

Yorkshire Rail Campaigner

Number 68: Spring 2025



Couldn't resist this not quite spring picture by Chris Morgan. Just over border on the Hope Valley line.

Views expressed in this newsletter are those of individuals not of Railfuture or its Yorkshire branch.

Editor's notes/comments signed JSW.
20 Mar'2025

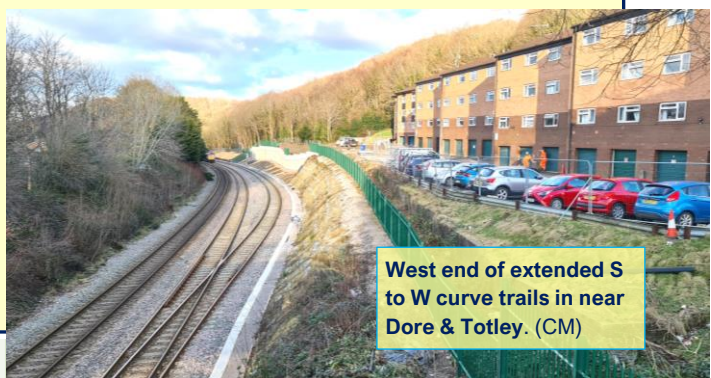
Tidying up, hoping for more trains one day in the Hope Valley

On the Hope Valley line, reports **Chris Morgan**, tidying up continues a year after the capacity scheme work became operational last March. Despite new and improved tracks through the valley there still isn't platform and track capacity around either Sheffield or Piccadilly to run more trains. In any case train operators Northern, Trans Pennine and East Midlands haven't enough rolling stock to run them anyway without cutting services elsewhere. If they had they still wouldn't have enough train crews.

In Northern's case they haven't enough volunteering to run their full Sunday timetable now. The result is that roads around the Peak District, particularly around Edale, Castleton and Hope, are gridlocked whenever the weather's fine, particularly at weekends. Farmers can't get into their fields and mountain rescue can't easily get to those needing help without a helicopter. Mam Tor's a magnet for visitors from both side of the Pennines. The table shows that post-Covid our line has seen massive passenger number increases at stations in the Hope Valley itself! Outside the valley Chinley and Dore & Totley have also seen rises in leisure use but more than offset by loss of commuters into Manchester. **Currently we're only getting 2 in 3 Sunday services due to the staffing position at Northern.** Figures below – before and after pandemic – speak for themselves. Stations that are still below 2019-20 usage are mainly commuting rather than leisure stops.

We'd like to see the hourly train that currently runs Mons to Sats between Piccadilly and New Mills run through to Sheffield – it would only require one extra unit and no extra path into Manchester.

Station usage ORR figures, annual	2019-20	2020-21	2023-24
Dore & Totley	219336	29118	200688
Grindleford	64024	73200	110382
Hathersage	73200	22144	95246
Bamford	43746	20208	68984
Hope	75922	21814	90516
Edale	99808	45800	145830
Chinley	129220	21856	102150



West end of extended S to W curve trails in near Dore & Totley. (CM)

railfuture

Yorkshire branch

President: Alan Whitehouse

Vice-Presidents: Mike Crowhurst, Alan Williams

200 years of struggle?!

editorial by **Stephen Waring**

SO HERE WE, two centuries since the trouble started on the Stockton and Darlington. Some of us, including our national president Christian Wolmar, think 2030 would be a better year to celebrate, being anniversary of Liverpool & Manchester. But let's not miss the opportunity. In 1975 and 1980 we celebrated both, so who knows? See dates and link after our branch *what's on* list below. Yes, we are busy in Yorkshire. The committee is meeting as I write this. Lots, we hope, to inspire discussion in this issue. So enjoy Chris Morgan's great shot of Edale (front page) then read on.

Nina has spotted this (pictured) luminous display, top of the steps in Rochdale station. Touch and go on trams and buses but not yet "heavy" rail. Everything takes longer on our national rail network. It is to be hoped that Great British Railways knocks a few managerial heads together. Don't forget to send in your own or your group's reply to the consultation – see Nina's piece on page 9. Contactless ticketing should force rail's Kafkaesque ticketing system to be simplified. That will be welcome. But let's not forget the staff in our station ticket offices who do a magnificent job, often with queues. Two years ago we fought off an attempt to do away with nearly all ticket offices. Staff were to be offered alternative jobs roaming the station helping people use the ticket machines. Less hours to help passengers, and (we guess) less pay. Let's not replace human contact with pictures on screens, artificial intelligence, or robots.

It's a bit depressing to hear announcements about possible airport runway extensions in the south-east, when rail is desperate for the means to grow. Of course our railway often seems to make things difficult for itself. We go to conferences but how structures might be about to change is hardly mentioned. Will Northern and TPE still exist? Or do we need to put a broken railway back together?

Mayors Coppard, Brabin and Skaith recently signed the White Rose Agreement. Lord Blunkett will review rail connectivity across Yorkshire. Brabin mentioned Leeds-Sheffield electrification. We'd mention the need for a rolling programme based on the 10-year old Northern Sparks task force report, which gave top priority to the strategic Calder Valley line.

We are seeing progress on small items like Leeds platform 17 extension to take longer trains on Sheffield, Nottingham and Castleford lines. And proposals for a more flexible layout at Manchester Oxford Road – albeit with fewer through platforms.

Our winter editorial on traction types brought a short email from Railfuture national chair Chris Page who politely asked us to "check out the Class 93". The "93" is of course a battery-carrying trimode. Good news about the Class 99 is that it is will run on hydrotreated vegetable oil (HVO), and therefore can claim to be carbon neutral. There is of course of course a question about just how much HVO fuel can be made available. Good news though – thanks Chris!

Finally we see that a report *The Case for Integrated Transport on the Leeds-Settle-Carlisle Line Corridor* written by John Carey is now available. Sounds like a great idea. More on that in our next issue, hopefully.

Enjoy this one! And keep up the struggle.



What's on? *(Autumn meetings subject to confirmation.)*

Saturday 29th March at 13.00 (finish 1600) Yorkshire branch meeting, Friends Meeting House, Friargate, York YO1 9RL with **Cllr Pete Kilbane, deputy mayor, York and North Yorkshire**. See separate notice already sent.

Friday 4th April at 10.30 Northern branches Zoom webinar with **Tricia Williams, managing director, Northern Trains** (webinars usually last 1 hour).

Tuesday 29th April at 10.30. Rf northern branches and passenger group Zoom webinar with **Joanne Trotman, engagement manager, Transport Focus** (webinars usually last 1hr).

Saturday 10th May at 13.00 (finish 16.00) Yorkshire branch AGM and general meeting and AGM, venue Mill Hill Chapel, City Sq Leeds with **Tim Lawrence, WYCA mass transit team**.

Saturday 5th July (doors open 10.00) starts **11.00**, Railfuture national AGM, Great North Museum, Newcastle upon Tyne members have had details. Morning formal business, lunch optional must be booked, afternoon informal with speakers.

Saturday 4th October at 1pm. East Mids & Yorks joint meeting, Nottingham. Details to follow.

