

The **quarterly** branch newsletter of **railfuture** in London and the South East

Britain's leading *independent* campaign for a bigger better railway for passengers and freight

New transport for new homes

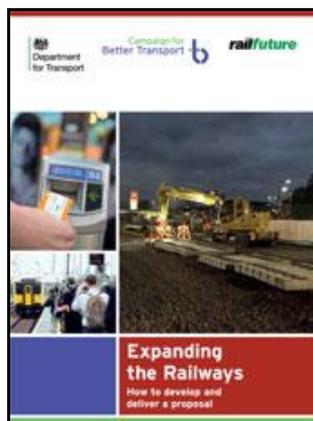
Medway Council announced in early-November that it had won a £170million grant from the [MHCLG's Housing Infrastructure Fund](#) to support [10,600 new homes on the Hoo Peninsula](#). £67million of the grant is to support the upgrade and reopening for passenger rail services of the existing freight-only, unelectrified Hundred of Hoo branch line. Regular readers will recall the coverage given in [railse no.140 June 2018](#).

The South East Route: [Kent Area Route Study](#) from Network Rail in May 2018 refers briefly to this project on p.87 of its main "Advice for funders" report, and in more detail on pages 15-16 of its [Technical Appendix](#). Although a project facing very significant challenges it will be vital to offer rail links to the first new residents as there is only one road connection with the area!

These two reports are Railfuture's 'how to' guides:



"Connecting Communities" 2009



"Expanding the Railways" 2017

Across on the other side of the TfSE area, **Fareham Borough Council** in mid-October resolved to grant [outline planning permission](#) for [Welborne Garden Village](#), comprising 6,000 new homes and a range of facilities for the new community of c.15,000 people. A planning agreement will safeguard a site for a new [station on the Fareham-Eastleigh line](#), selected from the four identified in [Network Rail's feasibility study](#).

Railfuture is now starting to work with key stakeholders and the developer to set up a Welborne Rail Consortium to bring forward a [new station](#) soon enough to be an integral part of the first new residents' travel choices.

These examples add to the growing list of rail schemes based on meeting housing, not just transport, needs.

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.*

"A sustainable route to growth"

A suitable title for a 30-year rail development journey? This is the approach of the [draft Transport Strategy](#) now out for consultation by [Transport for the South East](#), one (yellow) of seven Sub-National Transport Bodies.



In our web article "[South East Rail Strategy](#)" Railfuture sets out our approach, with two pairs of proposals to be developed in stages across the 30-year plan period. # one pair is developing orbital rail connectivity: ~ an inner-orbital 'R25' between Rochester and Reading via Redhill (with a link to Gatwick airport, and also to Heathrow airport via a new southern access); ~ an outer-orbital coastal connector between east Kent and Hampshire: Sandwich-Southampton via Brighton. # the second pair of proposals is recognising and developing additional rail-served economic corridors: ~ a Brighton-Lewes-Uckfield-Crowborough-Tunbridge Wells corridor linking planned housing growth and jobs; ~ a Heathrow-Woking-Guildford/Basingstoke economic corridor to support high productivity and sustainability.

In the end though, it's all about **who** you know!



TfSE Technical Lead Mark Valleley with Railfuture Chair Chris Page

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.*

Network Rail's route and branch reforms continue – the latest phase

Railfuture has long had TOC liaisons; soon we shall have ROC liaisons. 'New broom' Andrew Haines OBE, appointed May '18, has been "[putting passengers first](#)" in a devolved structure of 14 Routes in just 5 Regions.



Now it's time, with more [senior appointments made](#), for Railfuture to find Route liaisons to engage with [the 14 new Routes](#) where plans are, to use the DfT's mantra, **determined / developed / designed / delivered / deployed**.

"100 more by '24"

Railfuture's campaign for more step-free stations, with a call to the next government for a £200million Access for All fund for Control Period 6 2019-24, to supplement April's £300m analysed in [railse no.144 June 2019](#).



[Options for step-free overbridges](#)



Railfuture estimates that £200million would fund another c.50 stations on top of the 46 new to the A4A programme since April (27 were reinstated deferrals). High-footfall stations should, we think, receive priority.

