

Yorkshire Rail Campaigner

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Picture by our
branch vice chair
Graham Collett.
Details on page 2.

Railfuture Yorkshire branch

President:
Alan Whitehouse
Vice-presidents:
Mike Crowhurst,
Alan Williams

railfuture



Massive thanks for our front-page picture by Graham Collett, who was on a demonstration run of Cross Country's first refurbished Voyager. New seating, more legroom, improved storage, power at every seat, refurbished toilets, new carpets, new artwork, LED lighting, enhanced CCTV and passenger-counting systems. Graham tried out the train on a run from York (in picture) to Darlington, by invitation of David Jones, XC stakeholder manager. 136 Class 220 cars are to be refurbished, followed by 136 Class 221s. **Graham adds:** "Mechanical work is to be done later, I but I didn't notice any issues with the riding quality."

Pennine battle: our trains must serve our communities

Editorial by Stephen Waring

At their January stakeholder conference in York, Transpennine Express shared the platform with others including Northern Trains. We do wonder, however, whether the change about to happen in rail organisation with the conception of GBR has fully filtered through. Maybe it's too soon to tell, but there do seem to be moves towards more routine working

Elland to get station at last!



Elland station got approval at WYCA this month and should open in 2029, 29 years after Brighouse line reopening. Work on paths and cycle routes and new bridges along the valley should start soon, costing about a third of the scheme's total – around £70M – wow! Note ramps, lifts and steps to reach platform and over 100 parking spaces.

together, for example between TPE, Northern, and the two regions of Network Rail whose boundaries they cross. (Why the two sides of the Pennines are still in different Network Rail regions, may be a discussion for another time.)

See page 14 of this newsletter for a piece by David Hagerty of the Slaithwaite and Marsden group, SMART. The two sizable towns have just one stopping train each hour, except at the peaks. But fast trains fly through, four an hour, non-stop from Huddersfield at least to Stalybridge. Those expresses are expected to increase in frequency when Pennine upgrade work is done. So will the stoppers also be increased? It seems that's a question that still needs a confirmed answer. Communities along the Colne Valley and beyond through the tunnel are still waiting, because, it seems, the people train services are more interested in fast journey times than serving large communities such as Slaithwaite and Marsden.

Looking further north, at successive TPE stakeholder events I have repeatedly asked about a related issue over the last three years. The train company has been running a very successful trains from Manchester to York via Wakefield Kirkgate and Castleford. **As well as creating new connectivity for Castleford, this also provides a direct**

service between the cities of Wakefield and Manchester so people do not have to go via Leeds. (Because, believe or not, not all Yorkshire rail users want to go to, through or via that noble city.) I also mentioned West Yorkshire Combined Authority's long-stated ambition to increase the service from Calderdale to Leeds via the not inconsiderable town of Brighouse and its soon-to-get-a-station neighbour, Elland (see panel). Brighouse-Dewsbury-Leeds by fast train could take as little as 20 minutes, compared with 35 minutes by the current all stations service. There is an obvious answer. If an extra Calder Valley service were to run via Brighouse and Dewsbury the Manchester-Castleford-York could continue to skip Leeds. Lots of communities would benefit from retained or increased connectivity. But at the TPE stakeholder event, the question was passed to the Northern person who implied they might take over the York service but only run as far west as Huddersfield (maybe only from Castleford – I'm not sure). **What a wasted opportunity that would be!**

And again the question: how long will TPE and Northern even be separate companies?

Hadrag (Halifax & District Rail Action Group) desires include a service from Bradford through Halifax and the lower Calder Valley to Sheffield. But we are asked to wait for a future new line Bradford straight (?) to Huddersfield. The highly praised Blunkett report last year barely mentioned Calderdale. It did mention "York-Bradford" trains seemingly forgetting they go on through Halifax and Hebden Bridge, to Burnley, Blackburn, Preston and Blackpool. Then of course there are the four trains each hour through our area to Rochdale, Manchester and beyond. More on the cross-Pennine battle in Nina's column. **Keep battling!** JSW – 20 March 2021

As always, all opinions in by-lined or initialled articles are those of the writer, not of Railfuture, its Yorkshire branch (nor even the editor of this issue of YRC!) Find us on Facebook at [Railfuture Yorkshire | Facebook](#). Articles may be edited for length and style.

Small talk saves lives

Ann Hindley, Railfuture Yorkshire Branch Secretary writes:

"I'm not sure how but I got an invitation to take part in some online training being delivered by the Samaritans as part of their initiative to prevent suicide on the railways. I'm sure we've all been on a train or a station platform when something like this has happened. We seem never to know the story behind it. Anything we can do to stop these tragedies must be worthwhile – for the people directly affected, for rail staff, and for passengers.

"The training was good and I got to hear from people with real experience of dealing with different situations such as BT Police Officers and railway staff." The following is based on a news release from the Samaritans.

Samaritans, Network Rail and British Transport Police are reminding people to practice their small-talk skills which could be a life-saving tool. New data reveals that 52% of Brits think small talk is a thing of the past despite more than half of people saying they would appreciate the kind words of a stranger if they were visibly upset.

The data is released as Samaritans, Network Rail and BTP are relaunching their partnership campaign *Small Talk Saves Lives*. At London Waterloo station Ticket to Talk is a dramatic display of 2,284 tickets showing small everyday phrases **that were used around the rail network in the last year to save a life**.

A Samaritans survey found that over three quarters (78%) of Brits admitted to having avoided small talk in the past, despite 59% of respondents saying they would appreciate kind words from a stranger if they were visibly upset. Two thirds (68%) of them said they would be more inclined to make small talk with a stranger if they knew it made a positive impact.

The Samaritans, Network Rail and BTP have run the Talk Saves Lives campaign since 2017, encouraging the public to make some small talk with someone they think could be in distress. **Your words could be a life-saving kit.**

Dave Brown, head of rail at Samaritans, said: "We know that people are often worried about saying the wrong thing to someone who is visibly upset, but it's always better to say something than nothing at all. A brief chat, about the weather, or asking someone where they can grab a coffee, can be all it takes to interrupt those negative thoughts. Your words are a life-saving kit."

