



November 2016

Welcome to the Rail User Express.

Feel free to forward it to a colleague, or to reproduce items in your own newsletter (quoting sources). For further detail of any of the stories mentioned, consult the relevant website, or come back to me via ruglink@railfuture.org.uk for the source material.

I am indebted to our Chairman, Chris Page, for clarification of two items from last month. In the ESTA entry, the Stadler trains should have been described as bi-mode, not hybrid. Both have dual power sources, but only hybrids can select both at once. And in the WLPA entry, the passenger capacity figures seem to have been based on the Class 700 standard for standing passengers of 4/m² (50cm square), against the 3/m² (58cm square) for the Class 707 specified in the Southwestern franchise - so how would this more comfortable standard be enforced when as many people as possible are trying to cram onto the train?

Roger Smith

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

Friends of the West Highland Lines

Caledonian Sleepers showed off a prototype of their new sleeper accommodation to the Scottish Minister for Transport & the Islands, Humza Yousaf. New features include double rooms, a first for the UK, en-suite toilet and showers in some rooms, reclining seats and key card entry. The carriages are being built by CAF in Spain, and will enter service in 2018.

Independent operators claim that line-side vegetation is proving a major problem on Scottish lines, including the West Highland. An Inverness bound train suffered two smashed windows near Newburgh in Fife; A-1 steam locomotive Tornado suffered £10,000 worth of damage on a trip from Stirling to Inverness and Brora, whilst scratched carriages were "quite a common occurrence" on the Belmond Royal Scotsman. Line-side growth also obscures some of the most spectacular scenery.

Levenmouth Rail Campaign

LMRC outlined its case to Humza Yousaf, and officials. Responding to MSP Mark Ruskell, he stated that: "The proposal has some merit, although there are still questions that need to be answered, which Fife Council is working on. I am waiting for the Council's feedback on the Levenmouth rail option. All rail projects will be considered with an open mind if they have fully costed and robust business cases." To address those outstanding issues, LMRC met Fife Council Deputy Leader, Lesley Laird, and Transport and Economic Development officials to review its submission to Transport Scotland and the Minister with a target of early December

Borders Rail

From January 2017, Tweedbank station will benefit from new retail outlet and public toilet facility run by local firm Born in the Borders *[Another tourist attraction - just what the line needs! - Ed.]*

Copeland Rail User Group

Northern responded to a CRUG enquiry as follows. The August PPM for the Cumbrian Coast line fell to just 80.4% through a combination of flash flooding, overrunning engineering work in the Carnforth area, and unreliability of the Class 37 locos. A third set has been deployed, and Northern has a spare Class 142 in Carlisle, but until more DMUs arrive in 2019, other options were being considered, including a change of loco, although this would not be a simple process. The December 2017 timetable should be finalised in January, and will seek to optimise the connections listed in the Train Service Requirement. However, it relies on DMUs cascaded from great western electrification. If this project were delayed *[it has been – Ed.]*, some improvement may still be possible, and the impact would be fully communicated.

South East Northumberland Rail User Group

The GRIP 2 report on the re-introduction of passenger trains to Ashington envisages heavy rail (not Metro) services from Newcastle running half-hourly in the peak, and hourly or half-hourly off-peak. SENRUG would like to see a station at Seghill, but that is not critical. The £191M cost estimate includes a 40% contingency, and a signalling upgrade that would be required whether or not there was a passenger service. The NCC hopes to commission GRIP 3 by December and GRIP 4 by October 2018, with trains running in 2021.

Friends of Settle-Carlisle Line

Work to recover from the landslip at Eden Brows, and reopen the line from Armathwaite through to Carlisle continues, and is on course to complete in March 2017. The landslip is still moving slightly, but well within design limits. Rumours that the repair plan would have to be rethought, or even that the line would have to close, are totally unfounded. On the contrary, Network Rail (NR) is taking advantage of the closure by bringing forward three other projects, the largest of which is strengthening the Little Selkeld Viaduct, installing a handrail and improving drainage. The group has taken issue with Northern regarding its use of “train wraps” for advertising purposes, which shut out the light and obscure the view from the train. Meanwhile, a new book “The Settle-Carlisle Railway 1850-1990: the Building and Saving of a Great Railway, a Line of Critical Decisions” documents a wealth of information released under the 30-year rule. A signed copy is available on-line from [the FoSCL shop](#).

