



May 2020

### Welcome to the Rail User Express.

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Whilst RUX seeks to focus on aspirations and progress towards a bigger and better railway in the future rather than on short-term contingency measures, it would be remiss not to acknowledge the sterling effort of the whole rail industry in maintaining essential services for key workers through this difficult time, and to thank all involved. It is in the highest tradition of public service.

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

The true test of the Scottish Government's commitment to change will be whether it continues to back the £6,000 million+ dualling of the A9 and A96 roads linking Perth with Inverness or Aberdeen – or finally admits that the parallel, largely single track Intercity railways desperately need the same single-minded drive to bring them into the 21<sup>st</sup> century. Until the politicians really embrace the need to place a hold on large road projects, and look to achieving large, prestigious rail projects, nothing much will change. Whilst FoFNL is delighted that work is proceeding on development and costing for significant improvements to the Far North Line, it is always aware that so many of its travellers use the Highland Main Line or the route to Aberdeen for a large part of their journey.

Other than cross-border services that are not in his remit, the First Minister has said that the passenger railway will be diesel free by 2035. There has been a huge increase in research and development of hydrogen-powered trains, and from a battery range of 40km in 2018, to about 200km now. However, for freight, or longer, faster passenger trains, the only solution is electricity, and that means 25kV overhead. The Inter7City HSTs won't last more than about 10 years, so lines in the Haymarket, Aberdeen and Inverness triangle will have to be electrified by about 2032 – and it would be crazy not to electrify the rest of the Fife Circle [*and the Leven branch!* – Ed.] at the same time. This call is echoed by Transform Scotland's [response](#) to the Scottish Government consultation on the National Planning Framework 4 (NPF4).

### Levenmouth Rail Campaign

The recently published [Levenmouth Sustainable Transport Study](#) forecasts 490,000 boardings and alightings annually at Leven, and 260,000 Cameron Bridge. It concludes that three options - reintroduction of the passenger rail link, improved local bus services, and an active travel option - would together provide the optimum solution to Levenmouth's travel problems, and value for money on social, economic and environmental terms. It recommends all three for further consideration by Transport Scotland.

The Kingdom Park development around a new Kingslaw village adjacent to the A92 is already slowing journeys on the A915. Problems on the single carriageway, exacerbated by HGV traffic serving Diageo, entail diversion via the inadequate A955 through the coastal villages of Coaltown and East Wemyss.

The economic boost and job creation that public works projects offer will be needed more than ever as Scotland seeks to clamber out of the post viral recession - all the more reason for design work on the line and related development to proceed without delay, so that this 'shovel-ready' project is ready and waiting to go in 2021.

### **Friends of Bentham Station**

A FOBS coffee morning in January and a quiz with a pie & peas supper in early March raised £660 towards a defibrillator at the station. Three further donations in April brought the total to £1,160, which will cover the cost of the defibrillator, a cabinet and initial replacement supplies. The Leeds-Morecambe CRP has agreed to cover the cost of appropriate and reliable electrical installations at Clapham, Wennington and Tatham stations, whilst Northern will support their on-going running costs

### **Harrogate Line Supporters Group**

HLSG welcomes news of a half-hourly service all day between York and Harrogate from early next year. The £13m budget wouldn't cover the cost of doubling the track from Knaresborough through to Cattal, but by upgrading the token block signalling, and adjusting the points at either end of the Cattal - Hammerton section, a way was found for trains to pass with just two very short sections of additional double track. Better still, the final cost estimate of the new design is under £10m.

### **Leeds Northern Railway Reinstatement Group**

Dr Adrian Morgan, a former Mayor of Ripon, compiled a submission under the Restoring Railways scheme to reinstate the Cross Gates – Wetherby – Harrogate – Ripon - Northallerton line, but local MP Andrew Jones declined to sponsor it. Harrogate to Northallerton, the county town of North Yorkshire, would take only 25mins or so by rail via Ripon, but up to 105mins by changing at York. Nor is bus any easier: just 4 services/day, none on Sundays or Bank Holidays, and a journey time of 100mins with a change in Ripon. Lord Newby and the English Regional Transport Association (ERTA) are also for reopening Harrogate – Northallerton, but submissions have to be sponsored by a constituency MP.