Louise McNally, principal suicide & trespass prevention specialist, added: "Ticket to Talk, shines a light on the power of everyday conversation, and its ability to make a huge impact on a stranger. Millions of people pass through the rail network each day, and every single one of them could ask a simple question or say a friendly comment that could make all the difference. By encouraging colleagues and passengers to pause and start a conversation with someone that looks like they might need help, **we're encouraging people to make looking out for one another second nature and reminding them that small talk really can save lives.**"

Superintendent Sam Painter, British Transport Police lead for protecting vulnerable people, said: "The Small Talk Saves Lives campaign reinforces the message that anyone can play a role in supporting vulnerable people, even through something as simple as a little small talk. We continue to work closely with Samaritans and Network Rail to ensure that those experiencing a mental health crisis receive timely and appropriate help. While a moment of small talk could help someone feel less alone, we also encourage anyone who sees a person they believe is in distress on the railway network to report it to us by texting 61016 or calling 999 in an emergency."

In partnership with Network Rail, Samaritans **has trained over 36 500 rail staff in suicide prevention**, enabling them to identify and support people to safety. This is part of the charity's long-standing partnership with the rail industry to reduce suicides and support those affected by them.

- There were 2,284 lifesaving interventions on the rail network in 2024-2025.
- Samaritans' volunteers are available round-the-clock to listen and support people. They won't judge or tell you what to do. **Anyone in crisis can contact Samaritans, free, any time from any phone on 116 123, even a mobile without credit. This number won't show up on your phone bill. Or you can visit www.samaritans.org.**
- Samaritans is a charity and it's the public's kind donations and around 23,000 volunteers that mean we are always there for anyone struggling to cope. Find out how you can [support us](#) or [volunteer with us](#).

[Samaritans news release, ed, JSW]



Rev Chad Varah, CH, CBE (1911-2007), who founded the Samaritans.
(Picture from The Samaritans via Wikipedia.)

Points of view from Nina Smith, Chair, Railfuture Yorkshire Branch Northern Powerhouse Rail announcement

The long-awaited NPR announcement by the government came in January. Except that it was only partially an NPR announcement, as it only proposed certain elements of NPR, but earmarked funding for some other welcome improvements, mainly in Yorkshire.

Railfuture Yorkshire put out a press release and highlighted in interviews the essential point that **the £45 billion price tag quoted is far too small for the North's needs**. Only about £3 billion a year – and only £1.1 billion in this parliament – has been promised, leaving the possibility of a post-2029 government reneging.

Whilst the biggest announcement was for a new line between Liverpool, Manchester Airport and Manchester Piccadilly, Yorkshire received some smaller scale but proposals. **Electrification from Sheffield to South Kirkby Junction** (joining the Doncaster-Leeds line) will enable train operators to run electric trains between the two cities, and should happen in the early 2030s. **Electrification Leeds to Bradford** is also planned (but not¹ onward to Manchester). Biggest Yorkshire item could be **a new through station to replace Bradford Interchange, a new station on the main (Midland) line at Rotherham**, and an aspiration for **a 15 minute interval fast service between Leeds and Sheffield**. All these were recommendations of *Yorkshire's Plan for Rail* (the White Rose/Blunkett report) published last May and to which Railfuture Yorkshire gave evidence. However, much was missing.

- Full electrification of the Calder Valley, as recommended in the “Northern Sparks” report²
- electrification to Hull, and from Swinton Junction to Doncaster
- reopening the Crigglesstone Chord to enable direct Bradford-Sheffield via the Calder Valley
- reopening the route between **Skipton and Colne** and upgrading the existing line west of Colne;

- and passenger services through and **beyond Pontefract** – to **Goole and Doncaster** and a proper direct **Sheffield to York** service.

The report also plans a new line in the 2040s to join Bradford with Huddersfield, a proposal our Railfuture Yorkshire branch has opposed. **We favour a cheaper and less destructive option of improving Bradford to Manchester connectivity by upgrading the Calder Valley line with electrification and digital signalling that enables more trains per hour**. Loops could allow freight trains to be overtaken – one possible location on former 4-track section near Mytholmroyd. A third platform at crowded Halifax station is another possibility.

This should enable two express services an hour between Bradford →



Hebden Bridge: views from former signal box, now taken over by Community Land Trust, on their open day. Plans include (top floor) an exhibition space with equipment in situ and (ground floor) an Airbnb let. Note right-hand shot shows turn-out to siding, once a loop where freight trains could be passed. There was also one on the other side. **Future possibilities then!** Photo credit Nina Smith.

¹ Yet! We understand it is in Transport for the North long term plans – JSW

² That was via both Bradford and Brighouse not only to Manchester and beyond but also through the busy route through East Lancs to Preston for Blackpool. Northern Sparks was published in Spring 2015 https://transportforthenorth.com/wp-content/uploads/EFT_Report_FINAL_web.pdf and gave the CV line top ranking – JSW

→ and Manchester, calling only at Halifax, without reducing the current timetable of semi-fast and stopping services. We estimate journey time Bradford-Manchester could be reduced to maybe as little as 40 minutes (currently at best 55 min), with Liverpool a further 30 minutes, or less if the Chat Moss route is upgraded.

The justification for both the new line from Liverpool and the proposed new Bradford-Huddersfield line appears to be reduced journey times to Manchester Airport, despite the fact that we live in a world where ever expanding air travel plays a significant role in the climate chaos that is adversely affecting the planet and human life in various ways, and needs to be tackled with much greater urgency that it is currently being given. **Manchester Airport could be better served on existing track if there were all night services on all key routes to the airport.**

The Government's announcement does not specify an underground station at Manchester Piccadilly, but Mayor Burnham is pushing for this. However, an underground station will be much more valuable if it is a through station and joins up with the northern lines to enable through services to and from Manchester Victoria. My understanding is that Mayor Burnham wants underground routes for tram trains to connect the SE and west routes. Clearly, there is much thought needed to clarify what is best for a national transport system as well as the local one, and funding will need to be found.