Saturday in November probably 1pm in Leeds Yorks and NW joint. Date and details to follow.

Railway 200

Exhibition train

Inspiration:

1-3 Aug Greatest Gathering, Derby Litchurch Lane works;

16-17 Aug Freightliner Doncaster Railport; **23-31 Aug**, National Rail Museum, York;

10-17 Sep Darlington; **20 Sep to 1 Oct**, Shildon.

More details at railway200.co.uk/

Obituary:

Brian Dunsby

Successful business professional
and campaigner for rail

by *Nina Smith*

Railfuture members were saddened and shocked to learn of the sudden death of Brian Dunsby OBE in January, at the age of 84. A young 84. Brian was a dynamic man, a doer, someone who was active right up to his death.

Brian was a founding member and long standing chair of the Harrogate Line Supporters Group (HLSG), one of the most successful of Yorkshire's rail user groups. Having commended the group in 2013, in 2015 Railfuture awarded HLSG the Gold Award for Best Campaign.

HLSG differs from most rail user groups in that it was founded by the business community, and is supported by the Harrogate Chamber of Commerce, who realise just how important good transport connections are to the town's prosperity. The group was set up with specific goals, and three of these have been achieved to a greater or lesser extent. Number one priority was the revival of a regular train service to London, and this was achieved with the inauguration of the LNER Azuma service in 2019. There is now a two hourly interval service in both directions for most of the day. The second objective was to get a new station on the Harrogate Line to serve Leeds Bradford Airport. The station has been agreed, but funding and a start date have yet to be resolved. However, Brian and the Chamber persuaded Transdev to inaugurate the A2 Flyer bus route between Harrogate, the Airport and Bradford. The third, mainly achieved, objective was for better quality local trains between Leeds, Harrogate and York. Introduction of class 170 trains in 2018 has achieved this for most services. A fourth objective achieved, but then lost, was the introduction of semi-fast local services from Leeds to Harrogate; these began in 2019 but did not survive the COVID pandemic. The group's main unachieved objective, and one they will continue to press for, is for the electrification of the Leeds- Harrogate-York route. Unfortunately, like other much needed electrification projects in Yorkshire, this still awaits a Government commitment to a full rolling programme of electrification.

Brian Dunsby was a chartered chemical engineer, and ran a successful business until he sold it in 1999. He soon after became chief executive of the Harrogate Chamber of Commerce, supporting local businesses, until he retired in 2016. One of Brian's achievements in that role was to set up and run the highly successful Harrogate Christmas Market. One of his proudest moments came in 2017, when he was awarded an OBE in the Queen's Birthday Honours, for his services to the community. Earlier, in 2008, he had been awarded the Queen's Award for Enterprise Promotion.

Brian's funeral was held on Tuesday 18th February in the packed Crematorium Chapel in Harrogate. The eulogy was given by his friend and chamber colleague Mark Lancaster. Mark described Brian as "dedicated to Harrogate", a determined man who got things done, a shy but well organised man who helped his successors, a man who generated prosperity for Harrogate, a true "tour de force", and a man "whose integrity will endure with me".

Brian leaves his wife Beryl, his sons Martin and Adrian, his daughter Carolyn, and his grandchildren. Railfuture sends our deepest condolences to them.

***Brian Leslie Dunsby OBE, business professional and transport campaigner,
born 22 January 1940; died 4 January 2025.***



Brian campaigned for better trains like these, seen at Horsforth (left) and Harrogate, providing 2-hourly Harrogate-London expresses.

“Same fare... worse service!”

Update from local stations, Colne Valley and beyond

By David Hagerty



TPE class 185 train emerges from Standedge tunnel and takes the curve into Marsden, commuting town with a lousy service – no trains to Leeds! (Pic credit SMART)

Stalybridge to Huddersfield Rail Users' Group (SHRUG) have held meetings with TransPennine Express and the TransPennine Route Upgrade team regarding timetabling and bus replacement during TRU-related engineering work. This is of particular importance as, although the Stalybridge to Huddersfield section of TRU is (we understand) barely at the design stage, the remodelling of Huddersfield station means that Mossley, Greenfield, Marsden and Slaithwaite will see bus replacement on at least 19 weekends in 2025, culminating in a month-long closure in September.

SHRUG continues to urge dialogue with the passengers affected long before the weekday closures, to give passengers time to prepare and adapt to commuting times which could be extended by up to an hour in each direction.

Loss of through services to Leeds

We also continue to push for answers, or even meaningful dialogue, on what TRU will deliver for our communities. It is difficult to get communities like ours to buy into a project causing severe disruption when the

reply to the simple and obvious question of “what will it deliver for us” is met with an inability or an unwillingness to answer.

Whilst it is welcome that places like Wakefield Kirkgate, Normanton and Castleford are gaining regular direct services to York, on the same day Mossley, Greenfield, Marsden and Slaithwaite lost all their through services to Leeds. There has been at least one through service in the morning peak ever since Slaithwaite station reopened in 1982. Now this service has gone completely.

Survey of rail users and residents

The eastern half of SHRUG is Slaithwaite and Marsden Action on Rail Transport (SMART) who have conducted a survey among Colne Valley train users after direct train services from Marsden and Slaithwaite to Leeds were ended. The survey focused on passenger attitudes towards the removal of through trains to Leeds, and on aspirations for what the present upgrade could deliver.

SMART is concerned these big decisions are being taken with little engagement with local people or businesses despite the disruption and significant impact on passengers for decades to come.

This survey has collected the views of rail users in Slaithwaite and Marsden to inform future SMART work.

The survey asked people which **train services they use** and **why**, along with whether they are concerned about the loss of the direct train to Leeds and its impact on them.

343 responses were received. Main points raised were:

- Top three issues were reliability (82%), frequency of service (67%) and connections (63%). **79% said they would be more likely to use the service if the frequency were increased to a train every half an hour throughout the day;**
- The three most travelled to destinations from Slaithwaite and Marsden were Leeds (52%), Manchester (26%) and Huddersfield (13%);
- 83% are concerned by the recent loss of a direct service to Leeds;
- People are also concerned about the poor accessibility, overcrowding at peak times and the overall impact of service issues on commuters and businesses which are leading to people abandoning public transport for the car. Accessibility is a particular issue at Marsden where both platforms currently used can be reached only by steep staircases from lofty overbridge.

SMART will work with our local representatives to ensure TransPennine Express services and the TransPennine Route Upgrade provide the service Colne Valley residents deserve.

Here (over page) are some comments made by people who completed the survey: →

→

<i>"My main complaint is about reliability. If I'm attending any time-critical event I don't use the train because of disappointment in the past."</i>	<i>"I pay the same fare for a worse service."</i>
<i>"We have a holiday let and if the train services were more often and reliable we would certainly have more people coming to stay and helping the local economy."</i>	<i>"The reliability of the service has improved since the Government took over ownership of TransPennine Express. It is very disappointing that the timetable changes were enacted with no regard for the passengers of the commuter towns... This is not reasonable."</i>
<i>"Number of carriages on most services needs to be increased. I travel on the early morning Manchester Piccadilly train regularly and every time the conductor makes an announcement that the service is very busy this morning – but it's every morning!"</i>	

It appears that through peak services to Leeds will be reinstated from September 2025 until December 2026 only as during that period it will be impracticable to terminate trains from the west at Huddersfield. But there seems to be no long term commitment to a reinstatement of through services to Leeds.

