVM machines fitted. There were also updates on the upgrading of Ely north junction, double tracking the swing bridge at Trowse, near Norwich, re-signalling Norwich - Great Yarmouth and Lowestoft, and upgrading level crossings. A nine-day blockade of those lines took place during February, and two more are planned for later this year.

Discussions between GA and the RMT Union continue. GA have no intention of doing away with conductors, but having drivers in charge of the doors leads to less time at stations, and allows conductors to have more time with passengers. During the recent strikes, GA had operated 100% of its services using fully trained managers etc.

English Regional Transport Association

ERTA has objected to planning application N/2018/0264 for a local road infill scheme on the grounds that it could make reopening the former Northampton-Bedford Branch line much harder if not prohibitively so. Such a line would be quicker and cheaper than via East-West Rail at Bletchley, and offer direct access to Luton Airport Station and the Waterside Campus.

Bedford-Bletchley Rail Users' Association

BBRUA has been busy getting to know the new operator, West Midlands Trains. The new service got off to a shaky start: by the w/e 3 February it had yet to have a cancellation free week. The change saw Richard Cousins, erstwhile Service Delivery Manager for the line, moving on. In appreciation of his services, BBRUA presented him with an engraved tankard.

BBRUA is also helping to shape the interior design of the Vivarail Class 230 units that it hopes to see on the line by the end of the year. It wants as much transverse seating as possible, with space for cycles and luggage. Speakers from both companies will be at the AGM on 17 April. East Midlands Trains' decision not to serve Bedford in the up morning and down evening peaks will hamstring Marston Vale passengers from Wellingborough and beyond.

The Marston Vale CRP is working with the Greensand Country Landscape Partnership to promote the area for tourism. A booklet listing events and activities is available from the [Group](#), or by calling 01234 838774. Ridgmont Station Heritage Centre reopens on 31 March. Call 01525 287120 to book.

Bedford Commuters Association

From May no EMT trains will call at Luton and Bedford during the morning and evening peaks. There was also a gap between 2005 and 2130 from St Pancras, but following BCA representations, EMT has plugged this with a 2105 departure. BCA believes that it would be realistic to stop one morning southbound service and two evening northbound services at Bedford (only). The services could be set down only in the morning and pick up only in the evening, and be timed to meet the needs of those working conventional office hours in Bedford – thus arriving after most London commuters have travelled and leaving before they return. Following the EMT decision, the DfT required Thameslink to provide two fast trains per hour during each of the peaks calling at St Albans, Luton and Bedford. However, to accommodate these, there will be fewer services at Flitwick, Leagrave and Harpenden.

Hitchin Rail User Group

Unfortunately, your editor was caught out by NR's inability to provide a complete May timetable, which he has now received from GTR. The assertion that the supplementary Great Northern service in the evening would not start until the end of the peak was therefore mistaken; the later Kings Cross trains actually extend the half hourly evening peak service from 1654, whilst the 1957 from runs non-stop to Hitchin. Meanwhile, pending the May timetable, 26 February saw the start of a weekday preview service via the new Canal tunnel and the Thameslink core: Peterborough (dep 0946 and 1337) - Horsham (dep 1000 and 1330), and Brighton (dep 1132) - Cambridge (dep 1424).

Watford Rail Users Group

The Group has written to the Government's Transport Committee regarding the "inexplicable cost rises" of the Metropolitan Line Extension, plans for which were rejected by the Mayor of London Sadiq Khan, despite an additional £73 million of government funding being put forward. It disagrees with Mr Khan's argument that the extension would not benefit people in north London as well as Hertfordshire – despite the line going through Harrow and Euston, whilst the suggestion of a guided bus route as an alternative showed a "lack of understanding" about the area: "Rail users, especially from the north, wouldn't dream of changing to a bus to catch another train". Meanwhile, both the Mayor of Watford and its MP Richard Harrington have criticized Sadiq Khan after the [Mayor's Transport Strategy](#) made no mention of the Met Line extension, although the West London Orbital line from Hendon and Cricklewood in the north to Hounslow in the southwest, via Brent Cross and Old Oak Common is going ahead.

