

Rail North West



New class 3000 Metrolink tram at Piccadilly Gardens station. Photo Arthur Thomson.

All change with Transport for Greater Manchester

On April 1st this year, the Greater Manchester Integrated Transport Authority (GMITA) was replaced with a new body, the Transport for Greater Manchester Committee with at the same time the previous GMPTE being replaced by a new body called Transport for Greater Manchester, TfGM.

The new committee will carry out many of the same functions as the previous GMITA, drawing 33 committee members from, the ten district councils in the area.

The establishment of City Region status in Greater Manchester has resulted in the change, with Greater Manchester now having a Combined Authority which sets transport priorities and budget and then delegates powers to the TfGM committee to develop and implement those policies.

Keith Whitmore, the new chairman of the committee, talked about the changes that the establishment of the new authority will bring in a recent edition of „Rail.“

Keith thinks that the most important change is that Manchester will be involved in development of rail franchises in its area, the key ones for which in Manchester are West Coast, Northern and TransPennine Express.

An example of that involvement is on the West Coast refranchising process, where TfGM is opposed to the introduction of a 4th hourly Manchester – Euston service following the disruption to local services that came with the change to 3 from 2 in December 2008. TfGM's favoured solution is to retain the 3 trains per hour service, but that all Pendolinos should be 11 coach sets to increase capacity on the route.

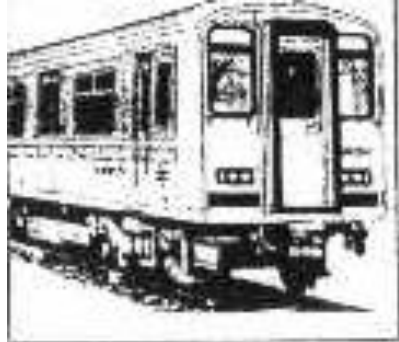
One of the main issues for the Authority is whether there would be one, two or three franchises covering services in the area over the next 15 or so years and it is in active discussions on the issue.

New Blackpool – Liverpool South Parkway service

The extension of existing Blackpool to Liverpool services on to Liverpool South Parkway to enable passengers to more easily get to and from Liverpool John Lennon Airport started with the new timetable on 23rd May.

The connection is via a short bus service from the airport and it's hoped that it will encourage more tourists to visit Blackpool as well as bringing better connections to Blackpool residents wanting to travel from the airport.

THE GOYT VALLEY RAIL USERS ASSOCIATION



The GVRUA serves the interests of rail passengers on the Manchester Piccadilly to New Mills Central and Rose Hill lines

The GRVUA's current priorities are:

More Sunday Services,
Improvements in security and
information at stations,
More trains stopping at Strines

Our email address is:
goyt.railusers@ntlworld.com

New Members always welcome!

Membership Rates:
£2.00 individual
£3.00 family
£10.00 corporate

Membership Secretaries:
Tom and Jennifer Lord,
5 Vernon Drive, Marple, SK6 6JH

Councillor Graham Cain, Blackpool Council's cabinet member for tourism and culture, spoke to the Blackpool Gazette and said: "I welcome the link-up with another international airport and hope it will bring more international guests to Blackpool.

Both Blackpool's MP's, Paul Maynard and Gordon Marsden, supported the introduction of the new service and urged the council and airlines to make good use of it

At the moment the service only runs hourly between 0937 and 1437 Monday to Saturday, with an additional service at 0838am on Saturdays.

Todmorden Curve moves a step closer

Direct trains from Burnley to Manchester moved a step closer with Network Rail's announcement that the project is feasible. Network Rail has completed an ecology and asset condition survey at the site of the Todmorden Curve and has found no issues of major concern.

The project has reached GRIP stage 4, halfway in Network Rail's process, and Burnley Council has received the report and endorsed its recommendations.

The project would see a 500m west to south curve re-instated Todmorden, though in slightly different position to the original track to conform to current standards, at an estimated cost of between £7.5m and £8m.