Franchising falls foul of fallow period

Friday 13th December 2019 will be unlucky for some. Railfuture and the rail industry must look forward, to the clouds of uncertainty clearing as two vital decisions in particular, each with barely-imaginable long-term implications for passengers, are eagerly-anticipated.



The Williams Rail Review must see the light of day early in the next administration as more and more franchises have slowed from green through double-yellow to single-yellow and are now held at red signals. It's no good for anyone, not least rail passengers – and would-be rail passengers – that since the previous newsletter there has not been one single piece of good news about actually clearing the franchising blockage.

Meanwhile, shown below, it's been party-time in Kent!



Happy 25th birthday, Eurotunnel and Eurostar!

At the annual [Rail Summit](#) held in County Hall Eurostar was able to confirm that the 200mph class 374 e320 trains will call at Ashford International from January, that the third pair of the station's daily Paris services will return from May, and that direct services returning from [Amsterdam](#) can be anticipated next Spring.



Happy 10th birthday, Javelins!

A [First/Trenitalia consortium](#) will operate West Coast Main Line, and initial HS2, services as the new [West Coast Partnership](#) from Sunday 8 December 2019.

And the second of those two vital decisions? On the HS2 Review. The Review itself and HS2 Ltd have also become mired in the controversy of 'North-South Rail'.

See [dates of franchises, consultations, publications](#)

Community Rail Award winners 2019

This year's winning entries from around our London & South East regional branch area are:

1. Involving Children and Young People –

sponsored by Merseyrail

Sussex CRP – Active Access for Growth – 3rd prize.

2. Involving Diverse Groups –

sponsored by Great Western Railway

Kent CRP – Five Acre Wood Project – 3rd prize.

6. Best Community Engagement Project –

sponsored by Rock Rail

Sussex CRP and Southern – Commemorating the First World War on the railways – 2nd prize.

Kent CRP – Sea Folk Sing on the Train – 3rd prize.

7. Best Marketing or Communications Campaign

Essex and South Suffolk CRP – Mayflower Magic on

Liverpool Street Station – 3rd prize.



See the fully-illustrated [winners' brochure](#) in here:

<https://communityrail.org.uk/events-training/community-rail-awards/>

Community railways round-up

Sussex CRP's latest [newsletter](#) missed *railse* no.145.

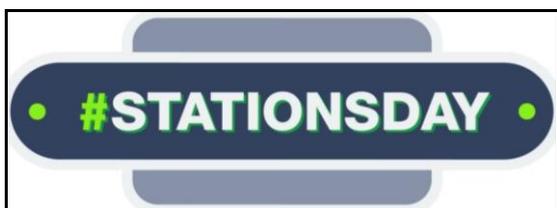
It's December so no surprise that Santa Specials are in the timetables. Three of the CRPs in our area have such plans – the [Abbey Line](#), [Essex & South Suffolk](#) (tickets already sold out!) and the [Marston Vale](#) line; Mince Pie Specials available on [Heritage railways](#) too!

[Bring books to Borehamwood!](#) A Book Swap at GTR Thameslink's Elstree & Borehamwood station is being promoted by the local Rotarians.

A library of inspirational [case studies!](#) Local examples come from [Swale Rail](#) and [Friends of Ally Pally station](#).

[Community Rail in the city 2020](#) – look out for it in May.

15th October saw [Stations Day](#) – look out for it in 2020!



More in: [Association of Community Rail Partnerships](#). Click to subscribe to ACoRP's monthly "[Train on Line](#)"

Railfuture's Rail User Group Awards

Inaugurated in 2012 but paused for 2019, the annual [RUG Awards](#) are due to return for 2020, with a switch to presentations being made at the national AGM – now confirmed for Saturday 27 June in Birmingham.



The closing time is 23.59 on Sunday 1st March 2020. Further [t's and c's](#) have now been published online.

