

# Yorkshire Rail Campaigner

Number 55 – January 2022

## *Yorkshire* **railfuture**

President: Alan Whitehouse: Vice-Presidents: Mike Crowhurst, Alan Williams & Chris Hyomes

### Integrated Rail Plan - Inadequate

By Paul Cartwright



*Photo by Charlie Rouse: Between Clapham and Giggleswick with Ingleborough in the background – see Bentham Line article.*

It was inevitable that the Integrated Rail Plan would divide public opinion. In such a far-reaching Plan there will always be winners and losers where choices must be made between different possible outcomes.

We question whether this is an actual Integrated Plan at all? It certainly is a Plan, but it seems to concern itself mainly with the core routes and makes only passing references to the secondary routes which link into them. A Plan that describes itself as integrated, should have paid far more attention to secondary routes also. However good core services eventually become, they are of little use to the great number of people who cannot efficiently access them because connecting services are not good enough.

There are also important destinations that need to be accessible which do not lie on these core routes. Unless these secondary services receive the same kind of serious consideration as the core routes, the North will simply be left with a two-tier system and the “levelling-up” agenda will not be achieved.

We note however, that a sum of £1.5 bn has been set aside for smaller schemes in the Midlands and the North, which could refer to the upgrade of certain other services, but no detail is given, not even as an Appendix to the main report. If there is to be an additional report on the development of these secondary services, it should have been made clear.

Pontefract Civic Society is particularly concerned about this issue, as Pontefract Line services are the only ones in West Yorkshire which terminate at the County Boundary and do not connect with anything at all. High on the agenda of any consideration of Northern connectivity must be the elimination of the illogical termination of services at

We had hoped to hold an in-person Branch Annual General Meeting in January, but with the current uncertainty, that is not possible. We will look to hold an in-person Annual General Meeting later in the year when COVID19 is under control. We welcome suggestions for a suitable venue near a railway station. We may hold some online speaker meetings in the first quarter of 2022, and this will be notified by email

Knottingley. These services are wasted opportunities for onward connection to the wider rail system and are the very antithesis of inter-connectivity in the North.

The Society has long campaigned for the restoration of former service links to Goole linking with Hull and North Humberside and to Askern and Doncaster, linking with both South Humberside and the East Coast Main Line. This pattern gives practical connectivity between West Yorkshire, Lincolnshire and much of Eastern England and makes much better use of the current truncated, unconnected services. Moreover, these developments would be relatively easy to implement and constitute "quick-wins", so that the objective of improving connectivity could be achieved far sooner.

The Plan rightly draws attention to the need to provide a viable alternative to the excessive use of the private car in meeting the Government's environmental and climate change objectives. The lack of, and inadequacy of these secondary, supporting services works against these objectives. The lack of a direct link between West Yorkshire and South Humberside is a good example of this, where currently the awkward indirect link via Doncaster provides every incentive to make the journey to this important area by private car, using the motorway system.

It will be difficult to meet inclusivity targets if secondary services are not significantly improved, because it makes it more difficult for much of the population to access the main city areas for employment, education and leisure. In short, there is a very real danger that the perceived North/South Divide will become a smaller-scale North/North Divide unless secondary services receive a higher priority.

The Rapid Transit scheme proposed for the Leeds District is wholly desirable and we note that it may eventually reach as far as Pontefract, although we would not wish to see it replace the heavy rail services. It is likely to be at least twenty years away and its scope may well alter in such a long-time frame. In any case, although Leeds will always be the main destination for the Five Towns area, it cannot be assumed that good connectivity is only required in this direction. It is not sufficient to ensure that only travel within the City Region is improved; it is important also to improve links to destinations outside the area and particularly those that do not lie on the core routes - such as Lincoln. The improvement of service connectivity on our secondary routes is of great importance in the "levelling-up" agenda but this document does not pay sufficient attention to it and to that extent, falls short of its intended scope and does not truly reflect the meaning of its title.

## Branch Meeting

by Mark Parry

Alex Forrest addressed the Railfuture Yorkshire Branch Meeting held online on 25 September, he is the Senior Programme Manager (Rail), currently at the Sheffield City Region. Both the City Region and the Passenger Transport Executive are to become part of the South Yorkshire Mayoral Combined Authority (SYMCA) soon. Alex gave us a comprehensive update of rail developments in the South Yorkshire area. The transition of Britain's railway network to Great British Railways is being worked on and Alex has been involved to establish the role of SYMCA and Transport for the North in the new organization.

