

Yorkshire **railfuture**

President: Alan Whitehouse Vice-President: Mike Crowhurst

Branch Annual General Meeting

By Mark Parry



Chris Page – photo by Mark Parry

Chris Page, Railfuture's National Chair, addressed our Annual General Meeting on 11 February 2017, in Hebden Bridge. Chris highlighted the need for Railfuture to focus on key campaigns, as these are what attract public attention and encourage them to become members. Many of Railfuture's existing members are older, white men; the organisation doesn't adequately represent the UK population; few of them are commuters for example. Out of around 2,000 members, only about 50 of us are active campaigners. He said we need to raise our profile by changing what we do and we need more active members. But what we do needs to be fun, if we are to attract new people.

Recently Chris met with Paul Maynard, the Rail Minister, after writing to Chris Grayling the Secretary of State for Transport. Chris raised three points with the Minister:

1. Customer service needs to be embedded in the Rail Culture.
2. Network Rail is short of engineers and this lack of capacity is causing delays in electrification and consequently the way trains are cascaded as more diesels are now needed.
3. More realistic forecasting is needed. The Borders railway re-opening generated many more passengers than forecast. New lines may not be built because poor forecasts suggest they will not be viable.

Paul Maynard wanted suggestions for investments within £2 million that could be quickly implemented. Railfuture identified 122 schemes, for example, an extra lift or shelter. Many of these were in situations where it meant a big difference to passengers.

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Yorkshire Railfuture Branch Meeting

Speaker: Paul Barnfield, Regional Director, East Region, Northern.

13:00 to 16:00 hours

Saturday, 1 April 2017 @ Holy Trinity Parish Centre, 10a – 11 King Street, Hull HU1 2JJ

See flyer for more details

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The Directors of Railfuture are:
Chris Page as Chair and Alison Cosgrove as Vice Chair.
Jerry Alderson is the Finance and Information Technology Director.
Roger Blake is the Campaigns Director.
Ian Brown the Policy Director.
Chris Hyomes the Communications Director – you may have seen or heard him in the media.
Stewart Palmer is the Corporate Governance Director, supported by Wendy Thorne.
There is a need for a membership director.

There are also three national groups – Passenger, Freight and, Infrastructure and Networks.

Recently there has been some controversy between the Branches and the Board. The Board is there to set the direction, drive consistency and manage Railfuture rather than doing the practical things. The Groups are to define national policies, co-ordinate national submissions and campaign on national issues. The Branches cover stakeholder relations, recruitment of members and relations with the Rail User Groups.

During questions, there was a call to include the Environment in Railfuture's priorities with an aim to have a carbon free railway. Chris's response was that we have to consider what the Government wants if we are to get things done. The Government has the Economy as a priority over the Environment.

Chris finished by recommending the Branch considers what its top three campaigns should be so we can better relate to the public. We should also consider our opportunities during 2017/2018.

The Annual General Meeting re-elected all the Branch officers, a full list of them and their contact details is on page 7.

Whitby Wailing

by Alan Williams

Alan Williams, Chairman of the Esk Valley Railway Development Company, outlines the historic problems and future potential of the Middlesbrough – Whitby line.

More than most, the people of Whitby and the Esk Valley have cause to be cautious when dealing with those who manage our railway. Ever since Harold Wilson, having specifically promised to halt the proposed closure of all three rail routes to Whitby prior to the 1964 General Election, promptly reneged on the undertaking just three weeks after becoming Prime Minister, they have been suspicious. At the time, Wilson insisted that his new Government had no powers to halt these closures (and many others) which had already been decided by his predecessor, but this has subsequently been shown to be entirely untrue.

So closure of the lines south to Scarborough and, most surprisingly, the double track main line to Malton, York and on to London went ahead, with only the single track branch to Middlesbrough remaining because no acceptable alternative road service could be provided for school children along the narrow, winding roads of the Esk Valley. It was widely believed at the time—and is still today—that the wrong line was closed. Certainly, closure of the 'main line' to York added over 90 minutes, with two changes, to the Whitby-London journey time, with similarly huge increases to York and Leeds.