Avocet Line Rail User Group

After a difficult 2017, ALRUG is hoping for a better 2018 with the arrival of Class 150/2 Sprinters, which should be in service by Easter. Crowds travelling to Sandy Park for Premiership Rugby Union via either Digby & Sowton, or Newcourt cause overcrowding, late running, people being left behind, and cancellations. Ordinary passengers unaware of a match should not lose out and need clear information. Skip stopping and rail replacement have helped to keep the service running to time, but a 2-hour service interval is inconvenient. Accordingly, the train plan is being adjusted to accommodate each match.

Following their retiming, evening departures from London now just miss their Avocet Line connection. GWR have yet to come to an agreement with NR on retiming the Exmouth trains accordingly, so the connections will remain broken for the foreseeable future.

Consultation on a possible restructuring of the GWR franchise has just closed: should it be retained as a single entity or split into two (or more) separate franchises? Comments were invited about challenges that could be addressed through greater co-ordination and integration between the franchisee and NR, and on the best time to start a competition for a new, long-term franchise. Meanwhile, the DfT is extending the current contract by a year to 1 April 2020, so that GWR can deliver major changes due up to 2019/20 without the contractual complications, and bed in the new trains and timetables. It will then negotiate a direct award for two years to April 2022, with an option for up to two further years.

GWR is promoting e-(or mobile) tickets, that can be downloaded via its app. Activated before the journey, they can be shown to a guard and scanned at a gate-line as normal. They benefit users with no access to a ticket machine, and save fiddling around with cash or cards. And for crowded journeys, it means not having to queue at the gate-line when unable to purchase a ticket on board. However, for a return journey, one has to purchase two single tickets, and of course this is more expensive. ALRUG has protested to GWR, but as yet to no avail.

RAILFUTURE

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

CAMPAIGN

Railfuture has joined with local people, rail planning experts and influential local business leaders to progress Wisbech rail through the newly formed Wisbech Consultative Group. It will harness ideas about where the station should be, what facilities it should have and other issues to do with a new train service. The project has widespread political support, as the strong business case shows the town would benefit. Steve Barclay MP and James Palmer, newly elected Mayor of the Cambridgeshire and Peterborough Combined Authority, have often spoken enthusiastically about the need for the link. A half-hourly service through to a future Cambridge South station is envisaged once Ely North junction has been upgraded.

RAIL ACTION

The Latest edition of [Rail Action](#) has a feature on overnight sleeper services, both the current network and as campaigners would like to see it. Operators would rather encourage the use of the (more expensive) high-speed network, but overnight trains have many benefits:

- Travelling 400 miles overnight by train can save up to a whole day.
- Passengers can avoid the hassle and extra cost of hotel accommodation.
- They are less expensive than daytime travel for long international journeys.
- They are climate-friendly as they encourage modal shift from air to rail.

Buses will replace trains between Aberdeen and Dyce over Easter and the May Bank Holiday in preparation for a blockade from 12 May – end-Aug whilst the track is doubled. By Dec 2019, there will be an hourly Inverness-Elgin service, a half-hourly Aberdeen-Inverurie service, additional Elgin-Aberdeen trains, a new through Inverurie-Montrose service, and more through services to and from the central belt via Aberdeen.

PASSENGER GROUP

Cross Country (XC) will use the additional 4-car Voyager set (cannibalised from other re-formed train sets) to lengthen busy services to 8 cars. However, it was not impressed with DfT's suggestion to price journeys by simply adding the fare for each leg of the journey. A XC franchise consultation meeting in Bristol raised the issue of journey times: the demand for additional station stops would result in slower journeys. So should XC be inter-city or inter-urban? One view was that XC should be both, with a combination of fast, limited stop services between the main centres, and inter-urban services for the smaller centres, with a different type of train fleet tailored to each type of service.

