

# Yorkshire Rail Campaigner

Number 67: Winter 2024-5



## Work in progress

Contractors are getting Bradford Forster Square ready for more 10 coach LNER trains. Main picture shows Azuma entering Shipley. Coming back, these trains at present use the same platform. So platform 4, for now only good for 5 coaches, is being extended to take the Azumas and relieve conflicts. Forster Square's new track is already connected, platform being built.

Forster Sq lags in the regulator's latest footfall figures, and needs trains to Ilkley and Skipton restoring to pre-Covid half-hourly. Let's get more people using Airedale and Wharfedale quieter off-peak trains.

Our railway is struggling with performance. Delays are normal. With limited provision of fixed departure notices it's not always easy to know how late the train is when you board. Surely not the intention!

And really not good enough.

JSW 13Dec'2024

**Merry Christmas and a happy new year to all readers!**

Views and opinions expressed in this newsletter are those of individuals not of Railfuture or its Yorkshire branch. Notes and comments by editor signed JSW.



Squeezing in platform zero (?) at Forster Square, ...



... and extending platform 4 at Shipley,

... as Ilkley train leaves Shipley platform 3.

Meetings in new year: see back page.

**railfuture**

Yorkshire branch

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

# Buses, lorries, cars: can rail catch up on decarbonisation?

editorial by **Stephen Waring**

I often walk from Leeds train station to the Headrow where there are shops, galleries, the Town Hall (currently under refurbishment) and cultural attractions. Have a look next time you are in the city – for Railfuture’s Yorkshire AGM in May if not before. On the way in Park Row you will see a fair number of buses. **A lot of them are now electric.** That means they run on batteries, and when the electricity supply is zero-carbon so too will be these modern passenger carrying vehicles. [£7.8 million investment sees First Bus order 32 new electric buses for Leeds | First Bus North England News](#)



**Electric buses in regular service, Leeds. (JSW)**

Attendees at a recent Travelwatch North West<sup>1</sup> conference took an afternoon visit to the Warrington’s Own Buses depot, where the previous diesel fleet has this year been replaced by 105 electric vehicles. [New era begins for electric bus travel in Warrington | warrington.gov.uk](#)

And what about freight? Two years ago Tesco started using battery-powered delivery vehicles – a UK supermarket first, and “learning how to do electric trucks”. New UK heavy goods vehicles need to be zero-emission by 2040. Second picture (ref [Operators unite in electric heavy goods vehicles trial | Department of Engineering](#)) illustrates project JOLT, a new trial of electric HGVs across the UK led by the Centre for Sustainable Road Freight (SRF) with, inter alia, John Lewis and Volvo. David Cebon, director of SRF and a mechanical engineering professor at Cambridge University is quoted thus: “The urgency of the climate crisis is driving adoption of electric HGVs at a rate that few ... would have expected five years ago.”

In Sweden electrified motorways are being planned, so you will be able to charge your car while driving. Germany already has a motorway with overhead wires for electric HGVs to charge.

Of course there are environmental concerns about lithium-based batteries. But currently half a dozen or more alternatives are being researched.

So what about rail? Third picture is the latest new freight locomotive type. Electric power 8270hp. And a 2400hp diesel – surely not just for final mile? **No batteries.** There seems to be a view that battery freight trains are impractical. (Maybe wait and see?)

What fraction of road freight can transfer to rail?

We need to reassert the idea of rail overhead electrification – an economic and green way forward. Batteries waste more energy than overhead wires. More still with fast charging. Can we afford that? It was good to hear mention of Calder Valley line wiring at Railfuture’s recent NW and Yorks meeting. That, we gather, was under the heading of freight, but the Calder route is also a network essential for frequent passenger trains, as recognised a decade ago by the Northern Sparks task force.

How far will Northern’s upcoming trains order take us towards zero carbon?

**Can rail regain the lead decarbonising transport?** Or will trains be burning diesel as for ahead as we can see?



**Electric HGV trial**  
with thanks to Cambridge  
Department of Engineering  
News Autumn 2024



**New class 99 freight locomotive**, at Innotrans 2024, 8270 hp (electric), 2400 hp diesel. No traction batteries.  
Pic from Wikipedia with thanks to Matti Blume - Own work, CC BY-SA,  
<https://commons.wikimedia.org/w/index.php?curid=153102017>

<sup>1</sup> There is no such organisation in Yorkshire. See [TravelWatch Northwest - Promoting quality public transport across the North West](#)

South Yorkshire (mainly) update:

# Hopes alive across county after RYR letdown

by Andrew Dyson

Two of South Yorkshire's foremost rail projects are on hold (at best) following the Government's cancellation of the Restoring Your Railways (RYR) scheme. Network Rail completed their outline business case for the Sheffield-Chesterfield via Barrow Hill line in October, but this yielded a disappointing cost-benefit analysis value of just 0.6 – well below the minimum 1.0 generally required to take a project forward. South Yorkshire Mayoral Combined Authority (SYMCA) and the East Midlands Councils Combined Authority (EMCCA) are understood to be investigating ways in which the project might be rescued.