We were still awaiting the publication of the Integrated Rail Plan at the time of the meeting. This is the Government's response to the National Infrastructure Commissions report on the railways in the North and Midlands. The Commission presented several options and the "50%+" option appeared to be the best for South Yorkshire. Alex was concerned that developments for the possible HS2 options would result in rail capacity being used up with few callings at South Yorkshire Stations. He was also concerned about how HS2 would enter Leeds and what station development could be offered at Leeds as the existing station could not cope. He hoped the Northern Powerhouse network would go ahead to include the elements beneficial to South Yorkshire.

A study of Doncaster Station is promoting two new platforms and a possible flyover was considered at the West end but this would be very costly. The platforms would be needed for the Northern Powerhouse Trains and future tram train developments. Also, longer platforms have been suggested for Sheffield and a capacity review has been undertaken from Dore to Swinton, this would also help accommodate future tram train developments.

The Hope Valley upgrade scheme is going ahead to improve capacity and performance and allow a third fast train an hour with blockades expected in 2022 but this third train has yet to be confirmed. Alex is optimistic about the scheme allowing the existing stopper train to call at all stations every hour. The direct Sheffield to Manchester Airport hourly service is not likely to be restored with only early and late direct trains running because of the congestion problems in Manchester. Instead, this train may be extended to Liverpool to provide Sheffield with a second hourly train there.

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The proposed timetable changes on the East Coast mainline have been postponed, but they were generally good for South Yorkshire which wasn't the case for the North East and North Yorkshire. A bid for work on the Penistone line to enable a second train per hour has been made and the Spending Review will confirm if this has been agreed.

The Northern franchise commitment for a second fast train from Sheffield to Leeds is now no longer relevant as the franchise has gone during the Pandemic. This train would match the current fast service operated by Cross Country. It is now left to the West and South Yorkshire Combined Authorities to move this forward, and it was referenced in the recent ECML timetable consultation for possible introduction in 2022 or 2023. Business cases are being considered for Restoring Your Railways schemes on the Barrow Hill Line, stations at Waverley and Askern, Stocksbridge and other areas.

During the Question and Answer session several issues were raised. A local station for the Doncaster Sheffield Airport was raised and the possibility of extending tram train to the Airport. It was suggested the extension of a service from Lincoln to Leeds could go via Askern and Pontefract. Disappointment was expressed about there being no news on electrification given the climate emergency but Alex hoped that the Midland Mainline would be completed soon.

## East West Leeds Crossrail Project

by James Bovington

The best way to improve local and regional rail access to Leeds City Centre is the construction of a 6 km twin bore CrossRail tunnel running from east of a reopened Armley Canal Road Station to Richmond Hill. Conceived as a transverse wave with five underground stations located at/near to Westgate/Wellington Street, Millennium Square, City Square (CSq), Southbank and Eastgate, with CSq an integral part of Leeds Station. Two crossings of the river Aire in tunnel and a portal allowing trains to/from Woodlesford to enter/exit at SouthBank.

The following factors justify the investment required as the tunnel would:

- a. release and create extra capacity for longer distance trains at Leeds Station
- b. allow for a large increase in capacity of the local rail network
- c. bring the vast majority central area job, shopping, leisure and educational opportunities in Leeds within a ten-minute walking distance of one of five underground stations
- d. allow all major traffic objectives in the expanded city centre to be linked directly
- e. promote development/regeneration in areas close to future Westgate/Eastgate and SouthBank stations
- f. offer the possibility of integrating future municipal trams

These lines would use the CrossRail tunnel initially with trains per hour bracketed:

1. Western: Airedale & Wharfedale: A. Bradford (via Shipley) B. Skipton C. Ilkley D. Harrogate (16 tph)
2. East Leeds line to E. A64 (P+R)/Thorner later Wetherby F. Haxby G. Selby (8 tph)
3. South-east line H. Castleford/Knottingley and I. Wakefield/Barnsley (4 tph)

The project assumes full electrification of these lines. Services from Doncaster and Manchester would continue to use Leeds Station. Using the western destinations as the core network a quarter hourly service on each branch would offer 16 tph through the tunnel with underground stations built to accommodate six car trains. Eastgate would have terminal platforms as the required service frequency east of Leeds is less than for western destinations so 4 tph terminate here initially. The service proposals leave spare pathways between SouthBank and Eastgate which could be used by municipal trams so signalling should allow 24 tph to permit an eventual 6 tph on each branch or the addition of part of a municipal light rail network battery powered in the tunnel.

