

## Railfuture in London and the South East

quarterly branch newsletter

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

### 12-CARS project starts journey

If good things come to those who wait then in 12 years' time, subject to the essential 'health warnings' about gaining legal powers and funding, we can look forward to the 'bigger better railway' we campaign for arriving at East Croydon, and also Norwood Junction, stations.



East Croydon station, platform 4, on 'up slow' line to London

For six weeks from Monday 5 November until Monday 17 December Network Rail have been consulting the public on the **Croydon Area Remodelling Scheme** – dubbed 'initial public engagement' – via 11 exhibitions in seven Croydon venues and a brief online survey: <https://consultations.networkrail.co.uk/communications/croydon-area/> It has just a couple of key questions.

'Unblocking the Croydon bottleneck' includes two extra platforms in the station with a bigger concourse, two extra tracks leading north from it necessitating replacement of the road bridge carrying the A222, grade-separation of junctions in the 'Selhurst triangle', and step-free access at Norwood Junction station.

The end result is expected to be a capacity increase from 36 to 42/44 trains per peak hour. How those extra 6-8 tph will be used is certainly for the post-GTR franchise operator, maybe even the one after that! There will be calls for two of them to allow separate Coastway services for longer trains to operate beyond Haywards Heath without splitting/joining there, and the Uckfield line would appreciate an extra one too, more with the prospect of the route returning to an additional Sussex main line instead of being just a long branch.

Railfuture's role will be the trusted if challenging friend through next Spring's formal public consultation and later the process to secure a Transport and Works Act Order. Works are currently anticipated to start in 2023.

**Our vision for rail:** A railway system that provides services which travellers and freight forwarders want to use, and which offers more journey opportunities to more people and more freight.

### Gatwick - take-off or grounded?

Gatwick Airport Ltd's **draft Master Plan 2018** public consultation was cleared for take-off on Thursday 18 October, for 12 weeks until Thursday 10 January with six public exhibitions held in November. Their press release <http://mediacentre.gatwickairport.com/press-releases/2018/2018-10-18-gatwick-sets-out-ambitious-future-growth-plan.aspx> shows three growth scenarios to the early-2030s (coincidentally the 'post-CARS' era). The finalised Master Plan to be published next year will replace its 2012 predecessor, and while focussed on the period to 2022 will also look further ahead to 2032.

GAL has a 2010 'Decade of Change' sustainability plan and since May a new 'Airport Surface Access Strategy': <https://www.gatwickairport.com/surfaceaccess> The rail implications of air passengers increasing 33% by 2032 with a single runway are challenging enough if current mode share is even to be maintained. What would rail need to do to handle a 50% increase if the standby runway is in regular use, and improve its mode share?



Artist's impressions of new Gatwick Airport station and concourse



Railfuture's role will be to advocate sustainable surface access for the airport, whatever its size, with greater mode share by rail for both workers and passengers – supporting when needed, challenging when necessary.

**Our vision for Railfuture:** An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.

## Control Period 6 plans change!

Network Rail's regulator, the Office of Rail and Road, has sprung a late surprise! The 'Periodic Review' process which it oversees is often subject to change to accommodate circumstances, as can be seen from <http://orr.gov.uk/rail/economic-regulation/regulation-of-network-rail/price-controls/periodic-review-2018/timetable-and-process> and the various versions of its "Live timetable for PR 18 and description of key milestones". The previous version V1.9 in August still anticipated Network Rail publishing in December their draft Delivery Plans for 2019-24 for a consultation, to which Railfuture expected to be able to contribute.

On 31 October the ORR duly published its Final Determination on Network Rail's Strategic Business Plans for CP6 (2019-24). At the same time, V2.0 was also published, showing no draft Delivery Plans from Network Rail in December, no consultation, and offering no reasons! Instead, a 'Managing Change Policy' from the ORR, and nothing more from Network Rail until their final CP6 Delivery Plan in March.