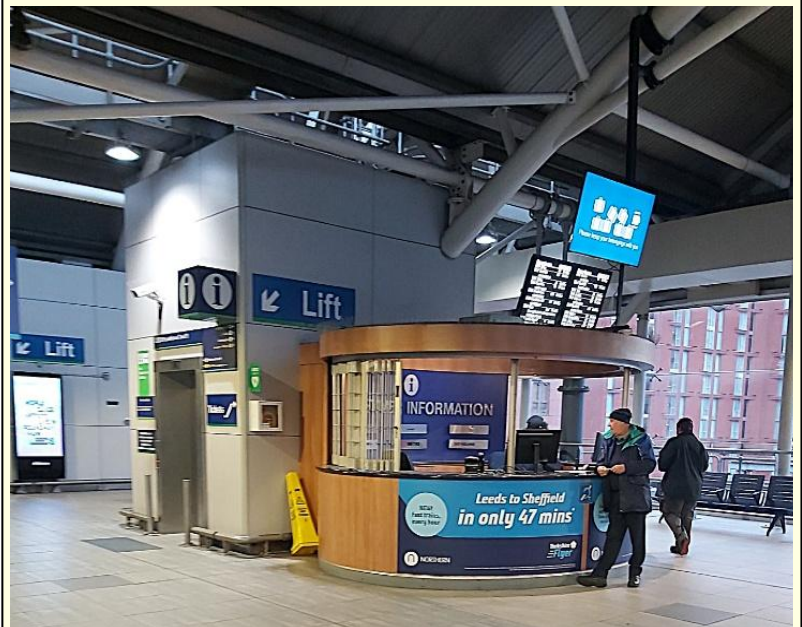
Green Book revised

On the issue of funding, we all know that the North has suffered for far too long because of the bias in HM Treasury's Green Book towards funding already affluent areas – not least London and the Home Counties. A recent example is the chancellor's decision to approve a £11 billion road tunnel under the Thames estuary which, like all major road schemes, will only generate more road traffic with potential reverse modal shift. It is also inherently unsafe as no hard shoulder is planned.

However, the good news is that, almost unnoticed by the media, **the Government issued a revised a Green Book in February which states that civil servants should take into account a wider range of factors than economic benefit-cost ratios (BCRs)** when appraising schemes, specifically those valuing wider social and regional productivity impacts, relating to social value. This includes valuing wider social and regional productivity impacts, place-based business cases (allowing projects to be appraised as part of a joined-up local strategy), and integrating the environmental principles policy statements (EPPS) which means appraising at least two climate scenarios, 2°C and 4°C of warming. This should give a much better chance of rail projects being approved – assuming of course that the government is prepared to fund them. Sadly, rather a big “if” at present!

To even consider a scenario of a 4° degrees rise in temperature above pre-industrial levels is frightening and also sensible. Sensible because it is a possibility that must be planned for, given the current state of politics in much of the world. Frightening because the impact of 4° warming is so scary that the world's governments must take the necessary measures to ensure that this does not happen. Yet we live in a world where a grossly irresponsible US president has scrapped most of his country's environmental protection and is bullying international agencies and countries to do the same. In the UK, Reform UK is a climate-denier party and there is a real risk it could be the next government unless our obsolete first-past-the-post electoral system is reformed. →

Banners out for new service!



Thanks again to Nina for this shot on Leeds station footbridge with poster promoting Northern's new fast(-ish) hourly trains to Sheffield stopping only at Wakefield Westgate. (Rotherham's proposed new station could be served eventually. Meanwhile could Meadowhall be possible?) Journey time is OK, Leeds-Sheffield 47 minutes for 62km (39 mile) with some slack. Cross Country, roughly on opposite half hour, takes about 40 min. So, a useful service overall. Twice hourly Northern semi-fasts via Barnsley generally take just under the hour to Sheffield and continue to Nottingham/Lincoln. Others stop more and take longer. Regional ambitions include 4 fasts every hour – which could be a decade or two away.

The new service seems to be mainly class 158 trains. Some of us like them! – JSW

West Yorkshire tram delayed – again

→ Another fiasco which was quite possibly caused by the previous Green Book rules is the postponement of the West Yorkshire Mass Transit system. **The Leeds city region is the largest in Europe without a tram system**, and we have waited decades for a modern system. Yet successive governments have knocked it back. This time, we are led to believe, it is because Treasury civil servants think that an alternative guided bus system should have been considered. **When are those in power and those who advise them going to realise that major conurbations need trams and/or metros, and that trams have an important role in promoting modal shift from private cars that buses do not achieve?**

This decision, which at best delays Leeds trams by several years, begs another question, which is how much power do elected ministers have? The Chancellor, Rachel Reeves, is a Leeds MP, and yet it seems she can be over-ruled by her civil servants.

It is a pity they did not overrule her on some other decisions since taking office. **Scrapping the Restore Your Railways fund has had a detrimental effect on badly needed re-openings across the country.** Perhaps the most obvious is the refusal to fund the reopening to passenger trains of the **Ivanhoe line** between Leicester and Burton-on-Trent when the track from its recent use as freight line is still in situ. In our region, the campaign to reopen the **Minsters line** between Beverley and York was making steady progress as were ideas for **Barrow Hill line** passenger trains. Dare we mention Skipton-Colne again?

Freight by rail

The situation with future rail freight is concerning. Current target set by the previous government of 75% growth by 2050 (or an average 3% growth per annum) should be undemanding. **It is certainly unambitious.**

Rail freight volumes are currently in slight decline and the government is doing little to achieve significant early growth. **There is uncertainty over how much track access freight will get under GBR. There has still been no funding for vital infrastructure work to benefit freight such as the Ely area capacity enhancements and the need for infill electrification.**

Lorry manufacturers are now marketing and selling electric HGVs. Whilst these are, of course, a great advance in that they do not contribute to climate change after being manufactured, they still emit harmful particulates from their tyres and brakes, they will still be involved in serious road traffic accidents and add to road congestion and, because of the weight of the heavy batteries needed, will cause more damage to the structure of a road network not designed for a continual pounding from such heavy vehicles – think potholes and bridge structural issues.

So modal shift from road haulage to rail freight is still necessary. Rail freight already has major benefits even with diesel traction – a full length or full weight train can mean 76 fewer HGV journeys, with major benefits for road safety, road congestion and the environment. Electric trains are, of course, even better environmentally. **So come on DfT and HM Treasury, release immediate funding for electrification and infrastructure, and ensure freight is given the necessary priority under GBR! →**



Town with a railway across its top. Todmorden is a happy place to visit, blessed with lots of trains. Freight includes Liverpool to Drax power station. This one's going back with empties for another load of North American biomass, shipped across the Atlantic to burn. Better than burning coal, we're told, green even, sustainable. Can we be sure? Not everyone agrees! The Drax trains also cause delays to our passenger services. Passing loops would help. So is rail freight always a good thing? – JSW (with thanks to Nina for picture)

Refunds for advance purchase tickets – the time has come

→ Press speculation is that the government is considering reducing the minimum delay available for delay-repay to half an hour. I am personally happy with this, but as a quid quo pro, and necessary anyhow, **GBR must make all unused Advance Purchase (AP) tickets refundable for a modest fee of say £20.** AP tickets are now the default choice for many middle- and long-distance journeys, and mean people can afford to make a journey which may be difficult or impossible for many at walk-on prices. Yet people are deterred from using them if they need flexibility over when they can travel, or if they cannot commit to booking journeys weeks in advance. Not everyone can be sure of catching a particular train.

