



November 2020

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 it is posted on the [Railfuture \(Rf\) website](#). There is no charge for either service. Following GDPR, [Railfuture Membership](#) now maintains both lists. Please advise if you no longer wish to receive RUX or the link, or if you know of anyone who would like to be added. ****To comment on any item, please reply to [the editor](#), not to the email address used for distribution.**

The Restoring Your Railway Ideas Fund has put a gleam in many an eye, but aspiration entails perspiration: in the current climate, advances in the development of previously submitted proposals, let alone spades in the ground, are harder to find. So it's good to see progress in the introduction of new trains, albeit hampered by the constraints on driver training.

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

Unfortunately, a silly error on my part crept into the October issue of RUX circulated by email; the online version is now correct. Between Inverness and Dingwall, the FNL is shared with the Kyle line, not the West Highland Line, which runs from Glasgow to Oban and to Fort William and Mallaig – Ed.

Rail Action Group East of Scotland

Transport Scotland is engaged with cross border operators in developing a new ECML timetable that will also serve the new stations at [Reston](#) and [East Linton](#). As it stands, NR needs any bids by next Spring.

Lakes Line Rail User Group

Currently, the Lakes Line falls well short of the national claim of 'majority of services restored'. Avanti West Coast, TransPennine Express (TPE) and Northern all show shortfalls in their 'temporary' timetables that run until December. Services finish early on Saturdays and start very late on Sunday, while during times of disruption, both planned and emergency, trains often stop short at Preston or Carlisle, even when access to the infrastructure is not compromised.

The CRP continues to work with Cumbria LEP on its bid for a passing loop on the Lakes Line to enable two trains per hour. As well as doubling the number of visitors the railway could bring to the National Park, a half-hourly service would make the train much more attractive for local residents to go to and from work, with a maximum wait of 25mins for a connection at Oxenholme.

Ribble Valley Railway

RVR's long-held aspiration for trains to operate the full length of the Ribble Valley Line was boosted when the DfT accepted Ribble Valley Borough Council's (RVBC) bid to the Restoring Your Railway Ideas Fund, submitted by local MP Nigel Evans, a keen advocate of the project. RVBC has set up a project team to talk to as many stakeholders as possible, and has issued an invitation to tender to develop a Strategic Outline Business Case (SOBC). The initial aim is to extend services to Hellifield, to connect with the Settle - Carlisle and Bentham lines, but the Upper Wensleydale Railway group aspires to a Preston service eventually running all the way through to Hawes.

The re-opened "24H Café" at Hellifield station preserves the final shed code for the former BR loco shed. RVR Committee Member and long-time railway photographer, Ken Roberts, has donated his award winning photograph of the "real 24H" that he took at 8pm on 27 July 1952. The presentation made the day for the Dean family, who now run the Café, and the photo will take pride of place.

Support The Oldham Rochdale Manchester lines

A new accessibility scheme, introduced after a successful trial, will enable Mobility scooter users to travel to and from 140 stations across more than 21 routes on the Northern network. Passengers can [apply](#) to have their scooter assessed to ensure it is safe to be carried on board. They will then be given a sticker to place on the scooter, or a card to carry if their scooter doesn't have a suitable place to display one.

Huddersfield Penistone Sheffield Rail Users Association

Transport for the North has outlined an agenda for the Transpennine route upgrade (TRU). It is likely to be split into around nine sections, plus two preparatory stages for traffic management and upgrades to diversionary routes. Prior to the conclusion of additional development work, these elements will move immediately to the design phase, including subprojects within the Manchester to Stalybridge route.

The Leeds to Manchester leg will add capacity to the region's network, but not service the regional economy, as rail needs to in order for the North to deliver on productivity or economic growth. For that, a new line via Bradford is required: simply improving the Huddersfield line to accommodate Northern Powerhouse Rail would lead to untenable levels of disruption, and not benefit freight and local services.

HPSRUA is generally supportive and keen to see progress, but the Penistone Line seems to have been neglected. A lack of crossovers restricts through trains to and from the slow lines at Huddersfield, leading to conflicts and thus delays. With a new platform at Huddersfield, the TRU will allow for six or more Manchester - Leeds trains per hour. Could one of these be extended to Penistone? A service operating on the alternate half hour with the present hourly trains, perhaps simply at peaks initially, would offer the long desired increase in frequency proposed by local rail bodies as well as HPSRUA, and encourage rail travel by adding an extra destination to Penistone line services. The government has committed to the TRU, but the national situation could work against the level of expense.