The Final Determination itself confirms £16.6 billion on renewals, more than half as much as the next-biggest spend of £7.7 billion on maintenance; here are two examples of what the £34.7 billion total will be spent on: <https://www.networkrailmediacentre.co.uk/news/network-rail-secure-record-gbp-2bn-to-provide-a-better-railway-for-passengers-in-surrey> in Surrey and <https://www.networkrailmediacentre.co.uk/news/network-rail-secures-gbp-2-2bn-to-provide-a-better-railway-for-passengers-in-east-anglia> in East Anglia.

## National Infrastructure Commission

Back in July the Commission published the country's first-ever **National Infrastructure Assessment** <https://www.nic.org.uk/publications/national-infrastructure-assessment-2018/> with comments from Chairman Sir John Armitt <https://www.nic.org.uk/a-national-infrastructure-assessment-fit-for-the-future/> and from Chief Executive Phil Graham <https://www.nic.org.uk/the-national-infrastructure-assessment-a-uk-first/>. Of the six topic areas 'Encouraging growth of cities' is perhaps the most germane for us and Chapter 4 "Transport and housing for thriving city regions" develops the theme. Within our regional branch area London and Brighton are among the top 25 UK cities by employment; while both enjoy high growth, high road congestion comes with it.

The NIA declares boldly that "Cities are the priority for future transport investment. Investing in urban transport can support productivity and quality of life. Intercity transport is getting the investment it needs, but productivity is low in too many UK cities, unlike in Europe. Transport networks are close to capacity in many UK cities; better cars can't solve the problem as there isn't enough space. Mass rapid transit is needed to increase accessibility. But transport alone isn't enough – cities need skills, green space, cultural and leisure activities." Read more and consider how we align: <https://www.nic.org.uk/assessment/national-infrastructure-assessment/transport-and-housing-for-thriving-city-regions/>

## Rail franchising review – again!

If anyone had set this exam question – which franchise currently going through re-letting, and which is in most urgent need of an injection of investment for additional capacity across all of its routes, and which affects the broadest geographic swathe of Britain (and including, note, the largest number of MPs' constituencies) – who would not have identified **Cross Country**? As well as being a veritable A-B-C to Y of key destinations, from Aberdeen to Bournemouth and Cardiff to York, its route map has tentacles reaching south to Plymouth and Penzance and east to Cambridge and Stansted Airport.



This matters to our regional branch how, why? Those tentacles may only just reach us, at Guildford currently, but slightly further afield are Basingstoke, Reading and Southampton for example. We are not a disinterested party to the abandonment of the Cross Country franchise re-letting process as a result of September's announcement of a **Rail Review**. Read our article: <https://www.railfuture.org.uk/article1810-The-2018-Rail-Review> With a government White Paper next autumn and planned reforms "from 2020" it appears that the current Direct Award for Arriva CrossCountry will be extended beyond its currently-planned February 2020 end, as eight additional four-week 'reporting periods' will still be available, to around October 2020.

The DfT's **Great Western** Rail Franchise Stakeholder Briefing Document published in August, including the DfT's response to last winter's public consultation, in effect signals a further negotiated Direct Award, not a competed franchise, beyond the one ending April 2020, a process already 'in train' just before the Rail Review.

Contract award for the next **South Eastern** franchise was due in November, with the new franchise currently planned to start at 02.00 on Monday 1 April 2019.

Next up should be the new **East Midlands** franchise, with contract award currently planned for March/April 2019 and the new franchise currently planned to start on Sunday 18 August 2019.

Then the new **West Coast Partnership** contract award is currently due next May, with the new franchise currently due to start on Sunday 15 September 2019.

All remains quiet for now on the creation of the new **East Coast Partnership** which, like Cross Country, will be influenced by (or be influential in?) the Rail Review.

Surrey Division Convener Stephen Rolph is expanding his menu of our aspirations for the successor/s to the present **Thameslink/Southern/Great Northern** due in September 2021; up to two years extension is possible.

The **Chiltern** franchise currently ends December 2021; the re-letting process is due to begin in February 2020.