Previous winners from around our regional branch area, to encourage yet more next year, have been:

2018 – Best campaign:

Hastings & Rother Rail Users' Alliance

2017 – Best new group:

commendation, **Hadley Wood Rail User Group**

2017 – Best campaign:

Silver, **Hadley Wood RUG**

2017 – Best campaigner:

Francesca Caine, founder of Hadley Wood RUG

2016 – Best campaign:

Cambridge Heath / London Fields Rail Users' Group

2016 – Judges' Special Award – Dick Crane, founder of Bedford-Bletchley Rail Users' Association

2015 – Best website:

Gold, **Abbey Flyer Users' Group**

2015 – Best campaigner:

commendation, **Dave Horton**, Secretary of ABFLY

2014 – Best website:

Gold, **Sevenoaks Rail Travellers Association**

2014 – Best website:

joint Silver, **Trains4Deal / Trains4Kent Coast**

2014 – Best Campaign:

Trains4Deal / Trains4Kent Coast

2013 – Best Campaign:

Barking-Gospel Oak Rail User Group

Stations need champions - continued

Railfuture-affiliated [Cambridge Heath & London Fields](#) Rail Users Group have published a [newsletter](#) highlighting continuing tremendous growth in footfall. Transport for London's operator Arriva Rail London took over the former West Anglia inner services from Greater Anglia in May 2015, to become another part of the London Overground network. In the four years since then, observed daytime weekday footfall has grown overall by 24% across both stations, 27.5% in their combined peaks – 36.7% at Cambridge Heath!

The RUG will be keeping a close eye on the latest [official estimates of station usage](#), for 2018/19, when published by the Office of Rail and Road in January, the start of a year which will see new class 710 trains!

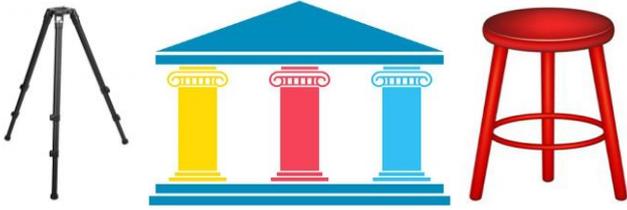
What's in a name?

Another 'ask the audience' poser: *Name that line!*

In the National Rail Enquiries website there's a list of [Named railway lines](#) but there are some omissions. Let's begin with The Abbey Line as an example. Any others, email londonandsoutheast@railfuture.org.uk

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

Railfuture adheres firmly to the principle of threes – whether three-legged tripods, stools, or three pillars – even three-legged races! Successful campaigning, lobbying, influencing, is in our experience dependent on it being multi-agency, cross-sector, and all-party.



For a number of years there have been annual Rail, sometimes Transport, Summits in Hastings convened by the MP for Hastings & Rye and supported by the neighbouring MP for Bexhill and Battle. Scepticism about their value betrays a misunderstanding of what partnership working looks like – a ‘renewing of vows’ as it was put in a previous year. It is Railfuture’s clear view that the annual Summits should continue, with all three pillars being represented by whoever it is in post.



Final Hastings Summit convened by Amber Rudd MP

October’s Summit heard from Network Rail that closer study of options to link HS1 with MarshLink in Ashford had moved away from a western junction <> platform 2. A new platform 2A on one of the two through lines, with less-complex western and eastern junctions, appear to be more feasible – and more beneficial overall. This is now an East Sussex and East Kent project, engaging a broader range of representatives from the three pillars.

Later in October the DfT published their [Rail Network Enhancements Pipeline](#) of 58 projects in England and Wales, at various stages between early ‘determination’ and eventual ‘deployment’. Eastbourne-St. Pancras services only begin to appear on the horizon when a MarshLink <> HS1 connector has entered that pipeline!



Ashford International station platforms 2 (r) and 3 (l), facing eastward

Read more about [Railfuture’s MarshLink campaigning](#)

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

As the 50th anniversary year of the loss of the rail link between Uckfield and Lewes draws to a close, another opportunity to advocate for its restoration opens up. It is now 11 years since the [Central Corridor Board](#) report found no economic case for it, and subsequent studies have found only a weak and insufficient transport case. The most recent, however, published in 2017 set out a [new approach](#) based on economic growth, not just on transport. In a region needing new homes to match its creation of new jobs, such growth means more homes.



By the time a rail link between Uckfield and Lewes is restored, emissions from road vehicles will have been reduced, weakening part of the environmental case.

The advent of Transport for the South East, its draft Transport Strategy, and the alignment of Lewes District in the [Greater Brighton Economic Board](#) offer potential to set Uckfield-Lewes in the essential context of sub-regional needs for planned and sustainable growth.

In the nearer-term, the existing Uckfield branch line faces the prospect of ‘changing trains’ in about two years’ time – with electrification (but not as we know it)!



