



October 2021

Welcome to the Rail User Express

RUX may be forwarded, or items reproduced (quoting sources). Anyone may request it as an email attachment, or opt to be notified when posted on the [Railfuture \(Rf\) website](#). There is no charge for either service. Please advise [Railfuture Membership](#) if you no longer wish to receive RUX or the link, or if you know of anyone who would like to be added. **** NB Comments on the content should be addressed to [the editor](#), not to the email address used for distribution.****

Transport Secretary Grant Shapps told the Conservative party conference he wanted to reverse the “butchery” of the cuts by Dr Beeching. However, the Chancellor may have other ideas. He said that “we need to fix our public finances”, and that allowing borrowing to rise further would be “immoral”. His comments come three weeks before the autumn Budget on 27 October.

Roger Smith

We continue with the usual roundup of news items from groups around Great Britain. Please keep your contributions coming: they are all gratefully received.

Friends of the Far North Line

FoFNL holds out the hope that the new power sharing agreement between the SNP and the Scottish Green Party may herald a change of emphasis from road to rail. Replying to questions from MSPs, First Minister Nicola Surgeon referred to the “inescapable fact that if we are to meet the targets around reducing the reliance on car use...for some parts of the country in particular, it will depend on developing the alternatives”. This has to mean turning the lines that link Perth and Aberdeen to Inverness into real intercity railways, with double track and electrification.

As regards rolling stock, all diesel trains should be replaced by 2035, and the Class 318/320 electric units by 2025/30. When procuring new trains, their operating cost per vehicle mile must be borne in mind. According to Scotrail MD Alex Hynes, these are: £1.32 for an EMU; £1.62 for a battery EMU (BEMU), and £2.62 for a hydrogen train.

Hydrogen specialist Arcola is converting a Class 314 EMU to run at Bo’ness during COP26. It could then go to the FNL for extended testing without passengers between Wick and Thurso. There is also a plan to add a hydrogen coach to a Class 158, which could also be tested there. Talk of running test trains between the two towns prompts the question as to whether a passenger trial could follow once the safety cases are complete. FoFNL has long argued that a shuttle service would be better than the present convoluted service provided by Wick trains having to reverse into or out of Thurso, and chime with the need to reduce car usage quite drastically. A Vivarail battery-powered D-train would also be an ideal candidate for such a service, with the proximity of wind farms and tidal generation.

Levenmouth Rail Campaign

Work to lift the old track and remove the redundant assets is now complete. The materials will all be re-used within the Heritage Railway community, recycled or repurposed for use on the project. Trial boreholes will now be sunk along the 5-mile route, both to test the ground and to sample for contamination. Work to install the new rail link should start early next year.

LMRC is dismayed by proposed Scotrail timetable changes: Fife would suffer fewer services and increased journey times. Kirkcaldy services would reduce from 59 to 35 in each direction, with Perth trains rerouted via Dunfermline, while both the Fife circle trains that provide a link between Kirkcaldy and Dunfermline are removed, leaving no trains between Glenrothes and Kirkcaldy.

Rail Action Group East of Scotland

RAGES is delighted (and relieved) that the East Coast Main Line (ECML) timetable change proposed for May 2022 has been postponed. Instead, TransPennine Express (TPE) is to introduce five new weekday services calling at Berwick, Reston, Dunbar (four northbound, five southbound), and East Linton when it opens; RAGES hopes that this will be in the latter part of 2023. Transport Scotland has confirmed that the specification for the May 2022 timetable provides for calls at East Linton. A strategic review in the autumn will aim to arrive at an optimum service pattern between Edinburgh and Newcastle for May 2023.

During this year's Holyrood election, all three major parties promised to take action to reopen the Haddington branch. This has long been East Lothian Council's policy, and its MP is also supportive. Though originally a double-track line, a single track would suffice for a half-hourly service, so the railway walk to Longniddry could be retained. The [East Lothian Access Study](#) seeks to canvas people's travel patterns, and how they will be affected by developments in the area.