In better news, TransPennine Express were able to support the [Slaithwaite Moonraking Festival](#) .

Brighouse link for replacement buses

When the Huddersfield-Stalybridge activists met TPE and Northern people responsible for bus replacement we raised a range of issues about how the service operates. Our concerns included:

- buses going past without stopping, apparently because there was a non-stopping bus on the same route as the stopping bus, and passengers can't be expected to know the difference,
- and buses going over bridges with 3 tonne weight limits.

I had just used the bus/rail interchange at Brighouse, which was far from satisfactory. It involved a circuitous walking route with a busy road to cross and waiting in a very large puddle.

Two interesting points were made in response:

1 Had **Elland** station been already built, as had originally been anticipated, suitable bus/rail interchange facilities would have been in place from the start. The bus ride Huddersfield to Elland might also have been quicker and less congested than getting from Huddersfield to Brighouse. (Maybe! – JSW)

2 The plan now is to implement some big changes at Brighouse before the month-long closure of Huddersfield in September. These will include turning the car park into a bus interchange, with things like shelter for passengers. Apparently they have identified some replacement car parking provision nearby. Also something with walking routes to address the current need to cross Huddersfield Road. I have done a quick search on the Calderdale Council website and there are no planning applications relating to any of this.

Let's see what happens!

Talking of Elland...

Calderdale's new station serving a population of more than 20 000 people, should have opened at the same time as Brighouse. Latest estimate of 2027 will be 27 years late. When the project was in its infancy in around 1990 Elland was at one point estimated as likely to attract more new passengers than Brighouse. People moved to the area thinking it would be a good place to commute from. Some of them are now about to retire.

And, yes, as David mentions, Elland just might have been a better bus-rail interchange during TRU works.

Latest news is compulsory purchase orders have to be invoked to secure the land for Elland station. Hopefully that will not cause further delays. Elland was always going to be a difficult station to build with its embankment location. The final (we hope) [design](#) has three alternative means of access – steps, lifts and a rather grand ramp.

And it's not just a station. There will be an ambitious [access package](#) providing active travel links along the canal and river corridor.

27 years and counting...

Stephen Waring, Chair,
Halifax & District Rail Action Group



Elland station, as pictured on [Calderdale the Next Chapter](#) website.

TURN OVER FOR CHAIR'S COLUMN

Views and opinions from

Nina Smith, Chair, Railfuture Yorkshire Branch

A lot happening!

A railway fit for Britain's future. That's the headline on the latest consultation by the Department of Transport (DfT). Probably the biggest news of this quarter. It will precede legislation to establish Great British Railways (GBR) <https://www.gov.uk/government/consultations/a-railway-fit-for-britains-future/a-railway-fit-for-britains-future>.

The consultation is focused on the primary legislative measures that will underpin the government's rail transformation agenda. The Government states that six clear objectives will guide the rebuilding of our railways. It says the railway of the future must be:

- *reliable – so that people can have confidence in their journey*
- *affordable – so that prices are kept, wherever possible, at a point that works for both passengers and taxpayers*
- *efficient – so that people know their journey will be as straightforward as possible, from booking to travel, and to provide better value for the travelling public and taxpayer alike*
- *quality – so that passengers have the service experience they have a right to expect*
- *accessible – so that our railways are available for everyone to use*
- *safe – so that people do not worry about their safety on the railway and are not in fear of accidents or crime when travelling*

On a first look, two things are missing here, in my view. There is nothing about **the railway being as green as possible**, and nothing about **the need for a bigger railway** more able to cope with the increase in passenger numbers and freight volumes that are necessary if we are to accelerate mode shift away from road and internal air. The proposed legislative measures that will form part of a forthcoming railways bill include:

- *setting direction – establishing a role for the secretary of state for transport in setting GBR's strategic direction while giving it the day-to-day operational independence it needs to get the most out of the railway and plan for the long term*
- *enabling GBR and driving delivery – defining the role of GBR's board and the secretary of state in holding the organisation to account for delivery, alongside a streamlined role for the Office of Rail and Road focused primarily on safety and efficiency*
- *a new voice for passengers – creating a new passenger watchdog empowered to advocate for passengers and hold both GBR and non-GBR operators to account for improving the passenger experience*
- *a commitment to rail freight – introducing an explicit, statutory duty for GBR to promote rail freight in line with an overall growth target set by the government*
- *a clear role for the devolved governments – ensuring that GBR can deliver the priorities of and be accountable to the governments of Scotland and Wales*
- *empowering local communities – bringing decisions as close as possible to the communities they affect, with a statutory role for devolved governments and mayoral authorities in working with GBR to govern, manage, plan and develop the rail network*
- *making best use of the network – giving GBR the authority it needs to manage access to the network in the public interest on a strategic, whole-system basis, backed by clear, transparent, rules-based decision-making*
- *a new financial framework – implementing a new funding process to facilitate joined-up decision-making and reflect GBR's role as a single integrated organisation with responsibility for both track and train*
- *an ongoing role for the private sector – ensuring non-GBR operators continue to have fair access to the network, in addition to the statutory duty for GBR to promote rail freight*

Railfuture will be responding to the consultation, and we urge rail user groups, re-opening campaigns, and individual members, to do the same. A discussion on the [Green Signals](#) webcast between Nigel Harris and Richard Bowker,

with analysis and comment, can be viewed on https://www.youtube.com/watch?v=Z_Bp6VMb6kQ.

New watchdog

Although the consultation covers seven sections or themes, the DfT press release announcing the consultation focussed on the proposal for a new passenger watchdog . So let's take a closer look at this. →

Little time to waste! Deadline for responses to the DfT's consultation is 15 April.

So have a read and get your response in on time!

You can use the link [online](#) There is also a [response form](#) which can be emailed to Railreform.bill@dft.gov.uk .

You can even **write to:** Rail Sector Transformation Programme Consultation, Great Minster House, 33 Horseferry Road London SW1P 4DR

→ The watchdog would be established as a statutory advisory body and would be consulted on strategies, business and infrastructure plans, standards and funding settlements. This approach would give it a clear role in advising both the secretary of state and GBR on decisions affecting how services are delivered to passengers. It would also have powers to request information from GBR and other operators, set deadlines for responses and monitor delivery of agreed standards and plans related to passenger facing services and passenger experience. It would identify areas for improvement and advocate for action to address these. Decision makers, including the secretary of state and the Office of Road and Rail (ORR), would be required to have regard to the watchdog's recommendations and take appropriate action to address these.

The watchdog would also have a role in moderating unresolved passenger complaints and disputes, which would enable it to have oversight of issues raised by passengers. It would use this role to identify thematic issues as well as repeated issues at particular locations or routes attracting complaints and make targeted recommendations to address systemic problems and improve service quality.

