



SUMMER 2009 NATIONAL CONFERENCE

Held on 4th July 2009 at County Hall, Northallerton, North Yorkshire

ROLE OF THE INDEPENDENT RAILWAY



EAST LANCASHIRE RAILWAY



NORTH YORKSHIRE MOORS RAILWAY



EMBSAY & BOLTON ABBEY STEAM RAILWAY

CONFERENCE REPORT

Scribed by Andrew Macfarlane, Formatted by Jerry Alderson

© 2009 Railway Development Society Ltd. campaigning as *Railfuture*

A Company Limited by Guarantee. Registered in England and Wales No 5011634.
Registered Office:- 12 Home Close, Bracebridge Heath, Lincoln LN4 2LP

Visit the *Railfuture* website www.railfuture.org.uk for the latest campaigning news.

Ruth Annison
Marketing Director, Wensleydale Railway
www.wensleydalerailway.com



Phil Bustard
North Yorkshire Moors Railway
www.nymr.co.uk



Stephen Walker
Yorkshire Dales Railway
www.embsayboltonabbeyrailway.org.uk



Andy Coward
General Manager, East Lancashire Railway
www.east-lancs-rlv.co.uk



Tony Smare
Discussing Welsh Highland Railway
www.welshhighlandrailway.net



Tom Clift
Managing Director, Grand Central Railway
www.grandcentralrail.com



Richard Owens
Asst.Dir. Integrated Public Transport
www.northyorks.gov.uk



County Hall, Northallerton
Conference Venue



Introduction

Mike Crowhurst (Chairman), Tony Hall (Mayor)

The conference took place in County Hall, Northallerton, the headquarters of North Yorkshire County Council. *Railfuture* Chairman Mike Crowhurst welcomed 56 conference participants and then introduced Tony Hall, the Mayor of Northallerton. Mr Hall said that you could get to anywhere in the world from Northallerton station. Northallerton appreciated the Wensleydale Railway and the North Yorkshire Moors Railway was a fabulous facility for the area. He welcomed everyone to Northallerton.

Ruth Annison, *Marketing Director of Wensleydale Railway* Anniversary of the Reopening to Passengers

Ruth Annison, a founder and former chairman of the Wensleydale Railway, explained that the event was being held on the sixth anniversary of the reopening of the railway. Trevor Garrod had been the first person to send a donation (£20) from *Railfuture* (then known as RDS) in 1990 and this had been very welcome. This year was the 20th anniversary of the saving of the Settle & Carlisle line, which had been the trigger to reopen the Wensleydale Railway. The long-term ambition was to have a 40-mile line from Northallerton to Garsdale on the Settle & Carlisle line. It would all be done in stages. Tourism was replacing farming as the main source of income in the Dales. The company began in 1990 and the then new MP for the area, William Hague, was an early supporter. The benefits of saving the Settle & Carlisle line could be achieved on the Wensleydale Railway. The company had been given one week's notice to take over the line from Network Rail on a 99-year lease. They had had to acquire trains and build two platforms.

They had charged £95 to travel on the first train (which was waived off by local MP William Hague) as a means of raising funds. Passengers were spending money in Leyburn where haircuts were surprisingly popular. It was difficult to get back into Northallerton owing to missing bridges and they were unlikely to be able to use the original alignment alongside the East Coast main line to get into Northallerton station. They would probably need to use a new alignment. Corus in York had made some proposals and there would shortly be a meeting with Network Rail to discuss the options. They had recently appointed Kevin Powell as the railway's first full time General Manager. The Ministry of Defence traffic between Redmire and Salisbury Plain was continuing. Directors of the railway carried

hefty liabilities, for example if an accident occurred at a level crossing, which was deemed to be the company's fault. The Friends of the Settle-Carlisle line had paid a fifth of the cost of 24 new level crossing gates, which had been installed and the company was very grateful.





They were looking to restore Scruton station building and to possibly re-open the station. Coach parties were good business and the railway got lots of business from walkers. The scheduled vintage bus service helped also (senior bus passes were valid on this service). Santa trains were also good business as were special services with the Easter Bunny. Hires to Train Operating Companies (e.g. Virgin Cross Country) were also useful. The railway provided somewhere quiet away from the busy main line railway where for example safety briefings

on such things as evacuating trains could be done. Driver experience was a good earner and steam brought in the crowds. There was also Operation Dalesman (1940s weekends).

Nothing would be possible without the 300 or so volunteers. They were happy to be involved with Community Rail Weekend. Grand Central had sponsored a vintage bus link. There were 18 miles of missing link between Redmire and Garsdale. At Aysgarth, the first station beyond Redmire, the spectacular Aysgarth Falls were just 5 minutes' walk from the station. The railway ran the station building as a holiday cottage. There was a missing river bridge between there and Garsdale and this was the most significant obstacle to reopening. There was now a permanent statue of Ruswarp, the dog who objected to the closure of the Settle & Carlisle line, at Garsdale station.



