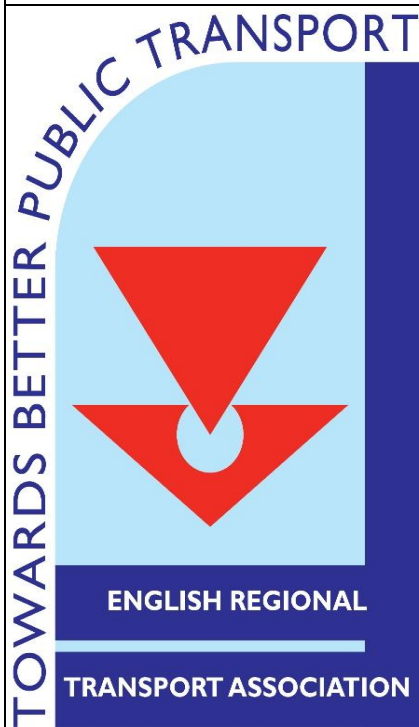


# English Regional Transport Association (ERTA)



**Patrons:** Sir Edmund Verney, The Rt Hon. the Lord Newby OBE, Mr George Bathurst, Professor Andrew N Williams BA, BM BCh, MSc, PhD, MRCP, FRCPC, FRHistS, + Others welcome of professional, business or other acumen and of good repute.

**Chairman, Campaigns Coordinator, On-line Marketing Officer, Bedford Area Rep/Forum/Coordinator, Publications/Newsletter, Events Team Player, Executive Committee Member, Social-Media/Media Officer and General Advisor:** Mr Richard Pill, 24c St Michaels Road, Bedford, MK40 2LT T. 01234 330090 E. [richard.erta@gmail.com](mailto:richard.erta@gmail.com)

**Vice Chairman, Treasurer; Business Link, Hertfordshire Area Rep (north of M25), Great Central Corridor Re-Rail Advocate/Contact, Skype/Zoom Host, Executive Committee Member and Railfuture Liaison Contact:** Mr Colin Crawford, 21 Clunbury Court, Manor Street, Berkhamsted, HP4 2FF T. 01442 870904 Mobile 07836-693977 E: [colin.crawford1@btconnect.com](mailto:colin.crawford1@btconnect.com)

**West London and South East Area Rep, Executive Committee Member, Research, Field and Leafleting Officer, General Assistant and Station Advocacy including Midland Main Line, Roade and Claydon:** Mr David Ferguson, 25 Virginia House, 19 Kingston Lane, Teddington, TW11 9HL T. 0208 9774181 E. [daferguson1212@gmail.com](mailto:daferguson1212@gmail.com)

**West Country, Central and South London Area Rep, Marketing, Events and Stall Officer, Membership Administration, Recruitment and Volunteer Liaison Officer, Admin Support Assistant, Consultations and Westminster Team Building Advocacy and Representative:** Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey, TW10 6HT T. 0208 940 4399 E. [simon4barber@gmail.com](mailto:simon4barber@gmail.com)

**ERTA Northern/Yorkshire Area Rep:** Mr Chris Hyomes, 10 Tythe Barn Road, Knottingley, West Yorkshire, WF11 9BU E. [chris.hyomes@hotmail.co.uk](mailto:chris.hyomes@hotmail.co.uk) T. 07971766207

<https://ertarail.co.uk/>

[www.linkedin.com/in/richard-pill-erta](https://www.linkedin.com/in/richard-pill-erta)

<https://ertarailvolunteer.blogspot.com/>

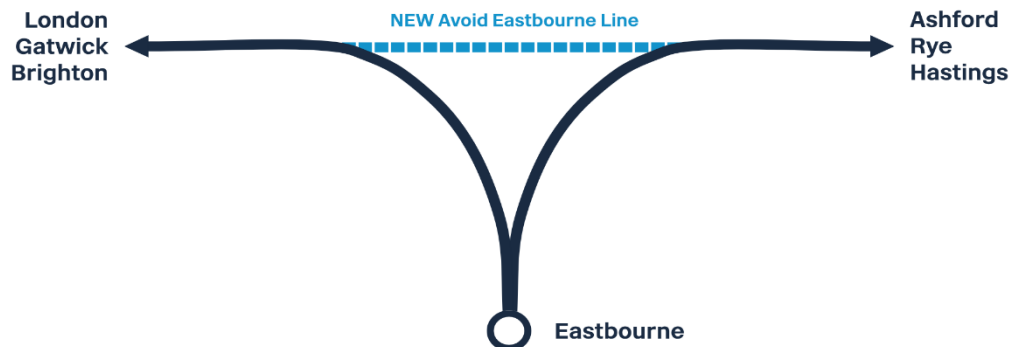
Newsletter No. 45

September-October 2022

Price: £1.00

**We arrived late in the day in many cases, time is running out to salvage opportunity!**

Copyright R. Pill/ERTA 2022  
Only principal routes/stations shown  
[richard.erta@gmail.com](mailto:richard.erta@gmail.com)