The diesel fleet is now committed to another franchise and the plan is for some Southern 3rd-rail electric trains to be battery-operated south of Hurst Green. This may resurrect a recommendation in the [2016 Gibb Report](#). A new train stabling and cleaning facility comprising four sidings for 12-car trains at Crowborough would relieve Selhurst depot, and also offer local employment.

See more about [Railfuture’s Uckfield-Lewes campaign](#)

**TfSE rail – Medway Valley line
with North Downs Line east:
Kent - Surrey
SOO-MDB-PDW-TON-EBR-GDN-RDH**

The concept of an **R25** – first mooted in [railse no.145 September 2019](#) – has resonated with stakeholders with whom it has initially been discussed informally. The image of an inner-orbital regional rail link – of a ‘Valleys and Downs’ line to link major economic and transport hubs between the Thames Valley at Reading via Guildford (for Heathrow?), Redhill (for Gatwick), Tonbridge, Maidstone, and the Medway Valley at Rochester – has stirred imaginations, and ambitions.



Majestic Medway – a ‘top-30’ UK built-up area by population

The component parts are already largely in place, but are operated by three separate service providers. The TfSE draft Transport Strategy itself anticipates an ‘Inner Orbital Area Study’ next year, which could align with a post-Williams Review programme of contract replacements for Southeastern (Rochester/Strood-Maidstone-Tonbridge), Southern (Tonbridge-Redhill) and Great Western Railway (Reading-Redhill/Gatwick).

A ‘Continuous Modular Strategic Planning’ study with Network Rail, as currently being developed for West Coastway, may be a way forward to identify present and potential travel markets to be developed, desired service patterns to best meet those market needs, and then infrastructure required to enable those services.

Another opportunity to embed this approach in official rail development planning may come next year as Kent County Council prepares its new Rail Action Plan 2020.



Where east-west converges with north-south – Redhill

Read [coverage in previous issues](#) of newsletter **railse**

**TfSE rail – N. Downs Line west:
West Sussex - Surrey - Hampshire - Berkshire
GTW-RDH-REI-DPD-GLD-WKM-RDG**

Reading is the undisputed no.1 interchange hub in the TfSE area. It was second only to Birmingham New Street in 2017/18, and the 7th-busiest British station outside London for entries and exits (source: ORR).



Regenerating Reading - a ‘top-25’ built-up area by population

This unrivalled connectivity is driving the town’s growth as the north-western gateway for the south-east area. The arrival of TfL Rail services in December, a second hourly rail link with Gatwick next May and then a new station at Green Park next December add magnetism. It’s where L&SE and Thames Valley interests converge!

**TfSE rail – West Coastway:
BTN-HOV-SSE-WRH-LIT-BOG-CCH**

“How to improve West Coastway rail services” is the theme adopted by our [Sussex & Coastway](#) division.



Ropetackle North and Arts Centre, Shoreham-by-Sea

Our web article [“South East Rail Strategy”](#) mentions an outer-orbital regional rail link, and the TfSE draft Transport Strategy itself anticipates an ‘Outer Orbital Area Study’ next year, which probably should harness the outcomes of Network Rail’s current ‘West Sussex Connectivity’ Continuous Modular Strategic Planning.

In GTR Southern’s May 2018 timetable changes the West Coastway services barely changed, while East Coastway underwent a major re-cast. Each has a standard six trains per hour in and out of Brighton, and while East Coastway has clockface 10-minute interval departures towards Lewes (two shuttles, two to Seaford, two to Hastings/Ore) two of West Coastway’s only go one stop to Hove! With an appetite for the inter-regional GWR service to be hourly, a timetable re-cast for West Coastway appears likely post-GTR, but dependent on enhanced infrastructure – which will have to work its way through the DfT’s RNEP process!

What does 'e' in railse stand for?

Ever since October 2010 **railse** has been the title of London and South East branch's quarterly newsletter. That issue concluded thus: "And finally, what's in a name? Take your pick from the regionalised version of the now-superseded and geographically-biased 'railondon' viz. railfuture in London and the south east; or, [remembering why there had to be an 'e' in the Anglo-French Concorde] reflecting that we're the only regional Branch with direct rails to Europe."