Burnley council will now consider how funding might be secured and as well as themselves, will be looking at other potential funding sources. Detailed design work with a contractor can go ahead once this is done.

If funding can be secured, it's possible that the curve can be open with trains running along it from the December 2013 timetable change.

Quoted in Pendle Today, Burnley Council chief executive Steve Rumbelow said: "Everything is moving ahead really well and making good progress.

"The next step is the detailed design work, which will be commissioned this summer, and will be done even if we haven't secured the capital funding.

"Obviously we have to get the funding in. Lancashire County Council has identified the Todmorden Curve as its top rail priority and so we will be asking the Local Enterprise Partnership to bid to the Regional Growth Fund.

"Even if that is successful... there are still other issues to do such as finalising a business case. The Department for Transport will ultimately have to approve that. Overall, though, we are very optimistic."

Its estimated £8m worth of benefits to the economy of East Lancashire could be generated if the re-opening of the Todmorden curve goes ahead, the line last saw direct trains in 1965 and the junction with the line to Manchester Victoria was lifted in the early 70's.



New car park at Penrith station. Photo courtesy Network Rail/Virgin Trains

New car park at Penrith

Car parking facilities at Penrith have been extended by 30% with the opening of a new bigger car park on April 11th

The £2.5m scheme provides 30 additional spaces, bringing the total at the station to 125.

Work started last November when the original car park was closed and a temporary one opened a short walk away.

The new car park is a joint Network Rail/Virgin Trains project to improve car parks at all stations managed by Virgin, with funding of £90m.

Stuart Davison, Station Manager for Virgin Trains in Cumbria, said: "The limited parking facilities at Penrith North Lakes station have caused problems for rail travellers in recent years. The new bargain weekend rate will no doubt be welcome."

The steel German design has also been used on other car parks in the project. The deck is concrete cast over steel and covered in a coloured surface called Conideck, which is applied to reduce tyre noise. The outside is clad in red cedar that comes from a sustainable source.

The car park has been designed to fit in with its surroundings, and Balfour Beatty the contractor has also completed other car parks in the scheme.

New CCTV and lighting has been installed for better security, and while charges for the car park have gone up, this is the first increase for five years

Charges from 11th April for all-day parking Mondays to Fridays are £8. A new one-day rate of only £2 has been introduced for weekends and bank holidays. Monthly, quarterly, six monthly and annual season tickets are also available for regular users. The station is used by around 395,000 passengers a year, an increase of about 150,000 since 2005.

Future meetings.

The next meeting of the North West England branch of Railfuture is on Saturday September 10th 2011 at the Golden Pheasant in Plumley. The following open branch meeting is pencilled for 19th November, venue to be decided, details can be obtained from the Chairman. Please note also the National Conference on November 5th, details below.

Shrewsbury Chester Rail Users Association

SCRUA has been promoting the Shrewsbury-Chester line for over 20 years since it was formed at Gobowen in 1986. Compared with the basic train service then provided, today's trains offer an hourly frequency, extended destinations and even two London services! The need to continue to represent rail users' interests remains and we welcome support from new members to help convey the message about trains along the Welsh border

A quarterly newsletter *Severn-Dee News* provides up to date information about trains, stations and activities, not only on the mainline, but also for the heritage lines associated with it.

Regular meetings are held at venues in Gobowen, Chirk and Wrexham when speakers from the associated rail industry are invited to make presentations and take questions and answers. Membership details can be had by contacting:

Chris Jenkins, 1 Perry View, Gobowen, Oswestry, Y10 7UF

E-Mail of the bulletin

You can opt to receive this bulletin by e-mail, which has the advantage of full colour photos and receipt before the main publication date. If you'd like to receive the bulletin by e-mail, let us know your name and membership number. We have already sent editions of the bulletin to members this way. Contact Arthur Thomson, e-mail address on the back of this newsletter or via the Chairman. **Please note** that this will mean you will **NOT** receive a printed copy, if you still wish to receive that, please let us know when you get in touch

