

English Regional Transport Association (ERTA)

	Patrons: Sir Edmund Verney, The Rt Hon. the Lord Newby OBE + 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, Green Fair Convenor, Executive Committee Member, Newsletter Editor, 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	
	Vice Chairman and Treasurer; Business, Hertfordshire and Railfuture Liaison Officer: Mr Colin Crawford, 21 Clunbury Court, Manor Street, Berkhamsted, HP4 2FF T. 01442 870904 Mobile 07836-693977 E: colin.crawford1@btconnect.com	
	West London and Surrey Liaison Officer, Forums Convenor, Field and Research Office, Great Central Corridor Liaison Officer and General Assistant: Mr David Ferguson, 25 Virginia House, 19 Kingston Lane, Teddington, TW11 9HL T. 0208 9774181 E. daferguson1212@gmail.com	
	West Country, Northern and Central London Area Rep, Liaison Officer and Assistant Forum Convenor. Helper and assistant to the Executive Committee, Consultations and Co-convenor and assistant marketing, support on stalls, events, ERTA recruitment and membership administration: Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey, TW10 6HT T. 0208 940 4399, E. simon4barber@gmail.com	
https://ertarail.co.uk/	www.linkedin.com/in/richard-pill-erta	https://ertarailvolunteer.blogspot.com/
Newsletter No. 41	January-February 2022	Price: £1.00 where sold

East-West Rail 2022 Decision Year? ERTA has contributed to debates and given direction!

2022 is to be a year of announcement of the route the pursuers of East-West Rail wish to go, further consultation and given opposition on Route E, a date at least for a Public Inquiry to decide once and for all highly plausible. To this end, ERTA has produced an East-West Rail Special 8-page document which gives a flavour of our take and the continuity of why we believe the old route was a better basis for proceeding east of Bedford with variations on a theme after the Willington area. Everything is controversial it seems!



Caption top right: A display on rail development organised by Richard Pill at Westminster College Library Oxford in 1991 which turned a few heads! Other displays were done at Bedford Library and Sandy Library between 1987-1990. The predecessor organisations to ERTA wanted extension of the core remnant Bedford-Bletchley Railway east and west. It was bitterly opposed surprisingly by elements of the rail fraternity and some councils! Others outside were supportive and called for keeping the route open. We are where we are today. Can lessons be learnt?

All documentation setting out our views, policy and aspirations can be perused liberally on our website <https://ertarail.co.uk/publicity/> publicity page: <https://ertarail.co.uk/publicity/> Scroll down! Most should have received hard copy or email pdf by now. A point on Governments, Quango set ups and local councils is a. are they coming our way, b. does their reports want the same or similar rail corridor ideas or c. is there a glaring gap and who should blink first? d. would be how much time do we have and allocation of resource stewardship.

Leicester Focuses

Let's cut road congestion and train overcrowding through choice.

- Leicester has been an over-looked city, but is increasingly a place people wish to go to, visit, shop, work and live in.
- Leicester is both a gateway to and from the wider East Midlands, getting the rail access and capacity right for the city is crucial for more trains to and from other places and offering a comprehensive rail alternative.
- Roads alone cannot cope. In the 1960's closures of local rails and building motorways seemed a good idea, but it eroded choice, locked-in dependency on roads and vehicles with air pollution, over-demand and congestion delaying everyone.
- English Regional Transport Association (ERTA) is a voluntary membership association and we welcome your interest, help and support to seek improvements. Join us today and help make a difference. We table forums for people to attend and make common cause with us. It is voluntary and 'open to all'.
- We need inclusive, accessible and affordable public transport bus and rail. Walking and cycling only take us so far. We need modal shift from road to rail for a variety of good social, economic and environmental reasons. It should be common sense, yet we have a system which is hugely complicated, elitist and expensive. Things drastically need to change and delivery of rail choice ratcheted up as a local, regional and nationwide priority. Help us with this cause.