More dates <https://www.railfuture.org.uk/Rail+dates>

## Railfuture's Rail User Group Awards

The seventh annual awards for rail user groups were presented by our Vice-President Stewart Palmer at our autumn conference in Reading on 10 November.



Our regional branch area was among the winners, with the **Hastings and Rother Rail Users Alliance** taking home the award for Best Campaign. The campaign is for 'The Eastbourne Overlap', the Railfuture-inspired response to GTR/Southern's original proposal to split the hourly two-car diesel service between Ashford and Brighton at Hastings, championed by the HRRUA.



*Railfuture member Dick Tyler, also a member of Bexhill Rail Action Group with award presenter Stewart Palmer*  
Read more at <https://www.railfuture.org.uk/display1894>

## Growing our Community Railways

The latest links about our CRPs from "Train on Line":

<https://communityrail.org.uk/government-strategy-underlines-vital-role-of-community-rail/> New strategy!

<https://www.railbusinessdaily.com/local-brownies-bring-magnificent-makeover-to-shepherds-well-station-entrance/> tired out at Shepherds Well.

<https://communityrail.org.uk/sussex-crp-1018/> Art in the ticket hall at Hurst Green, bus surgery at Uckfield.

<https://communityrail.org.uk/sussex-maps-nov18/> New maps for North Downs Way and Surrey Hills AONB.

<https://communityrail.org.uk/sussex-crp-10-nov18/> Happy 10<sup>th</sup> birthday for Sussex CRP.

<https://communityrail.org.uk/east-grinstead-nov18/> DfT staff help tidy-up East Grinstead station.

<https://communityrail.org.uk/chessington-nov18/> Welcome to Chessington South station.

Read ACoRP's response to the Rail Delivery Group's consultation "Easier fares" which closed in September: <https://communityrail.org.uk/acorp-response-to-the-rail-delivery-group-easier-fairs-consultation/>

## ACoRP's Community Rail Awards

For Railfuture the highlight of this year's ceremony was ACoRP's **Lifetime Achievement Award** bestowed on our Community Rail Liaison officer **Chris Austin OBE**.



Short-listed nominations from our regional branch area which went home with an award can all be seen in the Winners' Brochure: <https://communityrail.org.uk/wp-content/uploads/2018/10/ACoRP-CRA18-Winners-Brochure.pdf> They are in three categories:

# Community Art Schemes – Renewable and Smaller Projects – sponsor, Transport for Greater Manchester: ~ Kent CRP, Bradfields Academy and BTP Kent for their text number poster campaign.

Click on <http://www.kentonline.co.uk/kmtv/video/british-transport-police-appeal-for-passengers-to-get-in-touch-11791/> to see and hear the Kent CRP Vice-Chairman, who is also our Kent Division Convener!

# Small Projects Award (under £500) – sponsored by Community Rail Lancashire: ~ Friends of Ally Pally station – "Hop on a train"

# Photo and Competition and Video Competition/Best 'Community Rail in Action' Image – sponsored by Porterbrook:

~ Marston Vale CRP, 1<sup>st</sup> prize: "Carefully does it!" Face-painting on the Santa Special, and 3<sup>rd</sup> prize: "Now, where is this planter going?"



# Influencing positive change – sponsored by TransPennine Express: ~ Women in Community Rail

See [https://www.youtube.com/watch?v=k11\\_p6JB-4Q](https://www.youtube.com/watch?v=k11_p6JB-4Q) <https://communityrail.org.uk/events-training/community-rail-awards/2018-community-rail-awards-winners/> The Association of Community Rail Partnerships (ACoRP) website is: <https://communityrail.org.uk/>

# TfSE rail – west of East Sussex: BTN-FMR-LWS-UCK-COH-ERI-TBW

The Coast to Capital Local Enterprise Partnership launched their new Strategic Economic Plan in July:  
<http://www.coast2capital.org.uk/strategy/>



The Strategy has eight priorities, one of which is to “Promote better transport and mobility” thus: “We will lead lobbying for investment in a state-of-the-art digital railway through investment in the Brighton main line and Crossrail 2. We will actively support the creation of Transport for the South East to bring further funds to roads and railways across our area.”