Construction of a new lower Aire Valley line from Church Fenton and running west of Woodlesford to Southbank would provide north originating cross country trains from York with a fast approach to Leeds and allow the line to Crossgates and Garforth to have metro frequency with an initial 8 tph to Cross Gates and line reopened towards Wetherby in first instance to a park and ride on the A64.

Consideration should be given to the long-term re-siting of Leeds Station to a new site deep under SouthBank or Eastgate with regional Metro trains one level above. Both options offer better direct links to bus services than the existing City Station. SouthBank implies two extra tunnelled river crossings but the Aire is not as deep or wide a river as the Mersey or the Clyde and similar systems exist on Merseyside and Clydeside with plans for a new deep tunnel under the Clyde to link Central and Queen Street stations. Crossing the Aire in tunnel is surely not insurmountable?

Tunnel as opposed to on street rail allows for faster speeds and higher capacity by retaining heavy rail rather than light rail conversion. Tunnels link key traffic objectives quickly and directly without needing to follow a Victorian street pattern and also allow more space for pedestrians at ground level. Underground stations provide greater passenger capacity and shopping opportunities and prioritise smooth interchange with the national rail network.

Leeds CrossRail tunnel links major passenger objectives both sides of the river with pedestrian access to all of Leeds University within ten minutes.

By 2065 all trains through Leeds would use SouthBank and Leeds City Station would close. This applies whether or not new HS2 and/or HS3 high speed lines are built as this regional express scheme does not depend on the construction of either or both HS2/HS3 as all trains not using the cross-city tunnel would initially continue to use Leeds Station. To reach full potential though the scheme does require the new lower Aire Valley line. Were SouthBank subsequently to become the main city station a 3- kilometre tunnel would be built to allow through trains from York to Manchester and Wakefield.

Central area tunnels provide the backbone of local rail transport in many continental cities and excellent examples exist in provincial British cities such as Glasgow, Liverpool and Newcastle/Gateshead. Other cities such as Manchester, Birmingham, Bristol and Cambridge are considering underground options as the best method of serving key city centre passenger objectives. Within England 'MerseyRail' best demonstrates what this paper proposes. The 'WestLink' system currently under construction in Gothenburg is also relevant. Systems marketed as S-Bahn thrive in cities of similar size to Leeds such as Hannover, Leipzig and Zurich and these proposals can be justified economically and environmentally for the Leeds/Bradford conurbation with a rail catchment area population approaching three million.

**Notes:** Rail lines excluded from initial Leeds tunnel proposals and continuing to use existing Leeds station

1. Leeds to Bradford/Halifax via Pudsey – potential for conversion to light rail/ line to carry HS3 trains
2. Leeds to Doncaster via Wakefield
3. Leeds to Manchester via Huddersfield - line is of national importance

## Development of Leeds to Morecambe Route

## Bentham Line Press Release

The Leeds-Morecambe Community Rail Partnership is looking in detail into the future of The Bentham Line. The Partnership is pleased to announce it has commissioned a new study to evaluate the use of the line and its potential to development as a trans-Pennine route serving communities between Leeds and Bradford and the coast at Morecambe and Heysham via its route that includes Keighley, Skipton, Bentham and Lancaster. Following on from the launch of the Williams-Shapps Plan for Rail in the spring, this is the first such study to be commissioned by a Community Rail Partnership in the country.

The Partnership has commissioned Stantec UK Ltd., together with Allen Rail, to undertake the Bentham Line study. Recently, they have been engaged in a number of 'Restoring Your Railway' bids in the North West of England. Stantec Project Manager Steven Reid said: "We are delighted to be working on this exciting project to establish a long-term vision and options for the future development of the Bentham Line. We understand that this is the first piece of work of its kind to be let by a Community Rail Partnership and it provides an opportunity to develop a community-led approach to enhancing the offer on this historic line".

David Prescott, Director at Allen Rail, added: "I am delighted to be working with Stantec on the Bentham Line project, as I was responsible for the line when I was Regional Railways' Marketing Manager at York in the late 1980s. At that time, we developed Line Guide leaflets with partner organisations. So, I feel a personal link over the years and I am pleased to be back."