Ribble Valley Rail

RVR is concerned by the high number of cancelled services – 17 in September – that is leading to a fall in the number of passengers. It is looking to tap into the Manchester area, and promote Clitheroe and the Ribble valley as a leisure destination. There is a programme of guided walks in the area. Details are on the [Community Rail Lancashire](#) website. NR is embarking on a major project to strengthen the Whalley Viaduct, and install 1.4km of handrail and a new drainage system. The Viaduct is a listed structure, so all of the work had to be agreed by English Heritage. NR is also seeking the views of local residents and businesses on the possible closure of the Daisyfield level crossing in Blackburn, which is manually controlled and gated, but used by about 54 trains/day, whilst Hanson Cement is bringing the level crossing on the siding to its Ribblesdale Works at Horrocksfield up to a new safety standard.

Support the Oldham Rochdale Manchester Lines (STORM)

At least 8 Northern Railway stations will have ticket gates by April 2017; those at Liverpool Lime Street and Wigan Wallgate are already in use: “ticket gates will help improve your journey through main stations at peak times and avoid congestion. Gates will also help us reduce the number of passengers travelling without a ticket, improve security and discourage anti-social behaviour.”

Meanwhile, a notice at Taunton station states that only those with a valid ticket for travel are allowed on the platform. When a man who wanted to see off an elderly lady with her luggage was refused entry, and asked how she was supposed to get help, he was told “by booking assistance in advance”! It doesn’t have to be like that: the revenue protection staff at Halifax are more understanding, friendly even. When someone meeting a passenger asked the booking office for a platform ticket, he was told this was unnecessary: “just tell them and they’ll let you through”. And so they did.

Huddersfield Penistone Sheffield Rail Users Association

With budgets limited, the increasing cost of bus timetables has forced the end of Metro timetables in the West Yorkshire area. These included every rail service, and gave the times to more distant termini served by many various operators. The fear is that an operator-produced timetable will list only its own services. HPSRUA has persuaded Northern to keep the doors open on trains awaiting a crew change at Huddersfield.

Shrewsbury to Aberystwyth Rail Passenger Association

SARPA is concerned that, under the new Wales and Border franchise, Cambrian line services could terminate at Shrewsbury. Its main aspirations are:

- At least 50% more carriages on the Birmingham to Cambrian & Chester routes.
- Continuation of through services to Birmingham New Street & Birmingham International from Aberystwyth and Pwllheli.
- Improved connections at Shrewsbury between Cambrian trains and services to/from the North West of England, ie Chester/Crewe/Manchester.
- A full hourly service on the Cambrian Main line, and a Cambrian Coast Line that's fit for purpose: a Sunday service all year round, and increased capacity at peak times.

Pembrokeshire Rail Travellers Association

Following the Severn Tunnel closure, PRTA has published timetables for the area covering the period 24 Oct – 10 Dec. For a copy of this or the forthcoming December issue, contact [P Absolon](#), 01646 693 498.

East Norfolk Travel Users Association

ENTUA has made various proposals to Greater Anglia to make the Great Yarmouth rail service more attractive: some direct services to Cambridge/Stansted Airport; reinstatement of at least two through services to and from London Liverpool Street (possibly coupling to Lowestoft services at Ipswich); a midnight departure from Norwich, and good connections into and out of London trains at Norwich. Greater Anglia thought that the proposals merited closer study, and will be push them in future meetings with the Train Planners.