North Cheshire Rail Users Group

NCRUG responded to the Cheshire West & Chester Council Hooton/Helsby Line consultation, which is now being examined. The Wirral Transport Users' Association input mooted the re-opening of Ledsham station in view of the large housing development taking place close to the site of the old one. Although Ledsham is on the Chester rather than the Helsby line, it is sensible to consider both projects together to improve their combined effect.

None of the recent changes to the Ellesmere Port/Helsby line service increased the number of trains, or provided more attractive timings. Northern seems to lack any interest in the service, so is providing the minimum to comply with its original franchise contract.

Mid Cheshire Rail Users Association

MCRUA identified three trains lacking from the September timetable that were vital to schools and colleges. Northern did resolve two of the problems, which generated useful publicity, but could not fill an early morning gap at Knutsford. It plans to resume an hourly Mid Cheshire Line service from December, but not the extra peak hour trains. The Sunday service will remain two hourly.

Due to delays in bringing the Class 769 bi-mode units into service, nine of the twenty-four trains/day on the Mid Cheshire Line are currently operated by a Class 142 Pacer coupled to a Class 150 Sprinter. Northern has a dispensation to use the 142s until 31 December, but this may be extended.

The Board of the Community Interest Company (CIC), the official body behind the CRP, has approved the appointment of Cllr Andrew Malloy, the current Mayor of Knutsford, as a CIC Director. He joins John Oates (Chair), John Hulme (Marketing, PR and Finance), and Brian Barnsley of the Community Rail Network.

Friends of the Barton Line Rail User Group

The FBL Committee considered inviting local MPs to apply for a Reversing Beeching grant to re-double the line from Cleethorpes to Grimsby Town, or at least New Clee, to mitigate the constant delays to outgoing services caused by late running incoming services. At a recent OGM, a majority supported the proposal to reinstate the line between Grimsby and Boston via Louth.

The Secretary will approach Grimsby Town Station Manager Dan Fox to move the 150th anniversary plaque to a more readable position, and to request that some of FBL's archive material be put on display in the booking hall or the island meeting room.

EMR has received all of its Class 156 units from Greater Anglia, and completed the Persons with Reduced Mobility modifications, but cannot train the Barton line drivers due to social distancing restrictions.

NR intends to electrify the main line into Immingham and Cleethorpes, with a short over-run towards Thornton Abbey. The rest of the Barton line would have battery operation, with trains recharging their batteries whilst under the wires between Ulceby and Cleethorpes. At 46 miles return, the line was too long, and the turn-around times at each end too short, for battery traction to cope unaided, so in the interim EMR could possibly trial hydrogen fuel cell trains.

English Regional Transport Association

The line from Bletchley that will form part of East-West Rail (EWR) runs alongside the Interchange Retail Park on the outskirts of Bedford. ERTA believes that a station there would attract rail users from a wider area for shopping and employment. One should have been included in the Park's original design, with a footbridge to Kempston and Southfields Park.

ERTA aspires to reopen the Guildford - Cranleigh – Horsham rail link. Threats include a new section of canal at Shalford, and a dispute whether it would fit with rail fenced off, a cycleway and a towpath! The planning application, 20/P/01752, can be commented on via the Guildford Borough Council [planning search portal](#).

Bedford Commuters Association

A fully redeveloped forecourt at Flitwick Station will accommodate public transport and pedestrian, cycle and vehicle access, with dedicated passenger drop-off and taxi areas. With the Access For All programme, the station will become a fully accessible transport hub. Completion is scheduled for March 2022.

The Overhead Line Equipment (OHLE) from Bedford to Corby is now fully energised, and testing should be complete by the end of the year. The electric sidings at Kettering are due to be handed over to EMR in November ready for the cascade of Class 360s from Greater Anglia. Their re-gearing to run at 110 mph will be completed by the end of the year, but internal refurbishment has yet to start. Driver training is planned to start on 7 December.