Questions followed and *Railfuture* Director Roger Blake asked what *Railfuture* could do now to help the Wensleydale Railway. Ruth said we could take some of their literature and arrange for it to be put on display to encourage people to travel on their trains. Norman Bradbury said that an appeal promoted by *Railfuture* had raised £1,000 for the purchase of Wensleydale Railway shares. He asked what the chances were of getting back into Northallerton. Ruth said there were four options. They needed to talk to funders. A Mr Bell suggested that the junction at Garsdale be reinstated so that it was ready for the reopening of the railway. Ruth said that they had to prioritise other things such as the maintenance of the existing track on the line. Tony Fawthrop asked how the railway had generated local interest. Ruth said that it had taken lots of effort. A socio-economic study was to take place later this year. The world was changing. It was not just what the Wensleydale Railway was doing. Branch lines were now valued. Peter Yates from Yorkshire asked if they could buy a share in the railway at the moment. Ruth said that they didn't actively promote the sale of shares.

Phil Bustard, Marketing Manager North Yorkshire Moors Railway

Phil Bustard, the Marketing Manager of the North Yorkshire Moors Railway, was the next speaker. He had previously worked with Network Rail and GNER. Steam brought in the crowds. The railway was fortunate that Sir Nigel Gresley was a resident. They provided a friendly service. The railway was now one of Yorkshire's finest attractions. 15% of the passengers were enthusiasts and 85% were families who wanted some fun. They had over 300,000 visitors per year. The railway was sustaining the local economy. There was a 50/50 split between long stay and short stay visitors. The railway was worth £18 million per year to the local economy. There was a high

dependency on the NYMR, which provided 100 paid full or part time jobs. There were also linkages with local suppliers. The railway had a £5 million turnover. The Whitby service was worth £0.5 million per year but it had been without its challenges. 82% of people felt that the railway offered value for money. It was 24 miles from Pickering to Whitby. Stakeholder support was vital. The railway had to establish its credentials. Wider understanding and support was vital. It was proving to be a nightmare to establish a park and ride facility at Pickering. Tourism in the UK was still undergoing change. The railway was a business as well as a hobby. There was a communications challenge. The attraction and retention of volunteers was important. Training, reward and recognition – the NYMR was not good at these. Leadership and teamwork were also important. At the moment Grosmont and Pickering were poles apart.

Annual special events could become stale. New developments were in the pipeline – a £1.7 million Visitor and Education Centre. The construction of the two-storey facility at Pickering was well under way. The reinstatement of the station roof at Pickering would mean that rolling stock could be stored there in the winter. The recent piece about the railway on the BBC Countryfile programme had tripled the number of website hits from 1,000 a day to 3,000 a day after the broadcast. They needed to make the Internet work for the railway. A £1million appeal had been launched:

Making the internet work for us

- Overhaul of NYMR website
- Linked to brand development
- Scope for more sales online
- Converting interest into action
- Appealing to wider age groups
- Easy to navigate and understand

To keep doing the impossible

- Achieving much with little
- Harnessing the goodwill
- Converting custom into loyalty
- People want to enjoy and feel valued
- Making lots of small steps
- High standards but keeping it simple
- Being a part of the big picture

£650,000 to renew bridge 30 and £350,000 to restore steam locomotive no. 80135. The appeal was critical to the long-term future. They had raised £120,000 so far and North Yorkshire County Council had pledged £300,000. They were applying for £100,000 of European funding. Visitor numbers were 5% up but coal had gone up in price by 65% and they used 2,500 tonnes a year. There had been a decline in charter bookings because of the recession.

They needed to keep doing the impossible. They were making lots of small steps. It was important to keep it simple and to be a part of the big picture.

The first question came from Mike Crowhurst. He asked about the prospects for reopening the line from Pickering to Malton. Phil said that you would have a two-hour journey from Malton to Whitby. The railway didn't really want such an extension. Railfuture Vice-Chairman Jerry Alderson said he was interested in the extension to Whitby and the conditions under which the NYMR operated to and from the town. Also he asked about the NYMR staff forming an RMT branch. In reply, Phil said that Lawrie Quinn MP, the former MP for Scarborough and Whitby, had applied political pressure to get the line into Whitby re-laid. He said that the NYMR and the big railway had to work as one. He also said that there was nothing wrong with staff joining a union. It was happening because the railway was so big. The next questioner said that the reduction in the number of services on the Middlesbrough to Whitby line had helped the NYMR. Phil agreed. He said they needed to work more closely together with Northern and sort out pathing. Graham Collett from the Yorkshire branch committee said that the reopening of Malton to Pickering was a fully costed scheme. He would hope that the NYMR would be supportive.

Another questioner said that the gap between Malton and Pickering was a disincentive to non-drivers to go for a day out to the NYMR. Also there was presumably a risk of

having to pay delay compensation with track sharing between Grosmont and Whitby. Phil said that the NYMR was the most punctual railway in the UK. Norman Bradbury said that the Malton-Pickering gap deterred southerners from visiting the railway. Another questioner said that through ticketing from Inter City East Coast stations would attract passengers from south of Doncaster.

