

## *Yorkshire* **railfuture**

Vice-Presidents: Alan Whitehouse and Mike Crowhurst

### **More Seats, More Services, Faster Journeys**

By Mark Parry



Chris Nutton – photo by Mark Parry

More Seats, more services and faster journeys was the message given to us by Transpennine Express's Major Projects Director, Chris Nutton at our branch meeting in Huddersfield on 4 June. This is what we can expect to get over the next few years of this new franchise. Transpennine intends spending £500 million on a new and refurbished train fleet and on the 19 stations they manage. There will be 220 new inter-city standard carriages capable of running at 125 miles per hour. Some of the existing class 185s will be retained and refurbished. The overall fleet size will increase by around 50% with 72% of the fleet being new carriages. 19 Hitachi bi-mode trains are expected in 2019. But before then 13 locomotive hauled trains using class 68 engines and 5 carriages will enter service in about 2 years. The class 350s used on the routes to Scotland will be replaced by 12 new electric multiple units at Inter-City standards with 5 carriages.

A key change will come in the timetable change in December 2017. There will be 4 fast trains an hour from Leeds into the new hub for Transpennine, Manchester Victoria. This will include a half hourly Liverpool to Leeds service. In addition, there will be 2 semi-fast services from Leeds to Manchester Piccadilly. These services will call at extra stations as they will replace the service currently provided by Northern which calls at all stations from Leeds to Huddersfield. A 3 trains per day Liverpool to Glasgow service will be introduced and from 2019 some trains will continue from Newcastle into Edinburgh. The South Pennine route will be served by refurbished class 185s running with 6 carriages.

#### Autumn Yorkshire Railfuture Branch Meeting

Speaker: Graham North – Policy Support Officer (Rail) for North Yorkshire County Council

“Railways in North Yorkshire – The Next 30 Years”

Saturday, 8 October 2016 @ Clements Hall, Nunthorpe Road, York YO23 1BW

**See flyer for more details**

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Chris outlined other improvements:

- New mobile and smart ticketing.
- Improved catering 7 days a week.
- Free wifi.
- £20 million to be spent on the 19 stations they manage.
- The weekend service will be at a similar level to the weekday service.

Transpennine are looking forward to working with Rail North with their devolved responsibilities and believe this will work better than going direct to the Department for Transport. They see an opportunity to grow their business and have a four-year plan in which to attract more passengers. All this for Northern England, which if it were a separate country, it would be the 10<sup>th</sup> largest EU economy.

**Gerald Egan**

**by Clive Barton**

*Editor's note: Gerald Egan sadly recently passed away. He was our branch president and gave us much support over the years through his contacts gained by working for the Railways. Below Clive relates his experiences of consulting with Gerald, when Gerald was the Leeds Station Master and some of the problems of those times. Gerald's contribution and support will be sadly missed and our thoughts are for his family and friends in their loss.*

I first got to know Gerald Egan when he was station master at Leeds City Station and we had to take the dreaded 141 Pacers on the Harrogate line. Metro wanted Sprinters but London stated Pacers would do all we wanted and the alternative was to close the West Yorkshire rail network. Re-manufacture of the first generation of diesel multiple units was out of the question. On the Harrogate Line the class 141s were supposed to run as four car sets but this was most unusual, the result was short formations cancelled trains and passengers left abandoned at stations. Passengers deserted the trains on the Harrogate Line, this I discussed frequently on Leeds station with Gerald, where I pointed out the problem would not be resolved by the station fitters, but major engineering work at Neville Hill, where the British made self-changing gears power transmission was scrapped and replaced by German Voith I think. This took a long time to happen. At the time, London was considering the David Serpell report which only wanted an East Coast mainline to Newcastle and a branch line to Leeds via Wakefield from Doncaster; all other railways were to be closed.

