

Yorkshire Rail Campaigner

No 16 March 2012

railfuture *Yorkshire*

President: Gerald Egan Vice-President: Alan Whitehouse

Cities across the North join battle for the Northern Hub by Graham Collett

The five largest cities in the north of England have joined forces to urge the government to commit to the £560 million scheme, in full, for delivery between 2014 and 2019.



Extra capacity will be needed at Huddersfield under the Northern Hub proposals (photo James Taylor under GNU Free Documentation licence)

Chris Hyomes, Branch Chairman, said “I welcome this support by the leaders of Manchester, Leeds, Liverpool, Newcastle and Sheffield City Councils in pressing the government to go ahead with the full Northern Hub package. The first phase - the Ordsall Chord, which will enable trains from Leeds and Huddersfield to travel to Manchester Victoria and then via the new line to Piccadilly, was authorised last March. This Chord, and the more recent announcement of electrification from Manchester

to York, are the essential first steps. But we now need to see the full Hub package implemented to meet the needs of rail travellers across the north and to enable the full economic benefits (including up to 30,000 new jobs) to be achieved.”

The Northern Hub proposals, developed by Network Rail, would unlock the capacity constraints of the north’s rail network – currently a significant obstacle to economic growth – and would enable 700 more trains to run every day across the region. This equates to around 44 million more passenger journeys every year, making rail travel a more attractive option for commuting, business and leisure.

As well as the full support of the five biggest cities in the north, the Northern Hub also has public backing, with over 83 per cent of those surveyed agreeing with the scheme and 80 per cent saying they will be more likely to travel by train if the plans are carried out.

In 2007, Steer Davies Gleave (SDG) helped the Northern Way set out the evidence of why solving the Manchester rail capacity problem was so important to the North’s economy. Although the Northern Way closed for business on 31st March 2011, SDG have set up a website that will keep readily accessible the transport evidence base that they and others developed for the Northern Way: <http://www.northernwaytransportcompact.com>

Possible North TransPennine Electrification beyond Leeds/York

by Tony Ross

1. Northallerton – Eaglescliffe – Middlesbrough

Eaglescliffe has junctions with the line to and from Darlington, and with the line to and from Stockton. Current TPE service is 1 train per hour in each direction.

Distance 21 miles.

Possible infill sections might then be: Darlington – Eaglescliffe (8¾ miles) and Middlesbrough – Saltburn (12¾ miles). These sections are currently served by an approximately half-hourly service.

2. York – Malton – Seamer – Scarborough

Seamer is the junction for the line to and from Filey, Bridlington and Hull. Current TPE service is 1 train per hour each direction. Distance 42 miles. Some railway journalists have suggested, rather than a York – Scarborough electrification, for the moment, a regular dmu service should run between Blackpool – Preston – Burnley – Hebden Bridge – Halifax – Bradford – Leeds – York – Scarborough (as was the case until a few years ago - Ed).

3. Micklefield – Hull

This assumes that the wires have been extended from Neville Hill via Micklefield and Church Fenton to the ECML at Colton Junction, York): it's then just over 11 miles from Micklefield to Selby and then 31 miles to Hull.

Possible infill sections might then be:

4. Church Fenton - Sherburn-in-Elmet - Gascoigne Wood

(3½ miles, mostly double track.) For electric York - Selby - Hull services via Sherburn.

5. Hambleton West Junction - Hambleton South Junction (ECML) (1¼ miles, double track, with single leads at each end.) For some electric services to/from London departing/arriving Leeds east end.

6: Hambleton North Junction (ECML) - Hambleton East Junction

(¾ mile, single track.) For direct (not via Sherburn) electric York - Selby - Hull services.

7. Selby - Temple Hirst Junction (ECML) (7 miles). For direct ECML electric Hull – Doncaster - London Kings Cross services via Selby.

8. Selby West - Selby Canal Junction (½ mile) occasional (?) freight line west to south curve, one-third mile, single track. Diversionary route?