Campaign for Borders Rail

CBR Secretary and acting Vice Chair Nick Bethune have identified four issues stalling the extension of the Borders Railway though Hawick to Carlisle: nothing substantive has been heard from either the Scottish Government's Strategic Transport Projects Review (STPR2) or the UK Government's Union Connectivity Review (UCR), whilst both the pandemic and the temporarily reduced patronage could be used as an excuse to permanently reduce the Borders Railway timetable. He calls on the Edinburgh and London Governments to deliver on their economic, social and environmental policies.

Fears have been growing that the 35-mile Borders Railway is under threat of being trapped in the sidings after ScotRail consulted on potential new timetables in the spring; CBR submitted a full response. It does not want to see the reduced timetable as anything other than a temporary step towards restoration of a full service, nor the fewer trains used as an excuse to cancel vital infrastructure enhancements along the route.

The CBR AGM in Carlisle on 30 October (see below) will feature three high-profile speakers: John Stevenson, Conservative MP for Carlisle, and the appointed 'Borderlands Deal Champion'; railway design engineer Gareth Dennis, an internationally recognised specialist in transport systems and policy; and CBR Patron Rob Bell, who presented Walking Britain's Lost Railways.

Ribble Valley Rail

During lockdown, units used on the Ribble Valley Line changed for the better. Class 158s, both 2- and 3-car sets, plus the 158/153 combos, became a regular sight, a big improvement on the normal Class 150s. However, the recent timetable uplift has seen the Class 158s revert to 3-car 150 units. The 150/2s have also disappeared, so once again the area sees itself at the bottom of the unit pyramid. Nothing new, there, then!

The aim of restoring through passenger services to Hellifield and into Yorkshire once seemed a distant dream, save for the summer Sundays-only DalesRail trains. However, Ribble Valley Borough Council's "Restoring Your Railway" bid sponsored by local MP Nigel Evans was one of only ten to be successful in the first bidding round. After consulting with interested local parties including RVR, Stantec Ltd produced a Strategic Outline Business Case that was submitted to the Government. RVR awaits its further consideration, and hopes for a positive outcome.

The Upper Wensleydale Railway meeting on 16 October is of interest to RVR, as they aim to restore the railway from Hawes to Garsdale (formerly Hawes Junction) on the Settle & Carlisle Line, and thus a service from Hawes to either Manchester or Preston via the RV. RVR will be represented by its Membership Sec and by the UWR's Chairman designate.

Support The Oldham Rochdale Manchester Lines

Secretary of State for Levelling Up, Housing and Communities, Michael Gove, needs to hear the voices of northerners, and the region needs more devolved powers and London-style transport funding, Tracy Brabin, Mayor of West Yorkshire, warned in a rallying call for the north to be handed control of its own future. She told delegates at the annual Transport for the North conference that its commitment to the region "needs to go beyond name changes" and the "carrousel of announcements and re-announcement of schemes without shovels in the ground."

Calderdale Council is currently advertising for a part-time CRP Officer for the Calder Valley with a closing date of 31 October. On 18 October, from 0930 to 1500, the Calder Valley Line CRP will be attending a Community Rail Open Day, hosted by NR on the main concourse at Manchester Piccadilly Station.

Friends of the Barton Line

An FBL meeting on 27 September was told that Barton Civic Society had expressed its alarm at the degeneration of the Barton line train service to EMR Stakeholder Manager Laura Etheridge. Members exasperated at its persistent deterioration were concerned that the very survival of the line was at risk. FBL Chairman Tom Irvin encouraged them to use the TOC's Delay Repay facility at every opportunity, if only to ensure that it was aware of the inconvenience that was being caused, and also to write as individuals to their MP over the appalling standard of the train service.

EMR guards based at Lincoln were learning the Barton line route in preparation for the proposed replacement of TPE crew from 12 December. Similarly, Freightliner Immingham drivers would be learning the route once Covid restrictions were eased.