### **Northern Weekly Salvo (Paul Salveson)**

The Rail Reform Group is a non-political group of rail professionals with a shared interest in developing new and innovative ideas on how our railways should develop. A set of papers entitled The Enterprising Railway is based on talks that were to be given at a seminar in March. It looks at ways of building a more dynamic, entrepreneurial and customer-led railway that could make a strong contribution to combating climate change. The publication has a foreword from Peter Wilkinson, MD Passenger Services at the DfT: "These articles should prompt everyone across the industry to ask the hard questions of themselves and their organisations: 'Are our customers and our railway communities being cared for in the way we need them to?' and 'How can we be better?' Asking these questions every day will help create a truly enterprising and inspirational railway."

Dr Stephanie Dermott, the newly appointed Community Rail Development Officer for Bolton and South Lancashire CRP, is expected to take up the post in the next few weeks.

### **Support The Oldham Rochdale Manchester lines**

Rochdale Borough Council has unveiled a plan for over 7,000 new homes and 250,000m<sup>2</sup> of commercial development around its five Calder Valley rail stations - Rochdale, Castleton, Smithy Bridge, Littleborough and Mills Hill - and proposed a sixth station at Slattocks as part of TfGM's 2040 transport strategy.

### **Bedwyn Trains Passenger Group**

GWR is planning a phased recovery from its lockdown timetable, and has asked the Group for help in two areas: a comprehensive list of trains used for school and college transport, and any gaps in or tweaks to the timetable needed to support a gradual return to work.

## **Cotswold Line Promotion Group**

CLPG contrasts the seemingly endless feasibility studies and reports involved in recent rail schemes such as Kenilworth and Worcester Parkway stations to that of Honeybourne, where passenger services restarted just over a year after a CLPG meeting in February 1980. It was seen as the first step to restoring the link to Stratford-upon-Avon, and it would be a great achievement if CLPG were able to report the final go-ahead for that by May next year, the 40<sup>th</sup> anniversary of Honeybourne reopening.

An over ambitious timetable change last May led to gross overcrowding on the Worcester services. This year, the Birmingham – Hereford line will see new trains, with some additional capacity in the interim. A presentation to the West Midlands Trains Stakeholder Conference by Dave Penney, NR Route Director for Central, was very positive.

A proposal from the Cotswold Line Task Force was outlined on page 6 of last month's RUX. Following the support of Harriett Baldwin and other MPs to a request for funding to take it to the Develop stage of the Rail Network Enhancements Pipeline (RNEP), Rail Minister Chris Heaton-Harris MP has asked NR to undertake a swift review of its Strategic Outline Business Case. Meanwhile, the Task Force will continue to update the proposal to take account of further growth forecasts recently announced in Local Plans.

## **Tonbridge Line Commuters**

The AGM on 14 May will be held on line, and confined to constitutional business only. At a possible General Meeting in the autumn, TLC intends to present a resolution on extending its reach to include Leigh and Penshurst stations. It is time to recognise what it already does by adopting those stations formally.

Govia has operated the South Eastern franchise since 2006. A new Direct Award to 16 October 2021, with an optional extension to 1 April 2022 does nothing to address the issues faced by passengers. Promises of improved frequencies and faster services have evaporated. Worst of all is the implications for its trains. The 'Networker' fleet, which predominantly runs both Metro and the Tunbridge Wells services, has been showing its age for some time. Once South Western Railway's Class 701 Aventra trains on order from Bombardier have entered service, South Eastern will take 30 of its Class 707 trains. They are similar to Thameslink's Class 700s, with a high-density seating layout and no toilets or 1st Class, and so are suitable only for Metro services. TLC does not expect them to venture any further.

## **South Hampshire Rail Users' Group**

Internal refurbishment of the Class 450 Desiro fleets is complete. Their livery is user-friendly, with clear markings alongside doors, and the familiar yellow line above first class. Fully refurbished Class 442 Wessex Electric trains have started to restore a sense of pride to the Waterloo – Guildford - Portsmouth line. Eight of the 18 restored units were in operation by early February.

The January timetable brought faster Sunday evening services to Poole, with good connections at Southampton Central for passengers for local stations from Totton to Pokesdown. There is a new 2235 Waterloo - Poole service, and the half-hourly Southampton departures are extended to 2305. Sunday evening trains to Andover and Salisbury now call at Basingstoke, greatly improving connections off the Cross Country trains from Manchester. But although you can reach Exeter from Salisbury on a Sunday by 0843, you can't get there from Southampton until 1242. With more GWR West Country trains calling at Westbury, it is now sometimes quicker to change there than at Salisbury.