RYR funding had also been promised towards a business case to restore services on the line between Sheffield and Stocksbridge, but work on this had not started by the time funding was withdrawn. The project will not now go forward. Following the recent cessation of all rail services to Stocksbridge steelworks, the line is no longer being maintained and was reported online in September as being out-of-use, but this has been denied by Network Rail.

On a happier note, work on the proposed new station at **Waverley**, on the Sheffield-Worksop line, is still proceeding with funding from the Sustainable Transport Fund. The multi-million pound investment in the **Penistone Line** secured by Kirklees Council has also escaped the cull, although it is unclear whether the funding promised will be sufficient to deliver the promised benefits.

We hope 2-car trains on the **Nottingham/Lincoln, Sheffield, Barnsley route to Leeds** will be lengthened – eventually. These trains are limited in length (except on Sundays) by using bay platform 17 at Leeds, which often has to hold two trains at once. Gross overcrowding results on all sections of the route. Plans to extend Platform 17 have now reached the final design stage, but a resolution is still some way off.

It is anticipated Northern will introduce the long-promised additional – and faster – service between **Sheffield and Leeds via Wakefield Westgate** from December 2025, when the much-delayed East Coast Main Line timetable recast is due to be implemented.

November saw the end of **CrossCountry's** temporary timetable that had seen virtually all trains on the Newcastle-Reading corridor withdrawn for a period of 13 weeks. Services have now returned to Spring 2024 levels, and it is hoped the full pre-Covid timetable can be restored in 2025. The move is particularly welcome news for Doncaster, which had been virtually erased from the CrossCountry network during the temporary timetable.

It is understood SYMCA is pressing Northern to reinstate the second hourly **all-stations stopping service Sheffield to Doncaster** – a service lost during the Covid pandemic. Other SYMCA priorities include a second hourly service between **Doncaster and Scunthorpe**, line speed improvements on the **Lincoln** line, and a restoration of the hourly service **Sheffield to Gainsborough Central**.



**Conisbrough (pictured)** and neighbouring Mexborough have suffered since the pandemic with service cuts unrestored. Trains are just hourly, with faster ones to Cleethorpes and Scarborough running through non-stop. South Yorkshire combined authority wants half-hourly back. Latest ORR footfall figures show slow but steady post-Covid recovery. Could more trains be key to further growth?

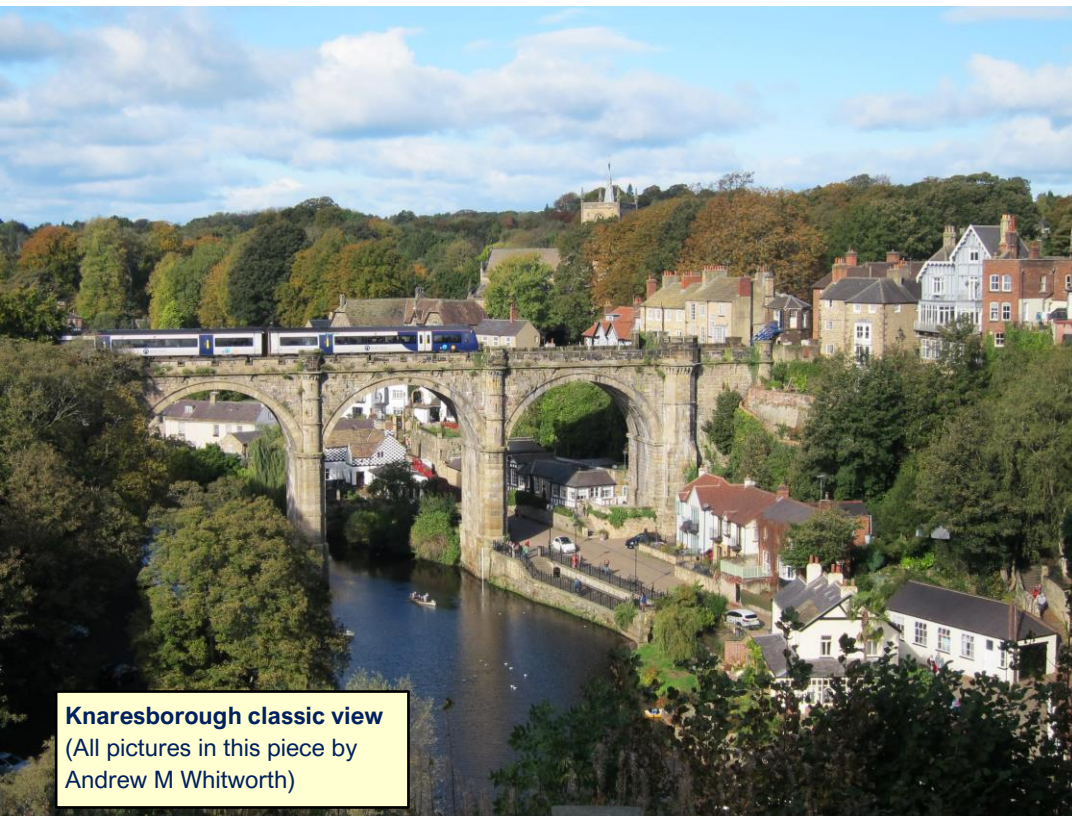
- Conisbrough had 81770 footfalls in 2023-4 compared with 116516 (2019-20), a drop of 30%
- Mexborough was 152510 (2023-4); 211624 (2019-20) = -28%
- Swinton (SY), next along line with trains to Leeds as well as Doncaster, was 306356 (2023-4); 395596 (2019-20) = -23%
- For comparison our editor's favourite station, Sowerby Bridge (WY) had 372672 footfalls (2023-4) only 9% less than 2019-20.