East Suffolk Travel Association

Together with the Wherry Lines CRP and Lowestoft Central Project, ESTA mounted a two-week exhibition at Lowestoft Station, and then in the Visitor Information Office on the seafront at Felixstowe. It hopes to mount a similar event next year in Ipswich Town Hall.

Regarding the introduction of direct services from Lowestoft to London, Greater Anglia responded to ESTA as follows: "[It was] always subject to several factors being in place, including new trains, sufficient line capacity for additional services, and the ability to introduce services without any adverse effects on performance, crowding or the operation of existing services...We are currently continuing to look for opportunities to enable some direct services to be introduced, although at this point there are no indications of when that might be achievable."

Fen Line Users Association

The Williams report on the future of the railways mentions Ely North as a key pinch point on the network; the importance of a new station at Cambridge South; and the unsatisfactory "ironing board" seats fitted to many trains, including Fen Line Class 387s.

FLUA is disappointed that the ECML timetable proposed for May 2022 has been put back until 2023 or later. The draft Great Northern service wasn't perfect: some morning services from King's Lynn missed out stops at Waterbeach and Cambridge North, and it needed more trains south of Ely on Sundays. However, some proposals were very positive, with shorter journey times on most services, particularly northbound, and an earlier first train on Sundays, leaving at 0746 and arriving in London at 0934, subject to NR engineering work.

The last Class 365s have been withdrawn, so the entire Great Northern fleet now has air conditioning that typically refreshes the carriage air every 9mins - an important tool in the fight against Covid. To replace the 365s, some Class 387/2 units are on temporary loan to Great Northern from Gatwick Express. They have a slightly different interior layout from the Class 387/1s, with two fewer seats in one of the carriages.

English Regional Transport Association

Grant Shapps, Secretary of State for Transport, talked much in the early days of this Government of 'Reversing Beeching' but, unlike Dr Beeching, we have yet to see a plan nationwide. Government finds money for carbon dioxide and £27 billion for new roads, but the re-openings agenda is largely absent, when it actually needs moving from icing on the cake to fundamental necessity.

Responding to an ERTA enquiry, rail minister Chris Heaton-Harris MP wrote: "Outside of the Ideas Fund process, this Government believes that local authorities and Local Enterprise Partnerships (LEPs) are best placed to decide on, and take forward, transport schemes that will most benefit their local area." *[So where does that leave Sub-national Transport Bodies? See RfEA below - Ed.]*

Windsor Lines Passengers Association

In its response to the South Western Railway timetable consultation, WLPA was concerned that a number of stations would have a 50% cut for most of the day. The projected fall in passenger numbers does not justify this. The proposal to terminate the Hounslow Loop at Twickenham is also concerning; it should be fully restored all day. Also, the morning and evening peak provision should be increased to ensure that EVERY station has at least four trains per hour.

Tarka Rail Association

A nine-day closure of the Tarka Line from Barnstaple to Exeter saw the bridge at Penstone demolished and replaced with a new 25m steel deck; the extension of both platforms at Eggesford to accommodate 5-car trains; and track ballast replaced at King's Nympton and Lapford to improve the drainage. Work is ongoing to upgrade user-worked crossings with Overlay Miniature Stop Lights, which will allow a higher speed limit between Copplestone and Barnstaple. Re-signalling the Exeter area is also being planned.

These are exciting times, with the Dartmoor line to Okehampton re-opening, hopefully followed by the extension of Tarka services to Pinhoe, a key part of Exeter. TRA's hope is for trains to Axminster and beyond. The line should no longer be seen as a sleepy branch line, but as a key inter-urban route, or even a secondary main line with direct services to London.

Most people associate staff shortages with the lack of a driver or guard, but we should also appreciate the often stressful work done by those behind the scenes to ensure that trains turn up on time. Every railway employee is a key piece in the jigsaw of keeping the trains running.