Then, in 1991, just two years after the Settle and Carlisle line had been reprieved and the threat of further rail service reductions seemingly removed, Regional Railways North East nevertheless announced that the Middlesbrough-Whitby Esk Valley service would be halved, from eight trains a day to just four. This was widely seen as a precursor to closure. At the time, it was claimed that ridership was falling – hardly surprising, given that the service, particularly the early morning service from Whitby, had become unreliable following the loss of both newspaper and mail traffic. More recently it has been suggested that the real reason for the cut was to reduce by one the number of Pacer units required to replace asbestos-laden first generation diesel units. Since the school train still had to run, it was the service in the opposite direction, the early morning departure from Whitby, which was axed. At a stroke, the line was deprived of the only morning service suitable for students and workers.

As on many secondary lines, Privatisation brought only stagnation, with the added frisson of yet another Department for Transport-inspired bustitution threat, soon rebuffed when it was realised that the winding roads along the Esk Valley are no more suitable for bus services now than they were in 1965.

Today, Whitby still has just an off-peak, four trains a day service. The earliest possible arrival in Middlesbrough is 10.15, Newcastle 11.30, and it is literally afternoon before you can get to Leeds, just 73 miles away by road and still in Yorkshire.

Continued overleaf

RENAISSANCE

But it is not all bad news. Despite five decades of mainly benign neglect by successive rail administrations, the future is now looking brighter. The Esk Valley Railway Development Company, the local community rail partnership, has worked to increase ridership by almost 50 per cent since it was set up; last year alone the number of passengers using the line increased by more than 10 per cent, more than four times the national average, and severe overcrowding is now an issue on some services. Footfall at Whitby has reached 400,000 a year including North York Moor Railway services, and it is now one of the largest unstaffed stations in the country.

The Partnership supported the North Yorkshire Moors Railway in a successful bid for Coastal Communities funding for the restoration of a second platform and run-round loop at Whitby, and proposals for the new James Cook hospital station, opened in 2014, together with additional trains on the branch as far as Nunthorpe, the boundary of the Tees Valley Combined Authority. However it is fair to say that, in contrast to its enthusiasm for the York – Harrogate line, North Yorkshire County Council has so far been rather lukewarm in its support for the line to Whitby, and there is a belief that this ambivalence is driven by the fear that Middlesbrough and the Tees Valley, rather than North Yorkshire, would reap the economic benefits of an improved train service.

Nevertheless, the Partnership persuaded the Department for Transport that in the new Northern franchise the previously summer-only Sunday service on the line should be year round, beginning this year. And from 2019, there will at last once again be an early morning service from Whitby, not only opening up possibilities for rail commuting for those working at the James Cook Hospital, Middlesbrough and beyond, but also vastly improving access to the rest of the rail network. So far, however, there is no commitment to provide a later evening service than the present last train from Middlesbrough at 17.40, which the Partnership believes will prove to be too early for many potential new users and it is campaigning for a later evening departure. The Partnership has an ambition to restore the train service to the eight trains a day – roughly two hourly – level that existed prior to 1991. The basic infrastructure on the line, much rationalised in the 1980s, has thankfully not been further reduced since, so it is possible to provide the additional early morning and later evening services with the present facilities. But the single line paths during the day left vacant by the 1991 service reductions are now occupied by ‘open access’ North Yorkshire Moors steam services between Grosmont and Whitby, so infrastructure work will be necessary to achieve further improvements to Esk Valley line services. To this end, the Partnership successfully lobbied Sirius Minerals to earmark nearly £7 million of Section 106 funding for improvements to the line as part of its recently-approved plan for a potash mine near Whitby.

There is little doubt that successive cuts to its train service over half a century have adversely affected the economic and social development of Whitby.

A 2014 Commons Transport Committee Report identified the town as one of only seven ‘urban settlements in a sparse setting’, with even among those, ‘poor connectivity’, requiring residents to travel for over an hour to reach work, higher education or health facilities. But now, in addition to the hundreds of jobs being created by the new potash mine, Whitby has been chosen as the shore base for a giant new wind-farm in the North Sea, promising several hundred more jobs and an influx of new residents. More than ever, it needs a better train service.

The Partnership has both demonstrated the potential for growth on the line, and obtained the funding to help do so. It is now for the railway industry to begin to remedy the years of decline that began with a Prime Ministerial lie in 1964.