Refunds minus a £20 fee should be available for tickets that cannot be used, whilst when a train is missed and a later train is caught, the AP ticket holder should be able to upgrade on the train to the single fare for the journey.

Railways Bill

The Railways Bill is proceeding through the House of Commons, and whilst a newly integrated passenger railway will have decided benefits over the fragmentation and lack of cooperation apparent in different ways under privatisation, **it is poor that the government has rejected sensible opposition amendments that would have improved GBR,** namely a mandatory passenger growth target, a five-year rolling electrification programme, and a clause to force the secretary of state to publish details on how fares are set.

Manchester Victoria needs to be improved

It may be outside our own ceremonial county, but Manchester Victoria station is important for people using trains from much of Yorkshire. Although it retains some splendid architecture from its Lancashire and Yorkshire Railway heyday, it has lost the superb passenger facilities that existed then. It needs some simple upgrades to be more acceptable to today's passengers. Platforms 3, 4, 5 and 6 are unpleasant places. They are too narrow, thanks to the priority given in the 1990s to the Manchester Arena that has taken much of the station's former footprint. The low roof keeps fumes from diesel trains within the station.

Bi-modes and more electrics cannot come soon enough.

Waiting accommodation on those platforms is abysmal, with many more seats needed. Platforms 1 and 2 are in the original part of the station, directly off the concourse, but these also have inadequate seating. The concourse needs a quality waiting room, open all station hours. Refreshment facilities are inadequate too. Travel Watch NW raised some of these issues in a report last year. It is Northern's biggest managed station, although owned by Network Rail. **It is time that, between them, they give Victoria the extra facilities that it needs and deserves.**

The far east of the station contains the **Metrolink tram platforms.** Signage is inadequate. Only destinations are shown, and then only when you are on the platforms. There is no indication of which is the next tram to St Peter's Square, Old Trafford, or Piccadilly. Piccadilly Gardens is an important bus station. There is no information within Victoria station as to where to catch your bus to defined destinations, and no information about buses from the bus station at nearby Shude Hill either. Nor is there any information about how to get by bus to key destinations such as Manchester University or Manchester Royal Infirmary.

It is time that TfGM got a grip and, in partnership with train operators installed comprehensive and easily interpreted onward information for train passengers arriving at Victoria.

On mode integration, Rochdale station should become Rochdale Interchange, with signage and maps highlighting trams to Shaw and Oldham, and frequent Beeline buses to Heywood, Bury and Bolton. NINA SMITH, 27 Feb'26

Obituary

Richard Rollins

Railfuture's Yorkshire and NW branches have lost another stalwart campaigner with the recent death (3 February) of Richard Rollins, after a short illness. Richard was a co-chair of the Lancaster and Skipton Rail User Group, a member of the Bentham Line CRP, and a member of the Conservative Transport Group. He had also served the community for a number of years as an elected councillor.

Nina Smith writes: I will remember Richard as an amiable and polite man who was committed to improving the train services from West Yorkshire to Lancaster and Morecambe. Richard was an effective campaigner, typical of the dedicated community activist who wants to improve his local community and was prepared to spend countless hours of his retirement in doing so. He will be much missed.

Knottingley-Goole should be easy!

by Andrew Whitworth

In September 2025 a study was launched by a partnership of Yorkshire councils³ to produce a case for change to improve the rail service between Leeds, Knottingley and Goole – and potentially Hull. The current service, of one train eastbound and two trains returning, was described by the leader of East Riding of Yorkshire Council as “criminal”. It may not be the worst – how about Stockport to Stalybridge? – but the residents of the Knottingley to Goole corridor (including Hensall and Whitley Bridge) deserve much, much better.

Running through three counties, the service has been allowed to wither through neglect while the rest of the rail network has been booming.

Looking back to 1965, the timetable shows a service pattern which is astonishingly different to today’s.

Ten trains a day ran between Wakefield Kirkgate and Goole. One in each direction was an express service through to Hull, calling only at Knottingley and Pontefract Monkhill west of Goole. That deserves an exclamation mark! In contrast, connections to Leeds were basic – a mere three daily trains Leeds to Knottingley, running direct via Castleford Cutsyke on the outskirts of that town.

This reflects the history of the Goole line, which was built by the Lancashire and Yorkshire Railway in 1848 to link their main line at Wakefield to the docks at Goole – which had only opened in 1826 on completion of the Aire and Calder navigation. Goole was then an exciting new town whose population in 1821 had only been 450: this new rail connection would help its explosive growth. For 21 years this was the only railway to Goole and so played an instrumental role in the town’s expansion.

Beeching takes aim

But a century later the world had moved on. Beeching’s 1963 Reshaping report listed both the Leeds to Knottingley and Wakefield to Goole lines for closure. A proposal was published in August 1963 but it wasn’t until September 1966 that minister of transport Barbara Castle delivered her verdict. The Wakefield to Knottingley service was to be withdrawn – closing in January 1967.

However, a new Leeds-Knottingley-Goole service was created, as alternative bus services for these sections were considered inadequate.

A further change in October 1968 saw Cutsyke station close with the service diverted to reverse at Castleford Central. The service levels were trimmed sharply: five per day from Goole plus one morning peak service from Knottingley, a basic paytrain service with unstaffed stations. But this was no “basic railway”: there was heavy freight traffic linked to the large colliery at Kellingley and huge power stations at Eggborough and Drax, which had come on stream in 1965, 1967 and 1974 respectively. Freight usage east of Drax was lighter however and allowed for singling of this 12km section beyond Gowdall.

Over the next couple of decades services were fairly stable, but economies were always being sought. Plans to close Leeds-Woodlesford-Castleford (with trains routed via Wakefield Westgate and Normanton) were considered in 1985, together with singling from Castleford to Pontefract Monkhill. The Knottingley-Goole section was considered for bus substitution in 1987 and again in 1989.

The Goole services remained five per day in 1988, but six irregular Knottingley services had been added by then. However, 1991 saw Goole cut down to 2 per day outwards and 3 return – supposedly due to a →



Goole. Shunted, ready to go back to Leeds, 2016.
(Both pics by Andrew Whitworth)



³ formed of Hull City Council, East Riding of Yorkshire Council, North Yorkshire Council, Wakefield District Council, West Yorkshire Combined Authority and York and North Yorkshire Combined Authority

→ “shortage of units” – and then 2004 saw the mid-day return journey being removed to leave the current minimal service on the line.