Another issue was the Great Yarmouth air show from 15-18 June 2017, which is expected to bring 300,000 people into the town over the four days. 15 and 16 June will see evening displays whilst 17 and 18 will see displays during the day. Many existing services will be strengthened, and may be bolstered by the additional loco hauled trains. There are also two concerts by the band Take That at Carrow Road, Norwich on 15 and 16 June, so the ability of the rail service to handle potentially huge numbers of people will certainly be tested. A recent Rod Stewart concert at Carrow Road attracted enormous crowds.

Bedford Commuters Association

In his Report to the 2016 AGM, the BCA Chairman spoke of the reliability problems on Thameslink caused by software problems on the new Class 700 stock, which had kept the ageing Class 319 in service longer than expected. He hoped that the worst was now over, and noted that the driver shortage was also improving. In response to a letter of concern from BCA, the Passenger Service Director for Thameslink explained that, notwithstanding an extensive test programme, some faults had only developed when the Class 700 entered regular passenger service. GTR and Siemens were working together to address the root cause of problems with traction, doors and the information system. There were currently seven sets in service, and no more would be introduced until these issues had been resolved. A stakeholders' meeting was told that the plan for bringing the Class 700 into service would be back on track by next May.

Association of Passenger Train Users (Thameslink North)

APTU asked GTR to clarify the roll-out of its KeyGo product: the planned launch date, what products would be available on day 1, and whether it would offer a Carnet; a stakeholders' meeting had been advised that it would expand to Thameslink (North) and Great Northern in September 2016. GTR responded that this would happen "in the next couple of months", but there were still no firm dates. Over the next few years, everyone would move to the Key with either a pre-purchased season and/or KeyGo.

The aim would be to enhance the system incrementally rather than trying to do too much at once. It hoped to launch Carnet Ticketing at least in trial form, but any changes must not lose revenue for the DfT. In APTU's view, provided that it correctly handles peak, off-peak and super off-peak tickets, KeyGo should be brought in ASAP, even if its use on the Underground was excluded.

Hitchin Rail User Group

From 2018, the four off-peak Hitchin trains per hour into Kings Cross will become six Thameslink services via London Bridge: two each semi-fast Peterborough to Horsham and Cambridge North to Brighton, and a stopping service to Maidstone East. However, to accommodate these extra services without a bay platform at Stevenage, almost all Moorgate services via Hertford North would have to terminate at Watton-at-Stone, with replacement buses to and from Stevenage. Connection times between the Cambridge stopping service and the Peterborough branch are also an issue. However, no draft timetable will be available until Phase 2 of the consultation next year, and without at least a skeleton, and detail of the shorter running times offered by the higher performing Class 700 stock, it is difficult to make constructive suggestions. A copy of HRUG's response to Phase 1, expressing this frustration, is posted on Platform 2 at Hitchin station. HRUG also commented on a draft of the [Herts CC Rail Strategy](#) that will inform a full Transport Strategy next year.

Chesham & District Transport Users' Group

The Group will raise communications problems at Baker Street - particularly when services started from Neasden - with the Federation of Metropolitan Line User Committees. Extension of the Chiltern line into Oxford from December should have little or no impact. However, the new station planned for Winslow on the East-West Rail (EWR) line from Oxford to Bletchley and Bedford would also serve a Chiltern line extension from Aylesbury to Milton Keynes, and so would impact the Met Line timetable. *[The HCC Rail Strategy (qv) also mooted a Chiltern line Aylesbury - Watford Junction service via the Croxley Rail Link – Ed.]*

Oxford-Bicester Rail Action Group

OBRAG will continue to press for completion of the Bicester - Bletchley section of EWR. GRIP3, to develop costed options, is due to complete by December. Meanwhile, further links to EWR at Oxford continue to emerge: from Gloucestershire, and from the West of England, with a new station at Corsham; via Reading from the Downs Line, the South East and Heathrow (which has 2.3 million Oxford users); and from Leicester, which would cut journey times to Oxford and Reading by an hour.

Stop Press: in its [interim report](#), the National Infrastructure Commission urges the Government to ensure that EWR Phase 1 is delivered by 2024, cutting journey times on the route from Oxford to Milton Keynes and Bedford by more than half. It should also invest in developing as soon as possible detailed plans for the link from Bedford to Cambridge, with the aim of securing tens of thousands of new homes in this area.

