



195116 stands at Manchester Victoria on 26 June, having just arrived with the 1212 launch special from Preston. Photo by Andrew Dyson.

Re-open Askern Station

By Graham Moss

Askern Station was situated on the Askern Branch which is now primarily used by freight but as of late does have a regular passenger service run through it from Bradford to Kings Cross. The branch line is also a diversionary route for the East Coast Main Line and the Doncaster to Leeds Line. The station was closed to regular passenger traffic in the late 1940's but was still used for occasional passenger service up until the early 1980's until the platforms were partly removed making them unusable.

In its heyday the station was served by the Liverpool Boat Train into the Spa Town of Askern with beautiful hotels and spa baths and also a regular service between Doncaster, Leeds and Wakefield, but with the sinking of the Coal Mine in Askern it signalled the end of Askern Town's Spa Days. The population increased dramatically with the building of a large estate (Instoneville) to house the miners and their families and in the 1920's this was further increased by the opening of the Coalite and Chemical plant in Askern.

Both the coal mine and the Coalite plant have long gone closing in the 1980/90's decimating the area with unemployment and forcing residents to find employment out of the area into surrounding towns and cities. Today there is still very little employment within Askern town and surrounding villages so residents have to travel out of the area to find work. The last of Askern's major employer, Askern Sawmills, closed before Christmas 2018.

Railfuture, Yorkshire Branch Meeting

Richard Gibson, Head of Communications, Cross Country Trains

13:00 to 16:00 hours, Saturday, 28 September 2019

The Quaker Meeting House, 10 St. James' Street, Sheffield S1 2EW

See flyer for more details and directions

Askern is the most northern town within the Doncaster Metropolitan Borough Council. It is situated on the A19 Trunk Road that is notorious for congestion. There is no chance of improvement because properties have been constructed right up to the highway boundary, therefore making it impossible to upgrade.

Askern currently has a population of 11,500 with another 5,000 plus in the surrounding villages. Very recently a further 1,000 residential properties have been built with additional properties in the planning stage.

We recently conducted a survey to establish how many residents travelled out of the area to work and a high percentage travelled into West Yorkshire and South Yorkshire and a few into North Yorkshire. The bus service serving the town is limited both from frequency and reaching all areas. At present the only travel options for residents for either work or pleasure is the bus or by car.

Re- instating the railway station in Askern would provide local residents with a service between Doncaster and Leeds. This would enable them to reach their work place quicker and easier and it would also have a massive impact in reducing pollution by literally taking thousands of cars off the road. In turn it would reduce congestion on the A19 and also in surrounding towns/cities. The land needed for the station platforms and car parks has already been secured and a costing of 1.1 million pounds has been provided by Railway Engineers "Megatech" to put the station back. We desperately need this station. Our children desperately need this station, we need the connectivity!

West Yorkshire Development Conference

Speech given by Nina Smith



Our branch Chair, Nina Smith, addressed the third West Yorkshire Development Conference, hosted by "Built Environment Networking Limited" in Leeds on 5 June 2019. Photo by Keith Griffiths

Railfuture is a voluntary organisation campaigning for a bigger and better railway. Development must be sustainable. Investment must facilitate sustainable development - that is development that

addresses inequalities, corrects regional imbalances and helps this country tackle the climate emergency that threatens life as we know it. In 50 years, Hull and Immingham could be under water. We can't let this happen! Transport is a major contributor to global warming. In the UK, it currently accounts for about 36% of carbon emissions, and that is increasing. So, we must invest to drastically cut those emissions whilst rebalancing our economy.

Rail has a vital role to play here. As a bare minimum, all inter-city and commuter lines must be electrified. It has to be a rolling programme so that skills are maintained. Electric trains emit less carbon – they are quieter, accelerate faster, have fewer breakdowns, and they attract more passengers. Time to invest – and to do so, we need Network Rail to replace the long winded "GRIP" process that delays investment for years.

Rail is not just about trains – it is also about trams. The Leeds/Bradford conurbation is the largest in Europe without a tram system. Hence the poor air quality, partially due to the number of people who commute by car. Why do they do it? One reason is the lack of attractive, affordable public transport. Another is siting far too much employment in places convenient for motorways but not for railways. It is good that West Yorkshire Combined Authority is now thinking seriously about a tram system. A good one connects home, work and leisure, cuts carbon emissions, improves air quality and boosts local economies. Trams in West Yorkshire cannot come soon enough!