The new Chairman at Metro was the late Michael Simmonds who saw the potential of the West Yorkshire rail network and eventually brought in clock face departures and half hourly frequency on all routes. Frequently I supplied Michael Simmonds with details of train running on the Harrogate Line and received a very nice thank you letter asking me to continue supplying the information. Eventually, after many months, the service did start to improve slightly. So bad did the 141 problem become that I saw one in the yard at Inverness, probably a journey from West Yorkshire of 800 miles. When a 141 crossed Kirkstall Road Viaduct in high winds, the bus type folding doors tended to open, to prevent this, passengers leaned on the door inside. This problem would also occur at Arthington Viaduct and Knaresborough Viaduct. The 141s were rail bashers, with their long fixed wheel base worse than a four-wheel tram car. Today I understand all the 141s have gone but the early Sprinters are still in revenue service which West Yorkshire should have had. If one considers all the passengers who deserted the railway and time wasted by passengers delayed by cancelled or short formation trains, they were probably more expensive than the Sprinters that we eventually started to get.

The last conversation I had with Gerald Egan was just before the Leeds to Kings Cross Service went electric. He was telling me the Railway Management were worried the enhanced service would not be viable, I asked where has an enhanced electric service not increased passenger numbers beyond expectation? Today this service is two trains per hour - a doubling of capacity from when it was first electrified.

Thanks to meeting the late Philip Ralph at Transport 2000 (now the Campaign for Better Transport) I joined the then RDS (Railway Development Society now Railfuture) during the 1990's and this is where I met Gerald Egan. Gerald arranged the RDS annual general meeting and dinner through his connections at the Queens Hotel in Leeds and later at the Knottingley Miners Welfare Club.

## Selby and District Rail Users Group

by Terry French

The Group is looking to meet Managers from Transpennine Express, Northern Rail and Network Rail in the near future to progress issues regarding improvements at stations in the district, electrification and step-free access at Selby Station, and improvements to services.

We were shocked and disappointed to learn that Potter Logistics has decided to end its container rail operation at Selby, this being a business decision on their part. The Mediterranean Shipping Container train now terminates at a rail hub near Rotherham where it is picked up by Newell and Wright Transport of Tinsley.

There was severe disruption to services on July 19th when Selby River Swing Bridge was unable to close due to a rail which had expanded in the heat. Network Rail have coated the rails in white paint to give added protection, and are carrying out a review into the temperature the bridge can take.

## State of the Nation 2016: Devolution

by Graham Collett

On 27 June, The Institution of Civil Engineers (ICE) produced their report 'State of the Nation: Devolution' <https://www.ice.org.uk/media-and-policy/policy/state-of-the-nation-2016-devolution>

The report sets out a number of steps that the ICE believes are necessary to ensure the devolution revolution impacts positively on our local, regional and national infrastructure networks, focussing on the themes of enabling devolution, infrastructure delivery and effective outcomes.

In a section on **Intercity transport connectivity**, ICE fully supports the creation of sub-national transport bodies in the North of England and the Midlands and feels it is important that **Transport for the North** and **Midlands Connect** identify effective methods of linking communities within their regions as well as providing good links across those regions.

The report draws attention to the creation of the **HS2 Growth Partnership (HS2GP)** between London & Continental Railways Ltd and HS2 Ltd, to help local places realise the greatest growth benefits from HS2 through whole-place approaches to station development along the route.

**HS2GP** is working with Leeds City Council and a range of other stakeholders, including the **West Yorkshire Combined Authority, Transport for the North, Network Rail** and government departments to produce an integrated master plan for Leeds station and surrounding area. In particular the master plan is to include a vision of an HS2 integrated with major northern England transport initiatives, for example, the Transpennine upgrade and the One North proposals.

**This is an important step forward in the planning process and one which all parties (including Railfuture) will surely welcome.**

**Graham Collett is our Vice-Chair and Parliamentary Adviser**

In the last issue of the Yorkshire Rail Campaigner, our Chair, Nina Smith, gave her personal view of where the proposed high speed station in South Yorkshire should be built. The options were Meadowhall, re-opening the old Sheffield Victoria favoured by the Sheffield Council and the existing Sheffield Midland Station. Nina's preference was the existing Sheffield Midland Station for both high speed lines to London (HS2) and to Manchester and Leeds (HS3 now to be known as the Northern Powerhouse Rail). Her justification for this choice was mainly because of the integration of both high speed lines with existing rail connections, trams and the adjacent bus station. This was raised at the Huddersfield branch meeting where there was a slight majority in favour of Meadowhall, but nearly as many were undecided. It was decided not to promote this a branch policy.