Stephen Walker, Business Manager Embsay and Bolton Abbey Steam Railway

Stephen Walker of the Embsay and Bolton Abbey Steam Railway was the next speaker. The railway was a company limited by guarantee. They had 250 working volunteers out of 1000 members. They had a plan to extend the railway to Skipton. A 1992 feasibility study recommended three goals: 1. Extending to Bolton Abbey, 2. Developing engineering facilities at Embsay and 3. Extending to Skipton. 1 and 2 had been achieved. Passenger numbers had increased from 55,000 to 105,000. The railway was 100% steam. They worked with commercial railway companies and they also provided training facilities for the British Transport Police. Bolton Abbey station had been a tourist station from its original opening. The Duke of Devonshire, who lived nearby, was the Chairman of the Midland Railway. 44,000 people had come to Bolton Abbey by train in one day in 1946. There were two million visitors a year to Bolton Abbey. They had made a funeral pyre of the old station building. All of the materials for the new station had been donated to the railway.

Hydrex had a biennial event and there were spin-off benefits. Stoneacre signal box (right) had won the Westinghouse Award. At Embsay the goods shed had been inadequate as an engineering base. They now had a two-road shed. The aim was to run from Skipton to Bolton Abbey. The platform for the line was still there at Skipton and the subway was available. The main problem is the two stone trains per day to and from Rylstone. The extension would create up to 16 new jobs and there were also indirect employment benefits. You can't find a parking space in Skipton and using the railway for park and ride would provide 300 parking spaces. The reopening would also facilitate rail traffic from Swinden (on the Rylstone branch) to the Skipton



Rock Quarry coating plant adjacent to the Embsay to Bolton Abbey line. There were social inclusion benefits and the scheme would lead to reduced levels of car traffic. Network Rail's GRIP1 study, which showed the cost to be between £1.1m and £2.6m.

Economy and Employment

- **Direct Employment Benefits** – from additional employment by the railway. Will create up to sixteen new jobs, full time equivalent in the direct employ of the Embsay & Bolton Abbey Railway, as staffing will increase in order to operate train services, meet passenger retail requirements and maintain the trains and infrastructure.
- **Indirect Employment Benefits** – through local businesses. As a result of increased visitor spend in the area.

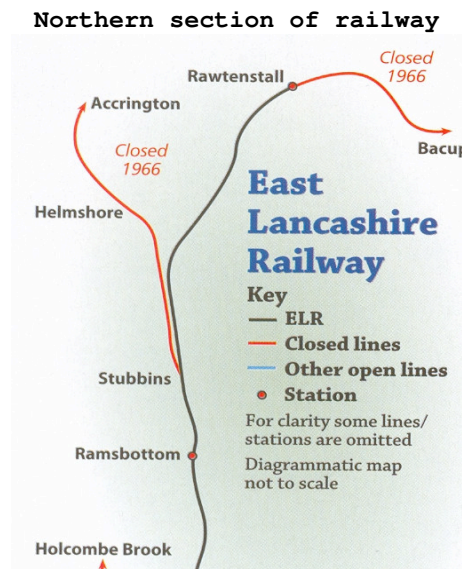
Current state of play

- Network Rail have already completed a GRIP 1 study to assess the feasibility. The findings are positive, confirming that the reinstatement is feasible and would cost (GRIP1 level estimate) between £1.1m and £2.6m dependant on the technical solution adopted.
- Option 2, the higher cost solution, is most appropriate as it is the only solution that permits the operational flexibility required and allows for future developments.
- The Trust is in the process of commissioning an 'Economic Benefits' study, which we are confident will support our aims

Railfuture Board Member Andrew Macfarlane was the first questioner. He asked why they couldn't simply reinstate the second track between Embsay Junction and Skipton. Stephen said that the tunnel under the Skipton bypass was only single track. The next questioner asked whether the plan was to simply run a shuttle service into Skipton. Stephen said that that was the plan. They did not want a run round loop at Skipton. The provision of a loop would entail moving electrification masts. Another questioner asked about the reopening of Skipton to Colne and what effect that would have on the railway. Stephen said that Skipton-Colne needed to be a modern service. Such a service would help the Embsay railway. Half of all their visitors came from Lancashire. Roger Blake made a comparison with the Great Little Trains of Wales. Was there a case for a "Great Little Trains of Yorkshire" as a common brand? Stephen said they used to have such a thing with the Yorkshire Tourist Board. There was scope for joint marketing.

Andy Coward, General Manager East Lancashire Railway

Andy Coward, the General Manager of the East Lancashire Railway (ELR) was the next speaker. The ELR was twelve and a half miles long. They carried a similar number of passengers to Embsay, between 100,000 and 110,000 per year. The ATOC report "Connecting Communities", which came out a week last Monday, identified Rawtenstall as a starting point and destination for a regular commuter passenger service. The recent Transport Infrastructure Fund (TIF) consultation in Greater Manchester had proposed a heavy rail service from Rawtenstall to Manchester Victoria via Heywood and Castleton South Junction or a tram-train service from Rawtenstall to Manchester using Metrolink south of Bury but the public had voted no to the TIF proposals. However there was still political will to do something. The ELR favoured the Rawtenstall-Manchester Victoria heavy rail option and a service would probably be