Local people, authorities and railway pressure groups, including Rf, have long championed EWR. However, using data to last September, the Infrastructure and Projects Authority [Annual Report on Major Projects 2019-20](#) casts doubt on the viability of its Western Section from Bicester to Bedford, and Milton Keynes – Aylesbury (as well as HS2 and Crossrail), notwithstanding its Parliamentary approval and huge benefits.

Association of Public Transport Users (Thameslink North)

The Rail Delivery Group has confirmed to APTU that Railcards will remain non-refundable and not be extended, citing the significant cost to the taxpayer. However, a simple discount on renewal, which might vary by type of card, would be very cheap to operate. It would have to run for over three years for longer life railcards that have already expired (or will expire before the programme is launched) and were renewed at full price. The discount could take the form of a voucher towards the cost of a ticket.

In a briefing to Rf on its Local Transport Plan, Luton Council commented: “the main things from a rail perspective are improvement of Luton Station, the growing importance of Leagrave station...and the provision of strategic mobility hubs at the stations interchanges.” It also spoke of Mobility as a Service, and moving to a SmartCard (similar to ‘Swift’ in the West Midlands) that can be used to pay for a range of different transport modes. APTU is generally supportive, but not for a Luton SmartCard as the only option – users should also be able to use contactless bank cards, and other smartcards such as Thameslink’s KeyGo.

Windsor Lines Passengers Association

South Western Railway is to brand its Class 701s as Arterios. Their introduction will start in early 2021 rather than late 2020, and take two years. Based at Wimbledon, they will first replace the Class 707s sub-leased to Southeastern but retained by SWR for now, then the 458s and finally the 455s and 456s.

Training on the 701s for drivers, crews and maintenance staff is now underway, and units are being tested at various locations. The improved Fainsa seats should be reasonably comfortable, and assisted braking and door opening should reduce dwell times. Bodyside cameras would allow one-person operation, but SWR is not planning to use this. The bio-reactor toilets need emptying only every 45 days; microbes clean the liquid waste, so it can be discharged onto the track.

Tonbridge Line Commuters

TLC laments the inflexibility of season tickets, which no longer serve a changing market. For instance, an annual season ticket from Tonbridge to London Terminals works out at just over £86 a week, whereas three daily peak returns cost over £98. The need for reform is urgent, and cannot wait for years of technological investment, so TLC proposes books of carnet tickets, with a discount of 25-30%, and valid for at least two months. SWR already has them, but the 5% discount is far too small to make them an attractive option for part-time commuters.

On 7 September, Southeastern introduced a retrograde timetable change that appears to be permanent. Most weekday services on the Medway Valley line now terminate at and start from Paddock Wood, cutting the direct link between Tonbridge and the county town of Maidstone, and increasing typical journey times from 30mins to 40mins, or up to 50mins in the peak due to poor connections. Following protestations from TLC and others, Southeastern did reprieve some school services, but stuck to its plan of removing Tonbridge from almost all the rest.

Kent is the only county in South-East England not to have a through service to and from Gatwick, despite it being its nearest international airport, and Canterbury being Kent’s largest tourist destination. So TLC totally supports the Kent Rail Strategy 2021 proposal for a service from Canterbury West via Ashford and Tonbridge to Gatwick, and then possibly on to Guildford and Reading (Consultation closes 17 November!). The Tonbridge to Redhill line is grossly under utilised and under publicised; the sooner it is treated as a major cross-country link the better. It is good to see Kent County Council championing the cause.

South Hampshire Rail Users’ Group

The VIP train from Southampton Central to Fawley at the end of July raised hopes of a regular service over the line. The principal intermediate stop would be Totton, so a solid case for the reopening needs to be supported by a much more attractive mainline service to increase custom there.

A 12-week consultation on the draft Transport Strategy for Portsmouth runs until 21 December. SHRUG’s first impression is that rail issues are given very limited consideration.

Tarka Rail Association

When the Government is pushing to get the public to run, walk or cycle, it seems incongruous that some Tarka Line stations are effectively ‘out of bounds’ due to the lack of services. In a letter to TRA, Brian Brown suggests that trains stop at the smaller stations on request, and have more facilities for cyclists. However, the current system of token control for single-line working permits only one train at a time to travel north of Eggesford. Additional services or greater operational flexibility would need more passing loops. In the interim, TRA has offered to contribute towards the purchase of an additional token machine that, with the reinstatement of Platform 2 at Barnstaple, would allow the desired flexibility.