Caption Right: Class 101 Diesel Multiple Unit taken in the late 1980's at Leicester. Believe it or not, these trains used to run between Norwich and Birmingham on occasion and improvements came on the back of a. voluntary members of the public campaigning, not just moaning either and b. British Rail under Sir Bob Reid Mark 1 getting savvy to both Thatcher Government anti-rail cuts and doing business as usual maintenance with upgrade by the back door. You can't run an efficient railway with poor track, antiquated signalling and so on. Better rolling stock in Sprinter fashion also dawned. It is a success and well used.



Diagrams – we plant the ideas of what could be, what gives or takes or not is the going rate.
 ~ Help us get the tracks and trains back and enable modal choice and emissions reduction too. ~

17-Oct-2021

Leicester Rail Access & Capacity Solutions



Not to scale

© R. Pill/ERTA

W: www.ertarail.co.uk E: richard.erta@gmail.com

News and Notes: ERTA is a busy team of pro-active volunteers and everyone can help!

<p>SOS Volunteers Needed: Following a heart attack, our colleague Mr David Ferguson will be restricted as to what he can do. ERTA badly needs some reliable people willing to do leafleting for us. Areas needed are: Leicester, Great Central Corridor including Brackley, Woodford, Willoughby, Barby and Rugby in addition parts of Bedford, Horsham and elsewhere also needed. If you can spare 1 hour per week, can work sensibly and reliably and have own transport, please let Richard know asap via richard.erta@gmail.com and make arrangements for Richard to hand over the flyers bet at a Forum, the Executive Committee or elsewhere by special agreement (can post in exceptional circumstances). We need people to do it regularly until the areas are covered. Leafleting is healthy exercise and could be classed as a semi-social exercise.</p>	<p>Accounts: ERTA Accounts year to 31.3.21 £</p> <table border="0"> <tr> <td>Opening Balance</td> <td>372.75</td> </tr> <tr> <td>Receipts</td> <td></td> </tr> <tr> <td>Subscriptions</td> <td>346.45</td> </tr> <tr> <td>Donations</td> <td>1057.00</td> </tr> <tr> <td>Total</td> <td>1403.45</td> </tr> <tr> <td>Expenses</td> <td></td> </tr> <tr> <td>Public Liability Ins</td> <td>195.62</td> </tr> <tr> <td>Printing etc</td> <td>195.40</td> </tr> <tr> <td>Yell Website</td> <td>231.00</td> </tr> <tr> <td></td> <td>622.02</td> </tr> <tr> <td>Surplus</td> <td>781.43</td> </tr> <tr> <td>Closing Balance</td> <td>1133.18</td> </tr> <tr> <td>Nationwide balance</td> <td>233.82</td> </tr> </table> <p>Any enquiries should be directed to our Treasurer Mr Colin Crawford T. 07836 693977 E. colin.crawford1@btconnect.com You can also donate via our website: https://ertarail.co.uk/ Scroll down! ERTA is voluntary and welcomes donations, offers of time and talent to assist with it.</p>	Opening Balance	372.75	Receipts		Subscriptions	346.45	Donations	1057.00	Total	1403.45	Expenses		Public Liability Ins	195.62	Printing etc	195.40	Yell Website	231.00		622.02	Surplus	781.43	Closing Balance	1133.18	Nationwide balance	233.82
Opening Balance	372.75																										
Receipts																											
Subscriptions	346.45																										
Donations	1057.00																										
Total	1403.45																										
Expenses																											
Public Liability Ins	195.62																										
Printing etc	195.40																										
Yell Website	231.00																										
	622.02																										
Surplus	781.43																										
Closing Balance	1133.18																										
Nationwide balance	233.82																										
<p>Membership: ERTA's membership is approximately 50 people now and we look to grow more. You can usefully direct people to our join on-line web page: https://ertarail.co.uk/become-a-member/ which enables slick payment. Tapping into our events and doing it manually is okay as well. Have a day out, broaden your horizons and you'll find us somewhere 'out there'. Alternatively fill in a form and post to the Chairman's details which are at the front of every newsletter.</p>	<p>Station and Other Stalls: Our colleague Mr Simon Barber, is seeking to organise a series of station stalls to promote ERTA and its causes to the wider general public and rail users. If you would like to assist in any way with this opportunity, please send offers of support to Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey, TW10 6HT T. 0208 940 4399, E. simon4barber@gmail.com If we get enough reliable people to help pool time and talent with this endeavour, we may be able to do a whole lot more!</p>																										
<p>AGM: We had a successful AGM 2021 and minutes are available from richard.erta@gmail.com Accounts above right. ERTA is open to paid members offering time and talent to join our Executive Committee and serve with either forwarding our campaigns and/or helping with reliable admin services. Computer literate is advantageous. The Executive Committee meets once a month at Milton Keynes, but can be flexible.</p>	<p>Generally: We have a busy spring ahead and leafleting will be a crucial role to undertake to both get our message across, recruit more members and feed into our events. Please make every effort to help and support us as we seek to forward the ERTA agenda and can only do that if we have our members engaged. If you have any ideas for recruitment and are willing to help, please let us know. We are only as good as our members are willing to help make things work.</p>																										