Picture, of an Adwick-Doncaster-Sheffield stopper, is from footbridge steps, but there are also compliant ramps on both sides. Nice little station. Not too far on foot from magnificent Conisbrough Castle (English Heritage) and village centre. Picture and this caption – **JSW**

# History of worries for Harrogate to York line – proposals must bear fruit

by Andrew Whitworth

The railway between Harrogate and York may be regarded as a success story. Since the ambitious franchise plan starting in 2016 the service has enjoyed improved rolling stock, with – in the main – class 170s replacing Pacers and 150s. An improved timetable doubled frequency to half-hourly in December 2021 following a £12.5m investment in signalling and track improvements. This has been a massive boon, as York is so useful for onward connections, and



**Knaresborough classic view**  
(All pictures in this piece by Andrew M Whitworth)

recent station usage figures confirm usage exceeds pre-Covid levels on the affected section of route by between 21% and 48%.

Prospects are improved further by population growth at Harrogate and Knaresborough, and a proposed new town at Cattal.

There's still work to be done, of course. Electrification would have synergic benefits and allow through workings from Bradford Forster Square to serve the new Airport station when that is developed. Resignalling planned for 2016 was cancelled, restricting operating times and affecting reliability. Also punctuality is poor, largely due to conflicts at Skelton Jn north of York. Network Rail were due to restore a third track north of York

station, and improve parallel moves, with a major possession planned for the 2025 new year to start the work. However the agenda documents for the November TfN Rail North Committee depressingly show that this project has been paused – and indeed journey planners now show the possession has been cancelled. It was already disappointing that plans for increased platform capacity at York had been removed from the scheme – anyone trapped in York at a time of disruption will know the urgent need for this additional investment.

Elsewhere the same TfN documents complain about the poor punctuality of Northern and LNER services generally, and the desperate shortage of capacity on the ECML north of York which in turn gives rise to the impossibility of restoring TPE's second Newcastle service per hour and the appalling inconveniences to be suffered by Northallerton and Thirsk passengers from this December. Possibly worse sacrifices are to come in December 2025 with further increases in LNER services. In this context, the deliberate pausing of the Skelton works is disastrous.

At a time when there's talk again of Northern service cuts to 'improve performance' this should make Harrogate-York line users rather nervous.

## **A diversion – some recent history**

Anxiety about the pausing of the Skelton Jn works is increased in part due to the chequered history of the stretch of line from Harrogate.

The Harrogate-York line was listed for closure in Beeching's *Reshaping of British Railways* report. Closure notices were issued in September 1964. Reprieve was granted due to hardship two years later, but joy would have been muted by the decision that same day to close Harrogate-Ripon-Northallerton. The Harrogate-York service at this point was two hourly off-peak, and self-contained with only a couple of through trains between Knaresborough and Leeds.

Of course, numerous lines were reprieved only to be closed a few years later. In *Holding the Line: how Britain's*

railways were saved, Richard Faulker and Chris Austin recount that Harrogate-York was one of the 'usual suspects' and included in possible closure lists drawn up in 1972, 1975 and 1979. This was despite the service becoming paytrain<sup>2</sup> and the line being rationalised with two single track sections created in 1972 and 1973.

Increasingly the services ran through from Leeds to York and increased in frequency. In 1984 the service became half-hourly from Leeds to Knaresborough in an improved timetable (which essentially lasted through to 2019). The catch was class 141 trains – the original production "Pacers" – though they were only to last a decade in service. Yet still, in 1989, BR included the line in a list sent to government for possible bus substitution.

Arguably the line was half way there with the dreadful 141s.

At this time, after several decades of planned contraction, the possibility that rail usage may be about to double was far from evident. On top of this pessimistic mindset, sectorisation created a ruthless accounting framework to drive capacity reduction which was to prove as harmful as route closures. Overzealous rationalisation at York during the east coast main line electrification contributed to the issues we are faced with now.