In my view, the watchdog must have a broad role in recommending improvements and investment when train services are inadequate to meet both actual and latent demand. This needs to include items such as:

- operators not having enough rolling stock to be able to provide sufficient carriages for demand
- improvements to service frequency on routes, or at particular stations, if they are inadequate for overt and latent need
- station car parks being inadequate to meet latent demand
- car parks being too expensive, or having complex payment systems
- recommending new services and, indeed, new railway lines, if the residents of sizeable areas do not have a functioning passenger railway.

On the morning of the consultation's launch, I was interviewed by ITV Calendar on a cold and windy day outside Harrogate station, and the excerpt used made the point about the shortage of train sets in the north affecting service frequency and quality.

Integrated national strategy

The consultation on the Integrated National Transport Strategy closed on February 20th. The Department has received over 6000 responses, which reflects the importance of the consultation. Railfuture responded nationally³, as did our friends in the Yorkshire Rail Campaign, and Action for Yorkshire Transport.⁴

Fares up again

Although the post Covid return of passengers continues, with some stations and some services now running at a higher level than pre-Covid, **it seems the Government is unconcerned that raising fares by almost 5% is not a good way to encourage growth in the greenest form of public transport.** In the autumn budget, fuel duty was again frozen, whilst internal flights continue to be subsidised.

It is all very well the GBR consultation recommending a new passenger watchdog, but it will not be able to fully serve passengers' interests unless it has the ability to block fare rises.

Open access – DfT takes some gall!

Although the Secretary of State reiterated that Open Access will continue under Great British Railways, a recent letter from the DfT to the ORR set out the Department's view that only one of the new Open Access applications currently being considered should be approved, the WSMR proposal for a Wrexham-Shrewsbury-London service. **Amongst those the DfT does not favour are Hull Trains (First group) proposed Sheffield via Worksop to London Kings Cross service, and Grand Central's application for extra trains on their Bradford Interchange to Kings Cross service, which serves Low Moor, Halifax, other stations along the lower Calder Valley.** DfT has two concerns, one being making the best use of capacity on the crowded East Coast Main Line, the other being the cost to the taxpayer of abstraction from franchised (soon to be GBR) services.

Whereas in my view capacity is a legitimate concern, and fits in with GBR's proposed role of "making the best use of the network", **the issue of revenue abstraction fails to recognise that abstraction only happens when an open access operator provides a more convenient, more comfortable, or cheaper option for intending passengers.** The railway is a public service, which has the great benefit of providing a greener option to cars, and should be recognised as such by DfT and the Treasury. →

³ <https://www.railfuture.org.uk/display3948>

⁴ <https://actionforyorkshiretransport.org.uk/2025/02/16/integrated-transport-strategy/>
in ActionforYorkshireTransport@gmail.com - Action for Yorkshire Transport



Similar shot to previous issue but here's another open-access Grand Central 221 coasting down the Hebble incline. These units have helped improve reliability. Only 5 cars might be seen as extravagant use of capacity on the east coast main line. But valley locals in and around Halifax and the Calder Valley Brighouse like them for trips to London - and wouldn't object to more! – JSW

→ In the case of **the Grand Central West Riding service**, DfT is concerned about abstraction by an additional service from the forthcoming additional LNER Bradford Forster Square to Kings Cross services. This takes some gall. The GC service is an established one, the LNER service is basically a new one. The two services use different routes between Bradford and Doncaster. The LNER services are extensions of the London-Leeds services, and also give a direct London connection at Shipley. **The GC trains from Bradford Interchange provide direct London links from Halifax (with easy connections to the upper Calder Valley), Brighouse and Mirfield (both convenient for Huddersfield which now has no direct London services), and Pontefract (indeed the only direct trains between these towns, Wakefield, and Doncaster).**

Yes, there is abstraction from LNER at Doncaster, but this helps to make the service viable by filling up those seats not occupied beforehand, as well as giving Doncaster passengers a cheaper fare option to London than what may often be a more expensive LNER ticket. More broadly, the benefits of open access have been shown in a recent report from First Group “Moving Forward Together: why open access is essential for a better railway” (<https://www.firstgroupplc.com/~media/Files/F/Firstgroup-Plc/documents/first-group-open-access-rail-140125-digital.pdf>).

Green Book review

In the North we have long criticised the southern bias in the way that HM Treasury reviews investment decisions, meaning that because London and the South east are wealthier, investment is likely to bring a better capital return. This, of course, merely contributes to widening the north-south gap in income, wealth and prosperity.

So three cheers to the chancellor for setting up a Green Book review, with the intention that investment proposals in all regions are given a fair hearing. Let's hope this leads to major changes in investment rules, assumptions and decisions, in favour of the North, Midlands, South-west, Wales and Scotland.

Connectivity

A consultation on the eastern part of the **East West Railway** route has just closed. This is a vital railway, replacing a route foolishly closed following the Beeching report. **It crosses the East Coast main line at Tempsford in Bedfordshire, and it is essential that an interchange station there is built to inter-city standards**, as this will provide important new connectivity to Milton Keynes and Oxford for passengers from Scotland, north-east England, Yorkshire, parts of Nottinghamshire, and Lincolnshire, as well as a potentially faster, more direct connection to Cambridge.

Another connection sorely needed is between HS2, when built, and HS1. HS2 Euston is planned as a terminus station, but this is short-sighted folly. **It must be built from the outset so that at a future date it can have a tunnel connection to HS1**, enabling the possibility of direct trains from the Midlands and North to south east London, Kent and the European mainland.

New trains for Northern

The procurement of new trains for Northern has moved a step closer, with deliveries expected from 2030. They will be introduced on a phased basis, replacing the class 150, 155 and 156 diesel multiple units. They will be a mix of electric and multi-modal (diesel/electric) powered trains and prospective manufacturers have been asked to include battery-powered trains as part of their proposals. Multi-modal units in the order will be capable of conversion to battery or electric-only operation during their lifetime.

Later orders are expected to replace the class 158 DMUs, as well as the oldest electric train sets. New electric units are included for use on the upgraded Huddersfield route post trans-Pennine upgrade. **Railfuture's view is that this country needs a massive rolling programme of electrification**, which would mean electric trains could be the direct replacement for more DMUs.