9. Siding connection to Potter Group Freight container terminal just east of Selby.

10. Hessle East Junction - Hull Dairycoates siding connection to Tilcon depot (freight). There might make a case because the traffic is under the wires from Skipton for the 'Rylstone' stone traffic.

11. Hull Docks Branch; Hull Hessle Road - Hull ABP King George Dock (freight only). No case at the moment – mostly imported coal to power stations.

Looking Further Ahead

12. Leeds (Wortley Junction) – Harrogate – York (Skelton Junction) (36 miles): Assuming a 25kv overhead system (not a third-rail system).

13. If the wires reach Selby and Hull and then reach Sheffield from the south and extend to Doncaster via Mexborough, what is to become of the services over the Doncaster – Thorne North – Goole – Gilberdyke route? Will this section be electrified? Some of these services currently run to and from the Hull – Scarborough route.

14: South TransPennine Express: Cleethorpes – Grimsby – Scunthorpe – Doncaster – Sheffield – Hope Valley – Stockport – Manchester Piccadilly – Manchester Airport: to stay with diesel operation.

East Coast Online Live Forum

Several members joined this forum on 24 January (1200 to 1500) to put their questions to the East Coast team. Your Editor was pleased that, of the 5 questions he posted, he received 4 very positive replies! Over 350 questions and answers about East Coast services and stations were posted and the event was very well received. Hopefully, the Forum will be repeated soon.

Branch Key Contacts

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Chairman's Column by Chris Hyomes

"Government launches High Speed revolution".
 So reads the front page of the February issue of Railnews, but when is it going to read **"Government launches Electric revolution"?**

With the announcement last year to electrify the Great Western main line and now the Manchester – York section of the North Transpennine is it not time the government bit the bullet and announced a rolling programme of electrification, rather than going for the indecision option of bio-mode trains?

Since the announcement by the government to build HS2 and electrify the North Transpennine route, I have been asked many times **"is this the right time to be spending all this money on our railway network?"**

My answer every time is can we afford not to. This country needs a strong reliable transport infrastructure as much as it needs the police force and hospitals. If we do not invest now, when we do recover it could be too late! A modern, efficient railway network will speed the recovery.

If you ever needed proof that the train is the best way to travel, then my journey home from Manchester a few weeks ago is all the proof you need. I left Manchester on time in heavy snow, sat back in my seat listening to my iPod and drinking coffee with not a care about what was going on outside. My train arrived in Leeds on time. Now while I enjoyed a trouble free and relaxing journey, those who chose to use the motor car and travel on what - when the M62 was built - was called an all weather road that would never close, were having a different kind of experience, with reports of journeys taking up to 5 hours!

Wakefield Kirkgate funding secured!
£1.5m of funding for the revamp of Wakefield Kirkgate Station was confirmed by Network Rail on 19th January.

Membership Matters by Paul Colbeck

We are still posting out over 120 copies of each newsletter! Can I urge those members who have Internet access and are not currently receiving their mailings electronically to join our email list. Members on email get the added advantage of receiving their YRC "hot off the press".

Any Branch funds saved can be invested in other projects such as a campaign to attract new members with a new Branch membership leaflet also planned. We also hope to set up a Branch webpage. Any ideas to help us attract younger members will be most welcome.

Why not say your piece on your Facebook page:
<http://www.facebook.com/RailfutureYorkshire>

Branch Visits

A reminder that if you have any ideas for visits, please contact Phil Watson at
 8 Millfield Close, Wilberfoss, York YO41 5PP
Email: watson804@btinternet.com

Railfuture Branch and National Events Diary

Saturday 17th March 2012: **Branch AGM and Lunch, Kellingley (Knottingley) Miners' Welfare Scheme Social Club, Knottingley** (see supplement inside – **bookings deadline 12th March**)

Friday 23rd March: **Reforming the Railways Conference, University of Huddersfield** – details from railconf.info@gmail.com