On the 31 May, the Sheffield Star reported on Nina's views. On 29 June the Star reported on the new proposal to do just as Nina suggested, take the high speed line into Sheffield Midland. It also quoted from many supporters of this idea. On 7 July, the Yorkshire Post explained that this proposal is only to take two trains an hour on a spur into Sheffield Midland. Passengers could eventually connect onto the HS3 line onwards to Leeds and Manchester, when that line was built.

But more recently the Star reported on 28 July on the protests from residents on the new route, whose homes will be affected, including an 18-month old estate which will need to be demolished.

**Around the Region****by Mark Parry**

Our user groups in Yorkshire have been reported in the local press. On the 6 June, Andrew Oldfield of the Huddersfield, Penistone and Sheffield Users Association was reported in the Yorkshire Post, pushing for more rail investment in South Yorkshire.

The Bradford Telegraph and Argus reported on a campaign to get Bradford included on the Northern Powerhouse HS3 route on 27 July. The West Yorkshire Combined Authority has been working on this suggestion. James Vasey of the Bradford Rail Users Group said the Station should be in the centre of Bradford. Tim Calow, of the Aire Valley Rail Users Group, gave his support of the idea in the article.

*A branch visits organiser is needed.*

*Could you help with this please?*

*It would involve organising visits of rail interest,  
transport and any catering.*

*If you are interested then please contact Nina, her  
contact details are on page 6.*

To say that a lot has gone on since the last issue of the Yorkshire Rail Campaigner would be an understatement. It's as if our country has been turned on its head. The biggest event has been the vote by 37% of the adult population that the UK should leave the EU. In my personal view, this was turkeys voting for Christmas. Already we are seeing a number of worrying economic events, and if the economy declines, this is potentially very bad news for the rail industry. Some commentators are forecasting a recession by the autumn, so these are challenging times.

We have a new government, albeit one formed from the same party as previously. But its composition is significantly different. We have lost two great advocates for rail, George Osborne and Patrick McLoughlin. Osborne was committed to reducing the North-South gap, and to facilitate this, he developed the Northern Powerhouse, and promoted the need for HS3 (is it still called Northern Powerhouse Rail?). The new Prime Minister seems to be moving away from this, preferring to focus on all the major regional cities. This might make sense if money was no object, but with tight public finances, divvying up funding more broadly means less for the North, and the three northern regions are, with the sub-region of Cornwall, the most economically disadvantaged in England. We can be grateful that Rail North and Transport for the North are established, and that the new franchises for Northern and Transpennine Express were agreed before the Brexit vote. All these are part of the excellent legacy of Sir Patrick McLoughlin, undoubtedly the best (and I think the longest serving) Transport Secretary in living memory, a man who understands the need for a modern and expanding railway system served by quality trains. At least he is still in the Cabinet! His successor Chris Grayling is, to me, an unknown quantity as far as rail is concerned. We have to hope that he will resume where Sir Patrick left off. I'm pleased that Harrogate and Knaresborough MP Andrew Jones is still a Transport Minister; his rail related responsibilities include HS2, smart ticketing, local transport and "devolution including Northern Powerhouse". Junior Ministerial responsibility for rail rests with newly appointed Paul Maynard, who is the MP for Blackpool North and Cleveleys. It's good that two Northern MPs are transport ministers.

