

East Midlands

By Anthony Kay

A.Kay@lboro.ac.uk

Nottingham station upgrade

The Network Rail investment board has approved the "biggest enhancement to Nottingham's rail capacity for more than 100 years". The £11.6million scheme involves a redesign of the station layout, resignalling so all tracks can be used in either direction, and renewal of three junctions near the station.

Ollerton line

A study in 2000 concluded it would be uneconomic to restore passenger services to Warsop, Edwinstowe, Ollerton and Tuxford, on the former Great Central line that joins the Robin Hood line north of Mansfield. However, Network Rail now plans to use the 10-mile section of line from Thoresby Colliery junction to High Marnham as a test track for its vehicle development centre. This may improve the chances of passenger services returning to this part of the Nottinghamshire coalfield.



Ilkeston station

A feasibility study commissioned by Derbyshire County Council has shown that a new station at Ilkeston would attract about 120,000 passengers per year, and that the revenue would more than offset the operating costs. The council is now investigating how the estimated £5million construction costs might be funded. Ilkeston is next to the county boundary, and neighbouring Nottinghamshire County Council has also expressed support for a new station that would take traffic off the A609 into Nottingham.

Red Dot Days

East Midlands Trains chose the recently opened Corby station for the first of their "Red Dot Day" promotions, in which travellers from a particular station on a particular day can go anywhere on the EMT network for £10 (£5 for children) after 09.00. Corby's Red Dot Day was 22 July, and was followed by similar promotions at Chesterfield, East Midlands Parkway, Leicester and Market Harborough later in the summer. Over 700 tickets were sold at Corby, and the 09.15 service from the town was operated by an IC125 train rather than the usual Meridian, and was full with 500 passengers.

Kettering connections

EMT timetable planners have been asked to improve connections at Kettering between trains from Corby and services northward on the main line to Leicester and beyond.

Blaby station

Leicestershire County Council and Blaby District Council have put forward a bid for funding to reopen Blaby station on the Leicester-Nuneaton line, under the Government's Growth Points initiative. A previous bid in 2002 was rejected by the Government.

Your Railfuture board

By Jerry Alderson
Railfuture vice chairman
jerry.alderson@virgin.net

I agree with John Rogers who wrote in *Railwatch* 120 that it is unfortunate all current Railfuture Board members are from England.

However, there is an imbalance within England too, as we have three directors from East Anglia and another three from the London and South East branch.

It is also a pity that we have only one woman and no one from an ethnic minority group.

I hope that the 2010 elections will see some new candidates to make the society more representative of people throughout the United Kingdom.

However, under our current constitution we do not elect "representatives".

We are all individuals whose constituency is the entire membership base.

I answer to all of our members regardless of their location, not just those from my branch area. The other directors do too.

Most of Railfuture's campaigning and action is carried out at branch level or in co-operation with affiliated rail user groups.

The directors do appoint members to Railfuture's national committees but generally those committees go about their "business" without much interference from the board. Likewise we expect branches to set

their own campaigning targets and generally "do their own thing". I would be greatly concerned if the "Anglo-centric" board led campaigners in the other nations to feel they were being less effective. The directors will do all we can to prevent that situation arising.

The directors are primarily responsible for the legal governance of the society (such as setting and managing budgets, filing accounts, ensuring health and safety compliance), and it is important that we have the best skilled and most committed people to do this.

We would like to encourage members who have skills and enthusiasm to consider nomination to the board. (See below).

I would also like to suggest to Dr Robert Manning and Joanna Griffiths (*Railwatch* 119 and 120) that the people behind the TrainSardine.org "guerrilla" website might not want to reveal their identity.

The internet lends itself to some forms of campaigning which Railfuture does not perform and would not necessarily condone even if we agreed with the aims.

Tim Shoveller of East Midlands Trains, who is one of the speakers at Railfuture's Corby reopenings conference on 14 November, may well have been the primary target of TransSardine.com's displeasure. There is still time for you to book a place at the conference.

Act now over Railfuture elections

Railfuture has reached the point in the year when nominations for the board of the Railway Development Society Ltd are required for the 2010/11 elections. Three directors are to be elected. The nomination form can be found on our website or can be obtained from the Returning Officer, PO Box 7690, Hinckley LE10 9WJ. The board is keen to encourage members from all parts of the UK to apply.

Four year plan for Europe

We have a new European Parliament and are about to have a new European Commission, which will take the 27 countries of the European Union forward for the next four years.

The Parliament's transport and tourism committee includes three British MEPs, one of whom, Mr Brian Simpson, is its chairman.

Mr Simpson is also a vice-president of Railfuture and a very experienced politician at European level, and we congratulate him on his appointment.

The European Passengers Federation has written to all MEPs on the transport committee in English, French and German, urging them to develop a vision for transport for the next four years.

"Steps must be taken," says the EPF "towards easier international

travel, with public transport playing an increased role, in the interests of social inclusion and protection of the environment."

This includes stations which are customer-friendly and developed as transport hubs; a "public transport sat nav" making it easier to find out about and purchase tickets for an international journey; and harmonisation of smartcards.

There is a case, in an economic crisis, for investing in infrastructure, and the priority must be that infrastructure which will bring greatest benefit to public transport customers and encourage greater usage of trains and buses.

Full details of EPF's vision are in the July 2009 issue of its bulletin, available on its website www.epf.eu or by post from Trevor Garrod, 15 Clapham Road South, Lowestoft NR32 1RQ.