Thameslink Resilience Programme: <https://brightonmainline.co.uk/>



Croydon Area Remodelling Scheme, works 2023-2030

Three years ago Network Rail’s final South East Route: **Sussex Area Route Study** referred to “a set of seven common works required in all scenarios”. Included were “Windmill Bridge Junction grade separations and additional track between Windmill Bridge Junction and East Croydon” and “East Croydon additional platforms”. When completed in 2030, on current plans, the long-standing obstacle to additional paths for Uckfield line services will be removed. However, would that be the best value-for-money use of the additional paths?

This newsletter has been conveying Railfuture’s view that unless and until there is acceptance of significant additional population growth in the line’s corridor, over and above what is currently planned, the answer is No.

See <https://www.railfuture.org.uk/Uckfield+Lewes>

According to the NIA referred to on p.2, Brighton is one of the UK’s top 25 cities, by employment, and one of 10 (Solent and Bournemouth being the other two south of London) with a high-growth/high-congestion dilemma to solve. Only Milton Keynes and Coventry appear to enjoy the relative luxury of high growth/low congestion.



Greater Brighton City Region: <https://greaterbrighton.com/>

The Uckfield-Lewes-Brighton corridor is within, or next to, the **Greater Brighton City Region**. It will not stop growing, but can it do so in a sustainable way which uses that growth to drive infrastructure investment to help reduce congestion? The combination of a garden village, based on a reinstated rail link, between Uckfield and Lewes has the potential to be part of the solution.

Like or not, another place which will not stop growing is **Gatwick Airport**. It has its own targets for improving sustainable surface access, and its pressures on and demands of area transport networks will need another rail route in the London-East Sussex coast corridor.



Read coverage in previous issues of newsletter **raillse**  
<https://www.railfuture.org.uk/London+and+South+East+branch+news>

# TfSE rail – east of East Sussex: EBN-BEX-SLQ-HGS-RYE-AFK-STP

“It’s the economy, s....d” is what a former US President is reputed to have said. It’s now five years since Network Rail’s **London and South East Market Study** was published as part of its new Long-Term Planning Process, ushering in a new language with four strategic goals for transport, such as ‘enabling economic growth’ and ‘improving the quality of life for communities and individuals’. Such officially-endorsed strategy offers vital justifications to help under-pin compelling case-making for and local advocacy of local improvements.

The strategic goals for rail are, for the first above:  
 ~ providing sufficient capacity for people travelling to take part in economically productive activities  
 ~ improving business to business connectivity  
 ~ improving connectivity to/from the retail, leisure and tourism sectors of the economy;

and for the second of the two strategic transport goals:  
 ~ connecting communities  
 ~ providing access to social infrastructure such as educational establishments and major leisure venues  
 ~ reducing road congestion.

Conditional outputs to deliver those strategic goals (ie aspirations conditional on value-for-money and affordability) are both quantitative and service-level eg journey-time improvements to achieve sub-100 minute timings for their large economic business-to-business and employee-to-employer benefits, and qualitative eg improved access by rail. Two core conditional outputs centre on connectivity and capacity, the former meaning “as fast and frequent as operationally possible given value for money and affordability” while the latter refers to meeting the demand for more and/or better opportunities to travel by rail. All of these factors are directly applicable to the ‘**HighSpeed Hastings**’ project

An apparent loss of nerve by some has been detected since Network Rail’s Andrew Wood told September’s annual Rail Summit in Hastings that a new connection between HS1 and platform 2 in Ashford International station could not now go ahead at the same time as the essential and increasingly urgent track renewals there. It is worth rehearsing, as above and in the next column, that the underlying rationale for the whole project hasn’t changed, even if the exact timing of one element has.