The announcement was made at Northern's stakeholder events in January, and attendees made clear what they expect from the new trains. →

→ Officers of Railfuture's northern branches had previously met with Northern in January 2024, in which we outlined managers and engineers what we wish to see from a passenger perspective. **One of our key wishes is for all train sets to have at least two toilets**, and the impression gained at the stakeholder events was that this has been listened to. Another is for end corridor connectors on train sets. I hope this has not been ruled out. However, an increased number of 4 car units, and two lavatories per train makes this less necessary. **Another important requirement is for the new trains to ride better than the 195s**, which are an uncomfortable ride if you are sitting over the wheels and the track is not perfect. They are also noisy, and one hopes that the new trains will have quieter diesel engines.⁵

Loos – and horses for courses

The problem with only one toilet on trains was illustrated on a recent trip to York, when the toilet on a class 195 train from Blackpool was out of order. Respite at York was somewhat thwarted by a long queue at the inadequate ladies' loos on that major station – something that needs rectifying. Northern's shortage of train sets meant the 195 set was in use all day, as on a later train, it made a 5-minute toilet stop at **Hebden Bridge**. I hope everyone got back on their train, as the facilities at Hebden are on the opposite platform. Toilet stops were a feature of the nineteenth century railway and should not be necessary in 2025, but occasionally are. On the Calder Valley route, Halifax, one of Northern's busiest stations, has an island platform where its only loo is to be found. The single toilet is accessed via the waiting room – shamefully locked when there are no staff on duty. The unit is suitable for disabled users, though hardly attractive. **Halifax station is an urgent need of an upgrade, and there is room on the platform to build a generous size lavatory block. This should be seen as a priority**⁶. From a passenger perspective, the 158s would surely be more suitable rolling stock on the long distance York-Blackpool service than the more utilitarian 195s. 158s have two toilets, ride better and are generally more comfortable. The 158s were designed for inter-regional work – horses for courses. However, the newer 195s are a more advanced train mechanically; superior acceleration means faster journey times. This emphasises why Northern needs new trains for this strategic inter-regional service that have at least two toilets, are quieter and smoother running, have more comfortable seating and better luggage accommodation. (See also editor's note in panel, left).

Health and safety...

Network Rail is not long for this this world, and it seems to be going out with some strange priorities. A "wonderful" innovation is that **train departures at Kings Cross will be removed from the departure boards three minutes before departure**, apparently so that people don't run to catch a train at the last minute. I certainly had to do that in my younger days, and I see no reason to add to traveller confusion. **A case of "health and safety gone mad"?**

Transport Focus yellow cards

I have written before about the unfairness of law abiding passengers being penalised and, at worst, criminalised, because for justifiable reasons, they either do not have a ticket or have an incorrect one. Currently, an inquiry is looking at this, and Transport Focus have proposed a "yellow card" system whereby the first time someone is caught without a valid ticket, their details are noted and they are given a card. **Sounds good on first hearing, but my concern is that there are genuine reasons why someone does not have the correct ticket, and this may be on more than one occasion.** The railway really does need to be able to distinguish between fare dodgers, and those who make a mistake or due to circumstances are unable to buy a ticket before boarding.

As I have said before, passengers should be able to buy a ticket on a train, or at staffed destinations – NS

Editor's note

Curate's egg trains?

Nina and I agree that that the older Class 158 "express" units are better in some ways than the newer 195s for passenger comfort.

158s are also less draughty when the train is at a station. That's because the doors are at carriage ends.

So it also means passengers take longer to board and alight.

The new trains offer superior performance as they have a higher power to mass ratio meaning fast acceleration:

Class 158: 9.1 hp/tonne

Class 170: 9.5 hp/tonne

Class 195: 12.3 hp/tonne

This is important if we want stations like Sowerby Bridge to be added to York-Blackpool trains which both Nina and I do!

For the real geeks we've included 170s above, used on the Harrogate line and Doncaster-Hull-Scarborough. Little better than 158s, but more modern feeling. The 195s may also be more energy-efficient having mechanical gearboxes instead of hydraulic transmission.

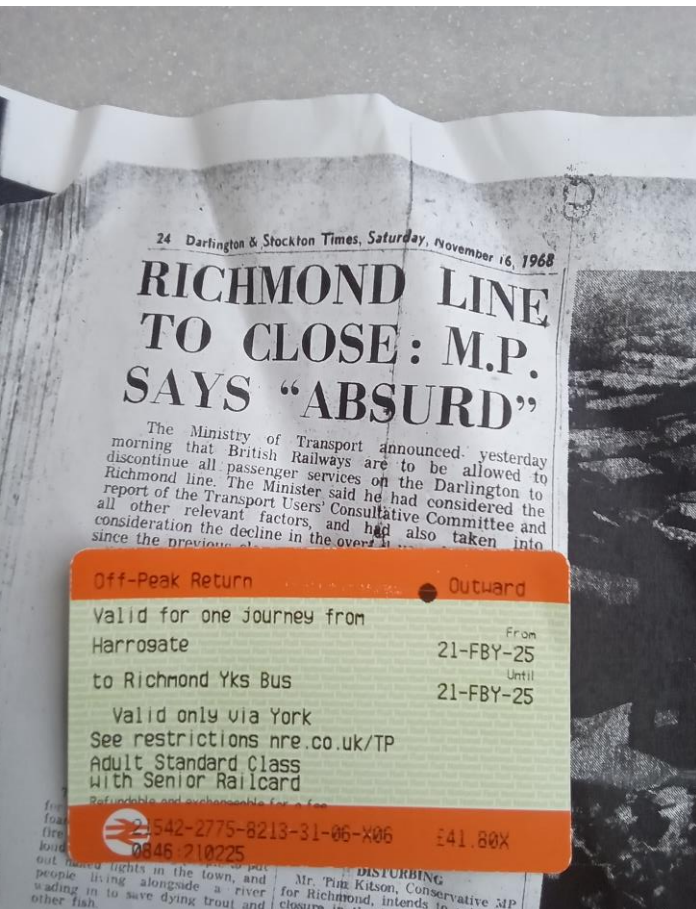
The new 195s also feel more modern but are something of a curate's egg of a train. Good in parts. Some of us hate them for seats that lack a proper view out of window as well having only one toilet per 2 or 3 car unit. No through gangway seems a gift for fare dodgers of course. Beware the £100 fine – JSW

⁵ One hopes indeed that the new trains might not have fossil-fuel burning engines at all! – JSW

⁶ Though there have always been rumours about the drains. – JSW

A trip to Richmond

by Andrew Whitworth



Closure came in the late 1960s, but you can still buy a train+bus ticket! Pictures by Andrew Whitworth (AMW).

Richmond is one of Yorkshire's most beautiful towns, set dramatically above the River Swale with a forbidding Norman castle, large market square and many lovely Georgian buildings. Though the town's population is just 8000, there are a further 13,000 living close by at Catterick Garrison. Sadly, neither residents nor visitors are now able to make use of a rail service – for that closed on 1 March 1969.

The 15 mile branch from Darlington was doomed in Beeching's report *The Reshaping of British Railways* of March 1963. BR quickly applied to close the line in October of that year. Campaigners pushed back at the Tucc enquiry, pointing out that BR's figures failed to include receipts for army travel warrants, and in December 1964 Tom Fraser, Minister of Transport in the new Labour government, refused permission for closure. People in the town must have been relieved. They had a good service by the standards of the day, with 11 trains running between 0700 and 1900 on weekdays, taking around 26 minutes.

By July 1966, Barbara Castle had taken over as minister and published a transport white paper which proposed a different approach to railway closures⁸. It is a fascinating and important document – wide ranging but also well-argued and expressed in refreshingly direct terms (like Beeching's reshaping report). In 1962 the government had given Beeching the remit that BR must break even, but now social benefits would also be considered to help retain lines where "value to the communities exceeded accounting cost". Castle pointed out that in practice many closure proposals had been refused by ministers on such grounds since 1963. She expected future rail closures would be at a much

reduced rate compared to Beeching's plan, and the White Paper gives an estimated figure of 400 miles for future cuts. Lines like the Richmond branch had reasons to feel more secure.