Post HS2, Thames Valley believes that there should be capacity for XC services from the South Coast to run via Coventry rather than 1tph running nonstop Leamington – New St via Solihull as at present, whilst South Wales would like to see XC trains from as far west as Swansea with a restoration of the 2 hourly international trains to Scotland. XC stakeholders also want longer trains with better seating arrangements. Steve Wright will soon be collating aspirations for next XC franchise (2019). The East Anglia Branch is concerned about seat quality conducive to 2.5 hour+ journeys, and with excessive headways (6-8mins) on the Birmingham-Standed Airport route that is also trying to carry as much freight as possible.

Following stakeholder representations Chiltern Railways has dropped plans to discontinue printed timetable books, and will instead produce a limited print run available on request. Passenger numbers continue to grow, particularly on the Oxford route where the car parks at Bicester Village and Oxford Parkway are sometimes full. The expansion of both car parks was approved in the original TWAO, but it is unclear whether capital expenditure will be authorised before the end of the current franchise in 2021.

Electrification of the Great Western line is progressing steadily if belatedly. Electric services to Didcot were planned from 2 January. There are wires from there to Swindon, and masts as far as Thingley Junction, west of Chippenham, which is currently the scheme's limit on the Bath branch, and from Bristol Parkway east to Westerleigh junction, where the Gloucester line diverges.

The seven Railfuture branches affected by the consultation on the future of the GW franchise are planning a unified response. The most significant proposal is for the GW franchise to be split, possibly into outer London, intercity and local branch lines. The requirement to trial a daily service between Exeter and Okehampton is encouraging, but there are also some negative proposals, including truncating the Brighton services at Southampton, and a reduction in long distance cross Bristol services.

The main features of the Southeastern ITT are extra trains, withdrawal of First Class, emphasis on reliability and passenger information/customer care (wi-fi on trains and stations). There is also closer working with NR, a key aim of government. Most of the items raised in Railfuture's consultation response have been recognised, including further work on high-speed services to Hastings/Bexhill/Eastbourne via Ashford.

Virgin Trains East Coast (VTEC) had intended to pull out of its franchise, but instead DfT will end it early, and forego a £1.5bn premium payment. The general view is that the failure was due mostly to the unrealistic financial targets, including hefty premium payments, which are effectively a tax on rail travel as, ultimately, the passenger pays for them. The Group was also critical of the proposed successor franchise, in particular the idea that the operator would manage the infrastructure on a line with 15 different TOCs.

In Wales, the new Hitachi depot in Swansea is equipped for electrification, but further work to provide fuelling and toilet discharge facilities is ongoing. However, electrifying the whole area would reduce noise and fumes at the depot and station, and allow equipment to be tested before trains depart. Recently installed signal gantries in the Newport area are being replaced, as they are too low for electrification. Resignalling continues between Baglan and Swansea and between Chester and Colwyn Bay.

In conjunction with the Welsh Government, Arriva Trains Wales are preparing to introduce six 4-car Class 768 units (class 319 units equipped with diesel engines) to release other units for modification to comply with disability legislation.

RAILFUTURE YORKSHIRE

[Railfuture Yorkshire](#) is dismayed that Transport for the North's long-term rail strategy makes no mention of reopening the Manchester - Sheffield rail line via the Woodhead tunnel, as it would enable a 30-min journey time between the cities, possibly as part of a high speed route (HS3).

RAILFUTURE EAST ANGLIA

Last year was a good year for the railways in East Anglia, with a number of positive developments involving Railfuture. Cambridge North station opened in May, and the footfall is growing. Development on and around the station will further enhance passenger facilities. Then, the Government's autumn statement gave encouragement to East West Rail, another Railfuture campaign. Completion of the Western section will be funded, and the Central Bedford-Cambridge section expedited, with a new station serving Addenbrooke's Hospital.