West Yorkshire is a region of contrasts. Parts have high levels of deprivation, resulting from a lack of employment opportunities. People need to be able to get easily and affordably from home to work. If you live in much of Wakefield or Barnsley, you have generally poor public transport provision. Inadequate or non-existent train services, and certainly

no trams. Investment in railways that serve the “left-behind” areas will give many people new accessibility and renewed purpose. It will reduce social alienation and improve social cohesion – vital for sustainable growth.

Inter-city times in the north are ridiculously slow, with the exception of services on the East and West Coast main lines. HS2 will bring the midlands much closer. Much faster East-West services are needed. Imminently, an upgraded Trans Pennine line to speed up journeys between Leeds, Huddersfield and Manchester and, at least as important, to facilitate frequent and reliable commuter services from the smaller towns in-between. The new fast route, Northern Powerhouse Rail, is needed much earlier than 2035!

We also need a new trans Pennine freight route that takes W12 size containers and help achieve a major modal shift of trunked freight from road to rail, thus relieving trans-Pennine roads.

Transport for the North is advocating Northern Powerhouse Rail going via Bradford, with a city centre station. However, surprisingly, it is not proposing to join up the busy but separate railway lines to the north and south of the city. This must change. Bradford needs a joined-up rail network so that there is direct connectivity between Northern Powerhouse Rail, the Airedale, Wharfedale and Calder Valley lines, and between each other.

Housing developments must have good public transport links from the start. Where possible they should be sited near railway lines, and developers should fund new stations. New tram lines should serve some, and there must be feeder bus services.

We must invest not only in railway infrastructure, but also in train services. and in trains. Why are there only 2 trains a day on the direct route between Sheffield and York via Pontefract? Why only one a day between Goole and Leeds? Why has the Colne to Skipton line not been reopened to enable east Lancashire people to access jobs in Bradford and Leeds? Why are there no rails to Wetherby or Ripon? Why has the direct route from Hull and Beverley to York not been reopened? Trains cut congestion and help regeneration. Let's invest in them big time! Time for a railway renaissance in the north of England!

Northern's New Trains Enter Service

by Andrew Dyson



Amanda Furlong, Commercial Director Arriva UK Trains and David Sidebottom of Transport Focus stand in front of 195116 at Preston on 26 June, after revealing the name 'Proud To Be Northern'. Photo by Andrew Dyson.

The first of Northern's new fleet of Class 195 Diesel Multiple Units (DMUs) and Class 331 Electric Multiple Units (EMUs) entered service on 1 July. Initially, two diagrams were taken over by Class 331s on Doncaster-Leeds services, with seven diagrams taken over by Class 195s on Manchester Airport-Barrow/Windermere and Manchester Airport-Liverpool via Warrington Central routes.

Further diagrams on these routes were due to be introduced in August. As more units begin to enter service, new EMUs will also begin to see use on Leeds-Skipton/Bradford/Ilkley services in Yorkshire and Liverpool-Blackpool and Blackpool-Manchester Airport/Hazel Grove services in the North West. Similarly, the new DMUs will begin to appear on Calder Valley services, including the new Leeds-Chester service, and in 2020 Leeds-Nottingham/Lincoln via Sheffield. It is anticipated 70% of the new units will be in traffic by the end of 2019, allowing the withdrawal of all Pacer units.

A total of 101 new trains have been ordered, made up of 25 2-car and 33 3-car Class 195 DMUs, and 31 3-car and 12 4-car Class 331 EMUs. By the time of the July launch, around 40% of the units had been delivered, with a greater proportion of these in the longer configurations, allowing the first routes to feel the benefit of longer trains straight away. Other routes, including Leeds-Nottingham/Lincoln services will utilise 2-car units, this still giving a seating uplift compared to the 2-car Class 158s currently in use.