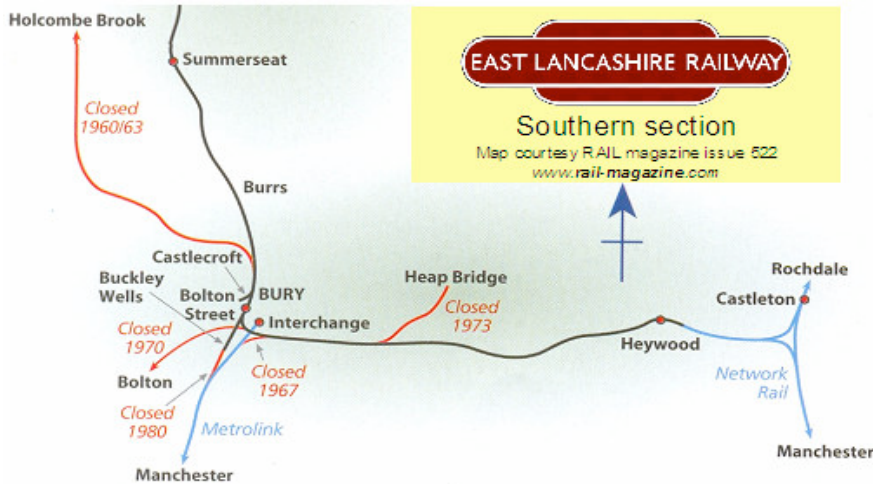


provided within the next two to three years. The ELR members were split on the issue. Additional passing loops would be provided, the track and signalling would be upgraded and a park and ride station would be provided at Ewood Bridge (south of Rawtenstall). The heritage aspect was however sacrosanct. The ELR would be like Network Rail. Northern would probably be the operator. The railway had had tremendous support from the former Greater Manchester Council and then from Rossendale, Bury and more latterly Rochdale Councils and they were very grateful for that support. However the 100,000 passenger figure had remained static for eight years. Operating costs were phenomenal and coal had doubled in price. They had to reduce fares to encourage more passengers. Passengers were making shorter journeys.

Map (left) courtesy RAIL magazine issue 622.

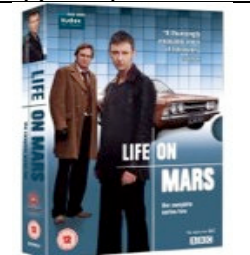
Last year the East Lancashire Railway Trust had contracted Locum Consulting to do a study of the railway. This had just been published. The ELR had 4,000 members (550 of whom were volunteers). The value of the volunteer workforce was £1.5m per year. The railway received £60 for every £1 spent on volunteers. The ELR fell down on marketing. The railway was not in a great tourist area. They needed to recruit a specialist marketing officer. They had 12 full-time staff. Ramsbottom had been a

ghost town before the railway reopened. Rawtenstall station suffered because of its location and local businesses would not open at weekends. They needed to get passengers into the town. Heywood station was nowhere near the town centre. They needed to do something at every station. Bury Transport Museum had been restored. They had secured funding for the £2.8m scheme and the museum was due to reopen sometime between mid-October and November. The restoration was a high quality job. They had recruited an Education Officer. There was an intention to extend the railway into Castleton. They could either run into the Network Rail station or into a station of their own on the other side of the road bridge. The Castleton Trub development would incorporate the ELR. At Heywood there was a plan for a permanent building on the platform. There had been various plans for Heywood goods shed. These had included the relocated Greater Manchester Bus Museum and the Rochdale fire station museum and the current plan was for a curry village. At Buckley Wells (south of Bury) Bury Council



had got the shed listed and was then able to purchase the land from BR for a reduced price. There was a plan to establish a diesel depot here to house up to 12 locos. A carriage shed would provide under cover storage. This would improve the quality of the stock. There were also plans for a turntable, a lifting crane and a museum facility. At Burrs (north of Bury) there was a strong business case for a halt to serve the country park. They needed to grow passenger numbers and the aim was to double them. 35% of visitors were currently core visitors and 65% came for special events. There was clearly too heavy a reliance on special events and they needed to reverse those figures.

The first questioner was Mike Crowhurst. He asked if it was possible to extend the line back to Bacup. Andy said that this was not possible due to the number of obstructions on the trackbed.