Dartmoor Railway Association

Following track renewal and associated infrastructure works on the Dartmoor Line between Coleford Junction and Okehampton, and then 6-8 weeks of route learning, a two-hourly service from Exeter will start on 20 November. Okehampton will be the railhead for a very large area extending beyond West Devon to North and even Mid Cornwall.

Though unstaffed, the station will be well facilitated for a branch line terminus with a buffet, waiting room, lavatories, ticket machines, tourist information and parking for about 80 cars. And at weekends and on some other days, the DRA shop and local railway museum will be open.

RAILFUTURE

Rf welcomes new members, both individual and groups: the more we are, the more weight to 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 on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Consultation responses](#).



After a gap of almost four-years, Rf's [Rail User Group Awards](#) will make their next appearance at its 2022 national AGM, to be held within sight of Bristol Parkway station on Saturday 16 July.

There are the six open award categories:

- # Best social media
- # Best website
- # Best newsletter
- # Best new RUG – the Oliver Lovell Award
- # Best campaign
- # Best campaigner – the Clara Zilahi Award

plus the Judges' Special Award, which is totally at their discretion.

All entries received for the awards originally planned for 2020 will be carried forward, unless advised otherwise by the entrants; they can also be updated/supplemented if the entrants so wish. Further new entries will of course be most welcome, and the closing date for all will be Easter Saturday 16 April 2022. Wherever possible, the Judging Panel of Rf Vice-Presidents will then make their visits, to meet and chat with the entrants in order to bring a complete picture to the Judging Panel meeting in late-June. This will be chaired as usual by Rf Hon President Christian Wolmar, who will present the awards in July.

The Judging Panel takes a fairly relaxed view of what constitutes a 'Rail User Group', so local campaigns, station adopters, community rail and heritage groups should all feel free to have a go at any one, or more, of the six categories, considering previous years' winners as illustrations.

NEWS

With the HS2 Eastern leg looking increasing vulnerable, Rf Policy Director Ian Brown CBE FCILT proposes a cheaper and better [alternative](#). Extending London - Manchester HS2 services to Leeds over Northern Powerhouse Rail would provide journey times little more than via HS2E, and much less than via the ECML. Combining Manchester and Leeds traffic would justify more frequent services, and attract sufficient traffic to ensure that the investment in HS2 is financially sound.

Better links between the West Midlands, East Midlands and Yorkshire than HS2E alone would provide are essential. Midland Main Line electrification must be extended beyond Kettering to Nottingham, Sheffield and Leeds, while Birmingham - Nottingham services must be accelerated.

Rf has made a detailed [response](#) to LNER's proposal to cut its booking office hours. Potential difficulties include a 6am opening followed by five trains departing between 0603 and 0614. Whilst it is right and proper to ensure resources are allocated effectively, any such review must take into account the wider functions and benefits that booking offices deliver to the community. Assistance with ticketing should be available throughout the day at staffed stations

Users of the Esk Valley line between Middlesbrough and Whitby claim that Northern's proposed timetable changes from May would undermine its viability and sustainability. On weekdays Hartlepool, Sunderland and Newcastle services would be replaced by shuttle services requiring a change at Middlesbrough. Rf Vice-president Alan Williams has called for the cuts to be withdrawn, and the present through services retained and improved.

RAILFUTURE YORKSHIRE

MPs Miriam Cates (Penistone & Stocksbridge) and Mark Eastwood (Dewsbury) are sponsoring a £47m plan to improve the infrastructure of the Penistone line. At Denby Dale station, the Huddersfield Penistone Sheffield Rail Users Association handed Mr Eastwood a dossier showing how additional track at key points could increase the train frequency from hourly to every half hour, whilst reopening the 4.5 mile link from Penistone to the freight line south of Deepcar would make the Penistone line less isolated and be a more direct route to Sheffield.

RAILFUTURE EAST ANGLIA

RfEA will mark its 50th anniversary next year with an updated rail vision for the region, supported by consultants; their report is due to be issued next autumn. Whilst looking forward rather than back, the year will doubtless feature some past activities, so RfEA would welcome any memories or photos of past Rf or Railway Development Society events.