Horsham Related Matters: ERTA wants to gather and target support!

<p>Public Meeting Committee Style: Saturday 26th March 2pm 2022 in the Meeting Hall, Horsham Unitarian Church, Worthing Road Horsham, West Sussex, RH12 1SL https://horshamunitarianchurch.com/how-to-find-us/</p>	<p>Approximate Agenda:</p> <ol style="list-style-type: none"> 1. Chairman’s Welcome 2. Speaker or Outline of our goals and aspirations 3. Establishing realistic priorities for: <ol style="list-style-type: none"> a. Horsham-Shoreham and b. Horsham-Guildford <p>List of needs:</p> <ol style="list-style-type: none"> a. MP/Local Council buy-in to the idea b. commissioning a study to establish the business case and local/regional scope and case. c. Who is willing to contact whom to try and get them to support/canvas support or get to a future meeting? d. Discussion and closing remarks. e. Sales Stall and exit.
<p>ERTA: The meeting will be chaired by Richard Pill with Simon Barber manning the sales stall at all times. If anyone is willing to help with preparation of a brew on the day, please let Richard Pill know. Likewise, we need leafleting to be done in the Horsham area and welcome help with contacting local media and other outlets to drum up interest and support please. Liaise with Richard Pill.</p>	<p>Goals and Next Steps if successful: The goal is to meet at the adjacent Wetherspoons from 12.00 Noon and proceed to set up 13.30 for a 14.00 start, finishing business by 16.00 and time for sales and mingling before exit at 17.00 hrs.</p> <ol style="list-style-type: none"> a. Are deviations where any blockages exist possible? b. Is the case and need for the better rail connectivity these links could offer so great that there is no alternative but that which is detrimental to a Climate Emergency, emissions and congestion?
<p>Aims: The aim of the meeting, apart from bringing people together, is to try and raise committed people to inform a loose team to work at progressing Guildford-Horsham and Horsham – Shoreham rail links as much as possible. Politicians are more likely to listen to local voices. Please invite others to attend. If you know of someone who can bring their own equipment and give us an illustrated talk for say 20 minutes on a related railway topic or theme especially protecting routes, current plans and opportunities, please let Richard Pill know: richard.erta@gmail.com</p>	<p>Goals and Next Steps if successful: The goal is to meet at the adjacent Wetherspoons from 12.00 Noon and proceed to set up 13.30 for a 14.00 start, finishing business by 16.00 and time for sales and mingling before exit at 17.00 hrs.</p> <ol style="list-style-type: none"> a. Are deviations where any blockages exist possible? b. Is the case and need for the better rail connectivity these links could offer so great that there is no alternative but that which is detrimental to a Climate Emergency, emissions and congestion?
<p>Northampton Route Protection Volunteer Call: Ref: https://www.bbc.co.uk/news/uk-england-northamptonshire-59687370 Posted by the BBC Northampton arm in the run up to Christmas ‘Northampton North-West Relief Road: Council fails in £20m grant bid’. Our concern ‘as ever’ is the blight this could, without being made to bridge the former Northampton-Market Harborough railway course (cost) would inflict locked-in blight, ruination of the rail reopening and compound congestion further with zero other options. Trams don’t handle lorry-load freight! We need to align England’s Economic Heartland’s (EEH) corridor studies with reality now! There is currently a gap which needs railing now.</p>	

Bedford-Bletchley Railway Reflections, modernisation creep comes at a cost of charm!