Railfuture conference in the North West

This November, Railfuture is organising a national conference on the theme of Rail User Groups and has invited a number of key speakers to the event which will be held on November 5th at the Mechanics Institute in Manchester. We'd like to see a good turnout of members from the North West, booking details and more at: <http://www.railfuture.org.uk/tiki-index.php?page=Rail+Users+Conference+2011>

Chester to Liverpool Airport Campaign - (Halton Curve)

The campaign to get the Halton curve back in regular use was the main reason the North Cheshire Rail User Group (NCRUG) came into existence, but following the Government's Comprehensive Spending Review (CSR) last Autumn taking funding away, this project seems to have fallen into the abyss, though it still remains on the third Local Transport Plans, (2011/2016), of the main stakeholders, namely Merseyside, Halton BC, CWAC and TAITH.

NCRUG are extremely disappointed at this lack of progress, especially when the CSR last October indicated that the Government seemed, at long last, to accept the importance of transport as an essential driver of the economy and its recovery. However, although the Rail industry felt that the Transport Secretary Philip Hammond, fought a good case with the Treasury, with major schemes such as Crossrail, Thameslink, HS2 etc., going ahead, it's understood Merseytravel received a much lower allocation of funds for local schemes, less than a third of their lowest estimate, and with such cuts, only essential work can be contemplated and it seems, Halton curve re-instatement does not fall into this category.

NCRUG feels that the case for these low cost quick fix schemes has not been made and feels that the Halton Curve fits very well into the "Big Society" approach and is contemplating temporarily shifting their campaigning towards trying to persuade the Treasury to make more local transport funding available so that projects such as the Halton Curve can go ahead. The cuts in local transport budgets seem totally at odds with the „Big Society“ policy. NCRUG is asking all politicians for explanations or

comments on this serious lack of joined up thinking.

Network Rail have completed the GRIP stage 3, (option selection), studies so Halton Curve re-instatement is ready to move into GRIP 4, (single option selection). NCRUG understands however, it will stay in GRIP 3, because Network Rail believes that it won't proceed to stage 4 because the outcome of this stage will only be valid for 2 years and if funding is not available for the next stage the whole GRIP 4 process will have to be repeated at a (further) cost of £400,000.

NCRUG has difficulty understanding the £400,000 cost merely to select the best option, (GRIP 4), from the 3 or so options thrown up by the GRIP 3 studies, though notes that it's not unusual in this country where delays and procrastinations seem to be the norm.

It's understood Merseytravel is challenging the £11-12 million figures that Network Rail have quoted for the full reinstatement of the curve and are currently negotiating with them over it which its hoped will be successful. In a December 2010 „Rail“ magazine article by Christian Wolmar, a cost of £1 to £2 million was suggested by an unnamed Network Rail engineer as possible, albeit for a non gold plated, but perfectly safe piece of infrastructure.

NCRUG is continuing to push for Halton Curve re-instatement but meanwhile they managed to secure another special train in conjunction with Northern, this ran on Saturday 4th June 2011. Following from last year's successful run, it gave people another rare chance to travel over the Halton Curve and onwards to Liverpool South Parkway, (LSP). This special train took a little over 20 minutes to travel from Chester to Liverpool South Parkway, which if it ran as a regular passenger service would make it very competitive for journey times.

Cedric Green, NCRUG



Arnside Viaduct with a Trans – Pennine Express class 185 crossing. Photo courtesy Network Rail

Walkway for Arnside Viaduct?

Network Rail are in talks with third parties about the idea of building a pedestrian walkway across Arnside viaduct linking south Cumbria and Lancashire. The idea was sparked off after consultation during the preparation stage of the current £12m refurbishment project for the viaduct, where 99% of local residents asked about the possibility.

The current refurbishment by May Gurney, which will shorten journey times and restore linespeed to 60mph, is expected to be completed on July 18th.