However, what followed was a fraught battle to decide upon a basic Network for Development to be sustained by grant aid, which was ultimately published after numerous iterations in March 1967 in the form of a map with a short explanation⁹. This is a crucial document in the railway history of this period, and deserves to be much better known. Terry Gourvish¹⁰ recounts the struggles between Barbara Castle, BRB's radical Beeching disciple Stanley Raymond, and reluctant managers at the BR regions – like Gerry Fiennes – who were proponents of the 'basic railway'. Deteriorating finances at BR also contributed to the tensions. Decisions would be based on better information than reshaping's one week survey, with improved accounting for costs and revenue effects. Nevertheless many decisions were highly political, and much horse-trading took place with urban and rural routes being bartered. Numerous Beeching closure targets were reprieved, but lines overlooked before became new candidates. One outcome of the conflict, at the end of 1967, was for Raymond to sack Fiennes, only to be sacked himself by Castle a few weeks later.

Despite the undoubted good intentions of the 1966 white paper, in reality total closures authorised by Labour after this point amounted to 954 miles, rather than the 400 miles originally suggested. Ultimately, the residual passenger network that emerged in the mid-70s would thankfully be 1100 miles larger than that proposed in Beeching's reshaping. While many (but certainly not all) authorised closures up to this point had seemed broadly reasonable, most proposals that followed the NfD map were deeply controversial at the time. Many later closures isolated larger towns, financial justifications were increasingly marginal, and public resistance was better informed and organised. Numerous →

⁸ <https://www.urbantransportgroup.org/system/files/general-docs/Transport%20White%20Paper%201966.pdf>

⁹ <https://www.railwaysarchive.co.uk/docsummary.php?docID=1190>

¹⁰ British Railways 1948-73 A Business History

→ routes have been reinstated at great expense (astonishingly 400 miles), along with over 400 stations.

There are obvious dangers in looking at this in hindsight. There has been huge growth in rail usage since the 1990s that could not have been predicted. Many rail-less towns have grown in population and are strangled by congestion, while rural bus services are sparse. The environmental reasons to boost rail travel are now an evident imperative (not that our governments yet seem to appreciate this). Covid may have trimmed usage, but gave rise to a boost in leisure traffic – not envisaged by Beeching as one of the core purposes of the rail network. Seen from today's perspective many of these later closures seem insane. Think about Penrith to Keswick!

But the rail managers and politicians of the time had a different set of priorities, and a background of relentless growth in car use¹¹. And there were many lines mooted for closure which thankfully survived – including Hull to Scarborough; Leeds/Bradford to Ilkley; and Skipton and beyond into the Dales. It seems astonishing to have ever proposed closure of these railways, all now busy and successful routes.

The Richmond branch was not selected for development in March 1967, despite having been reprieved by Barbara Castle's predecessor around two years previously. This meant BR was free to bring forward a closure proposal without ministerial approval, which had previously been necessary. Objectors at the TUCC in June 1968 complained that little had been done to cut costs, as four of the five stations were still fully staffed, though the final 3.5 miles from Catterick Bridge had been singled. However the closure was approved with a handful of additional bus services added to the existing public bus schedules. The minister argued that usage had continued to fall overall, while heavy military traffic around the weekend could be handled by special army buses.

Shortly after closure, Richmond UDC had the foresight to start moves to buy the station and trackbed as far as Catterick Bridge with a view to creating a path, or for a possible preserved railway¹².

So thankfully there remains Richmond's beautiful Grade II* Listed station, designed in Tudor style by prolific railway architect G T Andrews. Used for many years as a garden centre, it was refurbished in 2008 and now houses a cafe and cinema. There is also a delightful path alongside the Swale for a short mile and the old railway bridge over the river can still be crossed, allowing return to the town past the remarkable medieval Easby church and the adjoining Abbey ruins.

Travel to Richmond by public transport is still very easy with Arriva's X26/X27 services calling at Darlington station entrance and taking 33 minutes to reach Richmond Market Place. They offer a half hourly service most of the day, and continue hourly into the late evening. This is a "rail link" service, so journeys can be planned and purchased on rail ticketing websites, and bus departures are shown on journey planners but no longer on the platform indicators at Darlington station, which have been 'upgraded'! In theory this is a fantastic idea – why can't it be done to link the rail network with more towns with good existing bus links – such as Harrogate-Ripon or Hull-Hornsea? So I set out to discover how well this worked in practice.

The problems start at home, when the journey planner offers fares for the combined journey. Readers won't be surprised to hear that these are irrational and inconsistent. Typical single journeys seem to have an add-on of £5.40, and £7.20 for a return (note that these are still reduced by usual railcard discounts). Still not a good deal with the £3 fare cap on bus fares! From Harrogate, no advance tickets to Richmond were sold although advance fares to Darlington were offered, meaning large potential savings were hidden. However advance single fares to Richmond are available from many stations, such as York – where three consecutive trains each had different bus link add-on prices¹³. →



¹¹ From 1963 to 1973 passenger miles only declined 5.1% despite a 31% reduction in passenger route miles. However market share had dropped from 10.9% to 6.6% - in 1948 it had been 21.9%

¹² The remainder of the line stayed open 11 months for freight

¹³ You couldn't make it up! – JSW



Richmond's old station is now vibrant shopping centre with cafés and a cinema. And yes, sign to left of clock says Ticket Office! (AMW)

→ But another failing is that the National Rail journey planner info says the bus is operated by LNER, and doesn't give the route number or stop details. Planning the rail/bus journey through Google Maps is much more practical – you know you're catching the Arriva X27 bus (destination Kemmel) and alighting at Richmond Market Place. The signage for the bus stop was adequate, the buses I used were low spec but punctual. Both drivers, when asked how frequently rail tickets were shown, said 'not very often'. Verdict: great idea in principle, but in practice needs much improvement and should then be expanded more widely.

I haven't found any record of

campaigns to reopen the Richmond railway. With hindsight, closure in 1969 may well have been mistaken – the local MP described it as 'absurd' – but that doesn't mean that the substantial costs of reopening can be justified today. Use of capacity on the constrained ECML section would be a strong objection, and the new A1(M) has breached the formation near Catterick Bridge¹⁴. Nobody likes to see a railway closed but arguably the current bus service has advantages over any likely rail link – higher frequency, and running through the town to the larger population at the Garrison.

It's a blessing that the magnificent station survives, with the charming path along the most scenic portion of the route.

Updates:

Selby campaigners have fun on Hull Trains simulator

by Terry French, secretary, Selby and district rail users

Five members of Selby & District Rail Users' Group visited Hull Trains recently. After a brief look in at the service centre at Hull Station members moved on to the learning and development centre where a Presentation was made on the open access train company's operation and their future plans. And then they were tested on their train driving skills, taking turns for a short session on the drivers' simulator.

Hull Trains are a class act providing a quality service for our rail users. We are very grateful for the opportunity to visit which we very much enjoyed, and send our thanks to Paul Jackson, head of customer and stakeholder engagement who organised the visit and showed us around. It was a good learning event for our members.