Top Left: Class 150 twin carriage trains were a main stay of the Bedford-Bletchley local railway following on from Class 104 Diesel Multiple Units (DMUs). Then Class 153's were introduced, single coach trains.

Bottom Left: Class 50 loco coming onto the Bedford-Bletchley Railway off the Bletchley Flyover from the Oxford direction. This was 1987 and freezing cold as we waited a late charter train for our snaps!



Top Right: Old BR single unit DMU ply's the Ridgmont incline from Lidlington en route to Bletchley. Modernisation is purported to reduce operating costs, but comes at a price of charm.

Bottom Right: Millbrook manual level crossing gates, ground frame and signal man's hut. All swept away brutally with modernisation to save operating costs. Circa mid-late 1980's.

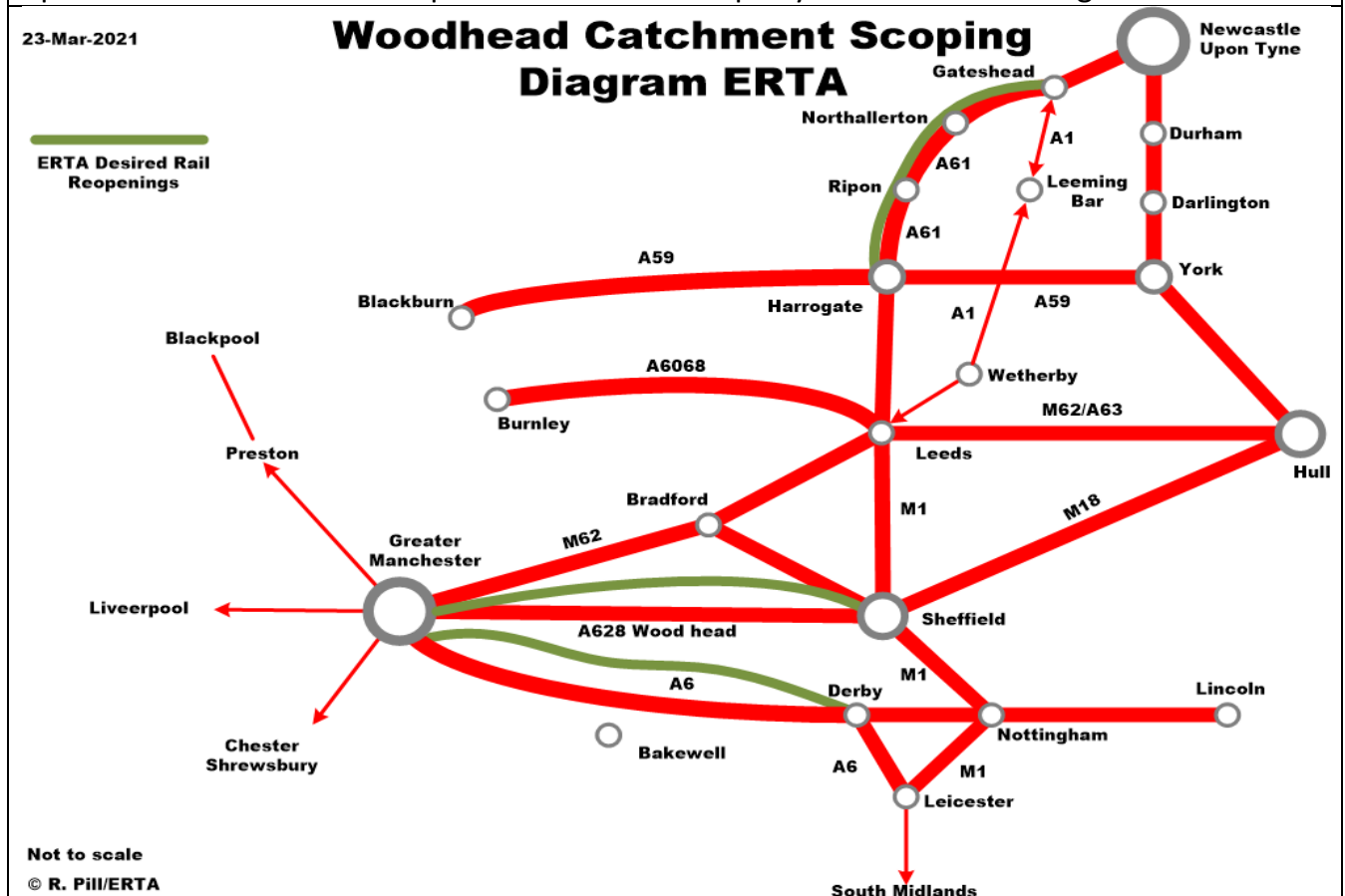


Rails in the North, HS2 eastern leg cancelled, but where is a government led Plan B?!

List of some schemes we support:

1. Woodhead – new markets, new flows and efficiencies and integrated railways means why not rebuild and trunk freight and capacity passenger trains across the Pennines than default to A628 upgrades in a National Park?
2. Harrogate-Ripon-Northallerton: relief of York, direct rail flows between East Midlands/Sheffield and the North East and local commutes whilst giving modal shift off the A61.
3. Peak Rail (Matlock-Buxton/Chinley for Derby/East Midlands to/from Manchester/North West. Again, National Park and A6 need a rail option. Cycle and walking lanes can be slewed, but the railway is a must have!
4. York-Hull via Beverley, Keswick-Penrith, Colne-Skipton are smaller schemes we support, but what a huge difference they would make to sustainable footfall, spend, logistics and decluttering places!

Government lacks credibility if it does not fill gaps with rail, and panders to the roads lobby and fossil fuel lobby and plethora others than rail when it flaps and makes much ado at COP26 around reducing emissions, going 'green' and being eco-friendly. The have cake and eat it brigades are very much with us, but transport-wise a switch back to rail is exactly what we need to make things work, reduce emissions, air pollution, congestion and regenerate. We also need to make public transport affordable in infrastructure and also usage terms. Oppositions 'governments in waiting' should not just oppose or shadow, but put up and stand up now too! Let's have a competition of what each party's 'Reverse Beeching Plans' looks like.