### Then there was the tram threat

Surely people aren't still worried in 2024 that this stretch of railway might actually close?

Well, there have been more recent threats in the form of tram conversion proposals. In 2008 an Arup report was commissioned by Leeds City Region to investigate this possibility for the whole Leeds – Harrogate – York route. The report notably fails to mention the inherent downsides for passengers. While the 'tram-train' epithet sounds less threatening, it's tram style comfort levels: no toilets, no bikes, much slower journeys – especially with street running in cities at both ends – in a vehicle designed for crush standing at busy times<sup>3</sup>. Through ticketing and railcard discounts could be lost. The attractiveness to operators of removing fencing, signalling and level crossings would be very tempting – Harrogate's London services would struggle to justify to the extra cost and complexity on their own. So it's almost certainly tram, not tram-train. The 2008 report said that accessing York station would be difficult – so connection to the rail network at that end of the line could have been cut. Thankfully this wasn't progressed; Rotherham was ultimately used as the pilot. But having been floated once, the idea of tram conversion keeps on resurfacing for this line, Proposals in 2017 were solidly rebutted by Harrogate Line Supporters Group, and the idea was sadly raised again in parliament this autumn.

Another concern here is the process by which the closure of a railway and it's replacement by tram is achieved. There is an Office of Road and Rail closure procedure, including consultation, and ORR's website lists recent approvals – all of a minor nature. But the Oldham loop is not listed. This was closed by a statutory instrument outside the ORR process. Maybe rail users were given some opportunity to air their concerns and query the Oldham proposals (though I can't find a record of this), but surely it is wrong to circumvent the agreed consultation process which is secured with tested checks and balances. Hopefully it won't come to this for Leeds-Harrogate-York.

### What do we need then?

However, many users of the line will only feel truly secure when the investment that's been proposed eventually comes to fruition.

***This starts, of course, with the York third line in from Skelton Junction, essential to relieve that pinch point.*** Next would be Leeds and Bradford Airport station, accompanied by a straightforward electrification and integration with Airedale and Wharfedale services to improve platform utilisation at Leeds. Finally the picturesque but problematic semaphore signalling between Harrogate and York needs updating, allowing extensions to service hours.

***That will be a first class rail offering that should help growing local communities and their big cities prosper whilst reducing carbon, pollution and congestion.***



Nice signals on line – "picturesque but problematic"



Pre-paytrain ghost at Knaresborough: "Single to Brafferton, that's three and six. And I'm sorry Mrs Crump, but your hens seem to have gone astray. (AMW)"

TURN OVER FOR CHAIR'S COLUMN

<sup>2</sup> This must have been when the job title Conductor Guard appeared. See also comment with Nina's column, pages 7 & 8 – JSW

<sup>3</sup> A bit like a Northern class 195, then?! – JSW

Views and opinions from

**Nina Smith**, Chair, Railfuture Yorkshire Branch

## Funding, passenger needs, priorities...

**The budget and transport funding:** We have now had Rachel Reeves's first budget. For climate and public transport campaigners, it was a disappointment, a wasted opportunity.

Yes, the chancellor confirmed funding for some of the schemes already in progress – and it would have been scandalous had she not done so. The schemes included the Transpennine Route Upgrade (<https://thetrupgrade.co.uk/>) and funding for the first stages of West Yorkshire's long overdue mass transit system and for renewing Sheffield Supertram. Other continuing schemes include East-West Rail, Wigan-Bolton electrification, and a strong indication that HS2 will go through to Euston. There was **no funding announced** for any part of Northern Powerhouse Rail; none for an underground cross-Manchester line (and extending Piccadilly station); none for a rolling programme of electrification, nor any to restore missing links like Skipton to Colne, or the Crigglestone curve; and no funding was announced to tackle the severe rolling stock shortage of most train companies including Northern, TransPennine Express and Cross Country Trains. We know Northern is currently in the procurement process for new trains, but are they all just replacements for older stock, or will there be a net gain in both the number of units and the number of carriages?

**Perhaps worst of all was the above-inflation increase in regulated train fares, whilst continuing the Tory freeze on fuel duty.** How will we ever achieve the mode shift we need to reduce emissions of carbon dioxide and other pollutants including particulates, ease traffic congestion, and reduce car dependency, when the chancellor seemingly fails to understand that we have a climate emergency? I accept that Reeves inherited a large budget deficit, but some of her priorities are misguided. She has foregone the revenue that could have been raised from higher fuel duty, from heavier taxes on aviation, from increasing alcohol duty and introducing wealth taxes, not forgetting that she chose to take a penny off a pint of beer. What was that about? Trying to say to working people "I am on your side"? At the heart of the revenue raising problem facing the government is their unfortunate manifesto commitment not to raise income tax, VAT or employees' national insurance contributions, despite many people believing the better off should pay more tax; instead, she is taxing jobs, which usually leads to fewer jobs, higher prices, and an impoverished public realm. The increase in employers' NI contributions will increase the cost of nearly everything, including running the railway, and bus and tram services, as well as hitting GP practices and charities.