Future of Light Rail in Leeds

by Mark Parry

The West and North Yorkshire Campaign for Better Transport’s Bus Group recently met with the Leeds City Council Leader Judith Blake and the Chair of the West Yorkshire Combined Authority Transport Committee Keith Wakefield. Most of the discussion was about the proposed improvements to the bus services in Leeds, but the Group also asked about the future for light rail. The response was that this was part of the future strategy but it was 10 to 15 years away. Meanwhile, on the rail front, we in Leeds have to content ourselves with the proposed new stations at the White Rose Centre, Thorpe Park and a new parkway station on the Harrogate line to serve Leeds Bradford via a bus link as proposed by the Harrogate Line Supporters Group.

Anti-Social Behaviour on South Milford Services

Selby and District Rail Users Group (SADRUG) is disappointed to learn that there have been reports of anti-social behaviour on some services involving passengers returning to South Milford. Recently, on an evening TransPennine Express service, members of staff were verbally abused, and SADRUG will never condone such behaviour whatever the circumstances.

Our Stations Are Getting Busier

Figures released recently show that more and more people in the Selby district are using rail services. The Office of Road and Rail publishes annual estimates of station footfall the latest being for the year up to March 31st 2016. Footfall is increasing at nearly every station in the Selby District including Selby, South Milford, Sherburn, and Church Fenton. The biggest increase was at Sherburn up from 44,254 in April 2015 to 50,132, an increase of 13.28%, while passenger usage at Selby rose from 549,810 to 610,438 a rise of 11.03%. SADRUG is even more determined to press forward to secure the vital improvements in services and station facilities needed to cope with the growing demand.

Meeting with Nigel Adams, MP

A delegation from the Group met local MP, Nigel Adams shortly before Christmas to discuss a range of railway issues affecting the District's rail passengers. Manchester to Selby electrification was discussed and the need for step-free access at Selby Station. On step-free access Mr Adams offered to arrange a meeting of Stakeholders and this is to take place as soon as possible. He also agreed to write to the Rail Minister for information regarding the rejection of the proposal to electrify between Selby and Hull.

User Group Calls for an Enhanced Service**by Nina Smith**

The Lancaster and Skipton Rail Action Partnership (LASRUG) is calling for early improvements to the timetable for trains on the Leeds-Lancaster-Morecambe route. They have written to Northern to say that they would like to see the Department for Transport's December 2017 timetable proposals implemented on schedule on their line. They believe this improvement could be introduced without the need for new stock, but by rationalisation of the current stock usage, or introduction of dedicated stock for the route.

LASRUG point out "that the current service fails to allow passengers to commute to and from cities at either end of the line (Lancaster and Leeds) and has the last train leaving Leeds before 17.00. This makes the service impractical for many potential users. They request therefore that Northern use their best efforts to introduce a commutable and improved service by the end of 2017 allowing them to promote the service to potential passengers".

Railfuture Yorkshire Branch Chair Nina Smith said that Railfuture fully supports the group's aspirations. She said that the current timetable treats this route as something of a Cinderella line yet there is clearly scope for much increased ridership if workers and students could use the line to get into Leeds earlier than 9.05, and if there were evening trains leaving between 17:00 and 18:00 and between 8:00 and 19:00. With connections at Skipton and Shipley, the line also provides rail access to and from Bradford and Ilkley. Travellers to Lancaster from east of Skipton cannot reach Lancaster before 10.32, so there must also be a good case for a train arriving in Lancaster around 8.30 to 8.45 to benefit commuters to the city and its university.

Round the Region**by Mark Parry**

On the 10 December 2016, Bradford's Telegraph and Argus reported that Railfuture member, Stephen Waring (Halifax and District Rail Action Group), welcomed an extra morning train from Halifax to Bradford to Leeds. This was introduced before Christmas and operated by Grand Central. The timing is ideal for workers and offers a higher standard of comfort. The service actually began operating in July, but only starting from Bradford. It was the Halifax Group that asked for it to include Halifax.

On the 5 January, Friends of Dronfield Station (FoDS) issued the following press release: FoDS have learnt that the lease of the car park at Dronfield Station, which has been used for many years by the North East Derbyshire District Council for free car parking, has reverted to the train operator Northern, who want to restrict usage to rail customers

only and may consider introducing parking charges. FoDS further understands that Northern intends to paint cross hatching down the centre of the car park to discourage motorists from using that as more (unofficial) parking space. This comes on top of the reluctance of Network Rail to release the old goods yard at the rear of the car park for desperately needed space for parking.