Originally constructed in 1856, the 51-span Arnside Viaduct first carried the Carnforth and Whitehaven railway line

over the estuary of the River Kent and the current renewal includes provision to attach a public walkway.

Though such a structure would need planning permission, a permanent walkway is expected to cost between £1m and £3m.

Speaking to the North Western Evening Mail, Stephen Townley, project manager for Network Rail, said: “It is outside of Network Rail’s control with regards to funding, but there are discussions underway with a number of third parties, looking at the possibility of a walkway in the future. We know there is a big drive for it locally and that is something that has been included in the design.”

Meanwhile, Furness Line Action Group chairman, Derek Faulds, also quoted in the Mail, said the group was in favour because a walkway would deter trespassers who walk across the line at Christmas in the false belief there is no chance of a train coming – and because the distance between the towns around the bay is significant.

He said: “It would have to be on the land side and have a cage around it to stop people jumping off and children being silly. “The only problem is when you get to Grange, where then would it go? There would have to be some sort of walkway to the road.

“The Arnside side isn’t a problem, you could walk in from the car park.”

Network Rail pointed out that a third party would also have to enter into a long-term maintenance and liability agreement.

Also quoted in the Mail, Councillor Tom Harvey, who was re-elected to his Grange seat on South Lakeland District Council this May, said anything that would improve access between Grange and Arnside was to be welcomed.

He said it would help encourage outdoor life and reduce policing costs on monitoring illegal walking across the viaduct.

Cllr Harvey said: “Certainly it won’t be a cheap option, of that I’m sure, but if it could be achieved financially I would be in favour

Ordsall Chord Gets Go-Ahead in Budget

The building of a new chord in Manchester which could cut journey times between Leeds & Liverpool, moved a step closer on Budget day when the Chancellor brought forward funding for work to develop the Ordsall Chord as part of the five year “Northern Hub” plan to provide faster, more frequent trains across the Pennines.

One assessment of the Northern Hub plans suggested that as many as 23,000 jobs could be created across the North – with an extra 700 trains every day helping to stimulate £4.2bn of benefits to the economy of the North.

The Ordsall Chord, a new piece of railway in Manchester connecting Piccadilly and Victoria stations, could see all fast trans Pennine services going via Manchester Victoria station – a much quicker route – as soon as 2016. It would also mean more fast trains could run – as many as six trains per hour between Leeds and Manchester.

Graham Botham, Network Rail’s programme sponsor, said: “We are delighted with the funding announcement from the Chancellor today, which will allow Network Rail to bring forward work to develop a stage of development of the Northern Hub plans.

“The Northern Hub will help deliver faster, more frequent journeys between Liverpool, Manchester and Leeds and stimulate economic growth across the North.



Northwich station humps in use. Photo courtesy MCRUA, © Sally Buttifant, Mid Cheshire Community Rail Officer.
More pictures at <http://www.mcrua.org.uk/chairemansblog/2011/03/30/weve-got-the-hump/>

Northwich Station Gets Harrington Humps

Easier access to trains for passengers has arrived at Northwich with the arrival of “Harrington humps” as Network Rail has now installed these on each platform.

Funded by Northern Rail and Cheshire West & Chester Council, work was done in March and took less than a week. The humps were fixed on the platforms to correspond with the normal stopping place of the trains’ disabled access door, though in the early days of the service, some drivers had not yet got to the correct stopping point.

This solution was first installed at Harrington in Cumbria, hence the name adopted and its seen as a cost effective way of improving access without the expense of completely rebuilding the platforms.

Jo Kaye, Network Rail route director, said: “We have found a novel solution to an age old problem that has caused concern for numerous potential rail passengers throughout the country who simply could not travel by train because of the low platform height.”

Passengers who have previously been denied access to the railway network could now have journey opportunities opened up to them.

Mark Barker, client and stakeholder manager for Northern Rail, comments: “We are delighted to work in partnership with Cheshire West and Chester Council and Network Rail to make improvements allowing passengers, who have previously been unable to travel by train, to use the rail network.”