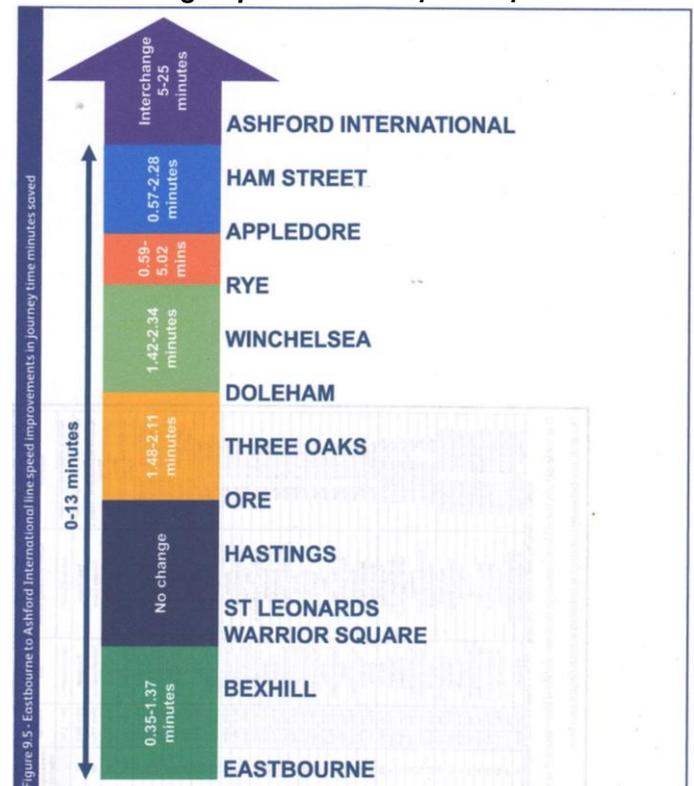
Annual Hastings Rail Summit 5 – 14 September 2018  
 (but he for one won’t now be back with us next year!)

See <https://www.railfuture.org.uk/Marshlink>

Based on that Market Study, Network Rail’s May 2018-published **South East Route: Kent Area Route Study** developed ‘choices for future services and investment decisions’. “The Capacity Challenge” para.4.14 looks at MarshLink, forecasting to 2044 the hourly 2-car service not being over-capacity when averaged across the day! “Improving Connectivity” identifies a conditional output of providing a ‘generalised journey time’ of under 100 minutes to a significant centre of population, Hastings.

“Strategy and choices for funders” identifies Bo-Peep Junction to Ashford benefitting if resignalled to enable the traffic management system to operate trains over the single line sections effectively. Demand change to London with direct trains via Ashford International is forecast to rise 25% from Hastings, 54% from Bexhill!

## MarshLink High Speed: 9.5 Linespeed Improvements



Courtesy Network Rail – South East Route: Kent Area Route Study, Technical Appendix, p.138 – May 2018  
<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

The maximum potential journey-time improvements are just over 7 minutes for the 15 miles between Rye and Ashford International, reflecting the significant proposed line-speed increase from 60mph to 90mph, and just under 6 minutes for the 27 miles between Rye and Eastbourne, reflecting the already-higher line-speed between Bo-Peep Junction and Eastbourne. These are steps to achieving London journey times of under 70 minutes for Hastings, under 80 for Bexhill.

The whole ‘**HighSpeed Hastings**’ project has always comprised different elements. While the timing of one at Ashford has changed its real value is dependent on securing the MarshLink line-speed increases to deliver journey time improvements, the project’s *raison d’etre*.

Read coverage in previous issues of newsletter **raillse**  
<https://www.railfuture.org.uk/London+and+South+East+branch+news>

## A Surrey interchange matters

Following on from the front-page article in the previous *railse* no.141 for September, a radial/orbital connection in a large town named Dorking in Mole Valley District is gaining some attention as the prospect of a third hourly train on the North Downs line gains some momentum.

The town's three stations have usage figures estimated by the Office of Rail and Road in 2016/17 as follows:

Dorking Deepdene	398,912
Dorking Main	1,161,477
Dorking West	55,995

The vagaries of the usage estimation methodology and ticketing/revenue apportionment system show 200,000 interchanges at Deepdene, 125,000 at Main station.