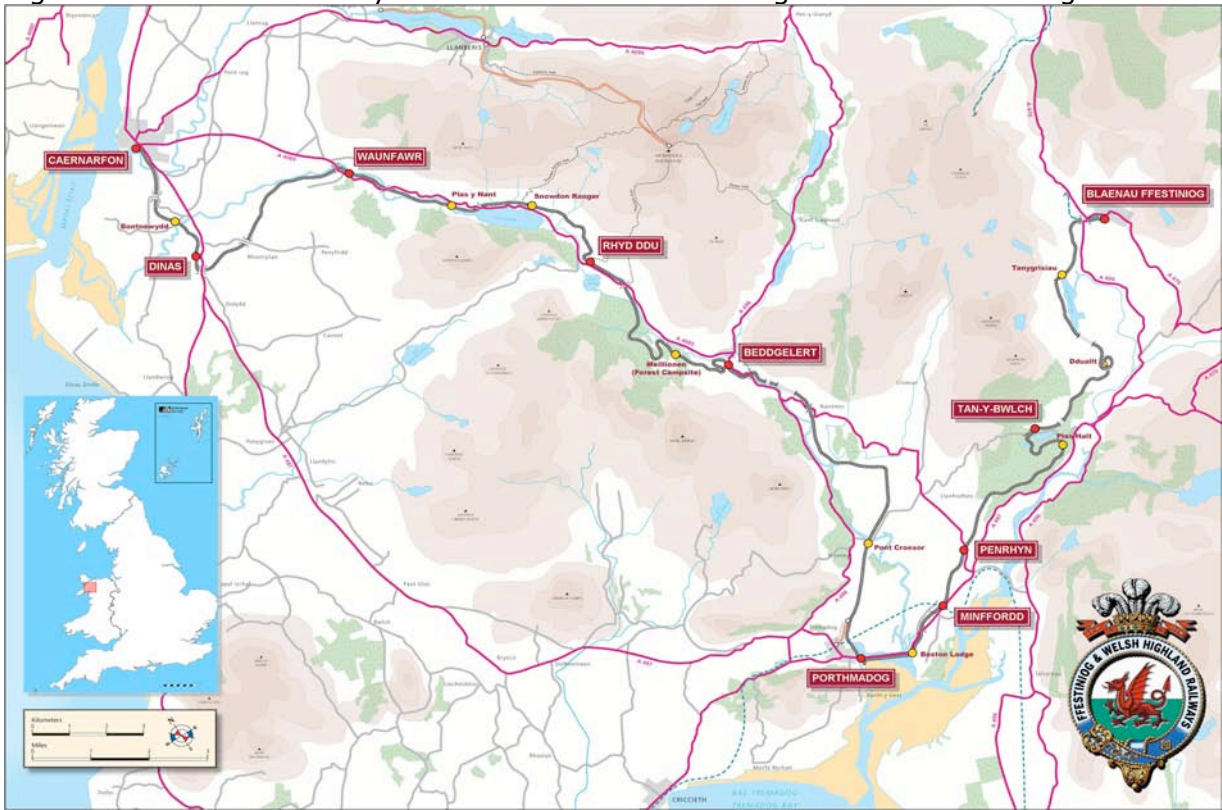
Like many heritage lines the ELR has been used for filming, including the final episode of Life on Mars.

Andrew Macfarlane said it was good to hear of the 2-3 year timescale for the provision of a commuter service on the line but the quoted cost of £30 to £50 million seemed excessive. Andy said that this was due to the need to remodel Castleton South Junction and the cost of new trains to operate the service. Phil Watson from the Yorkshire branch said that if Network Rail maintained the track, the ELR would have no involvement. Andy said that Network Rail would not maintain the ELR track. It would entail doing track maintenance at night. Norman Bradbury asked which days the railway operated. He was told that it ran every Saturday and Sunday throughout the year plus Wednesday to Friday in summer. Tony Fawthrop said that tram-train would be ideal to provide a Rawtenstall-Manchester service off the ELR. Andy said that heavy rail via Castleton South Junction was the preferred option. The consultants had said that a train could do the journey between Rawtenstall and Manchester Victoria via this route in 35 minutes. The tram took 28 minutes to get from Bury to Manchester.

Like many heritage lines the ELR has been used for filming, including the final episode of Life on Mars.

Tony Smare, Volunteer, Welsh Highland Railway

Tony Smare was the next speaker, on the Welsh Highland Railway. He said that the independent sector was expanding in North Wales and there were massive social and economic benefits. The Welsh Highland Railway (WHR) was 25 miles long and the Ffestiniog Railway (FR) was 14 miles long. The WHR had opened from Caernarfon to Dinas by 1997, to Waunfawr in 2000 and to Rhyd Ddu in 2003. The railway had been extended through to Beddgelert and beyond to Hafod y Llyn in 2009 and a service through to Porthmadog was in prospect. There was a footway and cycleway alongside the line between Caernarfon and Dinas on the former standard gauge formation. In 2009 they were operating between Caernarfon and Hafod y Llyn and the Aberglaslyn Pass had been voted the most scenic view in Great Britain. The railway had put Caernarfon back on the railway network. Tourist patronage was important. The railway gained benefit from staff, volunteers and visitors. The WHR and FR generated £9 million annually for the local economy. The full opening of the WHR was predicted to increase the annual benefit to £14 million. A railcard gave benefits to local people. It cost £15 and gave 66% off fares for 5 years. The WHR had been constructed to a high standard. Both railways were controlled and managed from Porthmadog.