Seats in the new units are the same as those installed in fully refurbished Class 158s. The layout features a mixture of traditional seating bays around full tables, interspersed with face-to-back airline style seating with fold-down tables. Seats are organised in a different pattern at either side of the central aisle to give a slightly unusual arrangement whereby the table bays are diagonally opposite, but this does not detract from the overall feel of the interior, which is light and airy. Wi-fi and power sockets (one socket per pair of seats) are provided, as are customer information screens. An electronic seat reservation system will, for the first time, allow Northern passengers to reserve seats, although this will not come into use until fleet consistency can be achieved over entire routes. This will present the opportunity to add seat reservations to Advance Purchase On The Day tickets, but we sincerely hope Northern will not adopt the policy of sister Arriva company, Cross Country, whereby seats can be reserved en route, thus allowing a seat to be reserved after it has already been occupied.

We also question whether the provision of only one toilet per 2-, 3- or 4-car set will prove to be adequate. With new trains affording journeys of well over two hours, a functioning toilet is essential! Northern have installed servicing equipment at several locations across the network in order that retention tanks can be emptied without the need for units to return to their home depot. Remote refuelling facilities have similarly been provided.

Our slight reservations should not overshadow what is a hugely positive moment for Northern. The first three years of the franchise have presented many problems but at last we have tangible evidence that improvements to capacity and on-board facilities are here.

Cllr Kim Groves Addresses Branch Meeting

by Mark Parry

After just a year in the post, Kim Groves spoke to our branch meeting in Pontefract on 6 July 2019. Kim is Councillor Groves, who chairs the West Yorkshire Combined Authorities Transport Committee. So, she began her time with the 2018 May timetable fiasco, as someone who had not worked with transport issues before. She started with a fresh pair of eyes but now is “addicted” to rail. She is also concerned about the volume of cars causing so much congestion. Her previous work was with employment and skills and she is familiar with how the restrictions of transport can limit the job opportunities for young people and understands how transport crosses all policy making.

A key problem is that West Yorkshire is not yet a devolved mayoral authority, and therefore, has to bid for many things. Kim looks across to Greater Manchester with envy as she claims they have funds for schemes they have yet to invent. Currently, council leaders are working on defining an area a mayor should cover.

Several questions were asked. Firstly, issues on the trans Pennine line were listed, including several stations only having an hourly service and ongoing accessibility problems. Kim said she would check the plan for the trans Pennine upgrade to ensure the accessibility problems were addressed. The financial review which could lead to senior rail discounts within the County being ended was raised. Kim referred to a possible devolution deal which would provide more funding. She also pointed out that Cities such as Birmingham, Manchester and Liverpool have local rail schemes that they can borrow against, so they can afford to be more generous. Network Rail’s centralised planning now at Milton Keynes was criticised by Toby Hart and he arranged to meet with Kim and Combined Authority rail officers to discuss further.

Hydrogen Dream Should be Treated with Caution

by Stephen Waring

Government and train builders seem keen to bring hydrogen trains to rail. The gas is stored compressed in tanks on the train. To power traction motors, the hydrogen is combined with oxygen from the air in fuel cells. Or the hydrogen can be burnt to drive a turbo-generator. In either case the exhaust is steam or water. So that’s zero-carbon, right? Wrong. Most current hydrogen production is by steam-reforming of methane. Natural gas is reacted catalytically with water to give, over a two-stage process, the hydrogen you want, and – you guessed it! – carbon dioxide, the greenhouse gas that you definitely don’t want. Hydrogen can be zero-carbon, if generated from renewably-sourced electricity by electrolysis of water (H₂O). Like electric railways electrolytic hydrogen will approach zero-carbon as electricity production is decarbonised. Other possibilities still to be proven commercially include carbon-neutral biochemical methods. Thermochemical production of hydrogen from water might become commercially feasible. But, again, where the energy comes from must be a concern. **So, any claim that hydrogen trains are zero-emission should be challenged.** Other questions or concerns include:

- Safety. The high flammability of hydrogen rarely gets a mention. Is this really not a worry? Should we not be asking questions about trains with large tanks filled with compressed, easily ignited gas? What if there were a leak in a tunnel or some of our more enclosed stations?

- Distribution of hydrogen to fuelling points. (Or could hydrogen be generated locally at train depots using water and renewable electricity?)

- Storage on trains and train performance. The world's first hydrogen train, the Alstom Coradia iLint, in service in Germany, has hydrogen tanks on the roof. Alstom's proposed "Breeze" prototype for the UK takes a former electric train, and reduces it from 4 carriages to 3 with a third of one carriage used for the large fuel tanks that don't sit so easily on the roof within the UK loading gauge. Like the iLint, the trains will have batteries enabling energy recovery from braking. Maximum speed 140km/hr (87mph) will be less than the 100mph capability of the 321 as an electric – but yes, more than adequate for minor branches.