David Alder, Treasurer of the Partnership, who has undertaken a lot of the preliminary work for this project, said: "The timing of this work also fits well with the worldwide concerns about global warming and associated environmental attitudes on fuel use." "The challenges of the COVID pandemic have meant that many former travel arrangements need to be re-visited and the Partnership sincerely hopes that they will be able to change perceptions and promote a re-thinking of the role the scenic route of the Bentham Line can make. Given the vision embodied in the Williams-Shapps Plan for Rail, it the right time to look for the Bentham Line to be taken as an even more vital part of the transport network which can help link communities and improve travel for leisure, recreation, education and commercial customers."

This is a community orientated study and Gerald Townson, the Partnership chairman, said: "A vital part of the study will involve obtaining the views; of both existing and potential stakeholders, of communities on and near the line and of individuals. If you have a genuine interest in public transport and in particular the Bentham line, and would like to

see the route fulfil its true potential, then we would be pleased to hear from you. Use the links at the end of this article to offer us your thoughts”. “We would like to engage with diverse groups and individuals who want to: encourage rail travel for a wide range of opportunities and tackle transport needs with particular regard to current environmental issues. The route has the potential to be invaluable for so many initiatives.”

The Partnership has been successful in obtaining two substantial grants from the Community Rail Network, the umbrella body for Community Rail Partnerships, and from the Seed Corn Fund administered by Northern Trains Ltd. This has been supplemented by funding and resources made available by the Community Rail Partnership itself. The funding also reflects the support of Transport for the North and the Department for Transport.

Tony Baxter, Regional Director at Northern, commented: “Our customers are at the heart all we do, and we always welcome opportunities to talk about potential improvements which would make a positive impact for them and the communities we serve. We are pleased to be able to help fund the study and now look forward to future conversations to explore the outcomes of the study”.

Ian Davis for the Community Rail Partnership said “we are delighted to be able to help fund this innovative bid for a forward thinking Community Rail Partnership. We wish the new every success in this, their latest endeavour.”

Councillor Mackenzie, Executive Member for Access, North Yorkshire County Council stated “North Yorkshire County Council fully supports the innovative approach that the Community Rail Partnership responsible for the Leeds – Skipton – Bentham - Lancaster – Morecambe railway line is taking to develop the case for future investment along the line. It is a very timely development, which is in keeping with the work of the North Yorkshire Rural Commission Report. We would encourage as many residents as possible to take part in the survey.”

Rod Tickner, vice-chair of the Partnership added: “This study encompasses the whole length from coast through the country to the city. We want to champion its use as an alternative trans-Pennine rail link. Already, it is used by many passengers for leisure journeys and by many university and college students travelling between North and West Yorkshire and North Lancashire and South Cumbria, and vice versa, but we believe that there are untapped markets for travel in both directions”.

The study is due for completion in early 2022 and will then form the basis for future discussions with the Department of Transport, Network Rail, regional transport bodies, and train operators to help recognise and develop the line’s strategic role, as well as realise the operational developments that will provide service that meet the needs of all the communities and organisations who could use the line. Clearly, the study fits in well with the approach of the government that communities need to be more involved in leading the way to develop and enhance their rail links. It is anticipated that a number of options will be identified but at present the work will be undertaken with no pre-set conditions imposed. However, some key areas where there is distinct potential are: reducing transport-related inequalities associated with rural areas and allow for improved connections for residents in terms of employment, health, education and training; supporting the growth of both existing and emerging business opportunities; facilitating residential development and employment; land-use development; supporting tourism and reducing car usage. The LMCRP welcomes contributions from stakeholders, interested parties and individuals along the length of the Bentham Line. Our public survey can be accessed directly by scanning the QR code below or by using the following web link: <https://forms.office.com/r/gq1w7dCgn2>

The Community Rail Partnership website [www.thebenthamline.co.uk](http://www.thebenthamline.co.uk) has more details, and information is posted on social media. The Community Rail Partnership can be contacted at the Station Building, Bentham, LA2 7LF.

**Diary** email [js.waring@hotmail.co.uk](mailto:js.waring@hotmail.co.uk) if you would like your meeting advertised here.