### Louise out, Heidi in

Just before our copy deadline came news that Louise Haigh had resigned as Secretary of State for Transport and been replaced by Heidi Alexander. Haigh had shown herself in a short period of time to be a minister who gets things done, having ended the train drivers' strike, getting Royal Assent for the Passenger Rail Services (Public Ownership) Act 2024, and the launch in September of Shadow Great British Railways. In a tribute, West Yorkshire Mayor Tracy Brabin described Haigh as an "extremely effective transport minister who lived her mantra move fast and fix things". Haigh's last act as transport secretary was a major speech in Leeds outlining her vision for the National Integrated Transport Strategy. I consider this to be one of the most important statements of transport policy for many years, and it is an inspiring legacy with Haigh has left. It will be up to her successor to make it happen. [https://www.gov.uk/government/speeches/integrated-national-transport-strategy?utm\\_medium=email&utm\\_campaign=govuk-notifications-topic&utm\\_source=f95ebf23-4506-4029-903a-73aa50d9a69d&utm\\_content=daily](https://www.gov.uk/government/speeches/integrated-national-transport-strategy?utm_medium=email&utm_campaign=govuk-notifications-topic&utm_source=f95ebf23-4506-4029-903a-73aa50d9a69d&utm_content=daily)

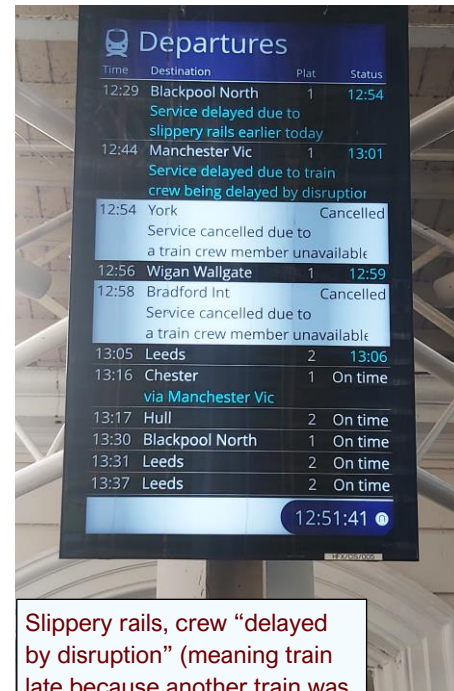
That successor is Heidi Alexander, MP for Swindon North, who has previous senior transport experience as deputy mayor of London for transport from 2018 to 2022. She supported Andy Burnham when he ran for the Leadership of the Labour Party. **Let's hope she can win important battles with HM Treasury!**

### Train usage continues to recover

The figures for passenger train usage in the year to 31 March 2024 were published in late November. Despite the smaller volumes of five-days a week commuting, the recovery post-Covid is continuing, albeit somewhat erratically. Reflecting the increase in leisure travel, Bridlington is up 9% on pre Covid levels, although Scarborough is still 6% below. On the Calder Valley routes, for example, Burnley Manchester Road shows a 23% increase, whereas Walsden is still 39% below. Most stations are at between 85% and 100% of pre Covid levels, and rising. The most recently opened station, Low Moor, had 251,000 entries and exits, fully justifying its opening. Leeds, the sixteenth busiest station on the national network (and the fourth busiest outside London) was down 20% on pre-Covid volumes, at 24.8 million (plus 2.68million interchanges). *Figures are comparisons of 2023-24 with 2018-19.* →



Autumn morning Bradford F Sq. On right is a Class 333 unit, 4 cars, 353 seats in slightly cramped 3+2 arrangement. Left is a newer 331: 4-car version would have 260 seats but more spacious 2+2 seating. You decide! Photo JSW.



Slippery rails, crew “delayed by disruption” (meaning train late because another train was late?), cancelled due to “crew member unavailable”. Screen at Halifax earlier this autumn: 11 trains, 2 cancelled, 2 very late. So 4/11; that’s a 36 per cent rate of disappointment. Can we call that 64% reliability? We wouldn’t mind but it seems to happen more and more – JSW. Photo by Nina Smith.

→ **Putting passengers first?**

**Overcrowding** continues to cause serious problems on some services, not least on Cross Country trains, and at weekends on the Hope Valley line. There is concern on the Wharfedale Line about substituting 4 car class 331 trains for the 4 car class 333s, which has led to standing passengers on some evening services. Wharfedale passengers want reassurance that this is only done when operationally necessitated, and is not a precursor to removing the class 333s from the line.