- Energy efficiency of H2 storage compared with batteries. It seems the Oxenholme-Windermere "Lakes Line" will get battery-powered trains in the early 2020s. Battery storage is notably more energy-efficient than using electricity to produce hydrogen, storing it in tanks, and then getting the electricity back using fuel cells. Batteries are heavy, but battery technology will move ahead rapidly driven by demand from renewables development and (ironically) electrified road vehicles. Battery bi-modes on the Lakes Line could charge during layovers at Oxenholme on the West Coast Main Line and in service on trips to/from Manchester. This would reduce the required battery capacity. Of course, Lakes Line electrification might have been completed by now, had it not been cancelled.

Hydrogen trains may have a future on some routes; it is right to go ahead with trials. But there are a lot of unknowns. Key routes need full electrification and the unproven promise of hydrogen should not be an excuse not to get on with the job.

Meeting with Transpennine Express

by Andrew Dyson

Editor: This meeting, held on 6 June 2019, was attended by Graham Meiklejohn, Regional Development Manager, TransPennine Express; Andrew Dyson, and, Mark Parry of Railfuture Yorkshire.

Train Fleet: The Nova 3 fleet (Class 68 plus Mark 5A coaching stock) is being used for on-board staff training. It is anticipated sets will enter public service on the Liverpool-Scarborough route, the first two diagrams are now expected to begin on 23 September, with a further two towards the end of October, initially working two eastbound services in the morning and two westbound in the evening, to provide peak hour trains on the core section between Manchester and Leeds. The Nova 1 (Hitachi Class 802 bi-mode units) and Nova 2 (CAF Class 397 EMUs) fleets are still test running. Units will not be accepted by Trans-Pennine Express (TPE) until they have demonstrated enough fault-free running. TPE are to retain several Class 185 units, in addition to the 29 already announced in order to fulfil service requirements in the December 2019 timetable.

New Services: It is anticipated Liverpool-Newcastle services will be extended to Edinburgh from the December 2019 timetable, using new Nova 1 trains. Services will call at Morpeth. Manchester Airport-Middlesbrough services will be extended to Redcar from the December 2019 timetable. An additional set will be required to operate the service; it is anticipated this can be resourced from within the Nova 3 fleet in the long term, without having to draw on the Class 185 fleet. Services on this corridor will be retimed from December 2019. The new Liverpool-Glasgow service via the West Coast Main Line will commence in September 2019. In the long term this service will be worked by Nova 2 trains, although initially Class 185s may be deployed pending full acceptance of the former. The December 2019 timetable will allow 100 mph running, but from May 2020, 125 mph running will be adopted and Class 185s will no longer be able to be rostered. The future of the Nottingham-Liverpool service lies with Transport for the North. TPE are keen to engage but are awaiting a specification from Transport for the North.

Service Issues: Problems with eastbound connections at Doncaster into Northern local service to Scunthorpe were raised. The 7-minute connection from a Cleethorpes-bound TPE on platform 4 or 8, to the Northern local on distant platform 0 causes great stress or is often missed. TPE cannot resolve this issue alone; more work needs to be done to get all stakeholders to engage and seek a solution. Overall journey times between Hull and Manchester will be speeded up from December with the removal of two intermediate stops on the route. There are no plans to re-introduce through services from intermediate stations between Huddersfield and Stalybridge to Leeds in the foreseeable future, although it is a long-term ambition.

Infrastructure Issues: Station infrastructure improvement commitments for the franchise have virtually all been completed. Access for All projects are going ahead at Selby and Northallerton. Applications for Thirsk and Seamer were unsuccessful.

Cycle Reservations: Introduction of the new fleet will increase capacity from 2 to 4 cycles on most trains. Work is ongoing to make it possible to book cycle spaces as close as 15 minutes before departure, subject to availability. There is some lack of awareness amongst the cycling community of the requirement to book cycle spaces. A recent incident at Scarborough saw a group of around ten cyclists intending to board a train, who subsequently became abusive towards TPE staff when the party was unable to bring their cycles on board.

