

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

Post-COP26* edition

Campaigning for decarbonisation and mode shift to rail for freight and passengers alike is one of the 'Top Five' policy priorities for Railfuture. [Electrification](#) - that's all.

Network Rail published its [Traction Decarbonisation Network Strategy](#) in July last year, identifying 84.4% of the unelectrified network as in need of electrification; hydrogen is only suitable for 8.4%, battery for 5.2%.

World-first targets to [combat global warming](#) were then set by Network Rail in October last year.



Avanti Pendolino 390121 'Climate Train' en route to COP26

Network Rail has now committed to four actions against climate change "to make sure our railway is green, resilient to climate change and able to provide an excellent service for years to come" through:

- ~ Cutting carbon – [a low-emission railway](#)
- ~ Biodiversity – [looking after plants and wildlife](#)
- ~ Adaptation / mitigation – [climate change resilience](#)
- ~ Reducing waste – [reduce / re-use / recycle](#)



DB Cargo waste vegetable oil-powered 66004 'Climate Hero'

* **COP26** stands for the 26th Conference of the Parties to the UNFCCC, which is the United Nations Framework Convention on Climate Change - a treaty agreed in 1994.

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.

"We mean green" – don't we?



Midland Main Line 4-track railway, M1 6-lane motorway

In a national [survey of 2,000 people](#), commissioned by Network Rail as part of the [wider rail industry's](#) pre-COP26 campaign "[We mean green](#)", 67% said that they would consider using the train instead of a car for just a day trip, and 55% would also consider using the train for travel to a big music or sports event. However 73% of this larger group, 49% of the total, still primarily use cars to get around, leaving plenty to be done to persuade more people to leave their cars at home.

For our two of Britain's 11 regions, South East and London, it's unsurprising that London scores highest for "Do you see the railway as an environmentally friendly way to travel?" with South East 5th. London also scores lowest for "Do you use your car as your primary mode of transport?" with South East 6th.

"Let's rediscover the railway"



See "[Love letter to the railway](#)" with video voiced by Tim Dunn, he of "[The Architecture the Railways Built](#)" on the Yesterday tv channel, catch-up on [UKTV Play](#).

By the time this newsletter appears, the only places which you need to look for informed, independent analysis and comment will be your quarterly magazine Railwatch for December, our "News and views" [articles](#) and [press releases](#), our [Twitter](#) and [LinkedIn](#) output.

Britain's Growing Railway in London & the South East: autumn birthdays

The fourth-quarter anniversaries of our local successes:

October

~ Arlesey, in Central Bedfordshire, reopened on the 3rd in 1988 after a BBC (Before Beeching Closure) in 1959.

~ Kentish Town West reopened on the 5th in 1981 after a fire a decade earlier had necessitated its closure.

~ How Wood opened as a new station on the Abbey line on the 22nd in 1988 as the line was electrified.

~ new Chiltern services between London Marylebone and Oxford Parkway, via the new Bicester chord and reopened stations at Islip and Bicester Village, began on the 26th in 2015 – a first glimpse of East-West Rail.

November

~ Braintree Freeport opened on the 8th in 1999.

~ Eurostar Channel Tunnel services, Waterloo Curve / Stewarts Lane Viaduct, and Waterloo International opened on the 14th in 1994.

~ Channel Tunnel Rail Link (HS1) phase 2 (from Southfleet Junction into London St. Pancras International) opened on the 14th in 2007.

~ Ebbsfleet International on the 19th in 2007.

~ Southbury (previously Churchbury) and Theobalds Grove in Enfield, and Turkey Street (previously Forty Hill) in Broxbourne Hertfordshire all reopened with route electrification on the 21st in 1960.

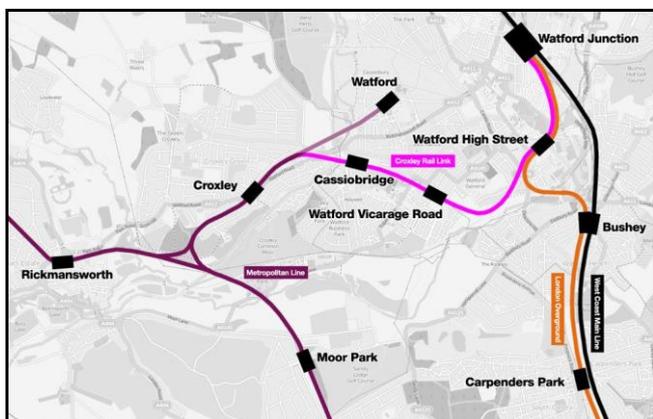
~ Luton Airport Parkway opened on the 21st in 1999.