Charlie Seward, the council’s director of regeneration and culture said: “The

difference in height between trains and the platforms at Northwich has been a long standing problem for rail passengers and an issue that Cheshire West and Chester Council promised to tackle. We are pleased that partnership working with Northern Rail, Network Rail and the Council has led to the installation of two Harrington humps.”

Initially developed in a joint initiative between Network Rail and Cumbria County Council, the system can be custom built to suit the needs of a particular station and installed in a matter of days at a fraction of the accepted cost of rebuilding the platform.

Start made on North West Electrification

Network Rail has been pressing ahead with „behind the scenes“ work to electrify the Manchester to Liverpool railway line since the announcement by the Department for Transport last year.

A detailed study of every structure along the route has been undertaken to see what needs to be done to accommodate the 25,000 volt overhead cables.

Jo Kaye, Network Rail’s route director, explained: “We have looked at all the tunnels and road and pedestrian bridges along the entire route, many of which are up to 150 years old. Some will need work to be carried out on them before the overhead power lines can be put in place.

“Having done all the background work we are now at the stage where we are ready to start on the ground.”

Two road bridges and one pedestrian bridge over the railway between Eccles and Patricroft stations are to be demolished and rebuilt. They are Albert Street, Old Wellington Road and

Chadwick’s footbridge.

Albert Street will close from 15 March for up to 20 weeks and a signed diversionary route will be in place. During the closures, pedestrian access over the railway will be maintained for the majority of the time.

At the same time, Old Wellington Road will be restricted to single lane traffic, again for up to 20 weeks.

However, there will be three consecutive weekends in June when both bridges will have to be closed to vehicles and pedestrians.

Chadwick’s footbridge will be completely closed from mid-May until the end of June and an alternative pedestrian route will be provided.

In total, there are 90 structures on the route, 46 of which will not need any work. This is either because there is already sufficient headroom or because the cables can be installed in such a way as to not need any work. However 44 will need some attention. In some instances, this will mean the bridge can simply be raised up, some will have to be rebuilt and in other locations the track can be lowered, leaving the bridge unaffected. Some bridges will only require work to their parapets.

There is also one short tunnel on the line between Patricroft and Newton-le-Willows through which the track will be lowered.

As well as looking at the various structures, Network Rail has also been looking at the effect the work will have on the signalling along the line, particularly where bridges are rebuilt or the track is lowered. This is so that signals are not obscured from the train driver’s view.



Mock-up of how the new canopy will look on Platform 4 at Blackburn, courtesy Network Rail

Full Canopy for Blackburn's Platform four.

When Blackburn station was rebuilt a few years ago, platform four only got a bus stop style shelter as few trains called there, but as services have increased, the Department for Transport has provided funding under the Access for All and the National Station Improvements programme and has asked Network go ahead with the work.

A new lift will be provided by the scheme, which should improve upon the steep subway ramp there at

present, this will provide better access for the disabled or people with luggage or children's buggies.

Network Rail route director Jo Kaye said: "The lack of shelter on platform four is the one thing that passengers have told us they want resolved more than anything.

Now the funding has been secured, we will make sure they have the new facilities before the winter weather arrives."

The £1.7m cost of the work is funded from the Department for Transport's Access for All and National Stations Improvement programmes and includes a contribution of approximately

£200,000 from Blackburn with Darwen Borough Council.

Brian Bailey, director for regeneration said: "This is another step in delivering our plans to improve the borough's rail links and passenger facilities. The two shelters on platform four were always meant to be temporary and we are delighted the work is due to start.

"By carrying it out just as Network Rail is making improvements for disabled passengers, we have been able to make savings and ensure that the money goes further."

The length of platform four will be almost completely covered by the canopy and it will include the slope from the subway, which is currently exposed.

Additional seating and CCTV will be installed along with under canopy lighting to improve security.