## **A new-build Polegate-Stone Cross avoiding line offers these opportunities:**

1. End-to-end timings shaved between Brighton and Ashford by 20 minutes
2. More capacity into and out of Eastbourne for Capital-Gatwick-Resort access
3. Make South Coast Rail competitive to the A27, giving realistic, attractive modal choice!
4. Lure people out of cars, reduce congestion and locked-in road monopoly.
5. Consider freight by rail more and all different sizes from parcels to pallets to aggregates and more!

These are just some benefits and we urgently need councils and agencies to stop developing over the route, weight the gains of reinstating it and act now before we scupper options!

**Crossrail now Elizabethan line visit – by Simon Barber.**

On 18th June 2022, I went on one of our new Crossrail 1 trains (the Elizabeth Line) which ran from Abbey Wood to Paddington.

When I got to Abbey Wood, I did not spend time at that station since the train was about to depart shortly after my previous train which I had picked up at Greenwich. Indeed, the Elizabeth Line trains are very frequent and they operate 12 trains per hour.

Altogether the train journey from Abbey Wood to Paddington took about 30 minutes.

Furthermore, there are lifts, stairs and escalators which could enable direct interchange between South Eastern Trains plus one or two Thameslink trains, and step-free access.

At Paddington, the new Crossrail platforms are built to the south of Brunel's C19 station (20 metres below ground) with steel and glass canopy to let in both air and light which was done by the American artist Spencer Finch. There are lifts, step-free access and also a safety barrier towards the platform edge screens, which provide speakers, CCTV, lighting and signs.



**Caption Above Left:** Paddington Station new lifts for access to/from Crossrail.

**Caption Above Right:** Abbey Wood Crossrail train awaiting departure.

**Leicester-Burton Rail Link:** We understand Government has approved the progression to full reopenings of the Leicester-Burton line in an announcement (see: <https://www.gov.uk/government/news/moving-ahead-to-reopen-railway-lines-and-stations-including-one-not-used-since-reign-of-king-george-v>) in a news story published 18<sup>th</sup> June 2022. Called 'Moving ahead to reopen railway lines and stations including one not used since reign of King George V'. This is good news for the East Midlands! Bravo to all involved and our friend the late Geoffrey Bushell who worked tirelessly to get this result off the ground. Traffic relief for Leicester and capacity too! **Northampton-Market Harborough** would compliment this link as freight relief to Leicester/MML and enabling direct trains to service the new Northampton Rail Depot too.

**News and Notes: ERTA is a battle ship, not a cruise liner! There's a job for everyone!**

<p><b>Volunteers.</b> ERTA is voluntary. Whether desk-top based or out and about we need your help please. Main job of area reps is to recruit for ERTA and also hold an informal forum in a venue of your choosing for bringing people together, identifying how to help ERTA do more and better. We have schemes and policy and new ones via Executive Committee for consideration please. That's how it should work!</p>	<p><b>ERTA needs a photographic officer</b> who is willing at own cost to take photos as and when and where congenial and lawful on locations, events, trains and routes for our use in newsletters, reports, pamphlets and on-line to market and promote ERTA. If interested, please let Richard Pill know. Being familiar with Jpegs is a useful thing and ability to email pictures also welcome. See page 1 notepaper for all contact details.</p>
<p><b>Leafleting.</b> David Ferguson is over 70 and leafleting for ERTA critical places including the former Great Central corridor, Guildford and in 2023 Louth in Lincolnshire. He needs people to help him and if reliable and able, to do solo according to where you live or can own-transport get to. If willing, contact David or Simon. See page 1 notepaper.</p>	<p><b>Marketing Officer:</b> If you are good at on-line, ofay with modern communication and willing to give an hour per week to market our events lawfully and creatively to drive people to them, that is very much welcome and needed. Liaise with Richard Pill if at all interested. A steady, reliable pitch and success could do us the world of good.</p>
<p><b>Are you ofay with HTML?</b> ERTA would love to have a presence on Wikipedia. If willing to assist with this, please let Richard Pill know and liaise thereafter. Our name, history, links and kudos deserve a mention!</p>	<p><b>Local Government Liaison Officer:</b> ERTA needs someone to keep an eye, help Simon do consultations and submissions upholding our specific rail corridor interests and land being made available for select reopenings.</p>
<p><b>ERTA is not a big organisation.</b> We punch above our weight. We plant ideas and seek to court, within human and financial resources to court professionals, government and media to take an interest in our ideas, suggestions and promotions with a view to bigger fry working them up and making progression towards delivery. Studies come in at £50k and so out of our and many ordinary people's leagues, however determined and plethora schemes and plethora studies, the scope is endless and costly. Bridging that divide needs us to have more suitable volunteers to get our ideas looked at objectively with solutions to problems not defeatism or negativity.</p>	<p><b>We welcome our new Patrons</b> and if you think or know anyone who could offer acumen, interest and/or speak up for us in key places, we welcome all talents and abilities to join and do just that at whatever level. We are growing with over 40 members nationwide and an email following of some 498 diverse audiences. We need more people and organisations to attend and support our forums and meetings around the country. Berkhamsted, Northampton, Rugby, Guildford, Horsham and Louth and possibly Sheffield to name a few. If you want more, be willing to be part of the answer for that! People join, offer to serve reliably and so we grow and influence.</p>