RFEA also commented on future rail infrastructure needs around Cambridgeshire, including the restoration of services to Wisbech and Haverhill. In the city itself, a possible light-rail system is being studied. The Branch is working on a response to the Norwich area plan, and has spoken to developers regarding the possibility of relocating Waterbeach station to serve a major new settlement. Farther afield, proposals to convert the Witham to Braintree and the Hythe to Colchester Town rail lines into guided busways are being vigorously opposed.

Railfuture is not alone in believing that the train fares are a complete mess. Customers expect fares to reflect the quality of service they are receiving. British Rail used to increase fares once a route had been upgraded to provide better, faster and more frequent trains, but that no longer happens. In East Anglia for example, the cheapest weekend day return for Cambridge - Peterborough costs much more than the 'super off-peak' day return to either King's Lynn or London (the latter being a longer distance but much faster-per-mile), not to mention the 34% discount (from Network and Gold Cards) denied to single 25-60 year olds between Ely and Peterborough.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

ACoRP has launched a new and completely redesigned website communityrail.org.uk, with improved usability and enhanced content. Its previous URL, acorp.uk.com will redirect you to the new site. Over the next two years, ACoRP will work with rail companies in each area to launch local plans. Train companies and NR will draw up a set of deliverables, based on the commitments in the national plan: secure a stronger economy, improve customer journeys, boost local communities, and create more rewarding jobs. They will then work with community rail to convey the plan in a way that will connect with local people.

LANCASHIRE'S COMMUNITY RAILWAYS

On 16 March, the 4 Lancashire CRPs held their annual line plan meeting with ACoRP, DfT and Northern. However, CRPs should be nimble organizations whereas Line Plans can become a constraint if clung to too rigidly. Yes, they provide a framework and keep funders happy, but the best CRPs are those who see a new opportunity and seize it irrespective of the Line Plan.

The Blackburn station Masterplan considered what the station needed to make it function properly; a meeting will shortly be held to gauge the willingness to make this happen. Recently, Paul Salveson took a group of Northern and CRP officials on a visit to Kilmarnock station in Scotland to see how a rundown station can be rejuvenated. Co-operation between the Scottish Government, East Ayrshire Council, ScotRail, the Railway Heritage Trust and the Kilmarnock Station Heritage Trust has been impressive. Over £0.5m is planned to rejuvenate the station, with the first phase completed in 2014. Funding came from the Railway Heritage Trust and the Scottish Stations Community Regeneration Fund, with the rooms fitted out by the East Ayrshire's Council Renewable Energy Fund and Wabtec Rail Scotland.

The former the Bulls Head pub adjacent to Ramsgrave & Wilpshire station, now a Co-op, has 8 spaces in its car park set aside for community use, which are popular with rail commuters. Lancashire County Council negotiated with the pub's owners to provide spaces, and Co-op Food are continuing the arrangement.

2 February saw the first trains using the new platform at Kirkham & Wesham Station, which has reopened after an 11-week blockade. The work included the replacement and realignment of track, a new footbridge, refurbishment of the existing platforms, and infrastructure for the ongoing electrification. Phase 2 will see lifts installed to all three platforms. Meanwhile, Salwick station between Preston and Kirkham now has new platform surfaces and waiting shelters.

CAMPAIGN FOR BETTER TRANSPORT

Stephen Joseph, CBT Chief Executive, called for a freeze on rail fares in the budget, but the Government chose to freeze fuel duty instead, so season ticket holders will have to fork out almost as much as drivers will save: "That doesn't seem fair to us or the millions of people who commute by train, especially as wages continue to stagnate. What's good enough for motorists should be good enough for rail passengers". Accordingly, CBT has launched a [Fair Fares Now campaign](#) to fight the ever-rising rail fares.