New public address speakers will be fitted and the existing passenger information screen will be relocated underside the canopy

Lee Wasnidge, area director for Northern Rail, commented: "The new canopy will certainly be of huge benefit to our passengers on Platform four. Blackburn station is set for a number of improvements that we are delighted are happening."

The "Ghandi" artwork that the station is famous for will be incorporated into a wind break at the back of platform four. Amco, the contractor carrying out the work has managed to secure supplies of the blue tiles currently used at the

station to help keep the same look as at present. Work is expected to start in May and will take approximately five months to complete.

New directional signs will be installed and community notice boards will be provided on both platform four and the main platforms.

Platform four will be closed for the duration of the works, but services will call at alternate platforms instead.

MP Marks Carlisle Station Improvements

John Stevenson, the MP for Carlisle, formally inaugurated the improvements for passengers using Carlisle Citadel station on 7th April.

"I am delighted to see this investment in our station. It will help to improve the passenger experience in Carlisle. The station is used extensively by residents of Carlisle to commute and by tourists who visit our city," said Mr Stevenson, who unveiled a commemorative plaque.

The improvements start when passengers arrive at the station where the first thing they see are the display screens on a new totem, giving current train information

To the right, there's better seating by the catering unit beside platform four while on the left, between the station footbridge and platforms five and six, there is an attractive new seating area on a site previously occupied by an ugly concrete block that once housed a small refreshment room.

The new seating is surrounded on three sides by a low stone-clad wall topped with glazed screens to keep the wind out and stop passengers from feeling a draught. There is also plenty of space for people to circulate freely.

A new approach has been adopted for platforms five and six where departures for trains to Settle and Carlisle and Hadrian's Wall lines leave from; there's now a "gateway" where dedicated diagrams show the lines' routes and the spectacular journeys they offer, with a large sign across both tracks welcoming passengers.

This part of the project has been further enhanced by a £10,000 contribution from the Friends of the Settle-Carlisle Line. Leaflets and posters also draw attention to the scenic journey opportunities on offer.

The £550,000 project, which has been funded by the Department for Transport, has created a better welcome at the historic station by offering these more attractive and comfortable areas to meet and wait.

The historic interior of the adjacent waiting room with its magnificent wooden roof beams can be appreciated much more effectively than before, thanks to the removal of the galvanised metal framework supporting the emergency lighting, which has been relocated.

Transport Minister Theresa Villiers said: "Providing rail passengers a good all-round journey is not just about fast and efficient train services - it's also about ensuring they start and end their

journeys in comfortable, modern stations and that's why we have funded this work which has transformed Carlisle station."

Stuart Davison, Station Manager in Cumbria for Virgin Trains, said: "Thanks to these improvements, this historic station offers a much more attractive gateway for passengers embarking on the railways that radiate from Carlisle."

Jo Kaye, Network Rail's route director, said: "Over the last few years we have invested more than £100m in the Settle to Carlisle line to bring it up to modern day standards. It is good to see that the station now boasts a waiting area dedicated to this world famous line and its neighbouring route to Newcastle, and I am sure tourists and regular passengers alike will appreciate the new facilities."

Mark Rand, chairman of the Friends of the Settle-Carlisle Line, said: "The improvements at Carlisle mark another milestone in the amazing story of the Settle-Carlisle line which came so near to closure in the 1980s. The Carlisle platform now adds to the sense of occasion for passengers using this wonderful railway. It has been a pleasure to work with Network Rail and with Virgin Trains on this project."

The project is part of the Department for Transport's National Stations Improvement Programme, administered by Network Rail. Virgin Trains delivered the work, with the main contractor being Serco Project Services. Work has been under way since last October and was completed in March.

Carlisle station is one of 17 managed by Virgin Trains on the West Coast Mainline. The station improvement project follows recent investment in the adjacent car park in a previous joint project involving Virgin Trains, Network Rail and the Department for Transport.

Network Rail has warned that failure to agree the plan may cause the loss of funding from the Department of Transport. A resolution was still awaited in late June.