**Population catchment breakdown of an inner catchment and outer catchment  
which a new railway maybe edge of urban interfaces, could serve.**

<b>Inner Catchment</b>		<b>Outer Catchment</b>	
<b>Place</b>	<b>Population</b>	<b>Place</b>	<b>Population</b>
Louth	17, 000	Ludborough	191
Keddington and Stewton area	158	Covenham St Bartholomew	192
Legbourne	641	Yarborough	158
Little Cawthorpe	163	Alvingham	256
Tathwell	253	North Cockerington	182
Raithby	190	South Cockerington	245
Maltby	342	Grimoldby and Manby	2, 181
Hallington and Welton le Wold	216	Little Carlton	129
South Elkington, North Elkington and Acthorpe	243	Gayton le Marsh	155
Little Grimsby and Brackenborough	78	Gayton Top	544
<b>Total</b>	<b>19, 284</b>	Reston	205
		Maidenwell	199
		Scamblesby	228
		Asterby	159
		Donnington on Bain	350
		Burgh on Bain	172
		Girsby	40
		Calcethorpe	70
		North Ormsby	134
		Utterby	293
		<b>Total</b>	<b>6, 083</b>
Inner catchment + outer catchment = 25, 367 total population			
10% - 2, 536 divide by 8 trains per day = 317 people per train minimally!			
A new railway with a new parkway station, could service this population catchment and even a minimal usage would remove significant traffic from local roads and cater for growth in a sustainable means and ways = the rail-way!			
<b>Sources:</b> Louth Town Council, Wikipedia and Google.			
<b>Disclaimer:</b> These are approximations and could not include all outlets.			

