

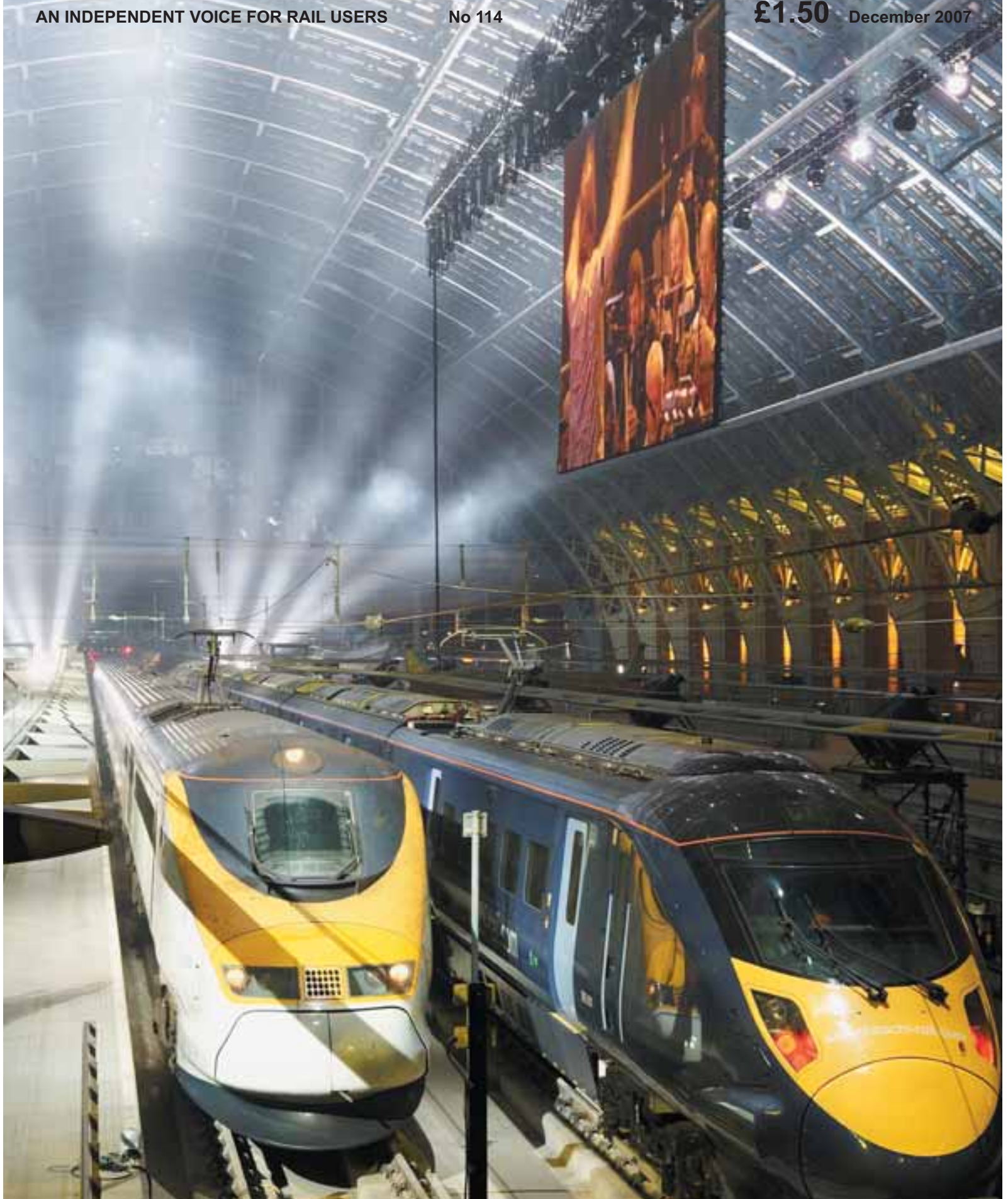


# railwatch

AN INDEPENDENT VOICE FOR RAIL USERS

No 114

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## Copy deadlines

Copy for the next issue, to be published in April, must be in the hands of Mr King by:

Last copy on paper: 7 January

Text by email: 21 January

Copy to: editor@railwatch.org.uk

## Advertising

Full page: £190. Half page: £95

Quarter page: £45. Small ads:

30p per word (20p to members)

## Railfuture

is an independent voluntary campaign group.