Rf has collaborated with Dr Colin Harris to plan a light rail network in Cambridge. From Cambourne in the west, one line of the "first and last mile" network would run to Cambridge North station, and the other through a tunnel across the City Centre to Cambridge station and on to Trumpington P&R and to Granta Park. The Cambridgeshire and Peterborough Combined Authority must make this leap of faith in the industrial development of Cambridge.

Together with an interchange to ECML, including long-promised stations at Alconbury and Hampton if they emerge, East West Rail could transform connectivity from the west via Bedford and Cambridge to Newmarket, Bury St Edmunds and Ipswich. Sadly, all possible redundancy was stripped from the line east of Cambridge in the 1980s, and restoring it to full capacity would need very significant investment, as a Suffolk County Council and Greater Cambridge Partnership case study will show. Two other rail restorations are also urgently needed: Wisbech to March, and Shelford to Haverhill. Operated as a single service via all three Cambridge stations, this line is essential to maintain sustainable growth and movement around the county.

However, a pre-requisite is the major upgrade around Ely. Rf wants a two-track flyover that would allow freight trains to cross the West Anglia main line without delaying passenger services, but the Ely Area Capacity Enhancement seems to lack ambition, and fails to recognise the phenomenal growth of the Cambridge area economy; the latest consultation will open on 18 October. Similarly, Cambridge South station could see 10 million users a year, but by following Treasury green book rules, NR will build facilities for just 1.5 million users.

Sub-National Transport Bodies (STBs) operate best at a strategic level. Investment in a particular region must demonstrate how it would contribute to the national agenda, as schemes benefitting more than one STB are likely to attract greater interest from the Treasury. Thus England's Economic Heartland (EEH), Midlands Connect and Transport East have signed a joint statement on the need to electrify the Felixstowe to Nuneaton freight link, and to sort out Ely.

RAILFUTURE WESSEX

SWR's timetable review would add Waterloo – Salisbury - Bristol and Salisbury – Yeovil - Weymouth to the list of direct services lost across the South over many decades. Long gone are direct trains between Brighton and Plymouth, and from Portsmouth to the Midlands and North. Surely there is scope for an open access operator to step in with a premium product that would appeal to leisure travellers of the future.

CAMPAIGN FOR BETTER TRANSPORT

The Government hasn't yet decided whether to increase rail fares in January. To make essential journeys during the pandemic, most people got in their cars. The risk now is that these habits will stick. The dangers are real: climate change, pollution and traffic-clogged streets; dwindling public transport leaving non-drivers stranded. If we want a green transport future, it's vital that the Government freezes rail fares for 2022 to encourage people back onto the railways. A fare rise would discourage many people from travelling by rail, while a fare freeze would mean more passengers and potentially more income.

COMMUNITY RAIL NETWORK

A CRN [report](#) sponsored by Rail Delivery Group (RDG) highlights how the railways, communities, and wider partners can collaborate to maximise the role of rail, and stimulate sustainable development, given the backdrop of rail transformation and transport decarbonisation.

CRN's Engaging Communities through Storytelling and Creative Projects webinar on 12 October featured a variety of approaches, while interactive Q&A sessions enabled everyone to share their ideas and experiences.

CRN has altered its tag line for Community Rail Week (18 – 24 Oct) to "[Go Green by Train](#)", as RDG consumer research has highlighted that the travelling public identifies with the word train rather than rail when it comes to messaging and advertising around rail travel.

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

Under the headline "rail betrayal", the [Independent](#) says it understands that the Government is to offer the Midlands and the North of England the bare minimum in transport upgrades. Local transport chiefs expect the eastern leg of HS2 to Leeds to be shelved, and a new connection to Liverpool, an underground station in Manchester and a stop at Bradford all removed from Northern Powerhouse Rail, as well as improvements to the Leamside line to Newcastle.