~ Basildon opened on the 25th in 1974, 25 years after being designated a New Town.

~ Stratford International opened on the 30th in 2009.

December

~ Watford Stadium Halt opened on the 4th in 1982, on match days only.



One day, the stadium will be served again, by a new Watford Vicarage Road station on a new Croxley link!

~ London St. Pancras International's Thameslink platforms opened on the 9th in 2007.

~ London Marylebone services extended between Oxford Parkway and Oxford on the 11th in 2016.

~ Aylesbury Vale Parkway station and the extended line from Aylesbury opened on the 14th in 2008. One day (see below left) served by trains between the re-branded East West Main Line and Watford Junction?

~ Eurotunnel Le Shuttle services for cars started on 22nd in 1994.

Unsung heroes – the sequel

Britain's first black train driver Wilston Samuel Jackson first featured on p.2 in [railse no.151](#) for March 2021.



He was honoured with a [new plaque](#) unveiled during **Black History Month** at London King's Cross station.

An [exhibition of photographs and stories](#) created by arts organisation Future Hackney, with Network Rail, TfL and Council support, opened in central Hackney.



Mare Street, under the bridge east of Hackney Central

“Please mind the gap” aka ‘the platform train interface’

Railfuture is clear that ‘Step-free’ is not properly step-free unless it’s between street and train, not just street and platform. Achieving the latter, slowly but surely, is through the Access for All programme, including the Mid-Tier Programme. As a rail development campaign we shall be increasing our focus on what’s officially dubbed ‘the platform-train interface’ – or ‘gap’ for short!



A complex issue, not resolved just by bus-style ramps fitted to trains, and as reflected in the Rail Safety and Standards Board’s website which has 2143 entries for the subject including an [introductory page](#).

Britain’s Growing Railway in London: London Overground keeps growing!

Barking Riverside: the Secretary of State for Transport on 4 August 2017 (still MP for Epsom & Ewell) issued the approval for this extension to London Overground’s Gospel Oak - Barking line and new station. Pandemic-postponed, it’s on target to be open this time next year.

His decision noted “*that with the delivery of the BRE scheme, the area is capable of accommodating 10,800 homes, for a population of 27,000 and providing 4,600 jobs but that the draft s.106 agreement and the planning permission associated with this development restricts delivery to 1,500 homes until the Order and planning direction for the BRE scheme has been secured and to 4,000 homes until the BRE scheme is operational.*” Therein lies what town planners know as a ‘Grampian condition’, limiting new development until appropriate public transport infrastructure is in place.

New Bermondsey (originally Deptford Park, then Surrey Canal Road): ‘passive provision’ for this new station was built into the East London Line Extension Project’s final phase in 2012. It derives its new name from the [development planned by ‘Renewal’](#) and could open in 2025. Funding is in part from the MHCLG’s August 2019-approved Housing Infrastructure Fund to TfL of £80.84m for an East London Line upgrade, with an extra 4tph in the peaks in response to thousands of new homes being built in Lewisham and Southwark.

Hackney Central, on a recently Council-acquired site:



New second entrance in construction, on Graham Road

“100 more by ‘24””? Well, we tried!

Railfuture’s national campaign for Network Rail’s [Access for All](#) (A4A) programme to be expanded was left disappointed on 27 October by the Chancellor of the Exchequer’s Autumn Budget, as there was no hoped-for injection of further funding for the final 15 stations needed to secure our target within CP6.



Announced in [April 2019](#), now on site with completion due next autumn, the £4.7m project at [Crowborough](#) will include removal of the existing footbridge.



Crowborough – ORR-estimated 376k entries and exits in 2019-20

Also on site and again with completion due in autumn 2022, the £4.6m project at [East Grinstead](#) was added to the A4A programme in the [March 2020](#) Budget.



East Grinstead – ORR-estimated 1.47m entries and exits in 2019-20



Reminder: step-free street-to-platform is only part of a journey

Towards a Strategic Investment Plan for Transport in the South East

Slogans and straplines abound, and Railfuture is not exempt as we campaign for 'a bigger better railway'. That however is a means not an end so, bolstered by our success with reformulating GTR's own proposals for the May 2018 East Coastway timetable, our lode star has become 'better lives through better journeys'.