The two new rail franchisees have been pressing ahead with changes, although these are not ones that passengers will notice for a while. But the new train orders from Northern and Transpennine express are wonderful news, and 2018 when these trains start coming on stream cannot come quickly enough for their passengers, who will have to put up with gross peak period overcrowding for a while yet. It cannot be emphasised enough that this under-capacity is the fault of previous governments failing to invest in railways in the north of England, and is not the fault of the immediate past franchise holders who did a sterling job in difficult circumstances. Of particular interest amongst the new train orders is that from Transpennine Express for locomotive hauled coaches. This is a brilliant move, not only because it means quicker delivery, but also because of the flexibility it allows. Trains can potentially be lengthened (platform lengths permitting) and loco hauled trains from electrified lines can be diverted via non-electrified routes with a diesel engine up front. Northern has announced a major restructure by dividing its area into four new business regions, each headed by a powerful Regional Director. Yorkshire comes into the East region, based in Leeds, with Paul Barnfield as Regional Director. One of the biggest challenges in this new structure may be inter-region trains such as those on the Hope Valley, Huddersfield, Calder Valley, Skipton-Morecambe and Settle-Carlisle routes. Northern's franchise agreement also requires it to engage more with communities and the changes to adoption are part of this. One of the personnel changes arising in the new franchise is that of highly respected, efficient and much liked Stakeholder Manager Pete Myers, who has been transferred to the North region. Our loss is their gain. Our new Stakeholder Manager is John O'Grady. I am looking forward to meeting and working with him.



Finally, I was saddened to learn of the death of our Branch President Gerald Egan. I did not know Gerald very well, as his active years were before mine, but I know that he was very highly respected in his railway career, which included a period managing Leeds station. He was very supportive of Railfuture. Many members will remember that we used to hold our Annual General Meetings in a Social Club in Knottingley, courtesy of Gerald. The lunches were legendary! Our condolences go to his family for their sad loss.

### **Rail User Groups affiliated to Railfuture within the Yorkshire Branch**

Aire Valley Rail Users' Group	<a href="http://www.avrug.org.uk">www.avrug.org.uk</a>
Bradford Rail Users' Group	<a href="http://www.bradfordrail.com">www.bradfordrail.com</a>
Halifax and District Rail Action Group	
Harrogate Line Rail Users' Group	Email: <a href="mailto:hlrug@live.co.uk">hlrug@live.co.uk</a>
Harrogate Line Supporters' Group	<a href="http://www.harrogateline.org">www.harrogateline.org</a>
Hope Valley	<a href="http://www.hopevalleyrailway.org.uk">www.hopevalleyrailway.org.uk</a>
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: <a href="mailto:hpsrua@btinternet.com">hpsrua@btinternet.com</a>
Hull and East Riding Rail Users' Association	<a href="http://www.hullrailusers.co.uk">www.hullrailusers.co.uk</a>
Lancaster and Skipton Rail Users' Group	<a href="http://www.lasrug.btck.co.uk">www.lasrug.btck.co.uk</a>
Minster Rail Campaign	<a href="https://www.facebook.com/minstersrailcampaign/info?tab=overview">https://www.facebook.com/minstersrailcampaign/info?tab=overview</a>
Selby and District Rail Users' Group	<a href="http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/">http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/</a>
Settle-Carlisle Line, Friends of the	<a href="http://www.foscl.org.uk">www.foscl.org.uk</a>
Skipton-East Lancashire Railway Action Partnership	<a href="http://www.selrap.org.uk">www.selrap.org.uk</a>
Upper Calder Valley Renaissance Sustainable Transport Group	Email: <a href="mailto:nhrawsons@googlemail.com">nhrawsons@googlemail.com</a>
Yorkshire Coast Community Rail Partnership (Yorkshire Coast Wolds Coast Line)	<a href="http://www.yccrp.co.uk">www.yccrp.co.uk</a>

### **Branch Committee and the small print**

<b>Chair:</b> Nina Smith, 14 Bank Terrace, Hebden Bridge HX7 6BU, <a href="mailto:nhrawsons@gmail.com">nhrawsons@gmail.com</a>
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<b>Vice Chair and Parliamentary Liaison Officer:</b> Graham Collett, <a href="mailto:graham.collett@railfuture.org.uk">graham.collett@railfuture.org.uk</a>
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## Membership News:

**Paul Colbeck – Membership Secretary**

**Welcome to our new Yorkshire members:** Mr John Holmes of Horsforth, Mr Andrew Dyson of Totley, Mr Ronnie Findlay of Hunmanby and Mr Toby Hart of York.