Dr Peter Hayward MBE, chair of FoDS, said that surveys had shown that the vast majority of the users of the car park at the station were people catching trains from Dronfield. He added that "Many of these are likely to be people taking short journeys to Sheffield, Meadowhall and Chesterfield etc. and that any disproportionate charge for car parking could effectively discourage them from using the train. After ten years of successful campaigning to bring train services back to the town, with now over 250,000 users of the station per year, we are concerned that this latest development could be counter-productive."

On the 6 February 2017, the Bradford Telegraph and Argus reported that Bradford Forster Square Station may have £15 million spent on it, which will pay for a new roof, lifts, cycle hub and shops. This work, along with improvements to the surrounding area is to be funded by the West Yorkshire Combined Authority. However, the funding has yet to be confirmed later in 2017. James Vasey of the Bradford Rail Users Group was quoted as he is keen to see ticket barriers included in this scheme.

The Telegraph and Argus also reported that an underground station has been suggested for Bradford to accommodate high speed services, should Bradford be included on the HS2 network. The West Yorkshire Combined Authority has commissioned a study and prefers this idea to an out of city centre parkway station.

Branch Chair's Report

by Nina Smith

FRANCHISING

As I type this, franchising is a major news story. The House of Commons Transport Select Committee has warned that rail franchising is "no longer fit for purpose, and is failing passengers". They refer to restrictions as to how much franchise operators can improve services, and to an unsatisfactory relationship with Network Rail, leading to poor performance and higher fares. I haven't read the whole report, but it seems to me that the Committee has hit on some, but not all, of the problems. The news reports make no mention of the widely differing performances of different Train Operating Companies (TOCs).

The number one problem facing today's railway is an historic lack of investment, primarily outside of London and the South East. That's why we still have antiquated rolling stock. That's why our infrastructure is crying out for much more investment than has been agreed – signalling, double and four tracking where applicable, line speed upgrades and, of course, electrification. We are currently seeing significant investment in the north – partially by train operating companies in rolling stock and partially by Network Rail in infrastructure, but it's too little too late; there is much catching up to do. Electrification of the all inter-city routes in the north should be seen as a priority, together with four tracking as much as possible between Stalybridge and Leeds, and north of York; and doubling/providing adequate passing places on routes such as York-Harrogate and Middlesbrough-Whitby. Electrification on key commuter routes as recommended by the Electrification Task Force cannot come soon enough, yet there is no guarantee it will ever happen. Then there are the missing lines; as well as the obvious ones like Skipton-Colne and Beverley-York, we need new connecting lines to make a step change to connectivity. Examples are reconnecting Battersby to the East Coast Main Line between Yarm and Northallerton, which, together with double-tracking, would fully open up Whitby to York and places south and west; and, across the Pennines, building a small chord at Burscough to enable through trains from Preston to Southport, thus opening Southport up to direct rail travel from Cumbria and Scotland as well as from East Lancashire.

The Select Committee refers to higher fares. I hope their report spells out the reason for this, namely that in this century, successive governments have decided that more of the cost of the railway should be borne by passengers and freight users rather than the general taxpayers. Some say this is reasonable, but that misses several points. The more people who use trains rather than the roads, the less congestion and pollution. People who need (as opposed to choose) to use the roads benefit from faster journey times. Demand for new roads decreases. Less pollution equals better air quality and lower carbon emissions, thus helping to achieve targets designed to tackle global warming. Lower fares also make the railway more accessible to lower income groups, thus tackling social inequalities and social isolation. An off-peak single fare of £38 from Leeds to Mansfield is ridiculous. There are numerous other examples. Of course, because lower fares will increase demand, the need for much greater investment in capacity becomes even more vital.

Continued overleaf

The East Midlands franchise expires in March 2018, and at least one prospective bidder is already engaging with stakeholders. I was contacted by that bidder before Christmas and, although the franchise is of prime interest to east Midlands and Lincolnshire Railfuture branches, they were interested in my views of services they could run into Yorkshire north of Sheffield. I proposed an hourly direct fast service from Doncaster to Gainsborough and Lincoln, ideally starting from Leeds; an hourly Sheffield-Pontefract Baghill-York service, ideally starting at Nottingham or Leicester; and an hourly Leicester-Leeds service, perhaps partially by extending some London St Pancras trains. Such services would greatly improve rail accessibility and connectivity in and out of our region.