At a high-profile Institute for Government event, Keith Williams, co-author of the Williams-Shapps Plan for Rail, said that there would never be a better time for fares reform. And Andy Bagnall for the Rail Delivery Group added that the upcoming Comprehensive Spending Review would be crucially important to deliver long-heralded reform.

DfT, NR and the Office of Rail and Road have launched the [Better Value Rail \(BVR\) Toolkit](#) that will help those sponsoring rail projects and their advisors make the right decisions in rail projects to deliver projects more quickly, save money and secure better value for any given project.

The East West Rail Consortium of local authorities has relaunched as the East West Main Line Partnership. It is championing the long-term opportunity for coast-to-coast connectivity from Norfolk and Suffolk through to South Wales. Its submission to the Spending Review 2021 supported those of EEH and Transport East, and emphasises the critical importance of the Aylesbury - Milton Keynes link, and of delivering Bletchley - Bedford as soon as possible, and ahead of Bedford - Cambridge.

Planning permission has been granted for the new station at Ashington on the forthcoming Northumberland Line, adjacent to that which closed in 1964.

Design work is ongoing for step-free access at Billingham station, ahead of construction starting next March and due completion by November. NR is contributing £1.39m to the scheme, with £1m each from the DfT Access for All fund and the Tees Valley Combined Authority, and £200,000 from Stockton-on-Tees Borough Council.

Hayes & Harlington station has been transformed, and now has step-free access ahead of the Elizabeth Line (Crossrail) opening in the first half of 2022.

To prove the viability of digital in-cab signalling on the Northern City Line from Finsbury Park to Moorgate, the first tranche of the East Coast Digital Programme, a Great Northern Class 717 train successfully used ETCS level 2 through the Thameslink 'core' between St Pancras and Blackfriars.

The London Underground Northern Line extension from Kennington to Nine Elms and Battersea Power Station opened on 20 September.

A NR study outlines new infrastructure and rail services needed between Bristol and Birmingham. It builds on opportunities identified in Gloucestershire County Council's rail investment strategy. Recommendations include:

- An hourly Cardiff – Birmingham service calling at Ashchurch for Tewkesbury
- Two Metrowest trains per hour initially between Gloucester and Bristol, rising to 4 tph under NR proposals
- A half-hourly connection into Worcester
- An additional Swindon to Gloucester/Cheltenham service
- Improved connections to the North Cotswold Line, with additional stops for Worcestershire Parkway.

Work is due to start next summer to protect the Newport - Gloucester line from the growing impact of climate change where it runs alongside the Severn Estuary. This vital route connects South Wales with the Midlands and north of England, and also maintains a direct rail link to London when the Severn Tunnel is closed. The £25m project will remove more than 30,000 tons of spoil from the cliff face, and install a mesh and bolt system along three miles of track.

A 500-signature petition to NR, West Dorset MP Chris Loder and Dorset Council calls for the reinstatement of the rail platform at Grimstone, north of Dorchester West, as a request stop on the GWR line to Yeovil and Bristol.

Northern is to trial a new, more efficient way of removing leaves from railway lines. Developed by University of Sheffield engineers, it involves blasting tracks with dry ice, making leaves frozen and brittle. They are then destroyed as the dry ice turns back into gas. Unlike the 61 special leaf-busting trains, passenger trains can use the new method, and cover the same stretch of track more than once a day. It could be rolled out more widely by 2023.

In the run up to COP26, a rail industry ["We mean green" campaign](#) encourages people to take the train, and businesses to consider rail freight. The classic double arrow rail logo goes green.

On 15 September at Glasgow Central station, DB Cargo showed off "I am a Climate Hero", a Class 66 locomotive converted to run on hydro-treated vegetable oil (HVO). Synthesized from waste vegetable oils or animal fats, HVO can reduce harmful emissions of carbon dioxide (CO₂) and nitrogen oxides (NO_x) from diesel engines by up to 90%.