**Cancellations** on Northern in recent months have been serious, particularly but not entirely affecting services crewed from north-west depots. Northern agreed an interim solution with the RMT, but the conductors rejected it. It is vitally important that all front line staff are on contracts which spread their working hours across the full seven day week. A public service cannot be efficiently run when staff contracts allow them to choose whether or not to work on Sundays. This is a problem for a number of TOCs, and the secretary of state must intervene and sort this mess out.

**Over-zealous revenue protection**

I wrote in our Autumn issue about the need for Northern (and other train companies) to be fair in their dealings with passengers who have the wrong ticket or for good reasons don’t have one. It really is unacceptable for simple mistakes or circumstances to land people with a criminal record.

I am delighted that former transport secretary Louise Haigh launched an independent review of rail fare prosecutions, which we trust will continue under her successor, and I am delighted also that the Chief Magistrate has declared all convictions under the Single Justice Procedure to be null and void. [See also panel, next page.]

**TfW deserves praise**

I had to return home early from a short holiday in Wales due to bereavement. Although I had an Advance ticket for a later date, the booking office clerk at the local Transport for Wales station was able to change it for the next incoming train at no charge. Now that is what I call service. Well done TfW!

**ECML timetable**

**– better service needed at Thirsk**

The fully revised timetable for trains on the east coast main line is scheduled for December 2025. In the meantime, LNER have launched a shuttle service between York and Newcastle to make up for a reduction in TPE calls at Northallerton. The new service calls at Northallerton, Darlington and Durham. But not at Thirsk.

As I have written before, **Thirsk has an inadequate train service with no direct trains to Darlington, Durham and Newcastle**. I have asked LNER if they can incorporate a stop at Thirsk on this service, and I am awaiting a response. We have real concerns that the December 2025 timetable recast will still not address the northerly travel needs from Thirsk. Yes, the ECML is crowded, but surely a town of Thirsk’s size and hinterland deserves a decent train service, →



**Times change** and here's an image from half a century ago – and Nina's filing system! In those days of BR's Eastern Region, you **had to buy tickets on the train** if the route had gone over to "Paytrain" operation, as many routes did in Yorkshire. Fare options were limited. These days there is a fear of being fined £100 for even attempting to pay on the train or having the wrong ticket. We don't condone fare-dodging. But is the railway punishing the sin of wanting to travel? The motto is: **"Buy before you board. No ticket no excuse"**... – JSW



→ even if that means a long distance train has time added to its journey<sup>4</sup>. Logically, this will be provided by TPE running two services an hour between the NW and Newcastle, but will the recast timetable in Dec'2025 provide for this? Could it be achieved by extending the Manchester-Wakefield-York service?

In the longer run, it is essential that the mothballed **Leamside** line is reopened to ease the capacity problems on the ECML. **Will the Chancellor and DfT provide the funding for this essential piece of infrastructure?**

**Immediate priorities: punctuality & reliability, affordability, and keeping "walk-on" trains**

Railfuture has lots of ambitions for a bigger and better railway, but in the immediate term, there are three essentials for the network to urgently sort out – punctuality, affordability, and the continuation of a walk on railway.

Punctuality and reliability are linked to the need for seven day working week contracts, as well as TOCs having enough rolling stock to cover for breakdowns and accident damage, and enough staff to allow for a normal level of sickness absence.

Affordability and the continuation of a walk-on railway are linked. Good value advance fares are available on most routes, and these are to be applauded; LNER now also offer an advance ticket with the flexibility of changing your travel time within a 70 minute window (the 70min Flex), but in doing so, it has as a pilot abolished off-peak (saver) return tickets, both of which offered a much higher degree of flexibility for an affordable price and, in the case of the off-peak return, the ability to break a journey. The only walk-on fares LNER offers are Open tickets that are so expensive that few independent travellers can afford them.

**Cheaper, flexible, walk-on tickets must be reintroduced on LNER as soon as possible, and this pilot must not be extended to other train operators.**

**Bradford, West Yorkshire Combined Authority, and local control**

Stephen Waring and I had a good meeting with the chair and vice chair of the WYCA Transport Committee, Councillors Susan Hinchcliffe and Eric Firth.

They made clear the importance WYCA and Bradford Council give to a **new through station to replace the Interchange terminus**, and confirmed that the station and the forthcoming tram system will be planned in unison to ensure the tram serves the new station and provides a seamless transfer into the city centre and Forster Square station. We hoped these important transfers will be free, something easy to achieve with a tap-in, tap-out system, as well as through ticketing from beyond West Yorkshire.