THE SOUTHERN FIASCO MUST NOT BE REPEATED

We in the North are often jealous of the south's more comprehensive railway system and its newer rolling stock, but we can be truly thankful that we are not served by Southern (Govia). It is a disgrace that in the twenty first century, people are being heavily inconvenienced, family life is disrupted and people have lost their jobs because the trains cannot get them to work on time – or on some days, at all. At the time of writing, the drivers' union ASLEF have settled with Southern but the guards' union RMT is planning for more strikes. It is not my job to say where the fault lies – whether with the Government, the unions or with Southern, but this must not happen elsewhere. There is an aspiration in the Northern contract for drivers to open and close the doors. To me, the sensible solution, as I believe is practiced in Scotland, is for the drivers to open doors and the conductor/guards to close them. That way there is no door-opening delay caused by the conductor selling a ticket, but safety is assured by the conductor closing the doors. Most passengers, I suspect the vast majority, want a passenger focussed second staff member on a train, and who can also help disabled passengers embarking and exiting when required. It makes sense that that person is safety trained to Guard standard, but is expected to be moving about the train rather than staying in his cab at the back.

FREIGHT TRAFFIC

One of the reasons why rail has such a low market share of freight traffic is because of the congestion and consequent lack of paths on the railway. Another reason is the lack of routes that can take the larger containers. A third reason is the lack of rail freight terminals and connectivity to key freight generators including part of the Mersey Docks. Why is there no intermodal terminal in Hull? Why is there not much more internal intermodal rail traffic? Why are airport freight hubs not rail connected? Why does the Port of Goole generate little if any rail-freight? Why are major distribution depots being built on non-rail connected sites, such as Marks and Spencer in Bradford and most supermarket depots? Why does the Royal Mail use lorries and planes for most of its trunking? The same goes for parcels and courier firms? It makes environmental, congestion and safety sense to transfer significant levels of freight to rail. Transport for the North recognises this. It's time for the serious infrastructure investment to enable this to happen.

CROSSING THE PENNINES.

Very little cross-Pennine freight traffic goes by rail. As an example, all the Ireland to continental Europe container and other lorry traffic that crosses Britain uses the roads, a significant reason for the congestion levels on the M62. Transport for the North is well aware of the challenge posed by the current levels of road freight and has ambitions to achieve modal shift to rail and water. However, at present, it is also seriously investigating a road tunnel under the northern part of Peak District to connect Manchester with the M1 and Sheffield. Such a tunnel would be between 12 and 20 miles long, depending on the route chosen. The cost would be vast and the accident potential considerable. Far better to look at a dedicated rail freight route across the Pennines, constructed to a gauge large enough to piggy-back lorries as happens in Switzerland. Such a line could use some of the old Woodhead route, with a new tunnel through part of the route. Of course, Woodhead is a strong contender for the Northern Powerhouse Rail (NPR, previously HS3) route between Manchester and Leeds/Sheffield, but it may be there is room for parallel passenger and freight lines on part of the route with NPR using one of the old tunnel bores. In addition, there is no reason why high speed freight multiple units should not be developed for mail and parcels traffic, and indeed for palletised supermarket goods. Transshipment stations and depots could be built at key locations such as Manchester Airport, Warrington, Liverpool, South Yorkshire, West Yorkshire, Hull and Immingham.

FAREWELL ALEX HYNES

Alex Hynes is to be congratulated on his new appointment as Managing Director of the ScotRail Alliance, which brings together the management of ScotRail and Network Rail to improve the rail industry's performance in Scotland. He joins at a time when there is much criticism of train performance in Scotland, and I wish him all the very best in his new role. We at Railfuture Yorkshire are sad to see Alex go. He has been an outstanding leader in both the final period of the previous Northern Rail franchise and during the current Arriva Rail North franchise. Alex has impressed with his vision, his practical achievements, his management skills and his willingness to engage with stakeholders. He will be a hard act to follow and we await with interest the identity of his successor.