From the Chair: As we head out to a New Year, ERTA amidst the general balance of malaise and uncertainty we face locally, nationally and globally, one thing is clear, is that if ERTA is to carry on, we must grow in terms of numerical numbers but also active volunteers of a reliable, assisting, chip-by-chip fashion. If you want better public transport, there is a job to be done and everyone potentially can make a contribution be it time, talent or donations. On HS2 which has proved divisive amongst us for and against, one does not dispute that by linking the radial of London main lines north of Leicester-Nuneaton-Birmingham it could create more capacity on existing lines which in turn can be filled with new business to rail. But to then either trash, dismiss or prescribe all other line schemes as either irrelevant, lacking or superfluous in HS2's name, seems fanciful to say the least. For example, how will HS2 bring capacity to Brighton, Channel Tunnel, Orbitals of London, Guildford-Horsham or any number of other schemes? Let's have some perspective and realism. We at best need both, but even a High-Speed extended network, which will take decades, will not address many local, glaring gaps in the network which need a. route protection, b. support locally and c. a nationwide plan of year-on-year delivery NOW! Okehampton and potentially a new link to Tavistock and Plymouth is good, but hardly any thanks to HS2 per se, rather hard-working campaigners and professionals coming together and seeing rail makes sense and realising that goal. We need it elsewhere too, with or without HS2. This is surely where ERTA makes a valid contribution?

Please Join or Renew your Membership of ERTA and help us help you!



Tear Off and Send with Your Subscription or Renewal or go to on-line:

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

Tick if a New Member: Tick if renewing as an existing member:

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

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