While services towards Goole were being allowed to atrophy, there was a dramatic change in fortune for the line towards Wakefield which had remained open for freight traffic and had served a number of collieries itself. Reopening to passengers of this section of line was approved by West Yorkshire PTE in February 1991, and the route was reopened with three new stations in May 1992, notwithstanding any “shortage of units”. The speed with which this was achieved seems amazing by modern standards – some today may blame bats and badgers, but I’m certain the problem lies nearer to Westminster and Whitehall. Even allowing for inflation, the cost figures also astonish – Tanshelf, Featherstone and Streethouse were completed for a mere £1.1m, while signalling changes were less than £0.2m.

These towns were being ravaged by the rundown of the coal industry, and the new links to Wakefield and Leeds would help greatly through widening opportunities for employment and education. The hourly service⁴ was run from Wakefield Kirkgate to Knottingley, then reversing there to give a through service to Leeds. Since 2018 the service has been extended to run as a circular route starting at Leeds via Outwood and Wakefield Westgate, effectively giving Pontefract and Knottingley 2tph to Leeds. (Castleford has enjoyed 2tph to Leeds since 1988 when Leeds-Sheffield stoppers were diverted to reverse there).

Future prospects and low-hanging fruit

For the Knottingley-Goole line, there has therefore been a sharp reversal in fortune since 1965 compared to its neighbouring routes. It has been recognised for many years that the current service is unjustifiably mean. Current bus services link the eastern and western sides of the line separately to Selby, but do not follow the route itself – as Barbara Castle had observed in 1967.

Travel from Whitley Bridge to Goole by bus takes over 2 hours, changing at Selby!

The 2025 study preamble identifies several opportunities: as well as increasing leisure use of the railway, there is much housing expansion planned along the corridor and new employment sites under development including the Siemens plant at Goole. It would be very astonishing if the work couldn’t warrant an uplift in service level. And as this is an existing passenger line, it should be possible to deliver improvements very quickly. That’s in contrast to long timescales for upgrading a freight-only line like Ashington, or a “mothballed” line like Bicester-Bletchley. Lines such as this are surely the lowest hanging fruit of railway expansion – and we have a few others in our area!⁵

Kellingey colliery closed in 2015 and Eggborough power station in 2018. So freight use of the line is now less intense (with only limited freight use east of Drax). But there remain two key constraints:

- the **line’s infrastructure**. A 17-minute single track section, and the need to accommodate a train turnround at the busy Goole station – which involves reversal via the Up goods loop, as is current practice.
- The second, of course, is **rolling stock availability**.

A sensible way forward is to see what frequency the current infrastructure will allow, and this should avoid undue delay required for funding approval and construction works. With grandfather rights there’s no compelling need to close or replace level crossings or make these low footfall stations fully accessible from the outset. The initial result may be less than an hourly service, especially due to the remaining freight paths, but it will be a huge step forward from today’s ‘criminal’ offering and provide a sound platform for further improvements and to accommodate potential future growth along the line.

Any timetable must preserve service frequencies west of Knottingley, of course.

Askern line: fight must continue

by Graham Moss

At the end of last year Councillor Frank Jackson and I met with Mayor Ros Jones and members of her cabinet to discuss the latest position on restoring passenger services to Askern, on the line between Knottingley and Doncaster. It is an absolute fact that Labour coming into power and cancelling the *Restoring Your Railway Fund* was a massive blow to our efforts, particularly as we had only just completed our Strategic Outline Business Case (SOBC), which itself was funded by a grant from that scheme. The situation has been further compounded by ongoing delays and increasing capacity pressures on the East Coast Main Line, especially between Shaftholme Junction and Doncaster, although that seems to be simple to overcome when it suits! →

⁴ With gaps when Goole trains ran

⁵ Hellifield-Clitheroe, York-Pontefract Baghill-Sheffield, the Brigg line and arguably the Esk Valley (which had 10 daily summer services in 1965). Adding local services to the Askern line is another very worthy candidate but this would entail platforms/infrastructure work at Knottingley, Askern and possibly north of Doncaster to avoid conflicts there.

→ Funding is now a major challenge with the decision to place responsibility for local transport into the hands of metro mayors — in our case, the South Yorkshire Mayoral Combined Authority under Oliver Coppard. **Restoring passenger traffic to the Askern line should not be the sole responsibility of South Yorkshire.** It should be shared across all four points of the compass — South, North, East and West Yorkshire — in line with the White Rose Agreement. The impending reopening of Doncaster Sheffield Airport (DSA) could play a significant role in future plans, as strong transport connectivity will be crucial to ensuring its success.

City of Doncaster Council remains committed to reopening the Askern Line to passenger traffic, and it continues to feature firmly within their future plans.

This will, we hope, apply much-needed pressure on both the South Yorkshire Combined Authority and the West Yorkshire Combined Authority. We are desperately disappointed that the current position is not more favourable, particularly given that the land for the station has already been secured by the council and detailed station design plans have been drawn up. Nevertheless, the fight goes on. We cannot help being disappointed that large sums are being spent on improvements to schemes that already exist.

New relatively quick win schemes need priority! Thank you to everyone for your continued support. Rest assured, we will continue to pursue every possible avenue to reach a successful conclusion.

Assisted travel lounge opens at Sheffield

by Andrew Dyson, Vice Chair Railfuture Yorkshire (SY)

East Midlands Railway has opened an assisted travel lounge at Sheffield station. The new lounge situated by the travel centre is equipped with wheelchair spaces, ample seating and USB charging points. Decorated with planters and artificial greenery, the lounge has created a spacious and relaxing waiting area for passengers with accessibility requirements,

as well as providing a dedicated visible access point for passengers who have booked assistance.

EMR handles more than 200 passenger assist requests at Sheffield every week.

EMR's Philippa Cresswell, customer experience director said: **"We want every customer to feel confident, comfortable and supported when travelling with us, and this new space provides a dedicated environment where customers can wait, recharge and receive assistance in comfort."**

EMR already provides lounges at Derby and Nottingham, and a similar facility is available at Network Rail managed London St Pancras. A lounge is intended at Leicester (EMR), although this is on hold pending a decision on redevelopment of the whole station site.