Deepdene station is deeply unsatisfactory in several ways, not the least by being at the top of long flights of exposed stairs: 41 steps for the platform from Reigate, 29 towards Reigate. The concept of a bigger better station to its east is emerging, located where a step-free link with Main station immediately to the north could be established. A vision for the long term, this will be one of the places where you read about it first!

## Preserved lines / heritage railways

As noted in the previous issue of *railse*, **Chinnor and Princes Risborough Railway** have opened their new platform to provide direct interchange with the adjacent Chiltern main line, extending their heritage operations from Chinnor into Princes Risborough station since mid-August: <http://www.heritage-railways.com/cprrr.php> They have now received public recognition for these achievements with a Railfuture Award from our Vice-Presidents presented at our Reading conference.



*CPRR* Chairman Danny Woodward receiving a *Judges' Special Award* from Vice-President Stewart Palmer.

Read more at <https://www.railfuture.org.uk/display1894>

<https://www.railfuture.org.uk/Preserved+lines+as+public+transport>

## Branch AGM 2019, Notice 1 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in **London on Saturday 27 April 2019** at 14.00. There will be an **open meeting with guest speaker/s** in the morning. Venue, speaker/s and Agenda for the AGM will be published in your March newsletter no.143.

**Nominations** are now invited for Branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to six other members for the Branch committee. The nomination form is viewable/downloadable from <http://www.railfuture.org.uk/London+and+South+East> Candidates must be proposed and seconded, with their nominations signed by both, and sent with signed confirmation of acceptance by the nominee. All three (proposer, seconder, nominee) must be currently paid-up Railfuture members and must state their membership numbers, which can be found on the reverse of the cover sheet with your Railwatch mailing. When accepting nomination for any of the four elected officer posts, all candidates must declare whether or not they would accept a non-officer position on the Branch committee, in case they are not successful in a ballot for that officer post. Nominations for new candidates must be accompanied by a CV and Election Statement, of no more than 100 words each, and sent to the Branch Electoral Returning Officer Dick Tyler at 27 Windsor Road, Bexhill, East Sussex, TN39 3PB, to arrive no later than **Saturday 19 January 2018**.

**Motions** for debate, and possible amendment, at the AGM are also invited now. This arrangement is intended to enable the whole Branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for participation. This provision will not prevent the acceptance of emergency Motions at the discretion of the Chairman, and by those present at the AGM, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions, which is also **Saturday 19 January 2019**.

Motions - to be on Branch organisation, policy or strategy - should be brief, to the point, indicate to whom each is addressed for action, and must be proposed, seconded, signed by both who must be paid-up members of Railfuture (quoting membership numbers), and sent to Branch Vice-Chairman Roger Blake.

The next issue of Branch newsletter *railse* no.143 in March will, in the event of a ballot, include a numbered ballot paper together with voting instructions (which will include provision for supplying your membership number as well as postcode, which only the Electoral Returning Officer will see), together with new candidates' CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than the stipulated date which is likely to be by early-April 2018. The next Branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified in writing to Branch Vice-Chairman Roger Blake, to arrive no later than ten clear working days before the AGM i.e. by **Saturday 13 April 2019**.

## London & SE Campaigns Calendar

<https://www.raifuture.org.uk/London+and+South+East> includes **current consultations** of specific and general interest to our London and South East region.

Railfuture has submitted its Statement of Case on **East-West Rail Bicester to Bedford Improvements** (Phase 2 of the Western Section – Aylesbury/Bicester to Bletchley/Bedford), in October. It can be read here: <https://www.raifuture.org.uk/display1886> The Public Inquiry process began with a pre-inquiry meeting on 29 November, ahead of the Public Inquiry itself starting at 10.00 on Wednesday 6 February 2019. It will be at MK Community Foundation Conference & Training Facilities, Margaret Powell House, 433C Midsummer Boulevard, Milton Keynes MK9 3BN.