That was then, this is now, almost a decade later when there will be many who would argue, justifiably, that the 'e' should stand for emissions and environment – and, of course, electrification (a rolling programme of)!



Concurrently, to paraphrase President Clinton, 'e' is also for economy – and equity, and equilibrium.

Whether it's Swedish *Flygskam* or German *Flugscham* the message is still the same: rail travel damages less, which is good news for the man [Mark Smith](#) in seat 61!

Welcome to the official website of...
The Man in Seat Sixty-One

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UK
 UK train travel
 Sleepers
 Channel Islands
 Northern Ireland

Europe
 Europe by train introduction
 How to buy European train tickets...
 Eurostar information...
 Albania
 Andorra



Seat 61, in Eurostar first class. For help with rail travel to Europe or worldwide, why not ask [the Man in Seat 61?](#)
[Who is the Man in Seat 61?](#)

[Great Western Railway](#) is at present the only British train operating company known to display a carbon comparison when booking a journey by rail. Any British journey can be booked, and the example below shows the standard 58% saving by rail over car.

58% CO2 emission saving -
 Based on 1 person(s) travelling this journey by train and not by car

🚆 10.36kg CO2e 🚗 24.78kg CO2e

[Find out more about emissions](#)

The recent welcome news that more London-Glasgow journeys are being taken by rail has to be tempered by the realisation that the same 58% still leaves a return journey by rail generating a 126.14kg CO2e reading!

That introduces the concept of a 'carbon suitcase' as a reliable measure. What to do about those four very large suitcases of carbon on arrival back in London?



The [Rail Safety and Standards Board](#) is perhaps one of the less well-known parts of the GB railway industry. It was established in 2003 as a recommendation of the inquiry by Lord Cullen into the Ladbroke Grove collision, in which 31 people died, a full 20 years ago in October.



Their logo declares their vision, and their mission is "Through research, standards and analysis we help our members deliver a better, safer railway." One of six primary objectives is "Sustainable rail: improving the sustainability of rail as a transport mode" and one of the eight specific deliverables for 2019-20 within their CP6 Business Plan is "Supporting delivery of the industry's carbon and air quality strategies including identifying, agreeing and systematically collecting environmental metrics for the rail industry to monitor."

Find the research material about decarbonisation, a Rail Carbon Tool and air quality within [Sustainability](#).

Campaigns calendar, London & SE

Two of the emerging **Sub-National Transport Bodies** are consulting on their draft transport strategies. The [Outline Transport Strategy](#) for England's Economic Heartland has now closed (see below), while the [draft Transport Strategy](#) for Transport for the South East (an area which includes parts of our Thames Valley and Wessex branches) is open until Friday 10 January.



5 Counties and 11 Unitaries in [Transport for the South East](#)

Current consultations of specific and general interest to our London and South East region are [here](#). Of immediate interest to our regional branch this month are consultations by TfL on the [Bakerloo line extension](#) and by South Western Railway on [proposed alterations to some late-night services](#) from December '20. Also in January is [Issues and Options: Eastbourne Local Plan](#), while Homes England is consulting until December '20 on a Garden Town of 10k+ new homes [West of Ifield](#); the station has a half-hourly service, and no car park!

Responses to all previous consultations are [here](#). Worthy of note are what we've submitted recently to [England's Economic Heartland](#) about their Outline Transport Strategy, and to [Coast to Capital LEP](#) about the Economic Profile supporting their Local Industrial Strategy; [South East LEP](#) are developing the same.

Forthcoming diary/calendar dates

Thursday 5 December Sussex & Coastway Division.

Thursday 5 December Lord Adonis gives Christmas Lecture. Free evening talk in London.

Monday 9 December Bexhill Rail Action Group.

Tuesday 10 December Chesham & District TUG.

Saturday 14 December Start of late-evening service reductions and alterations on Northern City Line.

Sunday 15 December Timetable changes.

Monday 16 December Restoration of all-day six-days-a-week services for Cooksbridge.

Saturday 21 December Celebration of restoration of Saturday services for Cooksbridge. Mid-morning event at the station – all invited!

Friday 20 December to Thursday 2 January Check the [Christmas and New Year 2019/20 Travel Summary](#) to see nearly 400 [Christmas Railway Upgrade projects](#).

Thursday 26 December First-ever Boxing Day services on London Overground.