All Romsey-Eastleigh-Southampton-Romsey-Salisbury trains on Sunday now call at Mottisfont & Dunbridge and Dean, for just a couple of passengers, but the extra stops remove potential connections into Exeter services. The penultimate service terminates at Romsey, so to catch the last Exeter train, Southampton passengers need to leave at 2110 - or 2210 were this train to continue non-stop to Salisbury.

SHRUG's suggestion for later Portsmouth - Bristol services has been realised, at least on weekdays. The 1702 Brighton - Bristol Temple Meads (1843 from Southampton) is extended to Bristol Parkway, returning as a new 2121 to Portsmouth & Southsea - a useful later service from Salisbury, Romsey, and Southampton. The 2123 Portsmouth Harbour - Westbury (Mon-Fri) service via Eastleigh and Southampton Airport Parkway, and the 0830 (Sat) Southampton – Worcester Foregate Street are extended to Bristol TM and Great Malvern respectively, but the 1741 Cheltenham Spa - Southampton (Mon-Fri) via Swindon and Melksham now starts from Gloucester at 1750.

Pathing changes north of Birmingham have allowed several Southampton - Newcastle trains to be significantly accelerated. The 0756 on Mondays to Fridays, and the 0749, 0947 and 1547 on Saturdays are all some 30mins faster, with no loss of intermediate stops.

The derailment of a container train at Eastleigh station on 28 January, severely damaging the track and disrupting main line services, was the result of the rails spreading after securing clips fell out.

### Great Western Coffee Shop Forum

The [Forum](#) was established 12 years ago, and now has over 20,000 threads on UK transport topics, with over 150 added every month and nearly 2,000 updates. It is run by a team of around a dozen volunteers, so is free of adverts! They help newcomers find their way around, merge topics to help generate a useful archive, and sort out the occasional issues which arise. The Forum won the 2018 Rf RUG Award for Web Site of the Year.

The Forum now ranges wider than the GWR area; travel does not stop at franchise borders. Everyone is welcome to read it, to comment on posts, or indeed start their own thread, subject to confirmation of the Forum agreement, written to keep it legal, friendly and roughly on topic. Currently, there are fewer day-to-day travel questions, but an increased look at what and how things will return, and future enhancements. Seed sown on the Forum might - just might - reach 'higher places' ... inputs have a history of being noticed, and sometimes influencing change.

### RAILFUTURE

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



Business carried-over from 2020 at next year's AGM is likely to include presentation of the RUG Awards. Existing nominations remain valid, but more will be accepted, with a new closing date early next year. If the Branches and Groups Day on 24 October goes ahead, attendance will be for active members only by prior arrangement. Anyone planning to attend should contact Chris Page.

Rf Infrastructure Director Roger Blake has discussed with the DfT a list of 80 line and station reopening schemes compiled by transport consultant Jonathan Roberts with input from 13 Rf Branches. The Government is seeking projects that can be completed and opened before the next general election, expected in 2024. Passenger Group member Chris Austin is also producing material for the DfT on behalf of the All-Party Parliamentary Group on Heritage Rail.

A fully worked Rf Freight Group and Infrastructure and Networks Group [plan](#) would remove freight trains from the Castlefield Corridor between Deansgate and Manchester Piccadilly stations. Carrington Business Park is largely vacant, has good road access and, unlike the Trafford Park terminal, would be able to handle 775m freight trains without having to divide them. Western access to Trafford Park could be gained by extending the old Carrington power station siding to join the Warrington Central line near Flixton. Then a new west-to-south curve to the Stoke-on-Trent and Wilmslow lines from a branch off the old Warrington – Stockport line at Cheadle Hulme would afford both freight terminals an alternative route to and from the ports at Felixstowe, Southampton and London Gateway. Stakeholders should use the RNEP to expedite the scheme, with a full business case to support the necessary Development Consent Orders (DCO).