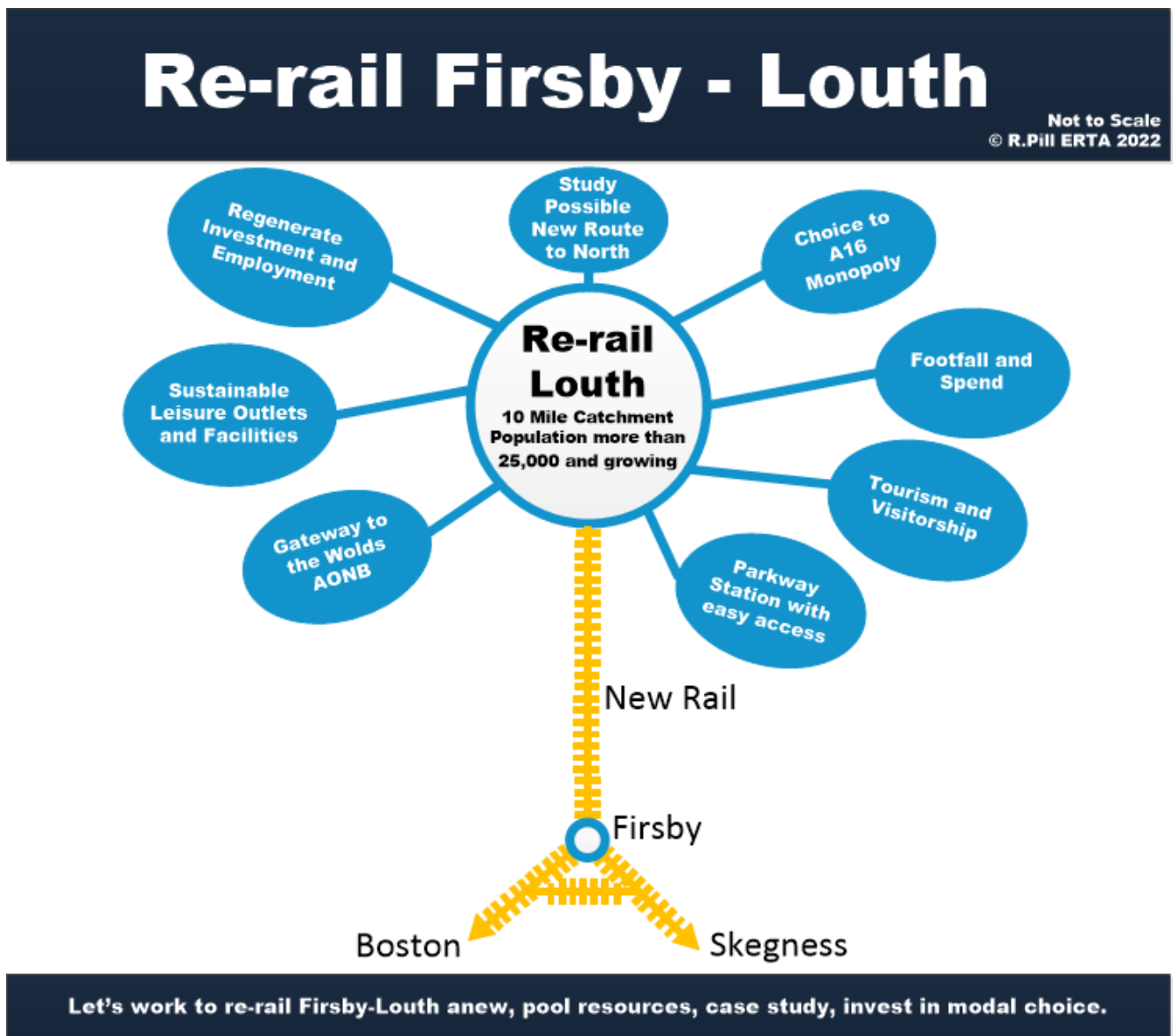


## **Lincolnshire Green? Dream on! – by Richard Pill**

From early times in my voluntary rail campaigning career, it has been elements within the so-called 'rail fraternity' and 'rail lobby' who take it on themselves to go around talking about what can and cannot be done, what the limitations of railways (past), is (present) and may be (future). They have a can't, don't and won't mentality. So, on closures of the 1960's for example, it happened, so cannot reopen with even existing tracks brought back to passenger use saying things like "I remain sceptical". Many reopenings have happened since the mid 1980's and trickling through, albeit with noticeable gaps be it funding, political focus or will and realities on the ground, which due to neglect are as diverse as a jungle! The closures left some parts of the country more bereft than others and glaring gaps in the network exist. These 'Jeremiah's' don't just make a case for 'can't' but also 'don't bother'. They and indeed the construe of a monster system, demand £50k studies before consideration (£40 billion roads budget by government is informed by government and those associated with roads, which command £millions to spend). They demand trackbeds be 99% clear with bridges intact, if any is built on, lost or whatever, they insist "can't be done" end of. Whatever you say, whatever you, a layman does, unless you have £millions to splash or are big business wearing the trousers, they dismiss your aspiration, you want, wish, hope and actions for public transport improvement as highly subjective to put it politely. I recall in 1986 some at a meeting in Milton Keynes saying things like "you'll get Oxford-Milton Keynes as Bedford-Bletchley closes", now these people are saying "the future of Bedford-Bletchley is bound up with East-West Rail!". These patterns of negativity and weights on the campaigners' shoulders, are multiplied nationwide sadly. Yes, there are the other extremes of High Speed it 'the be-all', hyperloop is the way ahead or unless £billions is budgeted for main-line standards, it is not going to work, get support, see the light of day. The sad thing is, from new stations (in some cases) to reopened lines, rebuilds and select new pieces of rail connectivity, as devil is in the detail, so these negatives become self-fulfilling prophecy. No money is another excuse from Whitehall, when £100 billion HS2 and £40 billion new roads can be found, so a matter of values, priorities and things versus people, places and inclusive values in practise, not just a P.R. 'look-good' presentational display.