And to have a go at driving a train was great fun!



Selby users' group member in driving seat!

By courtesy of Hull Trains.

¹⁴ There also looks to be an industrial estate in the way in the same place – JSW

Minsters rail – towards a Beverley-York link

by David Pennie

It was already known that the Beverley to York reinstatement would involve several stretches of newly built line, and the strategic outline business case (SOBC) submitted jointly by the Minsters Rail Campaign and the East Riding of Yorkshire Council in 2022 under the Restoring your Railway scheme examined a number of possible alternative routes. Since then the campaign has remained in contact with SOBC consultants AECOM. Now, with the Hull & East Yorkshire Combined Authority soon to become a reality – with election of mayor on Thursday 1 May – the campaign's main objective is to make the case to the new authority for funding for a full outline business case (OBC).

AECOM have agreed to facilitate an online briefing on the project for all mayoral candidates, probably to take place in March. In the meantime the campaign is developing a programme of public engagement events, and is grateful for the continuing support of Beverley & Holderness MP Graham Stuart. Further information about the Minsters Rail Campaign can be found at <https://www.minstersrail.com/>.

Can you help users group relaunch?

Following the loss of most of Hull & East Riding Rail User Group's former officers and activists, it is hoped that the Association can be relaunched. There is no doubt that there is a need for a rail user group focused on the East Riding, and Railfuture members who are interested in being part of a revived user group for the area are invited to email me, David Pennie, davidpennierail21@gmail.com.



Beverley, and York is at other end of Minsters Line! Pic: Michael D Beckwith [Creative Commons CC0 1.0 Universal Public Domain](https://creativecommons.org/licenses/by/4.0/) Dedication.

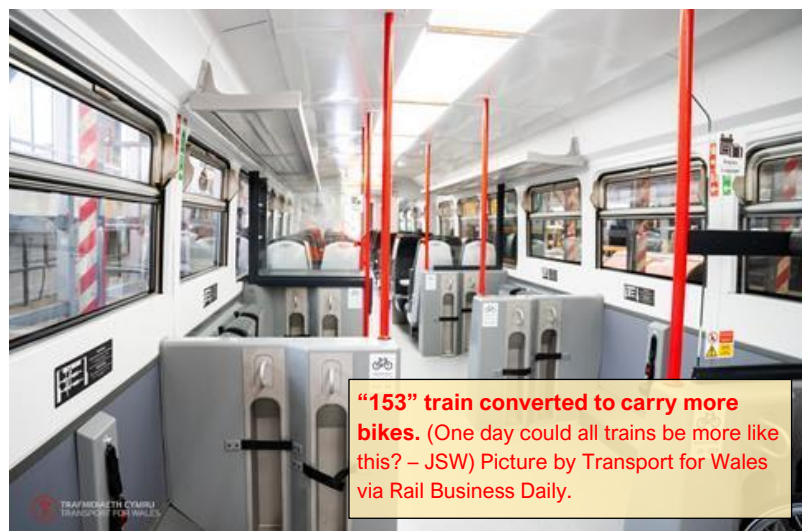
Cycling by train – Wales and Scotland so what about Yorkshire?

by Simon Geller

Transport for Wales is introducing cycle trains this year, based on Class 153 one-car sprinters. They even have space for tandems. See <https://www.railwaygazette.com/uk/cycle-train-enters-service-on-the-heart-of-wales-line/68368.article> They can be attached to the existing trains, increasing capacity for all passengers as well as people who wish to make use of the excellent Cycle Network in Wales.

ScotRail already has these, dubbed Active Travel Units, but England is yet to follow suit. There is massive potential to deploy them in Yorkshire and the North, with our rail routes accessing our finest National Parks - the Peak District, Yorkshire Dales, Lake District and North Yorkshire Moors, with numerous cross-country routes, the Coast to Coast being the best known. We also have the Trans-Pennine Trail, Way of the Roses and many others. With point to point cycling the train is the best option to get to the start and home again, if you can get your bike on board! Where is the vision for fully integrated, sustainable tourism and Active Travel in the North?

South Yorkshire Transport Activists is an informal group that has emerged out of Sheffield Green Party but is now freestanding¹⁵. **We want to see people have real choices when they travel, whether by bus, tram, train, wheeling or walking.** Like many ... →



“153” train converted to carry more bikes. (One day could all trains be more like this? – JSW) Picture by Transport for Wales via Rail Business Daily.

¹⁵ We take this means without party political link.

→... areas, South Yorkshire has acute congestion problems and needs sustainable solutions. We monitor transport developments in the county and produce a bimonthly briefing note for campaigners and politicians. We get together every two months on the 2nd Tuesday of the month.

All interested are welcome to join us for a chat. Ping me (Simon) on 07799 834837 to check confirm when and where.

Pennine, York and Penistone updates

by Graham Collett, vice chair of Railfuture Yorkshire,
with note on Penistone line by Andrew Oldfield (in personal capacity)

Marsden station and TransPennine line: the Branch has submitted comments in support of Network Rail's proposal for investigating changing the emergency stairs from the road bridge to general access stairs always open to the public. This follows a similar suggestion we made to the proposals for Greenfield station. Upgrades are planned at a lot of stations along the route, with work already underway at Mirfield and Deighton. A closure proposal has been posted for Ravensthorpe with a new station to be built serving the line to Wakefield as well as to Dewsbury, hopefully better for all passengers – including new ones.

York Station: the work on the station frontage project is progressing. Four westbound bus stops were expected to move to their new location on March 10th, closely followed by closure of the current long-stay car park on March 14th, in preparation for work on building a new multi-storey car park.

On the Penistone line, contact has been made with the new MP for Penistone and Stocksbridge, Dr Miriam Tidhall. Deepcar was one of the projects shelved with Restoring Your Railway (RYR) schemes. Tidhall had received positive replies from various ministers. Steel traffic to Stocksbridge ceased in 2022 and the line was mothballed last autumn. Network Rail would have to consult South Yorkshire Mayoral Combined Authority over the future of the line. Prospects of reopening of the direct line Sheffield to Huddersfield link – now foot and cycle route between Deepcar and Penistone seem remote, but some of us are not giving up yet.

Kirklees in West Yorkshire have secured funding for the upgrade of the Penistone Line. We still have very little detail on this. Could it be a target for another Reeves cut?

Talking points: 1

Perils of renationalisation, and lessons of history

by Mike Crowhurst, vice president, Railfuture Yorkshire branch

Before the 2024 election, *RAIL* magazine invited readers to submit ideas on what priorities the new government should have. I awaited contributions with interest but little appeared. Industry leaders had already had their say in the magazine's 1000th issue a few weeks before. So, I thought, what could I put together in a space small enough to get printed. To my amazement my letter was printed virtually unedited in August 2024 – as *star letter* on the Open Access page!

Two main principles were:

- **let the railway be run by railway people**
- **put the railway back together** by which I mean ending the separation of infrastructure and operations – track and trains if you like, and of costs from revenue. But let the industry decide its own structure.