## RAILFUTURE NORTH EAST

RfNE has been helping to draft a paper on electrification. Candidate schemes are York – Manchester, Newcastle – Carlisle (a diversionary route for both the East and West Coast Main Lines), and any line that would help shift freight traffic from road to rail. The Tees Valley Mayor is promoting enhancement of Northallerton – Eaglescliffe – Teesport to a W12 loading gauge. With a short extension, and electrification between Leeds and York, electric stock could then work Redcar - Manchester Airport. Electrifying the Stillington line would enhance it as an alternative freight route to the ECML, and upgrading it for passenger use would shorten the journey time between Middlesbrough and Newcastle. Meanwhile, Rf supports the Tees Valley Combined Authority proposal for its local services to be a test bed for hydrogen propulsion, as the fuel would be sourced from an industrial by-product that is presently burned off.

Paul Howell, MP for Sedgefield, is interested in reinstating the Leamside route from Ferryhill to Pelaw. NR abandoned the Railtrack scheme to divert freight trains from the ECML, and to develop local passenger services between Middlesbrough, Ferryhill, Belmont (Durham), Washington, Heworth (Metro Interchange) and Newcastle. However, plans for HS2 and Northern Powerhouse Rail (NPR) will require an uplift to 9 tph north of Northallerton, so an ECML route study for 2030 and beyond could resurrect it.

## RAILFUTURE SEVERNSIDE

Meetings are planned in September in Taunton to promote reopening Wellington and Langport stations, and in November in Bath to promote the reopening of Saltford station and the Radstock - Frome line.

## COMMUNITY RAIL NETWORK

CRN is holding annual planning and accreditation meetings via video conferencing, and can provide CRPs with supporting advice and help by phone and email. Together with [Impact Reporting](#), it has also developed a tool to aid tracking and recording activities, and associated changes. It is user-friendly, suitable for any CRP or station group, and could be used to capture data and feedback while out and about, collate evidence for funding bids etc, and prioritise activities to maximise their impact.

CRN's Small Grants Fund (England) 20-21 is now open, with £61k available for bids of up to £2,500 for CRPs and up to £1,000 for station friends. The Community Rail Development Fund, which CRN administers on behalf of the DfT, is confirmed as totalling £346k in 2020-21, and will open for bids of up to £25k from accredited CRPs in late May. It is looking to relax match-funding requirements.

As the original date for its Awards night of 1 October is no longer viable, with emergency timetables in place for six months, CRN has provisionally booked the Southampton Guildhall for 9 December.

In 2019 and early 2020, Community Rail Lancashire focused on its education programme, supporting its four CRPs, promoting DalesRail, and seeking opportunities for station development. It has helped to develop the case for a passing loop on the South Fylde Line, and to improve rail services to Clitheroe and Colne, and access to Colne and Burnley Manchester Road stations.

## TRANSPORT FOCUS

On 30 March, the Government made direct awards for the Great Western and South Eastern franchises. Anthony Smith, TF Chief Executive commented: "Passengers who would normally use services on [these] lines will welcome clarity on their operation from April...When life gets back to normal, they will want to know that whoever is running things will focus on continuing to deliver improvements. Both GWR and South Eastern passengers had started to report increased satisfaction. They will look to First and Govia to continue this trend."

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

DfT received 60 applications for the first round of its 'Restoring Your Railway Ideas Fund'. A virtual panel chaired by the Rail Minister will identify those that are sufficiently advanced, and provide funding for more detailed studies. DfT will update applicants in May on the progress of their application, and offer to help unsuccessful applicants develop their application for consideration in a later round. The deadlines for the June funding round are 22 May to register an interest, and 19 June to submit the application; there will also be a third round in November. Applications for the third round of the New Stations Fund close on 5 June.

The National Infrastructure Commission has launched a Call for Evidence to inform an Integrated Rail Plan for the Midlands and the North by identifying the most effective scoping and phasing of HS2 Phase 2b, NPR, Midlands Rail Hub and other rail investments (see Consultations).

A report from Greenguage21, [Revisiting High Speed North](#), argues that the rail network in the next 5-10 years cannot wait for flagship schemes such as HS2 Phase 2 and NPR; an incremental approach to upgrading the existing network needs to start now. Long distance east-west services could run via a new tunnel from Ordsall and an underground HS2 station at Manchester Piccadilly. With these services removed from the problem Castlefield corridor, a Thameslink-style Victoria – Piccadilly link via the Ordsall viaduct, with three intermediate city centre stations, could provide places such as Rochdale and Burnley with a reliable commuter service.