Sheffield makes excellent use of a previously underutilised space and is the latest in a series of EMR initiatives that have seen new and upgraded facilities, both by EMR itself and by independent retail businesses. At an informal gathering of Stakeholders on 23 January. EMR's Head of Property, Matt Stacey, told Railfuture that the operator is seeking to encourage local businesses to take units at its stations to provide a more attractive offering to passengers. Recent successes have included local artisan bakery, Forge Bakehouse, and model railway specialists, Rails of Sheffield, both of whom now have a presence at Sheffield. The Sheffield Tap real ale pub and micro-brewery, is an established rail station success story.



Thanks to East Midlands Railway for this shot of new assisted travel lounge at Sheffield, opened on 23 January with line-up of EMR, Northern, Trans Pennine Express, SYMCA and Railfuture in attendance.



Another EMR shot demonstrating good practice to meet passenger needs. This one's at Nottingham. (From EMR access leaflet.)

North Yorks round-up

by **Graham Collett**, Vice Chair, Railfuture Yorkshire

Railfuture Yorkshire and North East branch representatives met North Yorkshire and York Combined Authority (NY&YCA) in February, a further catch-up with Graham North (rail officer in Mayor Skaith's team) and James Bailey (local transport plan officer and assistant to Graham North). The RF team comprised Nina Smith (Yorkshire chair), Keith Simpson (NE branch vice-chair) and Graham Collett (Yorkshire – North & East Yorkshire).

Planning for millions more passengers – and Haxby station!

North Yorkshire & York Combined Authority (NY&YCA) had supported Northern Powerhouse proposals for the east side of Yorkshire, which had followed, in part, from Yorkshire's Plan for Rail (Blunkett review).

The authority had also supported recent introduction of Northern's hourly Leeds to Sheffield fast trains via Wakefield Westgate – designed at least in part to reduce pressure on Cross Country services and the semi-fast via Barnsley. The authority would like to see the York to Sheffield service via Pontefract increased to hourly, although they were mindful of putting pressure on capacity at York and Sheffield.

Planning at **York** for substantially increasing capacity by 2050 – passenger numbers are expected to reach 20 or 30 million a year compared with 10 million at present – is progressing. Two workshops have been held with the rail industry. Workshops are being held with accessibility groups and school groups. To create a baseline, consultancy is being supported on both the architectural and commercial aspects of the station. The mayor is keen to get the current work fed into the current NPR proposals for upgrading the station, including the need to add more platforms, and the City of York Council are in full support.

The planned third track into the station from the north – to reduce delays especially on Harrogate services – is still on the agenda.

A decision is awaited from Department of Transport (DfT) on the authority's request for a half-hourly York-Scarborough service all year from either May or December 2028. The new station at **Haxby** is awaiting final planning issues and bus connections to the hospital are being explored.

Opportunities for freight on the line, including emergency medicines and blood transfer are being investigated.

Esk Valley – the Whitby Line

The authority is still working on linespeed improvements and the current five-minute wait at Battersby for reversal is to be reduced.

Motorised points are to be installed at Bog Hall, just outside Whitby, with controls at North Yorkshire Moors Railway's Grosmont signal box, so that the current delay of up to 25 minutes can be removed.

The aim is to increase Esk Valley capacity from current 6 trains per day to 7 or 8 trains (4 on Sundays to increase to 6) by February 2027, with a working assumption of introduction in the December 2027 timetable, subject to resolving some level crossing sighting issues. There will still only be 2 units in operation, to avoid the authority using up all its section 106 funds too quickly.

Through services to/from Newcastle will be restored on Sundays from the December 2026 timetable. Current weekday schedules provide for most trains running through to Nunthorpe. But weekdays are more difficult because whilst Sunday Sunderland-Newcastle metro schedules are for a 15-minute service interval, weekdays have a 12-minute interval so most are on a different point on the clockface. We are putting some pressure on the various bodies on this.

Knottingley-Goole, Harrogate, LNER issues...

Between Knottingley to Goole NY&YCA has worked with East Riding Council, North Yorkshire Council (NYC) and Wakefield MBC on a proposal to increase the current very limited service and a report will be sent to Northern for costing. We very much welcomed this initiative, which we have been seeking for several years! (See also Andrew Whitworth's piece in this edition of YRC.)

On the Harrogate line the two trains/hour service has seen an uplift in user numbers, including at Weeton and Pannal. A planned new settlement including 4000 homes, Maltkiln, centred on Cattal station and expected to take 15 years to build has been planning approval and should start soon. The developers emphasise sustainability: see [Maltkiln Consultation](#).

Overcrowding on evening peak services from Leeds was made worse by the delayed introduction of the LNER 1658 Leeds to Harrogate until mid or late March. This was thought to be due to rolling stock being out of place following planned weekend engineering work. We hope this will be followed up on with LNER. →

→ **Further north, Thirsk and Northallerton** now need a volunteer – urgently – to lead a new rail user group. Any help that that Railfuture members can provide would be very much appreciated. *If any member can help with this please contact me: contact details on back page.*

Rolling stock shortage, integration, active travel...

Our NY&YCA contacts reported an urgent need by Northern for more trains with more capacity. Twelve 158 units that will be surplus from Transport for Wales (TfW) by next year were being sought, but there may be issues about how these will be funded, as well as depot capacity and the need for driver training.

The potential for improving connections between rail and bus or other sustainable modes will start to emerge from the corridor studies being carried out by the NY&YCA on the York to Scarborough corridor.

North Yorkshire's all-county bus ticket is due to be launched very soon. Work is going on at NY&YCA level to get these linked in to rail. One hope is to be able to add Pickering and Hawes to the rail network in this way, following the TfW model. An add-on ticket to the NYMR is also being investigated, to encourage visitors to come by train and hence reduce congestion in Pickering.

Active Travel Hubs are being considered and NY&YCA are discussing a trial with the two national parks as well as with bus operators. A new tourism leaflet covering the whole of North Yorkshire is being funded by the CA, NYC and the national parks.

Railfuture Yorkshire will be added to the list of consultees on the new CA local transport plan.

Leisure travel booms on Hope Valley

by **Chris Morgan**, Hope Valley Rail Users Group

Since Covid passenger numbers on the east side of the Pennines have been soaring at stations from Dore to Edale, with record numbers in between April 2024 and March 2025. At the west end from Chinley into Manchester numbers are more dependent on commuting and are doing less well. Dore vies with neighbouring Dronfield on the Midland Mainline for commuters, curiously most going to Manchester from Dore where Manchester Airport is also a popular destination.