I discussed the failure of franchising, and accepted that renationalisation was probably the quickest and best way of reassembling all the bits, but cautioned against keeping the industry under tight state control which would lead to the dead hand of HM Treasury strangling growth.

Unfortunately Labour's autumn budget confirmed my worst fears. It was clear there would be virtually no investment funding for anything¹⁶, without which growth would be an uphill struggle. Whitehall, especially the treasury would fight like hell to keep their iron grip on the railways, far more than they ever had at any time in the past other than wartime. **This would be disastrous and must be resisted.** The rail industry needs to have sufficient independence from the state to be free to borrow for investment on the open market. This would be for major capital projects, not day-to-day running costs; it would wait forever for state funds. Many foresaw this when Network Rail was included in public sector borrowing requirement (PSBR) rules, effectively nationalising it. New financial architecture might be required. Perhaps BR plc was, after all, the right solution? →

¹⁶ (yet?) – JSW

→ Such money would have to be ringfenced for long-term investment not given away to shareholders, as Railtrack and the water companies did. Equally it must never be used to reduce state funding, as was done, notoriously when the Thatcher government forced local authorities to sell off housing stock. The councils were not allowed to use the proceeds to build new properties, but had grants cut by the same amount. Result was proceeds to the treasury, and a housing crisis that is still with us.

Incrementalism, and discontinuous-ism!

Another risk is incrementalism plaguing rail's capital works programme. A classic example was HS2: capacity benefits cannot be achieved unless it reaches Crewe, ideally beyond.

Something more subtle is happening on the East Coast route. A string of capacity improvements have been planned: extra tracks south of Peterborough, minor widening north of York towards the Harrogate line, Darlington station major expansion – work now in progress! – and works approaching Newcastle. All centred on Yorkshire. But the full package is needed to deliver full benefits. Without full delivery we will live with the present limitations indefinitely. Remember the chaotic crisis of May 2018 when the timetable collapsed as less than half of track capacity improvements planned through Manchester Oxford Road and Piccadilly had been delivered.

Nowhere is more prone to incrementalism than the electrification programme. There has always been a tendency to cut bits off proposals. Now, the idea of discontinuous wiring with bi-mode, even tri-mode trains has given the trimmers and bean-counters a field day. These things do have their place: transitional arrangements, or limited places like short branches or deep rural routes. But has any other country taken this approach? Sooner or later a future Chris Green or Adrian Shooter is going to go away and do the maths – Roger Ford probably already has. Conclusion will be that once you pass a certain point lugging heavy batteries or diesel about to bridge short gaps in the overhead, is a damn sight more expensive than stringing up a few more kilometres of wire. There are also, of course, the environmental and extra energy cost of both diesels and batteries, not to mention hydrogen.

Getting rid of deadweight means more space to sell to passengers.

My *RAIL* letter also touched priorities for **electrification, high speed, reopenings**, and the **regional structure**. The issue of **fares reform** is a minefield that could be left for a year or two. Reform is undoubtedly necessary, but there will always be losers – as LNER have demonstrated. Leave it in the “too difficult” box for now!

I did suggest that the guiding mind to preside over the whole new structure might be Lord Andrew Adonis. He knows his way round Whitehall, and as transport secretary (2009-10 under Labour) he made a point of getting to thoroughly understand the railway.

My letter in *RAIL* produced not a word of response from known Railfuture members (lowly or more exalted!).

Perhaps Yorkshire Rail Campaigner readers will do better! So go on: let's hear from you.

Talking points: 2

Where is the fight for rail?

by Andrew Oldfield

Launching the Great British Railways (GBR) consultation, transport secretary Heidi Alexander MP, noted that hundreds of people were tasked to shift blame across the rail industry, a waste of resources when improvement and investment should be the priority. The blame shifting practice [delay attribution and all that] confirms the prevailing fragmented and flawed prevailing rail-industry structure.

If GBR is to deliver a vastly improved offer, then surely the entire transport scene must be viewed. Electric vehicles, often both larger and heavier than existing fossil-fuel models, dominate the agenda. They require more space and more road surface wear and tear, along with exacerbating the pavement parking pandemic. On aviation, claims have emerged about operating short-haul flights within a decade, using cleaner fuel through usage of re-cycled cooking oil, said to meet 40% of demand. **All of which seems to represent more spin than substance.** Against this background, something like a deafening silence has come from rail. Little if any mention from rail bosses of the much-needed rolling programme of electrification.

Given that the UK is a tiny island, should not GBR aim to expand to secure a reduction in domestic flights except for the remotest parts of the country? This looks unlikely though with growth being linked to aviation, with hints of expansion at Gatwick as well as Heathrow, maybe Luton too.

Rail needs a complete culture change under GBR. The Network Rail element must switch from passenger-detached to passenger friendly. A modern mentality must replace the “can't do”¹⁷ attitude. Rail needs ambition to increase network and rolling stock capacity as a counter to aviation lobbying. Much could rest though on potential spending cuts by Rachel Reeves (despite airport proposals). **Where is the fight for rail?**

¹⁷ Or “make it too expensive to do” – JSW

DIARY: Railfuture Yorkshire branch meetings and webinars

for details see page 2

Sat 29 March in York. **Sat 10 May** branch AGM in Leeds. Webinars in between on Fri 4 Apr (with Northern's boss Tricia Williams) and 29 Apr. See inside for more details and future events.

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**Please send us your contributions for Summer 2025 issue:
by Saturday 31 May 2025, or earlier if possible.**

Digital submissions preferred. Any paper articles should be reasonable length for copy-typing!
It's not too early to think about what you want to write.

User groups affiliated to Railfuture in Yorkshire

Askern Station, Friends of	Contact Graham Moss on graz.moss@sky.com or 07510 555722
Aire Valley Rail Users Group (AVRUG)	www.avrug.org email chair@avrug.org.uk
Esk Valley Railway	http://www.eskvalleyrailway.co.uk/evrhc.html
Halifax and District Rail Action Group and Electric Railway Charter	www.hadrag.com and www.electriccharter.wordpress.com email js.waring@hotmail.co.uk
Harrogate Line Rail Users' Group	Care of billymms@btinternet.com
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@gmail.com
Hull and East Riding Rail Users' Association	davidpennierail21@gmail.com
Hunmanby Railway Station, Friends of	https://e-voice.org.uk/friendsofhunmanbyrailwaystation/
Lancaster and Skipton Rail Users' Group	
Minsters Rail Campaign (Beverley-York)	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 (SHRUG)	Email: markashmore@yahoo.com
Upper Calder Valley Renaissance Sustainable Transport Group	Email: nina.smith@railfuture.org.uk
Upper Wensleydale Railway	https://upperwensleydalerailway.org.uk/
Yorkshire Coast Community Rail Partnership (Yorkshire Coast Wolds Coast Line)	www.yccrp.co.uk

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Vice chair (SY lead): Andrew Dyson andrew.dyson@railfuture.org.uk
Branch secretary (until 2025 AGM) and newsletter editor: Stephen Waring js.waring@hotmail.co.uk
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Freight Officer: Kevin Swift
Treasurer: ianfwood@hotmail.co.uk
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