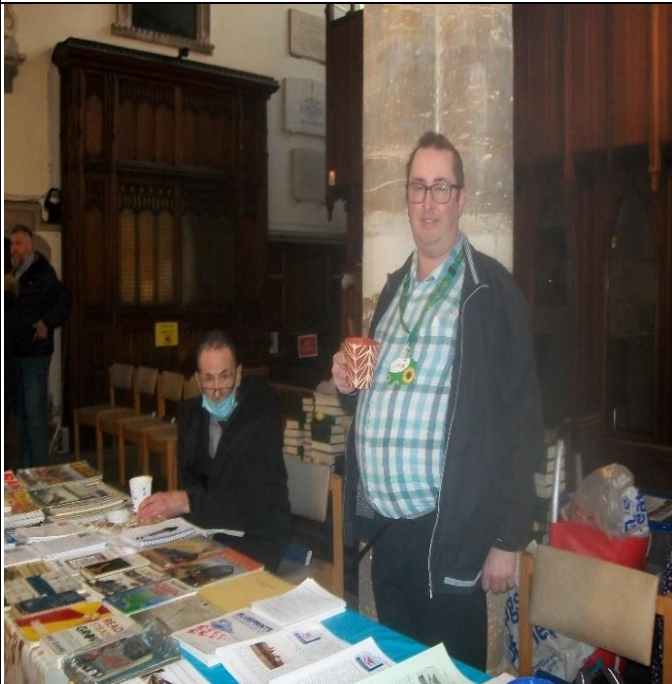
So, we come to East Lincolnshire. We concur with some other campaigners, that the closure of the East Lincolnshire Line was a closure too far, ditto the March-Spalding Line. On Facebook and elsewhere, long discussions and heated debate of all and sundry of why rebuild or new build is never going to happen and yet, here is the rub; Lincolnshire County Council is engaged with Bypasses, Trunk Road upgrades and road schemes left, right and centre across the whole county, whilst saying there's no case or possibility of support for these rail-based aspirations? The absence of rail, means everything must go by road. The longer rail choice is denied, the more synthetic stats make a case for more roads spiralling upwards with land-take and congestion; so, we are right in my view to plug rail within our meagre resources, to conjoin with other like-minds and demand rail, for modal choice and for the environments/quality of life's sake. Could for example a new alignment west of March to somewhere near west of Spalding be considered and done? You may not get into Grimsby via the old route, now assumed by the widened A16, but could an alternative be found which gives Grimsby a new rail link going south alongside the trunk road artery, reducing traffic and giving more options

for people and goods? The Werrington duck-under at Peterborough is good, but a long way round from Ely-Spalding to get to and from Doncaster. Lincoln needs more capacity for better passenger services. How do we get from negative introversion to positive solutions to major problems? We need to lobby MP's and Councils to get on board, help round-table for pooling resources and courting funding for looking at solutions to re-railing challenges and progressing. We need Government to reform the system demands and do some homework for the sake of choice, communities and giving these relatively deprived areas a rail-fixed-asset life-line, literally. Modal shift is vital to cut emissions and Government has declared a Climate Emergency, so must have its bluff called at least, to take its words seriously. It is to be hoped as some of this may sink in, what of the future, that Lincolnshire can one day proudly underscore the word 'Green', not as a reference just to cloth colours or it's sausages! Rather, sustainable transport and communities as well please. Let that be a 21<sup>st</sup> Century hallmark for Re-Rail East Lincs!



**Dates for your diary: Progress can only be made if we make it our business to engage more!**

**ERTA Ampthill-Flitwick Forum: Saturday 10<sup>th</sup> September 1pm food, 2pm – 4pm business.** All welcome. **With Guest Speaker Mr Steve Anderson, who is the Transport Co-ordinator at Centre Parcs. Venue:** The Swan Pub at Flitwick (opposite the rail station and local bus stops round the corner. Ample parking. <https://www.swaninnflitwick.co.uk/> The Swan Pub, 1 Dunstable Road, Flitwick, Bedfordshire, MK45 1HP T: 01525 754777 E: [steph@theswanflitwick.co.uk](mailto:steph@theswanflitwick.co.uk) **Main contact and convenor:** Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey, TW10 6HT T. 0208 940 4399, E. [simon4barber@gmail.com](mailto:simon4barber@gmail.com)