More recently, and in the particular context of how best to support either of Network Rail's options on MarshLink / East Coastway in their Kent and East Sussex Coastal Connectivity Programme, but no less applicable more generally, 'Creating Competitive Places' now expresses our motivation – and our interpretation of 'levelling-up'.

Railfuture has built a national reputation for promoting better connectivity as a key lever for improving people's lives. Research evidence and our own experience clearly demonstrate however that benefits from better physical connectivity only fully accrue when matched by professional Place-Making Strategies. The Government's emphasis on, and financial support for, 'levelling up' will require many communities to make faster economic progress than currently more prosperous places if long-ingrained socio-economic disparities are to be narrowed significantly.



Another type of levelling-up railway in coastal East Sussex

Keen to explore how our own place-making experience could help to optimise the strategies being developed by local communities in the South East region, we are highlighting a shortlist of 'Strategic Success Factors' which emerge from research studies and also from our own professional involvement with communities which have successfully transformed. The six factors are:

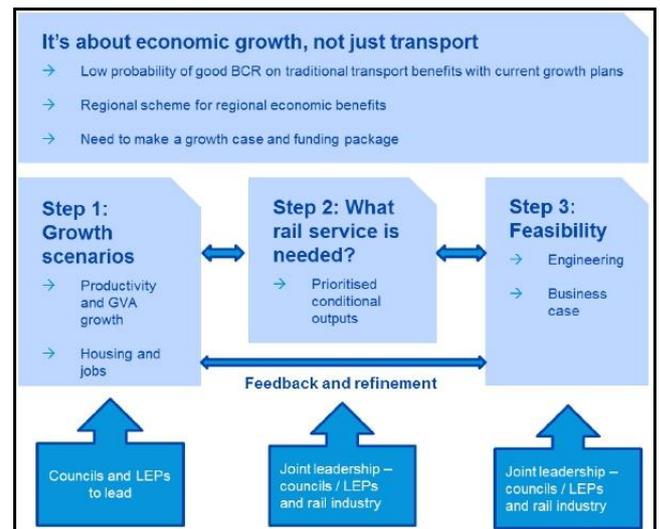
- ~ A Board of Champions – national, regional and local 'change-agents'
- ~ A high reputation for public services, public realm, and environment
- ~ A dominant culture of 'continual inspiration' in education and training
- ~ Strong external connectivity – transport, digital, and innovation links
- ~ Professional bench-marking of progress against external competitors
- ~ Whole communities as Champions of their own Place-Making Strategy.

We have elaborated these Strategic Success Factors for what we believe is the necessary transformational, not merely incremental change, and we shall continue to share them with fellow aspirational stakeholders.

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

One of the bids to rounds 1 and 3 of the Ideas Fund in the DfT's 'Restoring Your Railway' initiative was this: "To re-open the Lewes to Uckfield & Tunbridge Wells to Eridge/Ashurst - Brighton Main Line" – a bid from the Wealden Line Campaign which was unsuccessful.

Railfuture's approach has in recent years evolved in recognition that the transport case for an Uckfield-Lewes rail link is not sufficient to make a compelling strategic case for connecting two towns already on the rail network (albeit uni-directional in Uckfield's case).



The diagram above is from the most recent report, published in March 2017, the DfT's London and South Coast Rail Corridor Study. At [pages 38-43](#) it included "A new approach to Lewes-Uckfield" with an emphasis on an economic growth agenda; "accommodating and attracting additional housing and jobs" is one aspect.

Railfuture's consistent approach to this 'new approach' has been developed in [quarterly branch newsletters](#). By 2040 Lewes District will need to accommodate new homes equal to another Lewes plus another Uckfield. One of those, sited somewhere between the two, could make the 'compelling strategic case' for linking it by rail to the network north via Uckfield and south via Lewes. This is a matter for Lewes' and Wealden's Local Plans.



The acceptability of our approach has been challenged but we have yet to be shown wrong, or an alternative.