General: The Club 55 promotion has been successful and will be repeated later in the year. The introduction of a dedicated WhatsApp facility for customers to make direct contact with TPE has proved successful. There is a suggestion that introducing this social media channel to enable feedback may have helped to reduce the number of Twitter posts, which are more difficult to deal with.

Sheffield City Region launches Integrated Rail Plan

by Andrew Dyson

On 18 July, Sheffield City Region Mayor, Dan Jarvis, launched an Integrated Rail Plan for Sheffield City Region (SCR). The plan identifies key objectives to enhance rail services within the City Region and to improve connectivity with its neighbours, notably Manchester and Leeds.

The plan lists several schemes already under way or committed that will accrue benefits to the region within the next five years, such as speed and signalling improvements on the East Coast Main Line, the Hope Valley Capacity Improvement Scheme and electrification of the southern end of the Midland Main Line to Market Harborough. Other shorter-term objectives include making the Parkgate tram-train service permanent once the trial ends in 2024 and to bring forward capacity improvements through much-needed track remodelling to the lines immediately north of Sheffield station. The plan also anticipates significant development in smart ticketing, with account-based travel expected to be rolled-out within four years, paving the way for payment by contactless bank cards across the North.

Longer term objectives: SCR is to prepare a series of business cases over the next five years to support specific improvement projects, with a view to their introduction by the late 2020s. These include:

- A new rail line to Doncaster Sheffield Airport.
- Extension of tram-train to Doncaster and Doncaster Sheffield Airport
- New stations at Barnsley Dearne Valley on the Northern Powerhouse Rail (NPR) route between Sheffield and Leeds, and on the main line at Rotherham, both with potential to be served by NPR, HS2 and regional services.
- A new station at Waverley on the Sheffield-Lincoln line to serve the Advanced Manufacturing Innovation District.
- Increased frequency of four NPR trains per hour on the Hope Valley route between Sheffield and Manchester.
- Extension of Midland Main Line services to Barnsley.

Other projects are expected to deliver journey time improvements on the Sheffield to Leeds via Barnsley and Sheffield to Hull routes. A programme of station enhancements is also planned to take place across the region, along with initiatives to encourage 'active travel' cycling and walking.

Further investigation: Also, in the next five years, SCR will investigate the potential for further enhancements beyond those identified for a specific business case. These include:

- A new line between Sheffield City Region and Greater Manchester, should the NPR preferred option fail to deliver acceptable journey time reductions.
- A new station at Askern served by a new service between Doncaster and Pontefract.
- New services on the Sheffield Victoria–Penistone–Huddersfield and Sheffield Victoria–Waverley–Barrow Hill–Chesterfield corridors.
- A new service between Barnsley and Wakefield via Royston.
- Capacity improvements through grade separation of the track at Wincobank Junction, immediately south of Meadowhall station.
- Faster regional services between Sheffield and Leeds and extension of through services to Bradford.
- Provision of services on Boxing Day

Station Masterplans: Each of the five main stations serving the principal centres of Sheffield City Region – Sheffield, Rotherham, Barnsley, Doncaster and Chesterfield – will see considerable modernisation to improve access and facilities. It is anticipated there will be considerable inward investment in retail and housing around the immediate station areas, giving rise to new leisure opportunities and an enhanced travelling experience for passengers.

Doncaster Sheffield Airport: One of the more surprising elements of the plan is the proposal to build a southern link from the new Doncaster Sheffield Airport (DSA) station to re-join the East Coast Main Line. DSA is a relatively new airport, opening as recently as 2005, but as the former RAF Finningley air base, it is equipped with a full-size runway capable of accommodating the largest of aeroplanes.

The Integrated Rail Plan estimates DSA has the capacity to handle 25 million passengers per annum, over 20 times the actual number passing through in 2018. Building a southern connection to the East Coast Main Line would effectively create a loop to allow East Coast Main Line expresses to serve the airport directly with little time penalty.

It has been a very eventful three months. There has been what can best be called a putsch in Government. The new Prime Minister has promised Northern Powerhouse Rail (NPR) between Leeds and Manchester but will the money be there if we crash out of the European Union? We are still awaiting news of the trans Pennine Upgrade.