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](#).

Rf's [response](#) to the English Economic Heartland draft Transport Strategy is strongly supportive. Within the EEH area, the current railway 'network' is hardly a network in any meaningful sense. However, three east-west corridors linking the numerous radial lines out of London would raise connectivity across the EEH to a level appropriate to the needs of the 21st century. Rf incorporates these into a specific proposal/aspiration in respect of each of the eight corridors in the draft Strategy that criss-cross the EEH region.

PASSENGER GROUP

The Group is examining ways to raise its profile, and would welcome updates from Branches on services that had been restored following a Rf campaign, or that are well used despite the ongoing concern. TOC liaison meetings highlight any shortfall in the provision of services at times of disruption. A Station Facilities Survey Form will replace the checklist on the Rf website.

Pruning of services due to Covid-19, especially in the peak, increased both punctuality and reliability, but created gaps in the service interval. If the changes are made long-term, the services that remain must be evenly spaced.

RAILFUTURE YORKSHIRE

RfY has discussed potential bids for the 3rd round of Restoring Your Railway. Ideas included resubmitting Sheffield – Stocksbridge, possibly as a tram-train; a strategic Harrogate – Ripon - Thirsk/Northallerton link, and an inter-regional service from Lancashire to York via Calderdale, Huddersfield and Wakefield. Lines around Pontefract/Castleford ripe for new or improved services include reopening the Askern line to Doncaster, and better services on the Sheffield – York line via Baghill, and on the Goole line.

CAMPAIGN FOR BETTER TRANSPORT

The Office of Rail and Road (ORR) annual statistical release on the [infrastructure and assets](#) of the rail network in Great Britain, show that 6,049km, around 38%, of the mainline railway is electrified, but only 251 new track km were added in 2019/20, and four new mainline stations (Meridian Water, Robroyston, Warrington West, Worcestershire Parkway). In response, CBT Chief Executive Paul Tuohy said: "We need to step up our game [with] a rolling programme of electrification to meet the Government's net zero targets. Too many communities are unable to access the rail network: new or reopened rail lines and stations could transform these places. Now more than ever, we need investment in rail infrastructure – not just to enable more sustainable travel, but to create jobs, tackle social exclusion and help the economy to recover."

Over the same period, [ORR rail emission stats](#) show that although passenger km decreased by 1.3%, electricity usage increased by 5.3% and diesel usage by 1.5%, resulting in a drop of CO₂ to 35.1g per passenger km, the lowest level since comparable figures started in 2011-12. Freight trains consumed 172 million litres of diesel, the highest figure since 2015-16, and an annual increase of 12.5%, the first since 2015-16. Electricity usage fell by 6.3% to 70 million kWh, so the CO₂ per tonne km increased to 27.5g, the highest level since 2011-12.

A CBT briefing paper on community rail and recovery outlines the ways in which it can help communities and the railway come through the pandemic and 'build back better'. It also has a guide to help community rail officers and volunteers cope with changing times, and runs training and development sessions.

COMMUNITY RAIL NETWORK

Robert Nisbet, a Director of the Rail Delivery Group, and CRN Chief Executive Jools Townsend will co-host the virtual Community Rail Awards on 9 December.

TRANSPORT FOCUS

Reform of rail fares retailing is essential to rebuilding public transport markets. Rather than complex multimodal solutions, for now it's important to sort out urban and longer-distance rail, and improve the bus offering. You have to offer quality choice; compelling or propelling people into change simply alienates, no matter how pressing the cause. TF asks what else can be done to reduce emissions and level up society.

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

The Government will use Transport for the South East's transport strategy to help decide where, when and how to invest in its transport network. However, Transport Secretary Grant Shapps does not want to grant its statutory status, or to transfer powers at this time.

According to Rail minister, Chris Heaton-Harris, more rail lines are to be electrified in a green transport upgrade. Electric power would play a "massive part" in government plans to clean up the system.

The ORR wants better timetable information. To allow passengers to plan ahead and buy cheaper advance tickets, timetables ought to be confirmed 12 weeks in advance, but this is currently impossible, and NR's recovery plan will take some time. In the meantime, train operators and rail retailers must emphasise that the information they provide is subject to change before travel.