The first questioner was Mr Bell from the North East branch. He asked whether the railway used point heaters. Tony said that they were not installed because it wasn't often that cold. The next questioner asked about a possible extension to Bangor. Tony said that a study had shown that the line could be extended to Llanberis. An extension from Caernarfon to Bangor could be done with narrow gauge with some difficulty. Geoffrey Evison asked if WHR trains would be running through to Porthmadog this year. Tony said that they hoped to get the railway commissioned this year (it was already in use for empty stock workings). The next questioner asked where the strategy was to go as between "fun" and "serious commuter" railways. Tony said that the only way that these railways would survive was with a lot of tourist traffic. The

local population was often too small to sustain a normal railway. Richard Bish from mid-Bedfordshire said that the WHR would only reach its full potential if Bangor to Caernarfon were reopened. Tony said that the frequent Bangor-Caernarfon buses would not go away but in principle he agreed. The final questioner asked if the WHR would be taking pressure off the road network. Tony said yes, a little bit. Beddgelert was a congestion honey pot.

Economic and Social Benefits


- Tourism dominant for railway and local economy
- Benefit from staff, volunteers and visitors
- Study demonstrates payoff:
 - WHR cost about £26M inc around £10M of grants
 - WHR/FR generates £9M annually to local economy
 - WHR predicted to increase annual benefit to £14M
- Railcard benefit for local people:
 - £15 gives 66% discount for 5 years

Tom Clift, *Managing Director* Grand Central Railway

Tom Clift of Grand Central Railway (GC) was the next speaker. It is the only inter-city open access rail operator in Britain that is not owned by a larger rail organisation.


Their service Sunderland to Kings Cross service had started on 18th December 2007. This had been a funny old week on the East Coast main line [in the light of the news about National Express being stripped of their franchise]. GC was in the top two in the Passenger Focus Passenger Satisfaction Survey. Wrexham and Shropshire was number one. Sunderland and Hartlepool stations were about to be improved and Northallerton and Kings Cross were also being improved. GC's staff were in the trains mixing with passengers. GC was large enough to cope and small enough to care. GC was owned by eight individuals. This led to quick decision making. There was no linkage to the Department for Transport or the taxpayer. Their fourth Sunderland to Kings Cross service was starting next month. They had six HST power cars and needed four to work services each day. The power cars averaged 15 to 16,000 miles per casualty.

They had 18 drivers. 15 came from other TOCs and 3 from the Tyne & Wear Metro. All of the traincrew were based in Sunderland. Control was bought in from DB Schenker. They were currently receiving less money from ORCATS (the railways' system for the allocation of ticket revenues) due to passengers trading down (from first to standard class). Awareness of their service was mainly by word of mouth. They were working with the James Herriot Attractions Group to get people to travel from the Sunderland area to



TRAIN CREWS

- 18 Drivers (15 ex other TOCs).
- 11 Senior Conductors and 11 conductors (mixed backgrounds)
- 13 Catering stewards brought in house
- All with a Blackberry/Laptop (except stewards).
- All based Sunderland but with overnight lodging turns in London.
- Other operational tasks bought in.



PRIORITIES

- Improve on the consistency of the "product".
- Negotiate our way through various work streams associated with Class 180 introduction, Fourth Path & eventually the West Yorkshire service. Note these are truly multi-functional (inc safety certificate) & cross industry.
- Grow ridership (ie service consistency + marketing & sales).

Yorkshire in the summer and autumn. A class 180 train (below) was being named James Herriot in late July. GC wished to work with a variety of stakeholders.

They were doing a trial of customer help staff at Kings Cross. They needed to improve the consistency of their product. The class 180s would be introduced soon and the Bradford-Kings Cross service would start early next year. They needed to grow their ridership



One of Class 180 trains, formerly used by Great Western and now in use at both Grand Central and Hull Trains.

Mike Crowhurst asked the first question. He said that the route was in two halves, north and south of Northallerton. He asked if there were any plans to open a station at Peterlee. Tom said that lots of communities would like to be served by GC including Seaham and Stockton. They had decided against the latter on the grounds that Eaglescliffe was better. They would like to "staff" the station with an adopter to inform waiting passengers of any delays. Seaham station could be given a decent car park. There were opportunities at Peterlee. Chris Hyomes, Chair of the Yorkshire Branch of Railfuture asked if the West Yorkshire service would serve Doncaster. It would then provide a long-awaited service between Pontefract and Doncaster. Tom said that it would stop at Doncaster.

Publicity displayed beside the escalators at at King's Cross underground station (right).

Another questioner asked if the service would stop south of Doncaster. Tom said no. This was too difficult and might involve a legal fight. Another questioner asked if GC would serve a proposed new station in Gateshead. Tom said that this was not off the agenda. A man from Prudhoe then asked about the possibility of cross-platform interchange at Sunderland with services to and from the Tyne Valley route to Carlisle via Hexham. Tom said they were talking to Nexus (Tyne & Wear PTE) and Northern.

Since the conference it has been reported that Grand Central lost £8.78m in 2008 compared with £4.22m in 2007. This shows the deep pockets required to become an open access operator.