**Berkhamsted Public Meeting – Saturday 15th October 2-4pm at Venue** <https://www.stpetersberkhamsted.org.uk/heritage/court-house/> St Peter's Court House, St Peter's Great Berkhamsted, Church Lane, BERKHAMSTED, Hertfordshire, HP4 2AX <https://www.stpetersberkhamsted.org.uk/about/courthouse/> **Guest Speaker: Vicky Cropper – Clarke, Head of Stakeholder and Community, London Northwestern Railway**

All welcome, admission free. Light refreshments will be served. Further local information via Mr Colin Crawford T. 01442 870904 Mobile 07836-693977 E: [colin.crawford1@btconnect.com](mailto:colin.crawford1@btconnect.com) Berkhamsted is on the London Euston-Milton Keynes train service on the West Coast Main Line (WCML). Some of us will convene at the local Wetherspoons at 12.00 Noon for our lunch prior to the meeting. Please help us publicise this meeting and bring friends. The perfect way to introduce to ERTA!

**Caption Left:** Mr Richard Pill, Chairman of the ERTA helps man the stall at St Paul's Church Antiques and Collectors Fair. We have reluctantly decided to discontinue doing this stall as footfall is down and it is discontinued anyway. However, we will re-focus on our own meetings and provide a book stall where appropriate. Donations of time, assistance and second-hand books, especially linked to railways, transport, old rail magazines and quality bric-a-brac always welcome to entertain.

**Saturday 24th September AGM and Members Meeting starting 2pm in the Long Room at Bedford Quaker Meeting House, 5 Lansdowne Road, Bedford, MK40 2BY followed at 3pm by Public Meeting with guest speaker Mr Stephen Sleight, BRCC Transport Officer speaking on 'The Beds and Herts Rail Community'** Admission free, all welcome. Come and have your say, ask questions, engage with opportunities. There will also be an ERTA Book Stall for perusal and light refreshments on a first come, first served basis. Contact: [richard.erta@gmail.com](mailto:richard.erta@gmail.com) for more!  
All welcome.

**From the Chair:**

Balancing the strikes on the railways over the summer with Government attitudes to them took some doing as on the one hand burying good news as the government did by announcing 9 rail reopenings or stations on 18<sup>th</sup> June just days before strikes. I, like many I am sure am torn. On the one hand we want everyone to have fair pay and conditions in what should be a service ethos industry, helping the rest of society to work properly. Spare a thought that just not all own cars or TVs through choice and others cost-income issues, so not all are subscribers to the digital age and cashless society agendas we see being foisted upon us. “No one is using them anymore” we hear on railway ticket offices as well as justifying bank branch closures and in the 1960’s it was railways themselves. “Nothing new under the sun” King Solomon wrote in the book of Ecclesiastes and that old saying of “what goes around, comes around” can also be found to be true. I would prefer we have a ‘horses for courses’ approach, whereby those who wish to pay in cash, those who want paper tickets, those who want human faces at stations on trains, manning ticket offices, barriers and much more, those who want to visit a physical bank branch to talk finances with real people, should have that right. Those who want to be non-human-contact for everything, should have that choice. What if the market, cost-income profit ratios can’t cover the outlay? The result is whilst a majority are ‘I’m alright Jack’, a swathe of people are being systematically disenfranchised, alienated and going underground! Let’s have one nation, one railway and all included, as we all have similar needs and the environment demands sharing for life. Compromise is necessary to get things done, but that means bringing people with us too. Polemics do not serve us well!



**Please Join ERTA Help us help you!**

<https://ertarail.co.uk/become-a-member/>

Tick if a New Member:  \_\_\_\_\_

Membership of ERTA costs £15 per annum. I/We wish to join  \_\_\_\_\_

I/We wish to explore volunteering opportunities (optional)  \_\_\_\_\_

**Name (Please Print):** \_\_\_\_\_

**Address:** \_\_\_\_\_ **Postcode:** \_\_\_\_\_

**Tel/Mobile:** \_\_\_\_\_

**Email** \_\_\_\_\_

I/We hereby give consent to our data being used and stored for the purposes of communication with ERTA and its purposes compliant with General Data Protection Regulation (GDPR)  \_\_\_\_\_

**Signed:** \_\_\_\_\_ **Dated:** \_\_\_\_\_

**Please send completed form and payment to ERTA Membership:**

ERTA, 24c St Michael’s Road, Bedford, MK40 2LT (01234 330090)

Join our free email loop for news and views:

E. [richard.erta@gmail.com](mailto:richard.erta@gmail.com) and see our website: <https://ertarail.co.uk/events/>