In 2018, ORR considered incentivising NR to increase capacity by varying part of the fixed charge franchised operators paid according to the number of timetabled services they operated. However, the world has since changed, so this incentive will not now be switched on in Control Period 6.

NR has launched a campaign urging goods vehicle and bus operators to 'wise up and size up'. The Watling Street bridge on the A5 at Hinckley in Leicestershire was hit 25 times in the last year. Close behind was Bromford Road bridge in Dudley, West Midlands, which saw the most rail passenger delays: 4,300 minutes or almost 72 hours from 24 strikes. There really is no excuse.

In its submission to the Spending Review, the Railway Industry Association calls for greater clarity from Government, in order to support the sector in 'building back better'. It wants:

- Immediate publication of the Williams Review and the Rail Network Enhancements Pipeline, to give the industry certainty on structure and infrastructure plans
- A Rolling Stock Summit, for key industry players to develop a long term plan for the UK train fleet, including smoothing the volatility of the market, digitalisation, decarbonisation and innovation
- Longer-term, Control Period style funding settlements for devolved transport bodies that allow the rail industry to continue key work.

Prompted by Austrian MEPs but available to all, the overnight Brussels to Vienna rail service restarted on 31 August; London passengers can connect via Eurostar. There are also plans for night services from Gothenburg to Umea in Sweden, and from Paris to Tarbes and to Nice. From 5 February, a seasonal night train for winter sports enthusiasts will run from Copenhagen to Zell-am-See in Austria.

Eurostar, has launched a high-speed London-Amsterdam service, with a journey time to London of 4h 9m from Amsterdam and 3h 29m from Rotterdam. Bookings open six months in advance of travel, so passengers can plan their journeys over the Christmas period and up to February 2021.

East Midlands Railway has branded its new Intercity fleet Aurora, to reflect both a new dawn and its ability to run under electric power. The Japanese bullet-train technology will provide fast, comfortable journeys between London, Sheffield and Nottingham. Construction is due to start later this year, with Main Line testing in mid-2022, and entry into passenger service planned for early 2023.

Govia Thameslink Railway's Class 717 trains are 33% more efficient than the Class 313 units they replaced. In just one year of full service on its Moorgate routes, they regenerated enough electricity to power every household in Welwyn and Hatfield for a month, potentially saving more than 4,000 tonnes of carbon dioxide. Over the same period, its other fleets with regenerative braking - Class 377, 387 and 700 - generated more than 183 million kWh, cutting carbon dioxide emissions by more than 43,000 tonnes.

As part of the latest funding arrangement for TfL, Crossrail 2, a rail link across London from Hertfordshire to Surrey has been shelved, although land will be safeguarded so that the scheme could yet be revived.

London Overground has completed the introduction of Bombardier Class 710 trains on the line from Liverpool Street to Chingford, Cheshunt and Enfield Town, and on the Gospel Oak - Barking, Romford - Upminster, and Euston - Watford Junction lines. The 40 year old Class 315 trains inherited from Greater Anglia have been retired from service.

EWR Co Community Engagement Manager Claire Keith-Anderson hopes that its new Community Hub will attract local residents who may not previously have been involved in how the railway is developed.

Detailed design of the line between Northumberland Park and Ashington is underway prior to the resumption of rail passenger services between Newcastle and Ashington, possibly by 2023. Groundwork will involve drilling to gather soil samples, and to discover any old mine workings under the line.

Cumbria County Council's Cabinet has committed to the development of Carlisle station and the area around it by supporting the business case and its objectives. The plans complement HS2 proposals, with improved access to new and extended platforms, and align with the Government's aim of a green recovery by encouraging more use of public transport.

With planning approval granted, an invitation to tender has been issued for the construction of new stations at Darlaston and Willenhall on the Wolverhampton - Walsall line. Opening in 2023, they will also serve Birmingham New Street.

The completion of tunnelling to modernise and expand Bank Underground station marks a major milestone in the project. The Northern line will have a new southbound running tunnel, with the existing one converted into a passenger concourse with six new cross passages to the platforms on either side. Three new escalator barrels will link the Northern line to the DLR and to a new Cannon Street entrance, while another new tunnel will connect the Northern and Central lines.