Railfuture is the campaigning name of the Railway Development Society Ltd, a not-for-profit company limited by guarantee. Registered in England and Wales No 5011634. Registered Office: 12 Home Close, Bracebridge Heath, Lincoln LN4 2LP

## Media enquiries

**President:** Peter Lawrence, 3 Helleston Road, Norwich NR6 5EB. Tel 01603 627217 pandwlawrence@waitrose.com

## Membership

£21 per year

Family: £21 plus £2 for each extra person. Pensioners, students and unemployed: £14

User groups, community and parish councils: Please apply for rates

All membership enquiries to: David Harby, 6 Carral Close, Lincoln LN5 9BD membership@railfuture.org.uk

## Policy

Chairman Mike Crowhurst 33 Station Court, Aberford Road, Garforth, Leeds LS25 2QQ Tel 0113 286 4844

## Elections

The board is elected annually and nomination forms can be obtained from the Returning Officer, PO Box 7690, Hinckley LE10 9WJ. You can also download a form from www.railfuture.org.uk

# Page 1 picture

St Pancras International is now the terminus for Eurostar trains in Britain. The station was opened officially by the Queen on 7 November and opened for ordinary international passengers from 14 November.

On the royal opening day there was also a chance to see into the future as Hitachi's new Javelin trains joined the Eurostars in St Pancras.

The Javelins will run high-speed domestic services from St Pancras to Kent and will also serve the Olympics in 2012.

■ *Picture by Eddie Macdonald for London and Continental Railways*

## Notice of annual general meeting

Notice is hereby given that the fourth annual general meeting of the Railway Development Society Limited will be held at Warwick Road Church Centre, 14 Warwick Row, Coventry CV1 1EX at 11.00am on Saturday 10 May 2008.

There will be a morning session with a guest speaker commencing at 11.00, followed by a buffet lunch. The formal AGM will commence at 13.30.

Nominations for election for Chairman and to the Board of Directors must be sent to Railfuture Returning Officer, PO Box 7690, Hinckley, Leicester LE10 9WJ to arrive by 1 February 2008.

Nomination forms can be obtained from the same address or from the Railfuture website, www.railfuture.org.uk.

Motions for discussion at the AGM must be sent to: M Crowhurst, 33 Station Court, Aberford Road, Garforth, Leeds LS25 2QQ to arrive by 26 April 2008.

Further details and a booking form for the buffet lunch will be sent to members later.

By order of the Board, C A Lingard, Company Secretary, 1 December 2007.

## Railfuture lottery

The winners were: August: D J Barr, J W Taylor, Mrs J Powell. September: J Bugler, G Heathcock, Mrs M Bosi. October: A W Robson, Tom Beharrell, Mrs J Powell.

Many new subscribers have now joined the lottery which means the prizes can be increased.

If you would like to join for one year, send a cheque for £12 made out to Railfuture to Railfuture Lottery Organiser, 24 Chedworth Place, Tattingstone, Ipswich IP9 2ND

## Rail fares rise

Last year rail fares went up by 6.8% and under Labour generally the cost of travelling by train has risen by 6% above the rate of inflation.

# LOCAL ACTION

Railfuture has regional groups which are involved in local issues and come together to support Railfuture on national campaigns. Here we give news of local action in the Railfuture regions.

## London and South East

Branch news contact: Laurence Fryer. Email: lfryer@bigfoot.com

### ■ ■ Sudbury Hill Harrow

Campaigners were disappointed and baffled by Chiltern's refusal to restore late-evening and weekend services in the December 2007 timetable.

When pressed, the best reason Chiltern could come up with is "It isn't in the passenger service requirement" – although it has readily improved services over and above the PSR elsewhere, even at little-used halts like Little Kimble, which has far less traffic potential than the London suburbs. Such a dismissive attitude is not exactly in tune with their mission statement "To be the best passenger railway in the UK"! The campaign continues – maybe May 2008.

### ■ ■ Social meeting

The branch held a social meeting on 19 October where members watched a DVD about the construction of the Channel Tunnel Rail Link. Led by Laurence Fryer, the group decided that more social meetings were a good idea. Preferences were expressed for Tuesday to Thursday evenings and Saturdays when there is no football, for visits to rail-related sites.

The group also decided that there should be greater efforts to establish improved links with local rail user groups.

Promotion of the the Railfuture Yahoo! email group was also felt to be necessary.

It was also agreed that there should be more scope for Railwatch readers to provide feedback, following an article. Thanks to the Reverend Gary Gill for facilitating the meeting.

### ■ ■ Kent division contact:

For details of future meetings, call Peter Collingbourne on 01634 364744 or write to 82 Burnham Walk, Rainham, Gillingham Kent ME8 8RX. Please include an SAE.

### ■ ■ Barking-Gospel Oak

The takeover of the Barking-Gospel Oak line by Transport for London was highlighted in November with the publication of a leaflet by the user group entitled *A New Era is Dawning* which was distributed at the rail users conference in Ely. Silverlink bowed out on Saturday 10 November and the new TfL age began on Sunday 11 November. Staff were in evidence at every station for the first time for years, some new signs have appeared and Oyster pay-as-you-go is valid on the line. But there were also train cancellations and communications breakdowns. The user group has pledged to carry on seeking improvements to the line, including dealing with the rush-hour overcrowding. It also points out that the fact that electrification is not on the current agenda is disappointing and short-sighted. "It cannot make any sense long-term to continue operating a diesel-only line surrounded by electrified routes," it said.