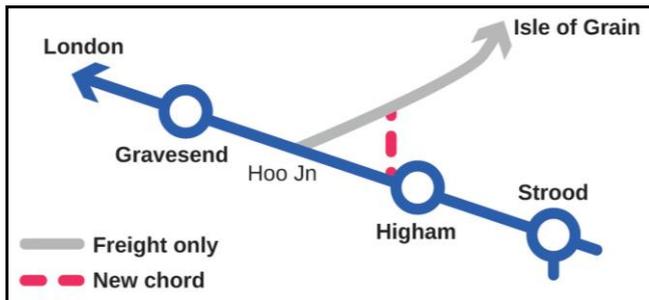
See more about [Railfuture's Uckfield-Lewes campaign](#)

TfSE rail – N. Downs Line east and Medway Valley line extension: Surrey - Kent SOO-MDB-PDW-TON-EBR-GDN-RDH

In what TfSE call the 'Inner Orbital Area', between the Thames Valley and Medway Valley – for us the 'R25' corridor – we put forward as one of three interventions for their Strategic Investment Plan a new connecting 'Higham Chord' on the Hoo Peninsula to connect the restored passenger railway serving c.12k new homes with Medway Towns and / or county town Maidstone.



Showing new Hoo station (R) and currently-unplanned new chord (L)



Simplified diagram of currently-unplanned new 'Higham chord'



The new Hoo St. Werburgh station

We have also advocated a new 'Cuxton Chord' to link the Medway Valley and Chatham Main Lines, for new direct rail links between Medway Towns / Maidstone and Gatwick Airport, since referenced in Kent County Council's Rail Strategy. Network Rail's current North and East Kent Connectivity Study is now examining it, but a new interchange station where the two lines cross just south of Strood station has been posited as an alternative. Not shying away from the undoubted challenges of engineering such a chord, and the implications for route capacity especially across the River Medway, we do not consider that such a station creates journey opportunities in at least as good a way.

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

In what TfSE call the 'Outer Orbital Area', between the Isle of Wight and the Isle of Thanet – for us the 'R259' corridor – one of the three interventions which we put forward for their Strategic Investment Plan is the Kent & East Sussex Coastal Connectivity Programme, with 4 options in Network Rail's Strategic Outline Business Case including a HS1<->MarshLink connection and MarshLink upgrade. A decision by the DfT is awaited on which option or options, outlined in the previous newsletter, is to be taken forward for development to Outline Business Case stage.

Railfuture sees this in the context of shorter journey-times to and from London and also the extra capacity and connectivity required in the 30-year planning horizon of TfSE's Transport Strategy with its ambitious 108% rail travel increase and mode shift targets.



A new platform 2A at this point for Ashford International station

We note that South East Councils earlier this year set up a new All-Party Parliamentary Group for the South East, to "provide a forum for Parliamentarians to discuss, with others, how to promote and develop the South East region as a great place to live, work and do business"; the MP for Hastings & Rye is its first Chair. It is understood to be a response to 'levelling-up' other regions of the country, with ours the new 'left behind'!



The MP for Westmorland & Lonsdale, in Cumbria, (L) attended the SE APPG reception as his party's Local Government spokesperson!

Sally-Ann Hart also chairs the Coastal Communities APPG, set up in 2019 "To look at coastal strategies on a cross-party basis and establish a framework for policy to help boost coastal communities across the United Kingdom." Page 4 mentioned 'Champions'!

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

Community Rail Network: L&SE news

Rail replacement bus services (of a sort!) from and later back to Robertsbridge (left) and Appledore (right)



for a SCRP 'Thank-You' event on the Kent and East Sussex Railway for MarshLink and 1066 line steering groups and volunteers on (a very wet) 20th October.

Community Rail Awards 2021

Many shortlisted nominations (the awards ceremony is in Southampton and live-streamed on 9 December) are in / near our regional branch area:

~ Involving Diverse Groups: Abbey Line CRP, Watford MENCAP, LNWR - *Travel with confidence*; Beds & Herts CRP and GTR - *Art@theStation*; Grow19 and Friends of Cuxton station - *The Cuxton Project, Together As One*.

~ Community Creative Projects and Station Arts: Camberwell Society - *Denmark Hill station Art Trail*; Marston Vale CRP - *'Tomorrow will be a good day', honouring Captain Sir Tom Moore's legacy at Millbrook station*.

~ Best Community Engagement Project: Essex & South Suffolk CRP - *'The Bees Knees', Alresford Bee-Friendly Community Station Garden*; Kent CRP - *Establishing the Kent Downs Line*.