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

The DfT has published the [government's response](#) to the Crewe Hub consultation, which attracted 146 replies. Both individual and stakeholder responses indicated broad support for the concept, including splitting and joining HS2 services at Crewe, a junction north of Crewe, and the strategy of combining this with Network Rail (NR) renewals work. At Crewe station, plans for HS2 Phase 2a will be modified to include:

- Provision of 400m platforms, extending Platform 5, to allow for the splitting and joining of HS2 services, which will also allow HS2 to serve Stoke-On-Trent
- A more efficient design for the proposed platform on the Manchester independent lines, with a transfer deck to the main station
- A change to the design of the southern connection from HS2, so that HS2 joins (and takes over) the central two lines on the existing network

Secretary of State Chris Grayling has written to the Chief Executive of the Rail Delivery Group and the train operating companies regarding the recent unprecedented weather. He commends the front line staff, who worked tirelessly to keep or to get services running. However, companies should focus on providing passengers with better information, in particular where alternatives exist in the event of cancellations.

In a 14-page [letter](#) to the new Chair of the Peninsula Rail Task Force, rail minister Jo Johnson sets out the Government's position in a detailed response to the strategic blueprint "Closing the Gap". Measures include enhancing the resilience of the GWR line through Dawlish; reduced journey times, improved connectivity and increased capacity and comfort with the introduction of Hitachi AT300 trains; targeted infrastructure enhancements, and consideration of changes to the structure of the timetable for services between London, Newbury/Bedwyn, Westbury and the south west peninsula.

A Rail Safety and Standards Board research project, T1140, aims to make train seats both comfortable and safe by developing a more sophisticated "human factors" approach, taking into account the shape of the seat, cushioning, material choice, lumbar spine support, vibration, legroom, the length of the journey and many other aspects. However, the RSSB denies that the research was commissioned in response to recent reports about seating on the new Class 700 trains for Govia Thameslink Railway (GTR): "the rail industry had already recognised that seat comfort was an issue that could be better informed by new research."

On 26 February GTR successfully ran the first preview trains through the new Canal Tunnels that link Finsbury Park on the Great Northern line to St Pancras, and on through the Thameslink core to Gatwick Airport and beyond. Running on weekdays until the timetable change in May, the preview services are:

- 0946 and 1317 Peterborough to Kings Cross, calling instead at St Pancras and on to Horsham
- 1000 and 1330 Horsham to London Bridge extended to Peterborough
- 1132 Brighton to London Bridge extended to Cambridge
- 1424 Cambridge fast to Finsbury Park and on to Brighton.

My predecessor, Tony Smale, discovered a price hike of around 30% of a Freedom of Severn and Solent Rover for 2018. He was quoted two different prices for 2018, both a lot higher than last year. Ticketing expert Barry Doe (a former vice-president of Railfuture) suggests that the old ticket was unrealistically cheap, and undercut end-to-end return fares on some routes. Has anyone else noticed a whopping price hike for their local Rover or Ranger tickets this year?

The Times (1 March) forecasts that, within a decade, London Underground-style countdown timers on platforms will supersede traditional rail timetables. According to Sir Peter Hendy, the Head of NR, the increased frequency of trains would make predetermined timetables obsolete on most of the rail network: passengers would increasingly turn up and wait for the next train, rather than book for a specific service.

The Times (2 March) also reports that Siemens is planning to build Britain's third train manufacturing plant at Goole in the East Riding of Yorkshire — if it wins multibillion-pound rolling stock orders for either HS2 or London Underground. The new plant would create 700 manufacturing jobs, and 1,700 more in the supply chain.

[Lorna Brock](#), an MSc student at the University of Derby Online Learning (UDOL), has launched an [online survey](#) to explore the relationship between the effect of self-reported levels of fatigue with three influential risk factors: workload, quality of sleep and daily life events, such as marriage and starting a new job. The closing date for receipt of completed surveys is the 30 April 2018.

CONSULTATIONS

- TfN: [Strategic Transport Plan](#), closes 17 April.