Vivarail will launch its next-generation battery train at COP26, and run daily services throughout the international climate change conference. It can travel for up to 80 miles on battery power, and recharge in only 10mins using Vivarail's patented Fast Charge system.

RUX congratulates Barry Doe for the [50th edition](#) of his National Rail Operators' map, which shows the 'Lumo' operation between London and Edinburgh starting on 25 October. As always, copies may be downloaded free for private or commercial use, including printing any size.

,,,and finally

During the remodeling of March station west of Ely, a number of items over 100 years old fell out of the loft, including a ledger detailing all the passenger luggage and parcels sent from the station, and documents listing every passing goods train. Railway historian Mike Lampert said that it highlighted the "pivotal nature of March station to the area: [it] had senior staff based there, along with a loco shed and sidings from which managers could draw locomotives and rolling stock to run special services as demand arose".

A statue of Isambard Kingdom Brunel has found a new home beside the Passenger Shed at Bristol Temple Meads station. Chris Curling, Deputy Lieutenant for Bristol, who unveiled it, said: "There can be no more appropriate a location for this magnificent statue of Brunel than immediately outside the very building which he designed and built as the first full-scale railway terminus, and which became the template for railway stations across the world."

CONSULTATIONS

- Surrey County Council: [Surrey Transport Plan - LTP4](#), closes 24 October.
- NR: Ely Area Capacity Enhancement Round 2 (part 2), from 18 October to 28 November.

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](#), who maintains lists of [Events](#) and [Key Dates](#). Stand-alone lists are preferred, as newsletters may be discarded.

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.

October

- Saturday 16. Upper Wensleydale Railway, The Dales Countryside Museum, **Hawes**, 1130.
- Monday 18. Avocet Line RUG AGM, venue TBA, 1930.
- Wednesday 20. England's Economic Heartland annual conference, **Silverstone**.
- Monday 25. Rail Action Group East of Scotland AGM, Village Hall, **Reston**, 1930.
- Tuesday 26. Levenmouth Rail Campaign AGM, **Online**, 1830 (the last Tuesday of every month, normally at Fife Renewables Innovation Centre, Ajax Way, **Methil Docks**, KY8 3RS).
- Saturday 30. Campaign for Borders Rail AGM, Tullie House Museum & Art Gallery, Castle Street, **Carlisle**, 1230.
- Saturday 30. East Suffolk Travel Association, **Lowestoft station**, 1400.

November

- Thursday 4. Rf London & South East, Sussex & Coastway Division, **Online**, 1800.
- Tuesday 9. STORM, Blue Pits Inn, 842 Manchester Road, **Castleton**, OL11 2SP, 1400 (Also the second Tuesday of each month).

- Wednesday 10. Rf London & South East, Eastern Division, St. John's Church, **Stratford** Broadway, London E15 1NG. 1830.
- Saturday 13. English Regional Transport Association, The Drapers Arms, 29–31 Cowgate, **Peterborough**, PE1 1LZ, 1500.
- Wednesday 17. Friends of the Barton Line, White Swan inn, **Barton**, 2000, (date and venue of January meeting TBN).
- Saturday 20. Rf London & South East, Kent Division, **Online?** 1400.
- Tuesday 23. English Regional Transport Association AGM, Court House, **Berkhamsted**, 1500
- Saturday 27. Fen Line Users Association AGM.

Further Ahead

- 4 December. Rf East Anglia, The Signal Box Centre, Glenalmond Avenue, **Cambridge**, CB2 8DB
- 9 December. Community Rail Awards 2021, Guildhall, **Southampton** and **Online**.

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

Contact the editor by e-mail: ruglink@railfuture.org.uk, or phone: 01462 815992.

<https://twitter.com/Railfuture> <https://www.facebook.com/Railfuture/>
<http://www.linkedin.com/pub/railfuture-in-great-britain/30/22a/b59>

Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634.

Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7N

(NB. for legal correspondence only)

All other correspondence to: 14 Ghent Field Circle, Thurston, Suffolk IP31 3UP (NB Change of address)