The NR study on routing the Central Section was finally published in July. The economic benefit of each route was assessed from its demand, journey opportunities, timings, growth of population and jobs, costs and geographical and environmental impact. The 20 options initially identified were reduced to seven, in two corridors, with Sandy preferred to that via Hitchin and Letchworth. The next phase, to define an exact route and its interconnection to existing lines, could take up to two years, and will also look at extensions to Norwich and Ipswich. Oxford - Cambridge journey times are expected to be about 90 minutes.

East Hampshire Community Rail Partnership

Work on the Petersfield station footbridge will start in January and take around a week to complete. Although in a conservation area, the HCC Heritage officer has approved the use of glass-reinforced plastic to replace the wooden steps, which were completely rotten. Unless any other defect is discovered, the bridge will be repainted at the same time. Similar bridges at Rowlands Castle, Liss and Liphook have been checked, and show no sign of the same problem. Meanwhile, a new cycleway has opened from Petersfield station into the Queen Elizabeth Park.

RAILFUTURE

Railfuture welcomes new members, both individual and groups: the more we are, the more effective our campaigns. Join Railfuture [here](#). From the "Membership Types" menu top right, select either the appropriate category of individual or, to affiliate, select "RUG or similar". Read the latest from Railfuture and its Campaign updates by clicking on [News and views](#), [Press releases](#), [Railfuture in the news](#), and [Railfuture submissions](#).



Nominations for Railfuture's 5th annual Awards for Rail User Groups were judged by no fewer than six Vice-Presidents - Paul Abell, Ian Brown, Barry Doe, Roger Ford, Chris Irwin, Stewart Palmer - and President Christian Wolmar. Chris Green, Lorna Slade and Alan Williams were unfortunately unable to participate due to last-minute events, but to command the active involvement of so many Vice-Presidents is testament to their interest in and commitment to Railfuture, and to the unique nature of the awards themselves.

Roger Ford (aka Captain Deltic) wrote in his Informed Sources e-magazine "November starts with one of the year's most enjoyable meetings. As an honorary Vice President of Railfuture, I get to join the judging panel for the annual awards. For someone who spends too much time writing about high level policy in these difficult times, it is a refreshing change to help celebrate the successes at the grass roots."

The Awards Ceremony formed part of the Autumn Conference in Birmingham on 12 November. John Ellis, Chair of the Cotswold Line Promotion Group, presented the Oliver Lovell Award; Conference Chair Stewart Palmer presented the others (Christian Wolmar having withdrawn following his selection as a Prospective Parliamentary Candidate in the Richmond Park by-election). Vice-President Lord Tony Berkeley spoke very appreciatively about the RUG Awards. A slide presentation is now available on a [Railfuture web page](#).

The awards were made as follows:

Best newsletter. Six groups contested the award, with the Gold award won by Huddersfield Penistone Sheffield Rail Users' Association. Furness Line Action Group won Silver, while the Friends of Reddish South Station [one train a week, in one direction only!] won a Commendation for their newsletter.

Best website. Five groups contested the award, and Gold was won jointly by two of them: Copeland Rail Users' Group - <http://www.crug.org.uk> - and the Friends of Rose Hill Station, Marple - <http://www.forhs.org.uk>. Each website displayed best practice in serving their quite different aims.

Best campaign. Cambridge Heath and London Fields Rail Users' Group. One judge said he was 'excited' by their report: "A brief history of the CHLFUG campaign." <http://www.railwatch.org.uk/chlfug.html>.

Best campaigner. Tony Smale, who edited RUG for many years, and still maintains the database of affiliated and non-affiliated groups and re-opening campaign groups (so please advise [him](#) of any changes of status or contact details). Tony is also Secretary of Wessex branch. The award is made in memory of Railfuture stalwart Clara Zilahi.