A £17m upgrade to Southampton freight terminal will raise the maximum length of trains from 520m to 775m, allowing 14 more containers on each service. Preparatory work will entail some line closures.

On 26 October, Maritime introduced a new weekday rail service between DP World London Gateway and its East Midlands Gateway, with a weekly capacity of up to 320 containers.

As part of the examination of the Central Bedfordshire local plan, a discussion on the proposed Rail-freight Interchange at Sundon, north of Luton, will be held on 14 December.

,,,and finally

Andy Hedges, editor of the TRA Magazine, commends '[Around the World in 80 Trains](#)' by Monisha Rajesh. It recounts a 45,000mile journey from St Pancras via Russia, Mongolia, Kazakhstan, Tibet, North Korea, and Canada. The book was Waterstones' Non-Fiction Book of the Month for May 2020.

The BBC [reports](#) that shortly before midnight on Halloween, an empty metro train overran the end of the line at De Akkers station but, as the pictures in the link show, instead of plunging 30ft into the water below, the front carriage ended up perched on a plastic sculpture of a whale's tail. The driver escaped unhurt, but the problem now is how to recover the train in a careful and controlled manner.

CONSULTATIONS

- Kent County Council: [Rail Strategy 2021](#), closes 17 November
- NR: [Cambridge South station Phase 2](#), closes 29 November
- Homes England: [West of Ifield Development](#), closes 1 December
- HM Government: [HS2 Phase 2b Western Leg Design Refinement](#), closes 11 December
- Portsmouth City Council: [Draft Transport Strategy](#), closes 21 December.

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.

November

- Saturday 14. Fen Line Users' Association AGM (**Online**), 1400.
- Tuesday 17. Bedford Commuters Association and Association of Public Transport Users joint AGM, **Online**, 1930.
- Saturday 21. Rf London & South East Kent division, **Online**. 14.00
- Tuesday 24. English Regional Transport Association AGM, Online (**Zoom**), 1400
- Tuesday 24. 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**).
- Tuesday 24. Cheshire Best Kept Stations Virtual Awards, Online/**Zoom**, 1900.
- Saturday 28. Rf London & South East Herts & Beds Division, **Online**. 1030 (Also 30 January and 27 February).
- Saturday 28. English Regional Transport Association London Forum, Online (**Zoom**), 1400

December

- Tuesday 1. Ribble Valley Rail, New Inn, 20 Parson Lane, **Clitheroe**, 1430 (Also first Tuesday of every month).
- Thursday 3. East Hampshire CRP Stakeholder meeting, **Online (Zoom)**, 1000.
- Thursday 3. Rf London & South East, Sussex and Coastway Division, **Online**, 1800 (also the first Thursday of each month (except August) at various venues).
- Saturday 5. Shrewsbury to Aberystwyth Rail Passengers Association, Royal Naval Club, Market Street, Aberystwyth, 1145, but **meetings cancelled until further notice**.
- Tuesday 8. STORM, Blue Pits Inn, 842 Manchester Road, Castleton, **Rochdale**, OL11 2SP, 1400 (Also the second Tuesday of each month, but **meetings cancelled until further notice**).
- Tuesday 8. Chesham & District Transport Users' Group, Town Hall, 14 High Street, **Chesham**, Bucks, HP5 1EP. 19.30.
- Wednesday 9. Community Rail Awards, now **Online**, 1900.
- Wednesday 16. Rf London & South East Herts & Beds Division, **Online**. 1930.

Further Ahead

- 14 January. Rf London & South East, Eastern Division, **Online**, 1900 (and second Wednesday of every alternate month.)
- 21 January. Friends of the Barton Line Rail User Group, No 1 Inn, Cleethorpes, 1900 (or Online) (also the third Wednesday of each odd month alternately at No 1 Inn and the Sloop at Barton, 2000).
- 30 January. Rf Yorkshire and North West joint webinar, **Online**.
- 5 February. English Regional Transport Association Guildford meeting.

Disclaimer: unless otherwise stated, views expressed are those of the contributing organization, 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 7NP (**NB. for legal correspondence only**)*

All other correspondence to: 24 Chedworth Place, Tattlingstone, Suffolk, IP9 2ND