17 January 2022 19:30	Action for Yorkshire Transport Rail Group. Editor’s Draught, 88 Wellington Street, Leeds LS1 4LT. Email <a href="mailto:ActionforYorkshireTransport@gmail.com">ActionforYorkshireTransport@gmail.com</a> in case of change
16 July 2022 10:00 registration 11:00 start	Railfuture Annual General Meeting, The Green, Stoke Gifford, Bristol BS34 8PD. Near Bristol Parkway Station. For members. No fee.
15 September 2022	Railfuture Annual Conference, St. George’s Centre, Great George Street, Leeds LS1 3DL. No further details at this time.

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The Huddersfield Penistone Sheffield Rail User Association met Dewsbury MP, Mark Eastwood on 3 August at Denby Dale Station. Mark Eastwood, along with Miriam Cates, the MP for Penistone and Stocksbridge, have sponsored a bid to the Levelling up fund for investment to improve the Penistone Line. If the bid is successful, they hope to have a half hourly frequency by improving the route capacity.

Has Yorkshire been shafted, as I have seen described in relation to the Integrated Rail Plan for the Midlands and the North (IRP)? I think the answer is a qualified yes. The IRP is broadly good news for Manchester, as it is for the East Midlands in terms of much faster journeys to Birmingham. But Yorkshire (and the North East) lose out. So, there is now a real concern that the North/South divide in wealth could be exacerbated for Yorkshire and the North East by an East/West divide due to HS2 reaching Manchester but not Yorkshire.

Of course, the **full trans Pennine Route Upgrade (TRU)** is some long overdue good news. It seems it will happen, but will not be completed until the late 2020s or early 2030s, depending on which conflicting information in the report or in the Secretary of State's comments that you believe. Yet this was initially announced in 2011! The **Midland Main Line** is to be electrified to Sheffield, something announced in the early years of the Coalition Government, but delayed and then cancelled by Chris Grayling (remember him!). But the IRP does not commit to doing the job properly by extending the electrification north to either South Kirby Junction to enable electric trains to continue to Leeds (and Bradford Forster Square), or to Doncaster. These omissions need to be corrected before the wires reach Sheffield.

**The big omissions for Yorkshire** are no new Northern Powerhouse Rail high speed route from Leeds via Bradford to Manchester; no high speed Sheffield- Leeds route; no new high speed line from Sheffield to Manchester and Manchester Airport; and, of course, no HS2 to Yorkshire. Whilst the previously chosen HS2 route to Leeds was arguably the wrong one and needed revision, there can be little doubt that the loss of the extra capacity that would have been provided by a new highspeed line will prevent very necessary increased freight and intermediate passenger station use on the East Coast Main Line. The failure to prescribe a new trans Pennine route in the area between Sheffield and Leeds (i.e mainly on the Woodhead alignment) means there will still be a chronic lack of space for freight trains to cross the Pennines - a serious lost opportunity. The other big problem **with the IRP is that it is not an integrated plan at all, as it only covers inter-city destinations**. There is nothing in the plan about the need to electrify all Yorkshire's railways except for the Whitby branch (suitable for hydrogen). Indeed, the plan proposes to electrify Bradford to Leeds but not the rest of the Calder Valley routes. It must have been written in London!

Part of a new **Leeds to Manchester Northern Powerhouse Rail** line is in the plan. A new line is planned from Warrington via Manchester Piccadilly to Marsden, where it will connect with the current route to Huddersfield and Leeds. But more penny pinching. Manchester does not get a new underground station for high speed trains at Piccadilly that could be the launching point for a new underground line to Victoria. No, that was too expensive for a Treasury that is aware of the cost of everything, but ignores value and worth. This new line won't open until the early 2040s – twenty years' time. Such slow progress! But at least we get part of a new high speed line, which means that when we have a government that realises that rail is a key part of achieving Net Zero by 2050, as enshrined in law, the new line to Leeds via **Bradford** could be built. At least by then, the importance of connecting the Airedale and Calder Valley railway lines under Bradford may have finally been realised and a new underground station for both and Northern Powerhouse Rail could be built in the city centre.