Best social media award. Friends of St. Anne's Stations, on the Blackpool South line, for their use of Facebook - <https://www.facebook.com/Friends-of-St-Annes-Stations-214185165640850>. North Cheshire RUG won a Commendation for their Halton Curve video on YouTube: <https://www.youtube.com/watch?v=nnCwHr7KzLg>. Hopefully, this award will attract more entries next year, as it is how the rail industry is developing.

Best new group, awarded in memory of Oliver Lovell, founder of the Cotswold Line Promotion Group: The Friends of St. Anne's Stations. The Salisbury to Exeter RUG won a Commendation.

Judges' Special Award. Richard Crane, founder and chairman of the Bedford to Bletchley Rail Users' Association, for his 35 years of devoted work. Railfuture Vice-President Chris Green said "I have known Dick for thirty years, and have found him tireless not just in the development of the Bedford - Bletchley line, but in the wider rail industry. He has run two first-rate railway discussion groups at Bletchley and Surbiton, which attract record numbers of younger members at a time when railway supporters are all supposed to have grey hair! He is also a modest person who does not shout about his contributions to our industry."

PASSENGER GROUP

The Passenger Group met in Birmingham on 24 September. Contingency plans to cope with infrastructure failures often require the cooperation of other TOCs, thus Scotrail had to cancel some of its services to allow Virgin West Coast services to bypass the Lamington viaduct via Dumfries. Responses to franchising consultations needed to consider resilience to disruption.

The cost of additional safety systems (mainly CCTV) at level crossings on the Norwich line so that the speed limit could be raised from 100mph to 110mph was proving prohibitive. The Infrastructure Group would consider whether or not they were really necessary.

TOC LIAISON

The dispute between Scotrail and the RMT union has been resolved: drivers will open train doors; conductors will close them. Also, conductors will continue to be paid and trained to full train and trackside safety competency. However, the agreement does not read across to Southern, as the Scotrail franchise specifies two staff members on every train.

The connection to Aberdeen Airport from Dyce station is convoluted, as it is on the opposite side of the runway to the terminal building. RF Scotland is campaigning for a new station at Bucksburn that would serve both the Airport and the Aberdeen Exhibition and Conference Centre.

On the East Coast line, catering services at weekends are poor: often there is no trolley service, and even in first class only sandwiches are available; proper meals have never appeared. It seems that VTEC are not recruiting sufficient staff, and RF North East wonder if VTEC have promised more than they can deliver.

Issues on Chiltern include the time it takes to transfer between the up and bay platforms at High Wycombe, and pathing problems following a revision of Metropolitan Line services.

C2C have ordered additional Class 387 EMUs to meet increased demand. The London Midland line from Watford Junction to St Albans Abbey may become a busway; although the HCC Rail Strategy (qv) would like to see the rail service strengthened with a passing loop, its Transport Strategy may take a different view. Arriva will operate the new London Overground concession, and there is to be a public enquiry into extending the Gospel Oak - Barking line to Barking Riverside, once it has been electrified.

Fares on the Gloucester to Worcester route set by Cross Country were significantly higher than on comparable GWR routes. The footbridge at Pilning is being removed for electrification, but the future use of Platform 2 will be safeguarded, as development around the station is planned in the near future.

ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS

A new Comfort Scheme at the remote Rannoch Station on the West Highland Line provides hill-walkers, cyclists and rail passengers with a toilet facility in the Station Tea Room, seven days a week all year round. Perth & Kinross Council works with other local service providers to make free-to-use public toilets available.

At the ACoRP Gala Dinner, the Friends of Bentham Station were awarded Gold Status for their work at the station and in the local community, and also won the 'Best Community Engagement Event' for their 'A Day in the Life of Bentham' photographic competition, which attracted 250 entries, and over 500 visitors to an exhibition of the top 40. Finally, the 'Rail to Trail - 12 Station to Station Walks' project came third in the 'Best Marketing Campaign' category. Together, the walks designed by Stuart Ballard form a 68mile long footpath from Heysham Port to Skipton that has been adopted by the Long Distance Walkers Association.