**Ticket office closures** can be guaranteed to excite debate and Arriva Rail London's proposals for 51 of their London Overground stations, consulted on by London TravelWatch, have been no exception. To the surprise of some, Railfuture has given the proposals its qualified support. Our consultation response can be read here: <https://www.raifuture.org.uk/display1879> The LTW Board considered an interim report in October: <http://www.londontravelwatch.org.uk/home/>

**Station closures** likewise arouse strong feelings, but in the case of Angel Road on West Anglia's Lea Valley line the closure planned for next May will coincide with the opening of a new step-free Meridian Water station only a short distance away. Railfuture for the second time recently has therefore supported a rail closure!



The **City of London's first Transport Strategy** invites comments by January <https://www.citystreets.london/> and also on its draft City Plan 2036 by end-February <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Pages/Local-Plan-Review.aspx>

The **GLA Budget and Performance Committee** has just published *TfL Finances – the end of the line?* <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications/transport-london-finances-end-line> following its summer investigation, to which this branch contributed.

<https://www.raifuture.org.uk/Consultation+responses>

## Forthcoming calendar/diary dates

Please refer to <https://www.raifuture.org.uk/events> and <https://www.raifuture.org.uk/Rail+dates> for full details.

**Wednesday 5 December** Sussex & Coastway Division **Also**, "*The Channel Tunnel: the vital link with continental Europe.*" Free evening talk in Ashford.

**Thursday 6 December** "*Politics influencing the railway.*" Free evening talk in London. **Also**, drop-in for City of London draft Transport Strategy consultation

**Tuesday 11 December** ORR station usage estimates for 2017/18 published. **Also**, Chesham & District TUG.

**Wednesday 12 December** "*The Heritage Railway Association.*" Free evening talk in Chichester.

**Thursday 3 January** Sussex & Coastway Division.

**Tuesday 8 January** "*Indecision, decision and counter-decision: a history of airports policy for London.*" Free evening talk in Lewes. **Also**, Chesham & District TUG.

**Wednesday 9 January** Drop-in for City of London draft Transport Strategy consultation

**Monday 14 January** "*London Overground – past, present and future.*" Free evening talk in London. **Also**, "*Running the railway.*" Free evening talk in Reading by GWR MD Mark Hopwood.

**Tuesday 15 January** CfBT London group.

**Wednesday 16 January** Eastern Division.

**Tuesday 22 January** "*The Rail Freight Group.*" Free evening talk in Woking by RFG's ED Maggie Simpson.

**Wednesday 23 January** "*South Western Railway.*" Free evening talk in Chichester by Phil Dominey.

**Friday 1 February** Copy date for your campaign news/reports for London & SE branch Local Action column in April's *railwatch* no.159 and for March's *raile* no.143. Send to [londonandsoutheast@raifuture.org.uk](mailto:londonandsoutheast@raifuture.org.uk) **Also**, copy date for your campaign news, letters, articles, photos to appear in April's *railwatch* no.159. Send them direct to [editor@railwatch.org.uk](mailto:editor@railwatch.org.uk)

**Thursday 7 February** Sussex & Coastway Division.

**Saturday 9 February** Herts & Beds Division, tbc.

**Saturday 16 February** Kent Division.

**Tuesday 19 February** "*Croydon Area Remodelling Scheme.*" Free evening talk in Redhill. Chesham TUG.

**Saturday 23 February** Railfuture East Anglia branch AGM and open meeting in Bury St. Edmunds.

**Wednesday 27 February** "*The Old Dalby test track.*" Free evening talk in Chichester.

**Monday 4 March** "*RSSB developments and update.*" Free evening talk in London.

**Tuesday 5 March** CfBT London group.

## Branch divisions' meetings – open to all branch members, visitors welcome

**Eastern [s. Essex and n. & e. London]** – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **16 January**, then **13 March**. Division Convener is Howard Thomas (opposite). See [www.railfuture.org.uk/Eastern](http://www.railfuture.org.uk/Eastern)

**Herts & Beds** – meets on Saturdays at 10.45 in **St.Albans**, AL1 4JP. Division Convener is Keith Dyall (opposite). See [www.railfuture.org.uk/Herts+and+Beds](http://www.railfuture.org.uk/Herts+and+Beds)