It has been almost all change regarding the ministerial team at the Department for Transport. The new Secretary of State is something of an unknown quantity railway wise but regrettably is a strong advocate of the climate damaging third runway at Heathrow. The new Minister of State and "Rail Minister" is Chris Heaton-Harris, another unknown quantity railway wise. Paul Maynard, from Blackpool, has returned to the Department for Transport as a Parliamentary Under-Secretary of State ("junior minister") with specific responsibility for HS2, NPR and Trans-Pennine Route Upgrade, so he will be a key player in getting a better railway in the north. Good news is that the Northern Powerhouse Minister, Jake Berry, will attend Cabinet. Note also that another Department for Transport Minister, George Freeman, missed his connection at Cambridge due to a late running incoming service despite the fact that he and fellow passengers were sprinting down the platform. The dispatcher ignored them. Let's hope that this incident causes Department for Transport to give connectivity the due importance that is currently missing.

I was sorry to see Harrogate MP Andrew Jones sacked from his post as Rail Minister. Andrew has been a good friend to Railfuture, always approachable and polite. If he had survived, I was hoping that he would have been the guest speaker at our Annual General Meeting.

NEW TRAINS: At the time of writing, **Trans Pennine Express's** new diesel trains are still undergoing tests before entering service, a delay which means the chronic overcrowding on peak time trains continues. **London and North Eastern Railway's** Azumas are entering service. I haven't been on one, but I understand the seats are very uncomfortable and totally unsuited to long journeys. I understand this is due to fire retardant regulations, but if cars and coaches that are involved in many more accidents than trains can have comfortable seats, there really is no excuse for this on trains. I understand that the Department for Transport (DfT) specification may well be to blame. **Northern's** new "CAF" built trains are now entering service. In Yorkshire, the electric versions are now operating the Leeds-Doncaster locals. I was lucky enough to be invited to the official launch at Doncaster, and to travel forward to Leeds. These are very welcome replacements for the Pacers, and there is much that is good about them. They are bright and airy, ride well, have more legroom than existing units and the information displays are clear. Wide doors provide for easy access and egress. On the debit side, the rubbish bins are difficult to locate and even the three car units have only one lavatory. I understand that this is due to the number of seats required by DfT, but it is a big mistake. The Class 195 diesel units are designed for the longer distance Northern Connect service, on which only one lavatory is unacceptable. Take York to Blackpool, the passenger loads include many families with children, and many alcohol indulgers. These types of passengers make regular use of the loos, and it only requires the solitary loo to be out of order to imagine the embarrassing accidents that might happen. Also, what happens if a loo is unserviceable before the start of a journey. Presumably, it won't be used, which may result in train cancellations. I do think this decision has been made by people who have just not thought through their decision, and that is just not acceptable.

MINIMUM STANDARDS FOR PASSENGER CARRIAGES: This lavatory situation, and that of the Azuma seats, has got me thinking. It is time that **minimum** standards were set for the interior design/specification of passenger carriages. Note the word minimum – operators could choose to exceed these standards. There should be standards for units designed for different types of operation. At one end, long distance, say over 2.5 hours (inter-city), at the other inner suburban (journeys up to around 30 minutes). In between, outer suburban (30 -90 minutes) and middle distance (90 minutes to 150 minutes). The specification would cover such things as seat comfort, legroom, number of lavatories, accommodation for passengers in wheelchairs, wi-fi, plug and USB sockets, bicycle accommodation, luggage provision and provision of information. The inter-city specification would include catering and First Class. There would also need to be minimum standards for ride comfort, engine noise and vibration.

THE CLIMATE EMERGENCY: Long known-about concerns over the health of our planet due to global warming have finally become a major part of political discussion, with the UK committed to net zero by 2050 – a date many of us feel is too far ahead. But, as yet, there is little sign that the DfT has woken up to this. As well as continuing to plan for air travel expansion, there is little sign that the Government is prepared to adopt policies that will facilitate major modal shift from private to public transport, and for a major shift of medium and long-distance freight from road to rail. Amongst the necessary policies in our region are the development of a comprehensive light rail/tram system in West Yorkshire, increased capacity on the heavy rail network, London style regulation and commissioning of bus services, city centre road pricing and/or parking levies, and planning policies that mitigate against commercial developments away from public transport and ensure public transport provision is built into new residential developments. On the freight side,

there is an urgent need for a new, fast cross Pennine freight route. The obvious solution is to redevelop the old Woodhead route both for freight and as a high-speed passenger route between Sheffield and Manchester. The need for a new route between these two great northern cities was highlighted when the Hope Valley route had to be closed for safety reasons due to the near disaster of the Toddbrook Reservoir dam above Whaley Bridge. **Resilience** must be built into our railway system – another urgent resilience need is for a northern route from Hull to York, running from Beverley via Market Weighton and Stamford Bridge. This Minsters Line is also needed to relieve the chronically congested A1079 route into York, and to boost Beverley as a tourist destination for those already visiting York.