From the figures for 2024-5 it's interesting to note that pre-Covid numbers at Sheffield have recovered but are still subdued at Manchester Piccadilly.

Some extra trains did start with the winter timetable. More stops on Sundays – kindly provided by TPE and EMR fast trains. Might have been done even before the £150-£200M spend on track upgrades! →

STATION	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
DORE & TOTLEY*	198948	219336	29118	136438	166858	200688	240254
GRINDLEFORD	58616	64024	22114	93622	79656	110382	126460
HATHERSAGE	68642	73200	22144	67774	72670	95246	112126
BAMFORD	34526	43746	20208	45520	49270	68984	72778
HOPE	68820	75922	21814	68514	76240	90516	97946
EDALE	93860	99808	45800	109250	116982	145830	171814
CHINLEY*	128602	129220	21856	80106	93244	102150	128746
For comparison							
NEW MILLS CENTRAL*	213872	226986	42654	146650	175450	208306	162396
MARPLE*	511900	498468	82382	263600	306304	352314	325750
ROMILEY*	382384	394352	70290	206562	244806	273950	287016
DRONFIELD*	195180	192482	31470	136628	162384	188934	229562
* Commuter dominated flows							
SHEFFIELD	9907724	10094758	1906820	7205884	8677012	9449310	10312220
MANCHESTER PICCADILLY	30132552	32198704	5188066	19581442	23558364	25776162	27401610

→ *Meanwhile, we still have only two thirds of what should be hourly stoppers on Sundays, potentially the busiest day for leisure users. Reduced Sunday services are frustrating for Northern as well as for their passengers.* I raised this with Trish Williams, Northern's managing director, in Manchester.

And there is desperation that Dore car park is expected to be closed at least to the end of March – possibly April – for replacement of a bridge over the River Sheaf. On many days possibly 100 cars can't get in the 129-space car park.

Increase in line-speed is ruled out by geology. Mam Tor is the shivering mountain, the subsiding Snake Pass road further evidence. Despite other improvements at track level there are still no paths into Sheffield or Piccadilly for extra trains.

I can't help wondering whether the solution really could be a **trans-peak tunnel**, 33 miles, city centre to city centre, journey time reduced to 25/30 minutes with deep station at Glossop. The Elizabeth line runs roughly 26 miles underground. The Gothard Base Tunnel is 35.5 miles. Channel Tunnel 31 miles. The Japan's Seikan Tunnel is 33 miles. Victorian engineers would despair at our lack of ambition.

So is this really as crazy as it might sound? The solution could be below our feet.

The **Mini Switzerland** project to develop bus-train links is impressive. Buses work well with trains in Norway too so the ideas are commendable and well researched – but it frustrates us at HVRUG. Three passenger operators plus freight run through the Hope Valley and relatively few people live there. Many visit. Critical mass of potential and regular paying public transport users just isn't there. The population of the Edale and Hope valley areas is less than Dore & Totley ward in Sheffield, so any business case relies on those infrequent visitors.

I've spoken to TPE, EMR and Northern about this project, most recently at their stakeholder events and all profess strong support. However, it's very hard to provide a regular and reliable, but heavily subsidised, train service through the Peak District stopping hourly. There's minimal scope to change timetables to connect with less frequent regular buses on the most needed leisure days - particularly Sundays! The most frequent connections I see are by those coming from the Manchester direction for Chatsworth changing at Dore onto bus route 218.

Fast hourly trains are provided by EMR running Liverpool to Norwich, including the first westbound and last eastbound stopping services of the day, on 6 days a week. TPE fasts also run hourly between Cleethorpes and Liverpool but none stop in the Hope Valley (they do at Dore for Manchester bound commuter and others in the mornings and back in the evenings Monday-Saturday.) The truth is that most folks living on the line either have a car or access to one. Public transport is so infrequent and can't get near everywhere anyway. Mini Switzerland could work well if all the bus routes terminated at the stations with long lay overs, but none do. Massive subsidies are needed to keep most going. A very few individual buses are well patronised – on lovely days when the roads are most congested!

HVRUG would like a more frequent rail service. Local population numbers don't support that. ***But visitors do particularly on Sundays.*** Northern needs to have get an agreement with unions to get a decent service at weekends.

With freight it's more than four operators and the various quarry and cement works trains (plus an occasional load of biomass) can mess everything up!

However, the real dampener is getting the many mayoral and county authorities encountered along the rail routes, plus all the train operators and of course Network Rail to work together on ticketing and timetables. Currently they're adopting different schemes. Thinking of rail reform, ***we can but hope.***



Dancing daffodils show off the smart, still new looking, footbridge at Dore. Here and along the valley to Edale passenger figures boomed last year. So too at nearby Dronfield and big city Sheffield. Bigger and more primarily commuter stations from Chinley to Manchester lagged slightly. Magnificent picture by our author of this piece Chris Morgan.

Access improvements in Colne Valley. More trains also still needed!

by David Hagerty, SMART

Slaithwaite & Marsden Action on Rail Transport (SMART) met with members of the TransPennine Route Upgrade (TRU) project team in November in advance of public consultation on proposals for Standedge Tunnel to Gledholt Tunnel (Huddersfield). The current plan is for a third track between Huddersfield and Marsden, and plans show both **Slaithwaite and Marsden stations being rebuilt with three fully accessible platforms**. At Marsden, it appears that TRU is now engaging with Kirklees Council with a view to maximising the synergies between the station and the adjoining council-owned old goods yard. This is the basis of the consultation which is taking place at the time of writing in late February 2026.

There is still no clear commitment to increasing the current **inadequate stopping service** (hourly, with extras at peak times) to the same half-hourly frequency that most routes in the Leeds and Manchester city regions already take

for granted. It seems the TRU project team sees their role as delivering the infrastructure without getting into discussions about what outcomes the project will deliver for our communities.

In the words of the Secretary of State for Transport, Heidi Alexander: *“We believe that Northerners have had to put up with a second-rate rail system for far too long, and we want a turn-up-and-go railway. No more faffing around with looking at the timetable before you go to the station. No more worrying if you miss your train, that you’re going to have to wait for an hour for the next one. We think that people in the north of England, [and] in the northwest of England, deserve a service that people in London and the southeast of England get.”*

Our view

SMART’s view is that consultation should have started long ago, before the first month-long closure for rebuilding of Stalybridge station in March 2023. We see a linkage between the level of disruption being visited on communities along the route and what the project will deliver and when. This linkage was acknowledged by then Network Rail Chief Executive Andrew Haines in an interview in the Guardian in September 2019, but although the disruption started the consultation about trade-offs between disruption and outcomes never happened. It is not reasonable to expect public support for the project without acknowledging that passengers and residents should know what benefits they will see as outcomes at the end of all the years of severe disruption.