Richard Owens, Asst. Director (Integrated Passenger Transport) North Yorkshire County Council

Richard Owens of North Yorkshire County Council (NYCC) was the next speaker (assisted by Andrew Eason). He said that transport people were awful at marketing. People who arrived in an area by public transport spent more than those who arrived by car. It was good that GC were improving links between Northallerton and London. The first questioner said that NYCC could safeguard trackbeds of former lines, which had the potential for reopening. Richard said that they had protected the trackbed between Malton and Pickering. Jerry Alderson said Stagecoach buses in Cambridge had impressive marketing (although the image promoted didn't reflect reality). Richard said that good marketing was not general practice. Ben Walsh from Cambridge said he was glad that NYCC was better than Cambridgeshire. Richard said that rail projects were hellishly expensive (£20 to £40 million for reopenings) and they needed to keep studies up to date. David Shaw from the East Midlands asked about the potential for a high speed line serving North Yorkshire. Richard said they were talking. Ruth Annison then asked about the bus link between Northallerton and Leeming Bar. The first Sunday bus did not connect with the first train on the Wensleydale Railway. Richard said they needed to talk. Graham Collett then asked whether NYCC could assist Northern in displaying leaflets about rail rover tickets. Richard said they could help with distribution. Phil Watson then spoke of the potential of connecting the Wensleydale Railway with Northallerton. Tony Fawthrop spoke of the curse of short rail franchises, which did not encourage the franchisee to invest. Richard agreed in the light of his experience with bus contracts. Roger Blake then said that information about public transport in publicity for events was often poor. What was NYCC doing about this? Richard said they looked at tourist attraction websites. They could pre-populate the journey planner but this sort of work was resource-intensive. Andrew Macfarlane asked whether the Local Transport Act would improve integration between bus and rail and between bus services operated by different companies. Richard was not confident that it would improve matters. Tony Walker from the North East branch said that we needed to change local authority mindsets. Ticket integration worked in France and Germany. Richard said that passengers did not want to change buses or trains these days. They wanted a through service to their destination.

PANEL DISCUSSION

The conference concluded with a panel discussion. Norman Bradbury asked Tom Clift if GC would be reconfiguring the seating in the 180s and providing restaurant cars in the HSTs. Tom said that they would not be reconfiguring the seating in the 180s and that the HSTs did not have the facilities to provide a restaurant car service. The next questioner said that there was nothing outside Eaglescliffe station to advertise the GC service. Also they could expand the car park. Tom said that there was a site meeting in the near future to inspect the building at Eaglescliffe. Oliver Lovell of the Cotswold Line said that the 180s were their loss and GC passengers' gain. Tom said there not much 125 mph stock available. Network Rail would not let class 67s do 125mph on the ECML (they can do 125 mph on the Great Western main line).

The next question was about the planned installation of ticket barriers at York station. Tom said that GC had problems with this. Another questioner asked about the economics of open access. Tom said that passenger numbers varied. The first train from London and the last train to London loaded the worst. Track access charges were less than for a franchise operator. Andrew Macfarlane asked if GC were pleased that Fraser Eagle went bust after selling GC and what had happened to the proposed new trains for GC to be built in China? Tom said that Fraser Eagle would probably have gone bust earlier if they had not sold GC. The new trains from China were on the back burner. They were looking to upgrade the HSTs to make them like everyone else's [presumably by re-engining the power cars]. Chris Dale from Macclesfield mentioned the need to have information about bus services at rail stations and information about rail at bus stations. Another questioner suggested that the NYMR running into Whitby was a model for the Wensleydale Railway running into Northallerton. Ruth said no. They would run into Northallerton on their own tracks. A questioner asked why GC had applied for paths to Craigentenny [Edinburgh]. Tom said that this was for tyre turning. Another questioner asked about information on heritage railways appearing in the Great Britain Rail Timetable. Ruth said that they were looking into the issue. Another questioner asked about the possibility of reopening the line between Ripon and Northallerton. Did the study that was carried out take account of the resultant faster speeds between Leeds and Scotland? Richard said there would be a lack of track capacity for fast services to use the Leeds-Harrogate line.

The conference closed at 16.54.

Further Reading

The following wikipedia pages about the railway organisations mentioned in this conference report have been created:

http://en.wikipedia.org/wiki/Wensleydale_Railway
http://en.wikipedia.org/wiki/North_Yorkshire_Moors_Railway
http://en.wikipedia.org/wiki/Embsay_and_Bolton_Abbey_Steam_Railway
http://en.wikipedia.org/wiki/East_Lancashire_Railway
http://en.wikipedia.org/wiki/Welsh_Highland_Railway
http://en.wikipedia.org/wiki/Grand_Central_Railway

For details of the NYMR Bridge and Wheels Appeal, mentioned in Phil Bustard's presentation, visit www.bridgeandwheels.co.uk.

Information about the conference speakers

RUTH ANNISON will be stepping down from the Board of the Wensleydale Railway PLC in October 2009. Currently Marketing Director she stood down as chairman earlier in 2009 after four years. In 1990 she initiated the group that became the Wensleydale Railway Association. She was also the founder of the Settle-Carlisle Railway Liaison Group and its chairman for 14 years. Before taking over the W.R.Outhwaite and Son ropemakers business in Hawes with her husband Peter in 1975, Ruth had been a college lecturer. Ruth has spoken at many rail conferences including *Railfuture's* 2006 Campaigners' Conference in Stoke-on-Trent.

PHIL BUSTARD was Public Affairs Manager at Network Rail, leading an eight-strong public affairs team, prior to joining the North Yorkshire Moors Railway as marketing and external affairs manager.