With the Severnside Community Rail Partnership, GWR are offering eligible groups of up to 20 a free day trip on their West of England network on a date and to a destination of their choice. The offer is open to residents' associations, youth clubs, schools, children centres, and any organisation or charity working with disadvantaged communities in the area, and runs until February 2017.

A new Summer Cycling video for Hants County Council had been well received. The Evening Standard had recently featured a Shipwright Way video. The Travel and Tourism Hub at Petersfield Station, funded by SWT, ACoRP and the South Downs National Park Authority had stayed open until the end of October. The project would be entered for the ACoRP annual awards in 2017; this year, Haslemere's information hub had come second. Future schemes included a bike hire facility; the SDNPA knew of similar schemes.

TRANSPORT FOCUS

Because of disruption, passengers for Honiton arriving at London Waterloo on 4 May were advised to take an Exeter St Davids train - but not warned that it would divide at Salisbury. Arriving in Exeter at midnight, having travelled in the wrong portion, they had no option but to take a taxi back to Honiton at a total cost of £175.85 - but all SWT offered in compensation was £60 in Rail Travel Vouchers. However, following the intervention of Transport Focus, SWT agreed to cover the full cost of the tickets and taxi fare as a goodwill gesture, and take up the quality of the original response with the customer service advisor concerned.

TRAVELWATCH NORTHWEST

At its Conference in Preston, TWNW Chairman Chris Dale welcomed the future improvements offered by the new Northern and Transpennine franchises, although overcrowding in the meantime was still a major issue. Transport for the North Chief Executive David Brown outlined its origins, its vision and role in driving growth, integration, planning, governance and funding to transform the transport infrastructure in the area, and into other regions. It had an initial investment of £1.2 billion for rail to improve frequency, capacity and journey times as part of a 30 year plan.

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

An article by [Roger Ford](#) explains why the cost of electrification is escalating. At issue is the size of the air gap to prevent 25kV overhead electric cables from arcing to earth. Standards that have proven safe over many decades are no longer acceptable. This bears directly on the amount of work needed to raise bridges and tunnels, and thus on the cost of a project. Historically, the 'Normal' minimum clearance was 200mm, with a 'Reduced' minimum of 150mm. However, when the relevant NR standard (GL/RT1210) was reissued in April 2015, a continental standard of 370mm came into force under the UK's interoperability legislation, and is being applied retrospectively. Unless a project complied, it would not be signed off to go live. Thus the Edinburgh – Glasgow Improvement Plan couldn't risk building a railway that nothing could run on, so ScotRail Alliance Chief Executive Phil Verster directed the project team to adopt the new standard, and accept the cost implications.

[Ironical then that in its Annual Report on NR, the ORR expresses concern "regarding the ability of key projects to meet their obligations and regulatory milestones". And if it really is a safety not a bureaucratic issue, why isn't every non-compliant 25kV line in the country being powered down? – Ed.]

Possibly not unconnected to the previous story, Transport minister Paul Maynard MP has announced the deferment of electrification along four sections of the Great Western route:

- Didcot Parkway to Oxford
- Bristol Parkway to Bristol Temple Meads
- Bath Spa to Bristol Temple Meads
- Branches to Henley and to Windsor.

He claims that the benefit can still be achieved, and that the £146 - £165 million saved will be used to deliver additional benefits to passengers *[just not in areas crying out for DMUs cascaded from GWR! – Ed.]*

The DfT has published its [Prospectus for the East Midlands Franchise](#), to start in July 2018. It was developed in consultation with both Transport Focus and East Midlands Council, a consortium of 45 local councils in the area. The Prospectus seeks to put the passenger first, take full advantage of infrastructure improvements, especially on the Midland Main Line, and deliver new rolling stock and smart ticketing.

The ORR's regulatory approach will encourage NR to devolve responsibility, and work with train operators and stakeholders at an operational route level rather than at a national level. This would also provide better information on which to set price controls, with stronger incentives to improve through meaningful comparison of routes, thus strengthening the incentives on them to improve performance and efficiency.