Consultation has limited meaning if discussion about outcomes, specifically future service patterns, does not take place. Everything, from a passenger point of view, is interdependent.

The Transport and Works Act Order for Stalybridge to Diggle has now been published. In the first round of consultation, we highlighted the importance of commitment to a more frequent stopping service, but no meaningful answers have been provided. Uppermill Parish Council held a public meeting on 2nd December at which residents, passengers and councillors expressed concerns about various aspects of the TWAO, including the absence of any commitment to an increase to the frequency of the stopping service.

Huddersfield station, and the entire route between Stalybridge and →



Marsden (top) and Slaithwaite (the latter in not quite seasonable conditions!) should see big improvements with Pennine route upgrade work. Access-wise both are at present below par – steps at Marsden, and long steep cobbled ramp at “Sla’wit”. Both stations are expected to have three platforms and decent access when the line becomes 3-track. **But will service frequency improve?** At present for most of the day it’s just hourly, a disgrace compared with other West Yorkshire (at least) local stations. Pictures by SMART, caption JSW.

→ Heaton Lodge Junction, was closed for four weeks in September, with bus replacement services. The bus operation mostly worked smoothly, particularly on routes where bus co-ordinators were present at either end, with no intermediate stops. For the Stalybridge to Huddersfield stopping bus there were just enough foul-ups – buses taking mystery tours of places where no buses should go, early departures and no-shows – to undermine passenger confidence.

We have previously highlighted the need for real-time tracking of replacement buses, especially for routes with intermediate stops at unstaffed locations. The month-long closure showed why it is necessary.

A day at the racecourse!

by Ann Hindley, Secretary, Yorkshire Railfuture, at the Great Northern Conference

A Yorkshire-wide conference at Doncaster Racecourse was hosted by the editor of the Yorkshire Post and Amy Garcia of BBC Look North, involving speakers from all the South Yorkshire local authorities, three of the Yorkshire mayors and the leader of the East Riding of Yorkshire Council...and quite a lot more. Although the title of the conference was Great Northern, the focus was Yorkshire – and why not?

There was, as you might expect, a heavy focus on the airport re-opening which they seemed to think was going to be environmentally sustainable with PV installation on airport buildings and using sustainable (?) aviation fuel. The airport was referred to as an “engine for innovation on sustainability”.

There was some discussion of freight versus passengers (I did wonder what was in the business plan), about green hydrogen as a future energy source and about active travel schemes. However, the Chief Executive of City of Doncaster Council clearly recognised the importance of public transport.

I joined the break-out session on “Transport – Journey to 2030 and beyond” where we heard from First Bus, Ed Turner of LNER, and Melanie Corcoran of SYMCA. On bus franchising, West Yorkshire has entered the tendering process, and South Yorkshire is to follow. **Transport was described as an investment not a cost.** “By 2030 people will have access to new bus networks.”

Ed Turner told us about the 27 million customer journeys made last year on LNER, three-quarters of a million being between Doncaster and London. What customers wanted was reliability. He also talked about seeing stations as transport hubs and told us that combined authorities have started conversations on collaborative working on timetabling. This theme of a joined-up transport network was picked up by Melanie Corcoran. Sheffield trams have been taken back into public ownership. Bus-tram integration is on the agenda, and coverage of the rural areas is being looked at. She stressed the importance of reliability and affordability. There is also some talk of extending tram routes.

The discussion picked up the whole issue of integration, particularly the end-to-end journey and walking and cycling. There was mention of the Rotherham gateway plans, the master plan of which will have footpaths and cycleways integrated into the development.

Updates from LNER included information on their new fleet and a shift towards battery and investment in tri-mode trains, thus cutting dependence on diesel. Questions were raised about affordability – point I thought wasn’t answered well or clearly.

Money seems to be available to upgrade stations and there are plans, for instance, to lengthen the platform at Barnsley to permit London trains to stop there.

The conference also focussed on **culture** and there was particular mention of the requirements for good transport links to allow festivals and events to happen, with regard to late-night provision. A particular success has been the lobbying by Bradford City Council which led to seven additional LNER services via Leeds to visit the City of Culture. This seems to have led to a significant change in travel mindset.

The three elected mayors from South, West and North Yorkshire and the leader of the East Riding of Yorkshire Council had their own session. The focus was on the airport in Doncaster, mass transit proposed for West Yorkshire (again), and the Trailblazer pilot project for rural buses in North Yorkshire with a mention of the new station scheduled for Haxby. The East Riding of Yorkshire Council leader called for the same provision in Hull as they have in Liverpool, opposite ends of the same train journey.

The day finished with Katie White, Minister for Climate Change, being the grand finale, newly energised by her attendance at COP. She talked largely about the need for green energy and the investment that would be needed.

Upcoming branch meetings, Railfuture Yorkshire: full details all to be confirmed; look out for emails etc
Summer meeting, York, Sat 23 May, Friends Meeting House at 13.00 joint with NE branch (ends 17.00)
Autumn joint meetings: with EMids and Lincs, Sheffield (almost certainly 10 October);
with NW branch in North West, possible Network Rail speaker (probably 7 Nov). All dates Sats.

See back page for usual lists of noteworthy souls, legal stuff, and a great little picture of community rail activity at Selby!

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Happy gang!

If they look cold, it was just before Christmas! Event celebrated artwork by BTEC Art and Design students from Selby College who had done displays celebrating Rail 200. Chris Jackson, Managing Director of TPE (2nd from right) and Keir Mather MP, were there to meet them.

Picture from Selby and District Rail Users group; **thanks to Terry French.**

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Please send us your contributions for Summer 2026 issue: by last day of May 2026

Digital submissions preferred. 750 words will fill page; longer or shorter pieces welcome. **Illustrations** (not just pictures of trains!) also very much encouraged if we can reproduce them freely (so give source). Any **paper articles** should be **no more than one side of A4**. 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
Esk Valley Railway	http://www.eskvalleyrailway.co.uk/evrdc.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

Yorkshire branch (RfY) committee and the small print. PLEASE CHECK YOUR DETAILS ARE CORRECT!

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