**Kent** – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **16 February**. Contact Division Convener Chris Fribbins at [chris.fribbins@railfuture.org.uk](mailto:chris.fribbins@railfuture.org.uk) or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or on tel: 01634 566256. See [www.railfuture.org.uk/Kent](http://www.railfuture.org.uk/Kent)

**London Metro** – a new Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming Elizabeth line). Contact Branch Vice-Chair Roger Blake (opposite). See [www.railfuture.org.uk/London+Metro](http://www.railfuture.org.uk/London+Metro)

**Surrey** – Division Convener is Stephen Rolph at [stephen.rolph@railfuture.org.uk](mailto:stephen.rolph@railfuture.org.uk) or on tel. 01737 762153. See [www.railfuture.org.uk/Surrey](http://www.railfuture.org.uk/Surrey)

**Sussex & Coastway** – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **5 December**, then **3 January**, **7 February**, and **7 March**. Division Convener (Acting) is John Fowden at [john.fowden@btinternet.com](mailto:john.fowden@btinternet.com) or at Bridleway Cottage, Green Lane, Blackboys, Uckfield, East Sussex, BN22 5LA, or on tel. 01825 890848. See [www.railfuture.org.uk/Sussex+and+Coastway](http://www.railfuture.org.uk/Sussex+and+Coastway)

## inter-railse

Our new monthly branch e-newsletter is available to members on email (as a pdf or a link) by requesting it via [roger.blake@railfuture.org.uk](mailto:roger.blake@railfuture.org.uk) It's also available in <https://www.railfuture.org.uk/London+and+South+East+branch+news> for anyone to view and/or download.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue no.143, due to be published in March 2019, will be Friday 1 February 2019. Items for this newsletter and our branch Local Action column in *railwatch* to [londonandsoutheast@railfuture.org.uk](mailto:londonandsoutheast@railfuture.org.uk)

# railfuture

**Railfuture's mission: to be the number one advocate for Britain's railway and rail users**

Websites: <https://www.railfuture.org.uk/Welcome+to+Railfuture>  
<https://www.railfuture.org.uk/London+and+South+East> <http://www.railwatch.org.uk>

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## Our four branch neighbours

These and other websites, with their **events** and **newsletters**, in <https://www.railfuture.org.uk/branches/>

**East Anglia** – contact is Secretary Paul Hollinghurst – [eastanglia@railfuture.org.uk](mailto:eastanglia@railfuture.org.uk)  
Board liaison with branch via Director Jerry Alderson.

**East Midlands** – contact is Secretary Steve Jones – [eastmidlands@railfuture.org.uk](mailto:eastmidlands@railfuture.org.uk)  
Board liaison via national Finance Officer David Harby.

**Thames Valley** – contact is Branch Secretary Andrew McCallum – [thamesvalley@railfuture.org.uk](mailto:thamesvalley@railfuture.org.uk)  
Board liaison with branch via Director Roger Blake.

**Wessex** – contact is Branch Secretary Tony Smale – [wessex@railfuture.org.uk](mailto:wessex@railfuture.org.uk)  
Board liaison with branch via Director Stewart Palmer.

## Situations vacant in our branch

September's *railse* detailed them on p.6. We welcome John Black to lead Sussex & Coastway Division. One done, several still to go; you know the supermarket tag!

## Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Chair and Vice-Chair, (below). Usually held on alternate fourth Tuesday evenings in London. Next: **22 January** and **26 March**.

## London and SE Branch officers

**Branch Chairman:** Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB. Tel: 020 8959 7147.

**Vice-Chairman:** Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.  
Tel: 020 7254 1580; [roger.blake@railfuture.org.uk](mailto:roger.blake@railfuture.org.uk)

**Secretary:** Vacant.

**Treasurer:** Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.  
Tel: 01245 280503; [howard.thomas@railfuture.org.uk](mailto:howard.thomas@railfuture.org.uk)