Chester update

Work on the lifts has been completed but improvements to the footbridge have yet to start with a new design being planned. The plan by Network Rail to provide a high rise car park at the West end of the station has fallen foul of local opinion concerned about the impact of the design on the heritage architecture.

A regrettable incident saw the theft of the copper cladding from the rear of the Costa Café in the early hours of one morning in March. Unobserved access would have been gained from the West end car park. The East pavilion on the island platform which contained the café has seen a doorway converted into a window in line with the original design – the work is such that it is hard to know where the modification has been made other than noticeably new stone work.



LASRUG

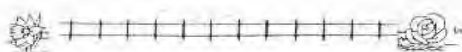
Lancaster and Skipton Rail User Group
www.llmr.co.uk

The group was formed in 1989 to support and improve the Lancaster to Skipton railway. This links the towns and cities of West Yorkshire with the city of Lancaster and the seaside resort of Morecambe. It also gives access to the Yorkshire Dales, Forest of Bowland and Furness.

If you would like to help us promote the ‘Little North Western’ line, please contact our Membership Secretary, Lakeber House, Robin Lane, High Bentham, Lancaster. LA2 7AF.

Membership costs £5-00 annually. You will receive a Newsletter twice a year and we invite a speaker from the Rail Industry to the AGM each September.

North
Wales



The
Wirral

WREXHAM – BIRKENHEAD

Rail Users Association / Cymdeithas Defnyddwyr Rheilffordd

WRECSAM – PENBEDW

The Association Supports the Electrification of the Wrexham Central – Birkenhead–Bidston Line.

We Support New Stations at Beechwood, Prenton / Woodchurch road Interchange, Well Lane, Little Neston / Ness Botanic Gardens and Deeside Industrial Estate.

We encourage the fullest use and development of the Wrexham Central– Birkenhead–Bidston Line, to promote the Line's development and safeguard its future.

Regular newsletters give full details of the Association's Activities.

It's your line—help secure its future by joining us today!

Individual membership £4.00 Family £6.00, Corporate £10.00

Send your subscription to our Membership Secretary to receive our latest newsletter

Brian Grey, 56, Coombe Road, Irby, Wirral, CH61 4US.



WIRRAL TRANSPORT USERS ASSOCIATION

We believe in modern, public transport systems for the Wirral and Merseyside and keep our members up to date with public transport developments

We support the campaign for electrification of the Wrexham Central–Birkenhead–Bidston Line

We support new railway stations at Ledsham, Town Meadow, Beechwood Estate, Prenton/Woodchurch road interchange, Well Lane, Little Neston or Ness Botanic Gardens and Deeside industrial Estate

We wish to see more bus/rail and car/rail interchange for the benefit of passengers

We are affiliated to Railfuture, Passenger Focus, Travelwatch North West, Bus users UK & represent Campaign for Better Transport in the area.

We publish a newsletter twice a year and run coach excursions

Why not join us? Join today

Annual individual subscription £6.00; Family £8;

Corporate Bodies £25.00, representative bodies £12.50

*Send your subscription to our Membership Secretary today
and receive a copy of our latest newsletter*

Brian Grey, 56, Coombe Road, Irby, Wirral, CH61 4US.

THE LAKES LINE RAIL USER GROUP

Formed in 1984 to promote and support Cumbria's only branch line for locals and tourists alike. Travel the lakes line into scenic Lakeland.



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Kendal,
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Membership: £5.00 Individuals,
£7.00 Family, £13.00 Corporate

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Rail North West is the newsletter of the North West branch of Railfuture, campaigning by the Railway Development Society. Contributions in the form of articles and letters are welcomed. Please send them to Arthur Thomson at arthur.thomson@railfuture.org.uk or by post via the chairman as above. Text files e-mailed are particularly welcome. The opinions expressed in *Rail North West* are those of any individual contributors and not necessarily those of Railfuture.

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