The ORR prosecuted NR for a breach of health and safety that led to a fatality at a Suffolk level crossing in 2011. It argued that the company had failed to act on substantial evidence that pedestrians approaching the crossing had poor visibility of trains, and so were at risk of being struck. Ipswich Crown Court agreed, and imposed a £4 million fine. Plans are in progress to replace the crossing with a footbridge.

The Crossrail project is more than 75% complete. The Elizabeth line will be vital to the future success of the capital, and the focus is on completing the project safely, on time and on budget. In just over two years the first passenger trains will run through the centre of London

A new nationwide campaign encourages rail passengers and station visitors to be more vigilant and report any unusual items or activity. People need to be aware of their role in keeping everyone safe. Security announcements have been updated, and posters promote the campaign message: **'See it. Say it. Sorted'**.

...and finally

Commenting on the failure of a TOC to brief contractors on the voluntary effort being put in to maintain station gardens, and of tardiness in confirming the offer of half-price fares between Exeter and Barnstable, the Tarka Rail Association quotes George Bernard Shaw: "The single biggest problem in communication is the illusion that it has taken place" – *a salutary message to any editor!*

EVENTS (See also the [Events listing on the Railfuture website](#))

Blob colour indicates the various types of event:

- National & regional rail events.
- Railfuture events (rail user group representatives are cordially invited).
- Local Group events.

November

- 19 Saturday. Huddersfield Penistone Sheffield RUA, Methodist Church Hall, Ben Bank Road, **Silkstone Common**, 1100.
- 19 Saturday. North West Branch, Trinity Methodist Church Hall, Wesleyan Row, Parson Lane, **Clitheroe**, 1330
- 19 Saturday. Severnside Branch, Pulteney Room, Manvers Street Baptist Church, **Bath**, BA1 1JW, 1400.
- 24 Thursday. Capital Rail Action Group. Wensleydale Railway Association at 1845; Christian Wolmar and Nigel Harris at 1945. Quaker Meeting House, 7 Victoria Terrace, **Edinburgh**, EH1 2JL. (Also 2 Feb, 2 Mar, 6 Apr and 4 May at 1930).
- 29 Tuesday. Campaign for Better Transport, Grove Inn, next to Bridgewater Place Tower, **Leeds**, 1930.
- 30 Wednesday. TravelWatch SouthWest AGM, Mint Methodist Church, Fore Street, Exeter, EX4 3AT, 1400.
- 30 Wednesday. Hadley Wood RUG, Small Hall of the **Hadley Wood** Association Centre, EN4 0EL, 1900.

December

- 3 Saturday. East Anglia Branch meeting, Friends Meeting House, **Cambridge**, CB5 8BA
- 5 Monday. Watford Rail Users' Group, Training Room 2, Town Hall Annexe (access via Customer Service Centre next to the Hempstead Road Car Park), **Watford**, 1845
- 5 Monday. Ribble Valley Rail, New Inn, **Clitheroe**, 1930 (Also 9 Jan, 6 Feb).
- 10 Saturday. Passenger Group Meeting, International Hall, Lansdowne Terrace, **London**, WC1N 1AS, 1300.
- 10 Saturday. Shrewsbury and Aberystwyth Rail Passengers' Association, **Aberystwyth**.
- 12 Monday. Avocet Line RUG Christmas Social, The Malthouse, Globe Hotel, **Topsham**, EX3 0HR, 1900 for 1930. (Also 16 Jan, 17 Apr)
- 12 Monday. South East Northumberland RUG, Town Hall, **Morpeth**, 1930

Further Ahead

- 24 January 2017. Railfuture North East, with Christian Wolmar and Nigel Harris, **Newcastle**.
- 18 February 2017. East Suffolk Travellers' Association, Beccles station, 1400.
- 25 February. Railfuture East Anglia AGM, Bury St Edmunds.
- 29 March. East Hampshire CRP, District Council offices, Penns Place, Petersfield, 1500.

Please say if you no longer wish to receive Rail User Express, or if you know of anyone who would like to be added to the circulation list.

This bulletin has been sent by...

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