Something that was clear in the meeting is that **WYCA now has less control over the West Yorkshire rail network** than it did in the WY Metro days before privatisation, the Rail North Partnership (DfT + TfN), and increasing micro-management by the DfT. Time for some real devolution, and it looks like we might be getting it. In her recent Leeds speech, Louise Haigh praised the regional Passenger Transport Executives (PTEs) introduced under

<sup>4</sup> Calling at Thirsk is a challenge for train planners, because the station only has platforms on the slow lines, which must then be used over the lines linking with Northallerton. On a quick look at present TPE times, it seems a stop at Thirsk adds about 7½ minutes northbound and 9 minutes southbound compared with running non-stop via the fast lines. Hence the challenge. Having said that, we should add that the 2024-25 York-Newcastle shuttles are only every 2 hours. Turnround time in York is about 15 minutes, but at Newcastle the units seem to disappear to Heaton depot! For info, Thirsk has population of about 7000 (2021 census), but also serves northbound travellers from Ripon (16 600 population in 2021). **On the other hand** on latest ORR footfall statistics, Thirsk station usage in 2023-4 was 263 184, compared with 221 504 in 2019-20, a rare increase of 19%. **So the station has potential.** – JSW



the 1968 Transport Act and coordinated buses and trains, unified fares, and created a consistent brand.

Of later changes Haigh said *“it wasn’t just the buses and trains that were privatised. Power was privatised too. Local leaders were bereft of the right levers....With terrible, real consequences. Because when power is privatised, it’s the people who suffer....”*

## Connectivity

Connectivity is all-important. It is good news that the East West Rail (Oxford-Cambridge) route will be partially electrified and will use hybrid trains using battery storage and overhead wires. This is an essential re-instatement of a line that it was madness to close, although some of the route differs. The route of the final section from Bedford to Cambridge is still to be agreed, but the preferred option incorporates a station at Tempsford (north of Sandy) where EWR will cross the east coast main line. Under present plans, there will be an interchange here with local Thameslink trains, but here are no plans for interchange with long distance services. This is short-sighted. **A full interchange station here would mean much faster journeys between the north and Cambridge than are currently possible, and a good connection to Milton Keynes (Bletchley) and Oxford from the NE, Yorkshire, and Lincolnshire.** It would be folly for this not to be incorporated from the start. And it could save money later.

It does now seem that HS2 will terminate at Euston rather than Old Oak Common. This is only common sense, and is to be welcomed. But it is not the best solution. HS2 should join up with HS1, thus making possible seamless journeys from Birmingham and further north to mainland Europe. (And by the time the new Euston is completed, we may even be back in the EU, making direct travel less complicated.)

## Welcome, Ann Hindley

We are pleased that Ann Hindley is in the process of moving from North Lincolnshire to Sheffield, and we have co-opted her onto the committee as minutes secretary, a vital role that Stephen Waring is glad to relinquish so that he can concentrate on campaigning and on editing YRC.

**Ann is to be congratulated** on being awarded the **Member of the Year** Award at this year’s Railfuture AGM for her assiduous work behind the scenes in Lincolnshire, on Railfuture’s passenger group, and in being a key organiser of the last national Railfuture conference. **Welcome to Yorkshire and the committee, Ann.**

NINA SMITH, 29 Nov’2024, updated 13 Dec.

# Yorkshire (and other!) branch meetings

by Stephen Waring, Trevor Bishop and Chris Nutton

Railfuture Yorkshire meetings are now in diary for new year and spring 2025, starting with our on-line discussion with **Cross Country trains on January 22<sup>nd</sup>**. Branch meetings in person are also pencilled for York (29 March – ordinary meeting), and Leeds (10 May - AGM) at the convenient Unitarian room in City Square) for the AGM. AGM topic is expected to West Yorkshire tram plans. **More details on back page, updates and links to follow.**

## Joint branch meetings – Sheffield, October

This autumn we have kept up the good practice of joint meetings with neighbouring Railfuture branches. In October Yorkshire hosted members from East Midlands and Lincolnshire. This was a well-filled afternoon with two speakers and a Q&A for which time had to be extended. **Tim Bellenger** transport strategy lead for the new East Midlands Combined County Authority (EMCCA) told us about the authority’s formation. Four local authority areas are covered – the cities of Derby and Nottingham and counties Derbyshire and Nottinghamshire. EMCCA is a mayoral authority and the elected mayor Claire Ward lists “get a grip of our transport systems” as a key objective. Plans of the four constituent authorities will be merged.

The mayor is reported to be keen on cross boundary links. Under the authority’s Connecting Communities committee transport is seen as a means to an end. It’s early days and things like “QCR” (quantifiable carbon reduction) targets await. [Home - East Midlands Combined County Authority.](#)

**Alex Forest**, senior transport manager (strategic rail) at South Yorkshire Mayoral Combined Authority gave an update. There were hints of possible extension of the Nottingham-Worksop “Robin Hood Line” to Sheffield, Lincoln-Doncaster regular service and possible extension to Leeds, and Hope Valley extra train each hour, maybe semi-fast. This last would mean working with Transport for Greater Manchester. So it’s all about combined authorities combining to seek common objectives.

The second part of the afternoon was a workshop session. There was little time left for the business meeting, but to be honest some of us did not think that mattered too much. (Just my opinion! - JSW)

The workshops looked at joint concerns of the three branches on rail development and on group organisation. On the latter there was support for the idea of a joint sub-branch focussing on the SYMCA area and its extensions Sheffield-Nottingham and Sheffield/Doncaster to Lincoln. On rail development questions group spokespersons fed back in a final plenary, big sheets as aides memoire.