Thursday 26-Sunday 29 December HS1 Javelin and Eurostar non-stopping through Ashford International.

Saturday 4-Sunday 5 January Javelin and Eurostar services non-stopping through Ashford International.

Saturday 4-Sunday 5 January All services reduced at London King's Cross.

Wednesday 8 January Eastern Division.

Thursday 9 January Sussex & Coastway Division.

Saturday 11-Sunday 12 January HS1 Javelins and Eurostar non-stopping through Ashford International.

Saturday 11-Sunday 12 January All services reduced at London King's Cross.

Monday 13 January Bexhill Rail Action Group.

Tuesday 14 January Office of Rail and Road publishes Estimates of station usage for 2018/19.

Saturday 18-Sunday 19 January All services reduced at London King's Cross.

Sunday 19 January HS1 Javelin and Eurostar services non-stopping through Ashford International.

Saturday 25-Sunday 26 January Railfuture L&SE stall at Erith Model railway Society, Longfield.

Saturday 25-Sunday 26 January NO services at London King's Cross.

Friday 31 January Copy date for your campaign news/reports for London & SE branch Local Action column in April's *railwatch* no.163, and for March's *raile* no.147. Send to londonandsoutheast@railfuture.org.uk

Friday 31 January Copy date for your campaign news, letters, articles, photos to appear in April's *railwatch* no.163. Send to editor@railwatch.org.uk

Saturday 1 February Closing date for nominations to Railfuture's national Board of Directors.

Thursday 6 February Sussex & Coastway Division.

Saturday 8-Sunday 9 February All services reduced at London King's Cross.

Monday 10 February Bexhill Rail Action Group.

Saturday 15 February Kent Division.

Saturday 15-Sunday 16 February All services reduced at London King's Cross.

Saturday 15-Sunday 23 February All Bexleyheath line services (Kidbrooke-Barnehurst) suspended.

Saturday 29 February-Sunday 1 March NO services at London King's Cross.

Thursday 5 March Sussex & Coastway Division.

Monday 9 March Bexhill Rail Action Group.

Wednesday 11 March Eastern Division.

Saturday 21-Sunday 22 March Railfuture L&SE branch stall at London Festival of Railway Modelling, Alexandra Palace.

Details of these and other dates are in Railfuture's national website's [Events](#) and [Rail dates](#) pages.

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 1NG – next on **8 January**, then 11 March. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets 3 times a year on Saturdays at 11.00 in **St.Albans**, AL1 4JP. Division Convener is Neil Middleton at neil.middleton@railfuture.org.uk See [Herts & Beds Division](#).

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **15 February**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or on tel: 01634 566256. See [Kent Division](#).

London Metro – a 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 [London Metro Division](#).

Surrey – Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk or on tel. 01737 762153. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **5 December**, then 9 January, 6 February. Division Convener is John Black at jcbblack@yahoo.co.uk. See [Sussex & Coastway Division](#).

inter-railse

Our monthly branch e-newsletter is available to all members on email (as a pdf or as a link) by requesting it via roger.blake@railfuture.org.uk It's also available in [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.147, due to be published in March 2020, will be Friday 31 January 2020. Items for this newsletter and our branch Local Action column in *railwatch* to londonandsoutheast@railfuture.org.uk

railfuture

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

Websites: [Welcome to Railfuture](#) [London and South East regional branch](#)
[Railwatch](#) [Rail Action](#) [Rail User Express](#)

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Our four branch neighbours

These and other branch websites, with their **events** and **newsletters**, are all in '[Railfuture near you](#)'.

East Anglia – contact is Branch Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk Branch-Board liaison via Director Jerry Alderson.

East Midlands – contact is Branch Secretary Steve Jones – eastmidlands@railfuture.org.uk Branch-Board liaison via Director William Whiting.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk Branch-Board liaison via Director Roger Blake.

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk Branch-Board liaison via Director Stewart Palmer.

London and SE Branch officers

Branch Chairman: Vacant.

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX. Tel: 020 7254 1580; 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

Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Vice-Chair, (above). Next on **Monday 27 January**, in central London.

 **RailBusinessDaily**

Readers may find this free six-item briefing a simple way of staying in touch with rail (and some Railfuture!) developments. Click [RailBusinessDaily](#) to subscribe.