ANDY COWARD's name will be known to readers of RAIL magazine as its former news & features writer. He still writes for the magazine. He has also worked at the Manchester Metrolink as a driver and inspector.

TONY SMARE was appointed development manager at the Esk Valley Rail Development Company in 2003. The aim was to turn the Middlesbrough to Whitby line into a micro-franchise: the first locally managed community railway in Britain. Tony had previously worked for the West Yorkshire Passenger Transport Executive and had managed the re-building of the Welsh Highland Railway in a multi-million pound Millennium Fund project.

TOM CLIFT succeeded Ian Yeoward as managing director of Grand Central in October 2007. He was Managing Director of Cardiff Railway Company, which traded as Valley Lines. He is a director of Grand Central's sister rolling stock company, Sovereign Trains. Tom started his career with British Rail as a traffic student in 1972 and he claims to have turned his hand to just about every operating job on the railway during his 37-year career in the railway. He is also the owner of a Class 26 diesel locomotive. Tom has spoken to Railfuture members before, including the Railfuture North East Branch in March 2008.

Northallerton conference was a great success according to those who attended. Railfuture's next conference focuses on its successful campaign to reopen Corby station.

RAIL REOPENINGS CONFERENCE



Corby rejoined the rail network in February, giving more than 50,000 people who live there the chance to travel by train from the new station, pictured left.

This did not happen by accident. Rail campaigners fought a long battle to bring back the trains. Now we must build on that success. Come to Corby!

Conference theme: **Building on success**

ST JOHN THE BAPTIST CHURCH HALL, CORBY, NORTHAMPTONSHIRE NN17 1UR

SATURDAY 14 NOVEMBER 2009 11.00 TO 16.30

SPEAKERS

Tim Shoveller, managing director, East Midlands Trains

Jim Bamford, Rail officer for Nottinghamshire County Council and chair of East Midlands Rail Forum

Topic: Rail successes in the East Midlands and aspirations for better links with other regions

Stephen Abbott, Secretary, TravelWatch East Midlands

Topic: The campaign for a better service on the Liverpool-Norwich route

Colin Elliff *Topic:* Woodhead, A total transport solution

Plus speakers from Corby Borough Council and the Association of Community Rail Partnerships



www.railfuture.org.uk

| | |
|---------------------|--|
| NAME _____ | yes Please book me a place at the rail reopenings conference |
| ADDRESS _____ | |
| _____ | |
| _____ | |
| _____ | |
| POSTCODE _____ | |
| EMAIL ADDRESS _____ | Return the form with payment of £20 (includes buffet lunch and refreshments) to Railfuture, 24 Chedworth Place, Tattingstone Suffolk IP9 2ND |
| TELEPHONE _____ | Cheques payable to Railfuture Email: renewals@railfuture.org.uk |



By joining Railfuture you will help the campaign for a railway that is better for everyone and can take the pressure off our overloaded roads.

The more members we have the stronger the voice of Railfuture can be. We are also keen to have on board people who want to play an active role.

We are happy to send you details of local rail passenger groups in your area. There are over 160 nationwide, most of them affiliated to Railfuture.

We have a range of membership plans with prices as low as £14 per annum.

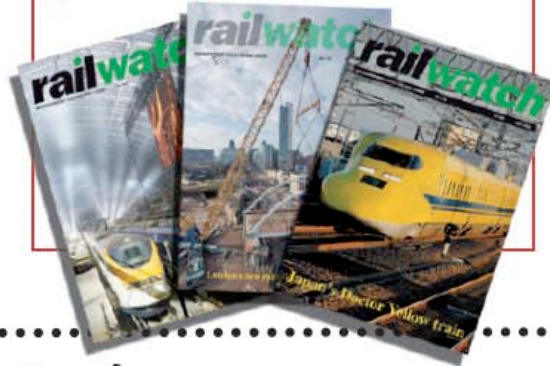
Simply fill in the form below and return with your payment to us.

Businesses and corporate members, for details of rates, please email membership@railfuture.org.uk

www.railfuture.org.uk

When you join Railfuture you will receive

- Our magazine, Railwatch, four times a year which is packed with news about rail-related issues, plus local and national campaigns, from the users' viewpoint.
● Membership of your local Railfuture branch. We have 16 regional branches covering the whole of Great Britain.
● Invitations to regular conferences and events.
● Special discounts on books and merchandise.
● Simply fill in the form below, and return it with your payment, then you can be part of a rail future



Yes I want to join Railfuture!

Please return the application form and payment to Railfuture Membership, 6 Carral Close, Lincoln LN5 9BD. Cheques payable to Railfuture. Email: membership@railfuture.org.uk

NAME

ADDRESS

POSTCODE

EMAIL ADDRESS

TELEPHONE

Where did you hear about Railfuture? Advert Friend Newspaper Radio TV Website Delete as appropriate

MEMBERSHIP PLAN

- INDIVIDUAL £21
FAMILY £21 (+£2 per person)
OAP/STUDENT/UNWAGED £14 Delete as applicable

DONATION £

TOTAL £

Cheques payable to Railfuture