Saturday 12th May 2012: **Railfuture National AGM, Worcester Guildhall, Worcester** - details at <http://www.railfuture.org.uk> or see Railwatch

Saturday 16th June 2012: **Branch Meeting, Doncaster** also **Railfuture Summer Conference, Golden Lion Hotel, Stirling** - details at <http://www.railfuture.org.uk/tiki-index.php?page=Stirling+2012+Conference> or see Railwatch

A Tribute to Margaret Oldfield

by Andrew Oldfield – Huddersfield, Penistone & Sheffield Rail Users Association

Last year ended on a sad note with long serving member Margaret Oldfield passing away on the 30th December at the age of 95.

Margaret was inspired to join the Railway Development Society (RDS – now known as Railfuture) as a result of the campaign by RDS Yorkshire in fighting the 1980 Sheffield (Nunnery Junction) to Denby Dale closure proposal. Margaret was a founder committee member of the Huddersfield – Penistone – Sheffield Rail Users Association and was present at the meeting arranged by RDS in Huddersfield on 21st March 1981 which saw the Association become affiliated to RDS.

I first spoke with her on 1st April 1981, as we were leaving the Royal Victoria Hotel in Sheffield at the end of the Transport Users Consultative Committee (TUCC – now replaced by Passenger Focus) Public Hearing for the Nunnery Junction to Denby Dale closure proposal. We both expected that the direct link to Penistone would be closed, with the service being re-routed via Barnsley.

Margaret regularly attended RDS Branch meetings and she was behind the Annual Luncheon being held at the Union Bank in Huddersfield for several years. She spotted an advertisement in the Huddersfield Examiner and brought it to the attention of Chairman James Towler, who duly sampled the menu and gave it the thumbs up! In latter years failing health restricted her appearances to Huddersfield and in 2009 she attended the last Annual Luncheon held there.

Away from the railways, Margaret had a great passion for gardening, as well as enjoying reading, with poetry being a firm favourite. At her funeral, Margaret's other talents were revealed, for she was very artistic and this gift was channelled into fashion design.

Margaret was a gracious and delightful lady who will be sadly missed.

Eco Express launched in York

GB Railfreight (GBRf) and Drax Power Limited (Drax) celebrated their partnership in delivering renewable energy with the unveiling of a special locomotive at the National Railway Museum in York on 18 January.

The Eco Express has been named to reflect the efficient movement of renewable and sustainable biomass material from the Port of Tyne in South Shields to Drax Power Station, near Selby.

The name was chosen by Sophie English, aged nine, winner of a children's competition at the Great Yorkshire Show. She was guest of honour to unveil the class 66 locomotive, number 66734, with John Smith, managing director of GB Railfreight and Drax chief executive Dorothy Thompson.

Our thanks to GB Railfreight and Drax for inviting us to this important event.

Caldervale Catering

Halifax & District Rail Users (HADRAG) are still asking when they're to get a café, shop or better still café-shop in the new concourse at Halifax Station. Hebden Bridge has its "Coffee Station" (with newspapers as well as the best cup of tea on the line!), Sowerby Bridge has the Jubilee with whistle-stop window breakfast service as well as the best real ale on the line (*agreed - Ed*), and Brighouse has the ever-friendly Station Café (bacon butties recommended by GC train crews!) just around the corner. Surely, say HADRAG, a station that used to have a well-stocked "Journeys Friend", justifies something approaching these examples of traveller amenity? They have been told (again), that negotiations with a local firm are ongoing, and to "watch this space".

HADRAG's AGM is pencilled in for Saturday Morning, 19th May 2011 with a return visit to the Jubilee Refreshment room at Sowerby Bridge. For more information or to join HADRAG, please contact Stephen Waring is.waring@hotmail.co.uk

Press Date for June 2012 issue

Please email (preferred) or post material, news, feedback etc to:

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to arrive by Saturday 28 April 2012.