~ Station Friends and Adopters at the Heart of Communities: Farnborough Street Residents Assoc'n - *Reg's Garden by Farnborough North station*, North Downs Line (official opening was on 13 September); Friends of Angmering station, Sussex Coast / West Coastway - *Sidetracked Somewhere over the Rainbow*.

~ Influencing Positive Change and Sustainability: SCRP and GTR / Southern - *Passenger Benefit Fund vs Pandemic Lockdown, An Unexpected Journey*.

~ Best Communications: Abbey Line - *What's on at the end of the line?* Essex & South Suffolk CRP - *Keeps communications on track*; Kent CRP - *Embracing the digital world*; SCRP, Meldreth-Foxton / Darent Valley / Marston Vale / Beds & Herts CRPs - *Countryside, Capital and Coast - an online Thameslink Guide*.

~ Involving Children and Young People: Community Rail Education Network, Backtrack Education Team - *Create it, Share it, Saves lives*.

~ Photo: four of the 10 shortlisted were in our L&SE regional branch area: Abbey Line CRP (two), Beds & Herts CRP and St. Albans South Signal Box Trust, and Friends of Glynde Blacksmith signage.

Engaging communities in their railways – for the monthly "Community Rail News" sign-up [here](#).

Future stations – winning design

The winner of a Network Rail / RIBA competition for a [design to improve smaller stations](#) was chosen in May.



Since October a dedicated [CommonPlace](#) website has provided online opportunities to "Share your ideas for a #GreatBritishStation" and more recently there have been three regional workshops. There'll be further engagement opportunities across the UK early in 2022. Network Rail want to hear from as many as possible to ensure that Britain's future stations work for all of us.



See [Community Rail Network's website](#) for 8 October to sign up for further news and to view the project flyer.

East-West Rail – the London variant

One more welcome addition to the network of step-free stations, among the 30 newly-upgraded for the Elizabeth line's total of 41 stations (10 are newly-built).



Hayes & Harlington - ORR-estimated 4.4m entries / exits in 2019-20

Completed in September, [Hayes & Harlington](#) is the sixth TfL station upgraded for step-free access this year. See *railse* nos. [152](#) and [153](#) for the other five.

Campaigns calendar, London & SE

~ Railfuture's #RailTransportForNewHomes message has been heard in a recent Foundation for Integrated Transport-backed Transport for New Homes event, and in the People's Climate Assembly hosted by the Lewes Climate Hub, in both cases highlighting our distinctive approach to a [new Uckfield-Lewes rail link](#). It turned out to be not possible during a South Coast Alliance for Transport and the Environment event.

~ Kent Division Convener Chris Fribbins and Branch Vice-Chair Roger Blake gave a [presentation](#) to the Gravesend Railway Enthusiasts' Society about Hoo.

~ national Passenger Group liaison for GTR and Herts & Beds division Convener Neil Middleton, with branch Vice-Chair and liaison for London Overground Roger Blake, joined London Assembly Transport Committee discussing the passenger experience of rail in London, and we submitted a follow-up specifically on fares.

As signalled in September's newsletter, we responded to consultations by South Western Railway on their proposed December 2022 timetable (and followed up with a supplementary), to Lewes District Council on their 'Issues & Options' for the next Local Plan, to Thames Gateway Kent Partnership's successor 'Greater North Kent' on "Improving transport links between Abbey Wood and Ebbsfleet", and to the new House of Lords Built Environment Committee's Call for Evidence for its Inquiry on "Meeting the UK's housing demand: housing demand in the UK and how barriers to meeting this demand can be overcome."

We have also responded to consultations by London TravelWatch / Transport Focus on LNER ticket office hours, by West Sussex County Council on its draft Transport Plan 2022-36, by Surrey County Council on its next Local Transport Plan LTP4, by Brighton & Hove on its draft Local Transport Plan to 2030 LTP5, and to a second survey by Croudace Homes on a site in Ringmer, Lewes and to an East Sussex CC survey for a South Coast Corridor study into improvements between Rottingdean and Pevensy via Newhaven.

We submitted a composite of our responses to the House of Lords Built Environment Committee Inquiry on the Williams Shapps Plan for Rail: fare reform.

Responses to all previous consultations are [here](#).

Current consultations of specific and general interest to our London and South East region are shown [here](#). Your opportunity to influence our policy development is by mailing londonandsoutheast@railfuture.org.uk

~ further to previous updates on proposals around South Kensington station, Kensington and Chelsea's Planning Committee has gone against the advice of its officers and resolved to refuse planning permission!