NR has transferred its Core Valley Lines to Transport for Wales (TfW). In time, this will see new services, new trains and upgraded stations from Cardiff to Treherbert, Aberdare, Merthyr Tydfil, Coryton and Rhymney. The area is one of few where rail journeys move between networks: from NR south of Cardiff to TfW near Queen Street. The Office of Rail and Road had to ensure that regulatory approvals were in place: that track and train were run independently, and that access is granted to all who wish to operate on the network, including freight and charter operators. It also had to consider issues such as how penalties would be applied if a late running Valley Line train delayed services on NR lines.

HS2 Ltd has issued a 'Notice to Proceed', the formal approval for work to start. It is seeking contractors to design and build around 280km of track between London, Birmingham and Crewe, and to design, deliver and maintain 168 lifts and 128 escalators at four major new stations. The longest escalators, at Old Oak Common, will take passengers up 45ft to concourse level. Meanwhile, the HS2 Interchange station to be built near Solihull and the NEC in the West Midlands has achieved an 'Outstanding' certification under BREEM, the Building Research Establishment's Environmental Assessment Method, the first railway station in the world to do so.

Birmingham City Council has granted three planning applications for HS2's landmark Curzon Street station; its report concluded that the design - incorporating the Grade I listed Old Curzon Street building, linking to a new eastern concourse at New Canal Street, and taking account of local heritage such as the Grade II listed Moor Street Station and Woodman Pub - "is truly world class". The Midland Metro runs alongside and underneath, while accessible pedestrian routes lead to other train services, Sprint rapid transit services and local buses, with space for over 500 bicycles.

West Midlands Rail Executive (WMRE) has appointed Amanda White, a former head of rail with Transport for Greater Manchester, as its interim Programme Director. She will help to develop new stations at Willenhall, Darlaston, Moseley, Kings Heath and Hazelwell, and redevelop University and Perry Barr stations in Birmingham. As these projects near the end of outline design, so WMRE will focus on planning approval, and their detailed design and construction.

When the River Aire flooded one of the lines into Drax Power Station in North Yorkshire in February, NR fought to keep the other open to maintain the vital supply of biomass fuel; its contractors, CML, monitored the railway embankment 24hrs/day to ensure that trains could continue to use it safely. The emergency repair work now completed cost £300,000, and included the use of drones and helicopters to assess the extent of the damage, while a team of divers checked structures that were underwater. Several Koi Carp that had escaped from a nearby pond were safely returned to their owner. A £2.5million project to improve the line's resilience in the long term is currently at the design stage.

A major NR project around Guildford will deliver more reliable services between London and Guildford, Woking and Portsmouth, Reading and Redhill, and Guildford and Farnham. Upgraded overhead wiring between Southend Victoria and Shenfield, where the branch joins the main line to London, adapts to temperature changes, meaning less disruption in hot weather. Together with track renewal and the removal of a speed limit at Maryland near Stratford, the work will improve reliability all year round.

With £18.6m of funding from the Cambridgeshire and Peterborough Combined Authority, NR has made a planning application to East Cambridgeshire District Council to build a new station in Soham, between Ely and Bury St Edmunds. A single 102m platform would accommodate four-car trains. If approved, construction is planned to start later this year, and to complete in spring 2022. Meanwhile, Breckland Council has granted Greater Anglia a Certificate of Lawful Use or Development of Brandon station, so plans can proceed to demolish redundant buildings, increase parking capacity, and install new, more comfortable and more attractive anti-vandal waiting shelters, additional lighting and CCTV.

Bromham Road bridge in Bedford will remain closed to road traffic until the Summer. It is being rebuilt at a higher level to accommodate overhead line equipment, part of a £1.5billion upgrade to electrify the Midland Main Line between Bedford and Market Harborough, and the Corby branch.

The first of five body shells for FirstGroup's 125mph Class 803 fleet has arrived at Hitachi Rail's factory in Newton Aycliffe. Its new London - Edinburgh open access service is due to start in October 2021, with an average fare of less than £25, on-board catering and free WiFi. The first service of the day from London will arrive in Edinburgh by 1000, over an hour earlier than is currently possible.

Grand Central has launched a rolling [survey](#) to discover when and how people intend to use its trains once that is possible again.

A Chiltern Railways Class 165 is being fitted with hybrid Magtec traction motors, range extender engines and traction batteries. Kevin Tribley, CEO at Angel Trains, said: "Once the Class 165 HyDrive is in operation, passengers will not only benefit from reduced journey times through the improved acceleration offered by Magtec technology, but will also experience a quieter and more environmentally friendly train due to the primary battery propulsion and lower emissions."