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

EVENTS

Do please keep your events coming, both to me and to [Roger Blake \(Railfuture\)](#), who maintains the [List of Events](#) on the Railfuture website. A Calendar of Events embedded in a pdf document can get discarded, and this is a problem if the venue changes from month to month. A copy of your Calendar as a separate document in Word format would therefore be much appreciated.

Blob colour indicates the various types of event:

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

March

- Saturday 17. Railfuture Herts and Beds, St Paul's Church, Blandford Road, **St Albans**, 1045 (Also 13 June, 20 October).
- Saturday 17. Railfuture North East AGM, Newcastle Arts Centre, 67 Westgate Road, **Newcastle upon Tyne**, 1400.
- Wednesday 21. Friends of the Barton Line, The Sloop, **Barton**, 1800 (also 21 March at No 1 Inn, **Cleethorpes**; 16 May, 18 July (AGM), 19 September, 21 November).
- Thursday 22. Magor Action Group On Rail, Golden Lion, **Magor**, 1930 (and the 3rd Thursday every month).
- Friday 23. Marlow-Maidenhead Passengers' Association, Community Centre, **Bourne End**, Bucks, 1945.
- Saturday 24. Copeland Rail Users' Group AGM, Methodist Church hall, **Seascale**, 1350.
- Tuesday 27. Levenmouth Rail Campaign, Fife College, Methilhaven Road, **Buckhaven**, KY8 1EA, 1830 (also 24 April, 29 May, 26 June.)

April

- Tuesday 3. Chesham and District Transport Users' Group, Town Hall, **Chesham**, 1930 (also 22 May, 19 June, 7 August, 18 September (followed by the AGM), 23 October, 11 December.)
- Wednesday 4. Meldreth, Shepreth and Foxton RUG AGM, Village Hall Pavilion Room, **Foxton**, 1930.
- Thursday 5. Capital Rail Action Group AGM, Quaker Meeting House, 7 Victoria Terrace, **Edinburgh** EH1 2JL, 1930 (Also 3 May).
- Saturday 7. Railfuture Wessex Branch AGM (postponed from 3 March), Brockenhurst Village Hall, 1100.
- Monday 9. Campaign for Better Transport West and North Yorkshire Rail Group, 43-47 Great George Street, **Leeds**, LS1 3BB, 1930 (Also 7 May).
- Saturday 14. Railfuture Yorkshire, The Yorkshire Children's Centre, Brian Jackson House, New North Parade, **Huddersfield**, HD1 5JP, 1300.
- Monday 16. ALRUG, Globe Hotel, **Topsham**, 1900 (Also 21 May, Redwing Lymestone; 15 October, AGM, Topsham.)
- Tuesday 17. Bedford-Bletchley Rail Users' Association AGM, St Leonard's Hall, Victoria Road, **Bedford**, MK42 9JS, 1920
- Saturday 21. Railfuture Thames Valley Branch AGM, West Oxford Community Centre, Botley Road, Oxford, OX2 0BT, 1030
- Saturday 21. Railfuture Scotland AGM, Jury's Inn, Jeffrey Street, **Edinburgh**, 1400.
- Friday 27. Levenmouth Rail Campaign Conference, Fife Renewables Innovation Centre, Methil Docks, 1100.
- Saturday 28. Railfuture London & South East AGM, Wesley's Chapel, 49 City Road, **London**, EC1Y 1AU, 1030 for 1100.

Further Ahead

- 12 May. East Suffolk Travellers' Association AGM, Quay St Church, **Woodbridge**.
- 12 May. Railfuture AGM, Holyrood Hotel, **Edinburgh**.
- 17 May. Edenbridge & District Rail Travellers' Association AGM, WI Hall, **Edenbridge**, 1900 for 1930
- 16 June. Railfuture East Anglia, St Mary's at Stoke Church Hall, Stoke Street, **Ipswich**, IP2 8DA (Also 29 September in Norwich TBC).

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

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