Rail User Groups affiliated to Railfuture within the Yorkshire Branch

Aire Valley Rail Users' Group	www.avrug.org.uk
Bradford Rail Users' Group	www.bradfordrail.com
Halifax and District Rail Action Group	https://en-gb.facebook.com/HADRAG/?ref=page_internal
Esk Valley	http://www.eskvalleyrailway.co.uk/evrdc.html
Harrogate Line Rail Users' Group	Email: hlrug@live.co.uk
Harrogate Line Supporters' Group	www.harrogateline.org
Hope Valley	www.hopevalleyrailway.org.uk
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: hpsrua@btinternet.com
Hull and East Riding Rail Users' Association	www.hullrailusers.co.uk
Lancaster and Skipton Rail Users' Group	www.lasrug.btck.co.uk
Minster Rail Campaign	https://www.facebook.com/minstersrailcampaign/info?tab=overview
Selby and District Rail Users' Group	http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/
Settle-Carlisle Line, Friends of the	www.foscl.org.uk
Skipton-East Lancashire Railway Action Partnership	www.selrap.org.uk
Stalybridge to Huddersfield	Email: MarkAshmor@yahoo.co.uk
Upper Calder Valley Renaissance Sustainable Transport Group	Email: Nina.Smith@railfuture.org.uk
Yorkshire Coast Community Rail Partnership (Yorkshire Coast Wolds Coast Line)	www.yccrp.co.uk

Branch Committee and the small print

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Welcome to our new member: Roger Lazenby of Leeds.

Membership by Location		Membership by type	
West Yorkshire	85	Full Member (single)	64
North Yorkshire	54	Pensioner (single)	68
South Yorkshire	31	Rail User Group	16
East Riding of Yorkshire	12	Life (all age groups)	13
Outside Yorkshire	11	Unwaged, Family, Supporter etc	32

Interested in Joining Railfuture for just £18 a year?

Members receive national magazines as well as this Yorkshire Rail Campaigner.

Find out more and join by clicking on <http://www.railfuture.org.uk/join/> or contacting our membership secretary Paul Colbeck, 14 St Giles Way, Copmanthorpe York YO23 3XT, Paul.colbeck@railfuture.org.uk If you join online please let Paul know by email.

Our next issue (**Yorkshire Rail Campaigner 37**) will be out in June 2017. Please email material, news and feedback to: Mark.Parry@railfuture.org.uk to arrive by **Saturday 6 May 2017**.

Alternatively call or text 07941 642349. **Stories of campaigns and successes are especially welcome.**

Choosing to have your Yorkshire Rail Campaigner sent by email saves us time and money.

Contact Paul Colbeck on Paul.colbeck@railfuture.org.uk to request this.

Diary

27 Feb 2017 @19:30	Campaign for Better Transport Rail Group. This meeting will be in the "Veritas" bar, 43 – 47 Great George Street, Leeds LS1 3BB. Contact Mark Parry for more details.
14 Mar 2017 @18:00 &19:30	Two talks same venue. 18:00 IMechE "Pacergedon" Northern's case for Pacer replacement by Richard McClean. 19:30 Campaign for Better Transport – "Ben Still" Managing Director of the West Yorkshire Combined Authority. Oxford Place Methodist Mission, next to Leeds Town Hall LS1 3AU. Everyone welcome. Contact Mark Parry for more details.
23 Mar 2017 11:00-13:00	Institute of Mechanical Engineers. Thursday. "Leeds High Speed Rail Station - the challenge of integrating the old with the new!". Pontefract WF9 1AB. More info: IMechE Booking essential .
1 Apr 2017 13:00-16:00	Railfuture Yorkshire Branch Meeting. Holy Trinity Parish Centre, 10a – 11 King Street, Hull HU1 2JJ. Speaker: Paul Barnfield of Northern. See flyer for directions.
3 Apr 2017 @19:00	Network Rail Aidan Talbott, Principal Programme Sponsor for the ECML will talk about Network Rail developments. Oxford Place Methodist Mission, next to Leeds Town Hall. Contact Mark Parry for more details.
10 Apr 2017 @19:30	Campaign for Better Transport Rail Group. This meeting will be in the Grove pub , next to the Bridgewater Place Tower in Leeds, LS11 5PL. Contact Mark Parry for more details.
20 May 2017 @10:00	Railfuture Annual General Meeting. Peterborough Central Library, 36 -40 Broadway, PE1 1EX. Booking essential .
17 Jun 2017 @10:45	Railfuture Summer Meeting. The Carriageworks Theatre, Millenium Square, Leeds LS2 3AD. Booking essential .
Want to advertise your meeting here? Contact Mark Parry: Mark.Parry61@virginmedia.com 07941 642349.	

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