The inadequate IRP shows that **the Treasury is firmly in control**, that the Chancellor has more power over transport policy than the Prime Minister, and that **the climate emergency seems to have been given little weight** in transport policy making. Given the scale of the emergency which, together with the ecological emergency, threatens the precious ecosystem that has evolved since the extinction of the dinosaurs 65 million years ago, it seems the Treasury is only capable of very short term thinking – the Achilles Heel of governments in our confrontational first past the post electoral system, rather than in a Proportional Representation system that would result in consensus and longer term thinking. Wales has the pioneering Well-being of Future Generations (Wales) Act 2015. It is not perfect, as it conveys limited powers but it does require public bodies to think about the future impact of their work. The UK (and indeed all countries) needs something similar but stronger – **a Future Wellbeing Act which creates a Department of Future Wellbeing** that is considered one of the Great Offices of State and is at least equal in power to HM

Treasury, if not more powerful. Such a department would scrutinise and, if necessary, veto the plans of all other departments to ensure that they are at least not detrimental to planetary health and, ideally, positive towards it.

The Government lauds its allocation of £96bn to the IRP. But that is £96bn over 20 years and includes the cost of the HS2 elements, and some other previously announced projects. So, being generous, **we have £50bn of new expenditure, or £2.5 billion a year if evenly spaced.** To have accepted transport for the North's proposals for Northern Powerhouse Rail and HS2 would have taken total costs to, say, £200bn if a recast of the HS2 Eastern leg were included – an average total of £10bn a year over twenty years, somewhat more if the timescale could be accelerated. Surely a reasonable and just investment to both help with levelling up and fighting climate chaos!

**One solution to the HS2 Eastern Leg dilemma** has been proposed today (3<sup>rd</sup> December) by Greengauge 21, namely a new route from Newark to Leeds and York avoiding Doncaster and Wakefield. It has much merit and should be properly considered, but we would still need a speeded up route between Sheffield, Wakefield and Leeds. Doncaster would still be served by semi fast London services, as would Retford.

The IRP allocates £100million towards the cost of a **West Yorkshire Mass Transit system.** This had earlier been trailed as being the Prime Minister's trade-off for cancelling the HS2 Eastern Leg. But £100 m is a fraction of the cost. Later press reports suggest the Government wants most of the cost to be funded locally. West Yorkshire is the largest metropolitan area in Europe without a modern tram system. It needs a comprehensive metro system built over the next 10 to 15 years. Earlier this year the West Yorkshire Combined Authority put out some generally excellent proposals for consultation, Railfuture Yorkshire suggested a number of improvements, but the authority's basic plan is very sound, and any government serious about levelling up would by now have allocated a good chunk of the funding and told the Authority to get on with it pronto!

**YORK TO SCARBOROUGH.** Under the Arriva franchise, Northern was due to introduce an hourly York to Scarborough stopping service in December 2019, but this was postponed due to late running infrastructure works. It should have started in 2020, but then came both the pandemic and the takeover of the Northern franchise by the government's Directly Operated Trains. This service which, together with the established hourly Trans Pennine Express service, would have resulted in a "two trains an hour" service, has still not started. It now appears that it may never happen. The just issued consultation by Trans Pennine Express on their proposed December 2022 and May 2023 timetables includes this paragraph: *"We are also working to develop and introduce by the May 2023 timetable change a limited number of additional seasonal services operated by Trans Pennine Express between York - Scarborough on selected hours and days for the tourism sector. We are interested in views on the days and hours such trains could operate as part of this consultation."* As far as I can ascertain, Northern are still in the dark about their planned service. My concern is that the proposal by Trans Pennine Express may have been suggested by the Department for Transport who are under treasury orders to save money, such as by not funding a proper service on this important route. Let's hope I am wrong but there is a real risk there will not be a year-round two trains an hour between York, Haxby (when opened), Malton and Scarborough for the foreseeable future. This is unacceptable, and Railfuture will be campaigning for the service this line needs

The Trans Pennine Express consultation also includes proposals to swap the stops at Marsden, Slaithwaite, Greenfield and Mossley from the Hull service to the Scarborough one, but for these stops only to be peak period. Whilst it makes much more sense for the stops to be on the Scarborough service, and for the Hull service to be extended to Liverpool, it is not acceptable that these Stalybridge to Huddersfield Rail User Group area stations do not have an all-day two trains an hour service. We will campaign on this too.

#### **EDITORSHIP OF Yorkshire Rail Campaigner**

As this is **Mark Parry's** last issue as Editor of this Yorkshire Rail Campaigner, I would like to pay tribute to the stalwart work he has done since taking over in 2014. Mark has ensured that it is interesting, relevant, sometimes controversial and comes out with regularity four times a year. So well done Mark, thank you, and carry on the good work as the Chair of Action for Yorkshire Transport.