### ***Interested in Joining Railfuture for just £18 a year?***

***You would receive the national magazines as well as this Yorkshire Rail Campaigner and meet like-minded people at our meetings.***

***You can find out more and join by clicking on***

***<http://www.railfuture.org.uk/join/>***

***or by contacting our membership secretary Paul Colbeck,  
14 St Giles Way, Copmanthorpe York YO23 3XT,  
[Paul.colbeck@railfuture.org.uk](mailto:Paul.colbeck@railfuture.org.uk)***

***If you join online please email Paul to let him know.***

Our next issue (**Yorkshire Rail Campaigner 35**) will be out in December 2016. If you would like to have your news included please email material, news and feedback to: [Mark.Parry@railfuture.org.uk](mailto:Mark.Parry@railfuture.org.uk) to arrive by **Saturday 5 November 2016**. Alternatively call or text 07941 642349.

***Stories of campaigns and successes are especially welcome.***

**Would you like your Yorkshire Rail Campaigner sent by email? It would save us money and you can enlarge it on your screen to read it more easily. You can always revert back to the post if you decide you don't like it.**

## **Diary**

**8 October, Saturday:** Yorkshire Branch Meeting in York. Graham North to speak, Lead Rail Officer of North Yorkshire County Council.

**24 September, Saturday:** Railfuture Passenger Group Meeting, Birmingham from 13:00.

**27 September, Saturday:** Railfuture Yorkshire Branch visit to Institute of Railway Research at Huddersfield University. See back page to book as places are limited.

**29 September, Monday:** Campaign for Better Transport Rail Group, Grove Inn, next to the Bridgewater Place Tower in Leeds. From 19:30.

**29 October, Saturday:** Railfuture Away Day, Priory Rooms, Quaker Meeting House, 40 Bull Street, Birmingham, B4 6AF, from 10:00.

**12 November, Saturday:** Railfuture Rail User Conference at the Quaker Meeting House, 40 Bull Street, Birmingham, 10:00 for 10:45. <http://www.railfuture.org.uk/conferences/>

**28 November, Monday:** Campaign for Better Transport Rail Group, Grove Inn, next to the Bridgewater Place Tower in Leeds. From 19:30.



**Visit to the Institute of Railway Research, University of Huddersfield  
Tuesday 27<sup>th</sup> September 2016 at 1400**

The Branch has arranged a visit to the Institute of Railway Research (IRR), an internationally recognised centre of excellence in railway research. The current work of the IRR is rooted in over 15 years of experience of modelling, monitoring and developing the understanding of the vehicle-track interaction and the complex wheel-rail interface.

The IRR is in the process of delivering its £22 million Centre for Innovation in Rail (CIR), advised and supported by an industry-led steering group. The CIR is due to be launched in the autumn and will include the installation of a state-of-the-art full scale bogie rolling contact rig, which we hope to see on the visit.

**Places on the visit are strictly limited.**

To book a place, please complete the tear-off slip below and return it to me or email [Graham.Collett@railfuture.org.uk](mailto:Graham.Collett@railfuture.org.uk) **by Tuesday 13<sup>th</sup> September latest.**

Please include an email address or SAE for confirmation and details of meeting arrangements.

**Graham Collett**

**Vice-Chair & Parliamentary Adviser**

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**To: Graham Collett 16 Wilstop Farm Road Copmanthorpe York YO23 3RY**

Please include me in the IRR visit on Tuesday 27<sup>th</sup> September. I have provided an email address below or enclosed a SAE for confirmation and meeting arrangements. Please also include a telephone number if possible in case of last minute changes etc.

Name	
Membership Number	
Address	
Email	
Tel No	

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