DB Cargo UK and Transfesa Logistics have inaugurated a 72-hour freight service to the Barking Intermodal Terminal in London from Valencia and Murcia in Spain, with the aim of a daily service. Each train consists of 30 refrigerated containers, and takes 30 HGVs off the road. Meanwhile, GB Railfreight has successfully trialled a Class 319 EMU for the express delivery of parcels. The train could be loaded and offloaded with standard roll cages at most mainline stations across the UK, and when seats are removed the carriages can carry significant volumes of parcels.

A Nationally Significant Infrastructure Project (NSIP) DCO has been granted for a new Strategic Rail Freight Interchange at Four Ashes, some 3mls west of Cannock and close to the M6/A5 Junction in Staffordshire.

*,,,and finally*

A greylag goose has taken over a flowerbed on a plinth at the entrance to an almost deserted York station. Railway staff thought she had moved on when they did not see her for a day or so, but she returned and has laid four eggs.

Memories from 20 years ago of Patch, the first guide dog of Frank Salt, our STORM correspondent: "On Wednesdays we go to Henshaws at Old Trafford, where he's learning to use a 'talking computer' - that's if the computer can get a word in edgeways!" Keep it up, Frank!

## **CONSULTATIONS**

- Leicestershire County Council: [Strategic Transport Priorities](#), closes 25 May.
- National Infrastructure Commission: [Call for Evidence](#), closes 29 May.

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

## EVENTS

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

Blob colour indicates the various types of event:

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

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

### May

- Tuesday 26. 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**).
- Saturday 30. Rf London & South East, Herts & Beds Division **Online**, 1030 (Also 27 June, 25 July).

### June

- Tuesday 2. Ribble Valley Rail, New Inn, 20 Parson Lane, **Clitheroe**, 1430 (Also first Tuesday of every month).
- Thursday 4. Rf London & South East, Sussex and Coastway Division, **Online**, 1800 (also the first Thursday of each month (except August) at various venues).
- Thursday 4. Rf Severnside Branch, Whitehorse meeting room, Platform 1, **Westbury** station. 1830.
- Saturday 6. Shrewsbury to Aberystwyth Rail Passengers Association, White Lion, **Machynlleth**, Powys, SY20 8DN. 1115 (Also 7 July 4 August various venues, but **meetings cancelled until further notice**).
- Monday 8. Bexhill Rail Action Group, Hastings Direct, Conquest House, Collington Avenue, **Bexhill-on-Sea**, East Sussex, TN39 3LW, 1900 (Also 13 July)
- Tuesday 9. STORM, Blue Pits Inn, 842 Manchester Road, Castleton, **Rochdale**, OL11 2SP, 1400 (Also the second Tuesday of each month).
- Saturday 13. Rf Yorkshire and North West Branches, Yorkshire Children's Centre, Brian Jackson House, New North Parade, **Huddersfield**, HD1 5JP, 1300
- Saturday 13. Cumbrian coast Rail Users' Group meeting, Methodist church hall, Gosforth Road, **Seascale**, Cumbria, CA20 1PU, 1305 (Also 11 July).
- Saturday 20. Rf East Anglia, St Mary Stoke church hall, **Ipswich**, 1400.
- Tuesday 30. Chesham & District Transport User Group, Town Hall, **Chesham**, 1930 (Also 4 August).

### Further Ahead

- 15 July. Friends of the Barton Line AGM, The Sloop, **Barton** 2000 (Also 16 September and 18 November).
- 23 July. Rf London & South East, Sussex & Coastway Division, 1800.
- 8 August. Cotswold Line Promotion Group AGM, WI Hall, **Moreton-in-Marsh**, 1030.
- 9 September. Rf London & South East, Eastern Division, St. John's Church, Stratford Broadway, **London**, E15 1NG, 1830 (and second Wednesday of every alternate month.)
- 15 September. England's Economic Heartland Conference, Venue 360 - The Riverside, 20 Gipsy Lane, **Luton**, LU1 3JH.
- 26 September. English Regional Transport Association Conference, The Court House, **Berkhamsted**, 1330
- 3 October. Rf Annual Conference. **Online event**.
- 3 October. East Suffolk Travel Association AGM, **Halesworth**.
- 9 December. Community Rail Awards, Guildhall, **Southampton** (postponed from 1 October).

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

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