I am delighted that **Stephen Waring**, our Branch Secretary, is taking over as Editor from the next edition, Stephen has over thirty years' campaigning experience as Chair of the Halifax and District Rail Action Group (HSDRAG), and he also edits their group newsletter.

Our next issue (**Yorkshire Rail Campaigner 56**) will be out in April 2022. Please email photos, news and feedback to: [js.waring@hotmail.co.uk](mailto:js.waring@hotmail.co.uk) to arrive by **Monday 28 February 2022.** **Having your Yorkshire Rail Campaigner sent by email saves us time and money. Please contact Andrew Dyson to request this.**

## Rail User Groups affiliated to Railfuture within the Yorkshire Branch

Aire Valley Rail Users' Group	<a href="http://www.avrug.org.uk">www.avrug.org.uk</a>
Askern Station, Friends of	Contact Graham Moss on <a href="mailto:graz.moss@sky.com">graz.moss@sky.com</a> or 07510 555722
Bradford Rail Users' Group	<a href="http://www.bradfordrail.com">www.bradfordrail.com</a>
Esk Valley Railway	<a href="http://www.eskvalleyrailway.co.uk/evrdc.html">http://www.eskvalleyrailway.co.uk/evrdc.html</a>
Halifax and District Rail Action Group	<a href="http://www.hadrag.com">www.hadrag.com</a>
Harrogate Line Rail Users' Group	Care of <a href="mailto:billtymms@btinternet.com">billtymms@btinternet.com</a>
Harrogate Line Supporters' Group	<a href="http://www.harrogateline.org">www.harrogateline.org</a>
Hope Valley Rail Users' Group	<a href="http://www.hopevalleyrailway.org.uk">www.hopevalleyrailway.org.uk</a>
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: <a href="mailto:hpsrua@btinternet.com">hpsrua@btinternet.com</a>
Hull and East Riding Rail Users' Association	<a href="mailto:davidpennierail21@gmail.com">davidpennierail21@gmail.com</a>
Hunmanby Railway Station, Friends of	<a href="https://e-voice.org.uk/friendsofhunmanbyrailwaystation/">https://e-voice.org.uk/friendsofhunmanbyrailwaystation/</a>
Lancaster and Skipton Rail Users' Group	
Minster Rail Campaign	<a href="http://www.minstersrail.com/">http://www.minstersrail.com/</a>
Pontefract Civic Society Rail Group	<a href="https://en-gb.facebook.com/PontefractRail/">https://en-gb.facebook.com/PontefractRail/</a>
Selby and District Rail Users' Group	<a href="http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/">http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/</a>
Settle-Carlisle Line, Friends of the	<a href="http://www.foscl.org.uk">www.foscl.org.uk</a>
Skipton-East Lancashire Railway Action Partnership	<a href="http://www.selrap.org.uk">www.selrap.org.uk</a>
Stalybridge to Huddersfield	Email: <a href="mailto:markashmore@yahoo.com">markashmore@yahoo.com</a>
Upper Calder Valley Renaissance Sustainable Transport Group	Email: <a href="mailto:Nina.Smith@railfuture.org.uk">Nina.Smith@railfuture.org.uk</a>
Upper Wensleydale Railway	<a href="https://upperwensleydalerrailway.org.uk/">https://upperwensleydalerrailway.org.uk/</a>
Yorkshire Coast Community Rail Partnership (Yorkshire Coast Wolds Coast Line)	<a href="http://www.yccrp.co.uk">www.yccrp.co.uk</a>

## Branch Committee and the small print

<b>Chair:</b> Nina Smith, 07984 670331 <a href="mailto:Nina.Smith@Railfuture.org.uk">Nina.Smith@Railfuture.org.uk</a>
<b>Vice Chair (South Yorkshire):</b> Mike Rose 07986 458517 <a href="mailto:mikewrose@gmail.com">mikewrose@gmail.com</a>
<b>Vice Chair and Parliamentary Liaison Officer:</b> Graham Collett, <a href="mailto:graham.collett@railfuture.org.uk">graham.collett@railfuture.org.uk</a>
<b>Secretary:</b> Stephen Waring. <a href="mailto:js.waring@hotmail.co.uk">js.waring@hotmail.co.uk</a>
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