Reg French

by Mark Parry



As reported in our last edition, we were saddened to learn of the death of Reg French at age 91, who led the Selby and District Rail Users Group effectively for 25 years. On 23 May the Selby Times ran a major article on Reg just 2 days after his death. Reg gained much respect from the senior managers of the various organisations involved with Selby and the surrounding district, as he assisted passengers in making complaints and suggestions which led to improvements at Selby. He led the Rail Users Group in campaigning for step free access at Selby and lifts are now due to be installed. It has been suggested that a plaque in Reg's memory be erected near the lifts. Trans-Pennine Express are re-naming the community room at Selby Station as the "Reg French Community Room" in respect of the work he did for the railways.

Reg was also the Secretary of Selby's Labour Party and Trades Council and his work made a positive impact on the town. His son, Terry, is continuing with his father's work in the Selby and District Rail Users Group.

Our next issue (**Yorkshire Rail Campaigner 47**) will be out in January 2020. Please email photos, news and feedback to: Mark.Parry294@gmail.com to arrive by **Saturday 7 December 2019**. Alternatively text or call 07941 642349. **Photos of new trains will be especially welcome. Having your Yorkshire Rail Campaigner sent by email saves us time and money. Contact Andrew Dyson to request this.**

Diary

9 Sep 2019 @ 19:00	SELRAP Crown Hotel, Albert Road, Colne BB8 0QD.
20 Sep 2019 @ 19:00	Lancaster & Skipton Rail User Group, Town Hall, Bentham.
21 Sep 2019, a fee is charged.	Railfuture Annual National Conference, St. Michael's Church Centre, The Green, Stoke Gifford, Bristol BS34 8PD. Registration opens at 10:30 and conference from 11:00 until 16:30. See https://www.railfuture.org.uk/conferences/ for more details.
28 Sep 2019: 13:00	Railfuture Yorkshire Branch Meeting in Sheffield. See flyer & front page for details.
7 Oct 2019 @ 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Editor's Draft" Wellington Street, Leeds LS1 4LT. Note change in venue.
11 Nov 2019 @ 19:00	SELRAP Herriots Hotel, Broughton Road, Skipton.
18 Nov 2019 @ 19:30	Campaign for Better Transport West and North Yorkshire Rail Group Meeting at "Editor's Draft" Wellington Street, Leeds LS1 4LT. Note change in venue.

Want to advertise your meeting here? Contact Mark Parry: Mark.Parry294@gmail.com 07941 642349.

Railfuture subscriptions start from £14 a year. See: <http://www.railfuture.org.uk/join/> or contact our membership secretary Andrew Dyson, : andrew.dyson@platform5.com. Let him know if you join online.

Rail User Groups affiliated to Railfuture within the Yorkshire Branch

Aire Valley Rail Users' Group	www.avrug.org.uk
Askern Station, Friends of	Contact Graham Moss on graz.moss@sky.com or 07510 555722
Bradford Rail Users' Group	www.bradfordrail.com
Esk Valley	http://www.eskvalleyrailway.co.uk/evrdc.html
Halifax and District Rail Action Group	www.hadrag.com
Harrogate Line Rail Users' Group	Email: hlrug@live.co.uk
Harrogate Line Supporters' Group	www.harrogateline.org
Hope Valley Rail Users' Group	www.hopevalleyrailway.org.uk
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: hpsrua@btinternet.com
Hull and East Riding Rail Users' Association	
Lancaster and Skipton Rail Users' Group	www.lasrug.btck.co.uk
Minster Rail Campaign	http://www.minstersrail.com/
Pontefract Civic Society Rail Group	https://en-gb.facebook.com/PontefractRail/
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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