~ after the branch lodged a formal objection to Lewes District Council on an application submitted in April for outline planning permission for up to 97 homes on a key gap site between Ringmer and Broyle Side, it got as far as the agenda for the District Council's Planning Applications Committee meeting on 10th November, which was then postponed for technology reasons!

Forthcoming diary/calendar dates

Saturday 4 December Herts & Beds Division morning meeting, **online**. [Invite non-members!](#)

Saturday 4 December Thames Valley branch stall, with Witney Oxford Transport Group, at the annual Oxford Green Fair, Oxford Town Hall.

Saturday 4 December East Anglia branch afternoon open meeting, Cambridge. Guest speaker: Sponsor for Network Rail's Anglia Route, Matt Brennan.

Thursday 9 December Community Rail Awards 2021.

Friday 17-Friday 24 December and **Monday 27 December-Monday 3 January** Christmas / New Year school holiday festive period when over 95% of the rail network remains open for business!

Thursday 6 January Sussex & Coastway Division evening meeting, maybe **online**. [Invite non-members!](#)

Tuesday 11 January Herts & Beds Division evening meeting, **online**. [Invite non-members!](#)

Wednesday 12 January Eastern Division evening meeting, maybe **online**. [Invite non-members!](#)

Friday 28 January Copy date for your campaign news / reports for the London & South East branch Local Action column in April's *railwatch* no.171, and for March's *railse* no.155. Send to londonandsoutheast@railfuture.org.uk

Saturday 29-Sunday 30 January London & South East regional branch stall at rail exhibition in Longfield.

Saturday 29 January Copy date for your campaign news, letters, articles, photos to appear in April's *railwatch* no.171. Send to editor@railwatch.org.uk

Monday 31 January Committee nominations close.

Thursday 3 February Sussex & Coastway Division evening meeting, maybe **online**. [Invite non-members!](#)

Saturday 19 February Kent Division afternoon meeting, maybe **online**. [Invite non-members!](#)

Saturday 26 February East Anglia branch afternoon open meeting and AGM, Bury St. Edmunds.

Wednesday 9 March Eastern Division evening meeting, maybe **online**. [Invite non-members!](#)

Saturday 19-Sunday 20 March London & South East regional branch stall at Alexandra Palace, London.

Saturday 16 April Railfuture Rail User Group Awards nominations close.



Saturday 30 April London & South East regional branch open meeting and AGM.

Saturday 16 July Railfuture national AGM, Bristol.

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

Your branch divisions' meetings – all members, and non-members, welcome

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 – next due on **12 January**, then 9 March. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets about monthly – next due on **4 December**, then 11 January. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **19 February**. Division Convener is Chris Fribbins at chris.fribbins@railfuture.org.uk 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 – meetings usually held jointly with Sussex & Coastway Division (below). Surrey Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays, at 18.00. Next due on **6 January**, then **3 February** and **3 March**. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Trevor Davies at trevor.d2016@outlook.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 weeks on Wednesday evenings.

raise online

Available in the 'Branch news' area of our branch's main web page: <https://www.railfuture.org.uk/London-and-South-East-branch-news>. The links in blue are clickable hyperlinks.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.155, due to be published in March 2022, will be Friday 28 January 2022. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk



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](#)

Follow us on  **twitter** @Railfuture and @RailfutureLSE and @Railwatch

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Railfuture campaigns (noun, and verb!)

Our five national **railfuture** policy priorities:
Attracting passengers back to rail – improving the travelling environment
Climate change and modal shift – how the railway can help reduce the carbon footprint of transport
Restoring Your Railway – restoring communities' rail connections by reopening lines and stations
Fares and ticketing – making the system easier and fairer
Industry structure and Williams / Shapps – taking the opportunity to move to devolution and concessions.

Railfuture 'news and views', and Railfuture 'in the news'

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#).
~ Stay abreast of Railfuture members making, not just watching, things happen in our website [media extracts](#).
~ Railfuture is also active on [Twitter](#) and [LinkedIn](#).

Neighbouring and other branches

All 14 branch websites, including their **events** and **newsletters**, are **online** in '[Railfuture near you](#)'.

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

Treasurer: Howard Thomas.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Neil Middleton.
neil.middleton@railfuture.org.uk

inter-raise

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) on request from roger.blake@railfuture.org.uk