**The great thing about workshops is that everyone – who wants to! – gets chance to have their say.**

Here is the transcribed stream of consciousness from the six groups. Note pleasing dominance of ideas from our East Midlands and Lincolnshire colleagues.

Whenever possible we have copied verbatim off the sheets (apologies for any misreading; blame the editor). →


→ **Coloured highlighting attempts to key recurring themes.** There may be no clear conclusions, but hopefully food for thought. Lots of topics covered – maybe too many? **Hopefully also** scope for **action!**

<p>East Midlands electrification + extension to Moorthorpe and Doncaster.</p> <p>Hope Valley – 3<sup>rd</sup> train each hour via Dore South curve? Leicester or Derby to Stockport?</p> <p>Station capacity preventing longer trains (Leeds P17, Shfd?)</p> <p>Rail supported taxis to nearest accessible stn.</p> <p>Lincoln-Doncaster-Leeds</p> <p>Could EMR service take unused Shf-Don path (temporarily)</p>	<p>Belper – need for northbound calls, service to Chesterfield, Sheffield</p> <p>Extra services – capacity</p> <p>DfT/Treasury funding</p> <p>Mansfield-Worksop-Sheffield demand</p> <p>Manchester-Lincoln every hour</p> <p>Sheffield-Bradford via Barnsley, reopened Crigglestone curve and Brighouse</p>	<p>MML electrification – to Leeds and York for EMR, Cross Country, freight.</p> <p>Above as part of wider Cross Country corridor.</p> <p>Plus smaller stations e.g. Belper, Willington etc</p> <p>National rolling policy to include issue of rail replacement buses.</p>
<p>Reinstatement of Shf-Gainsboro Central</p> <p>Sunday service Peterborough-Lincoln + general frequency S of Lincoln</p> <p>Cancellation of Lincoln trains at Newark</p> <p>Lack of Askern station affects Leeds-Lincoln service via Doncaster + routing of existing Leeds-Lincoln service</p> <p>Scunthorpe-Don frequency</p> <p>Late night service frequency</p> <p>Late [notification of] cancellations</p> <p>Need for printed timetables</p> <p>Station accessibility, all aspects of...</p> <p>Overcrowding of trains, e.g. Leeds-Shf-Lincoln</p> <p>Sheffield-Don service needs better “spread”</p> <p>Capacity of big stations.</p> <p>Frequency of trains through Grantham...</p> <p>Need for an integrated rail service.</p>	<p>Rolling stock:</p> <ul style="list-style-type: none"> <li>Replacement of current stock</li> <li>Use of unsuitable stock</li> <li>Need for spare trains</li> <li>Low-floor trains needed [access!]</li> </ul> <p>After HS2</p> <ul style="list-style-type: none"> <li>What happens now?</li> <li>Where does “released” cash go if it really exists?</li> </ul> <p>Combined authorities</p> <ul style="list-style-type: none"> <li>Devolution/funding/matched funding</li> <li>Regeneration benefits not counted</li> </ul> <p>Marketing regionally</p> <ul style="list-style-type: none"> <li>Single operator focus</li> <li>Local publicity – Rf or operator to fund?</li> </ul> <p>Reopening stations</p> <ul style="list-style-type: none"> <li>Cost of road service</li> <li>Importance in low car-ownership communities</li> </ul> <p>Track capacity in cities</p>	<p>Connectivity Yorks-Lincs. Don-Lincoln service Dec’2025? (Maybe 2-hourly at start?) Use P2 at Don to avoid crossing ECML. Or combine with Don-Pontefract-Leeds?</p> <p>Sheffield-Leeds more fasts + longer XC trains + restored pre-Covid timetable</p> <p>Electrification [north of Shf]</p> <p>Longer trains Shf-Lcn/Not</p> <p>Restoration of Shf to Gainsborough Central at least at peaks (Covid cut)</p> <p>Lincoln-Nottingham ½ hourly.</p> <p>Brigg line – new weekday service well used. Could Sat service return? At least 3 trains/day.</p> <p>Sheffield-Barton service good benefit/cost ratio. [Connections Barnetby for Barton/Cleethorpes]</p> <p>TPE may want to use Brigg line for diversions in future?</p>

### “How to make rail great again” – TfN speaker in Manchester

Yorkshire branch joined North West colleagues at the Friends Meeting House, Manchester at end of November. Well attended meeting – 28 in room and 13 online – explored strategies for future campaigns with an on-point presentation from guest speaker

Manchester and North West Transformation Programme (MNTP)	Hope Valley Upgrade	HS2 and High Speed Services	Leamside Line
Trilink	Northern Powerhouse Rail (NPR)	Midland Mainline Electrification	West Yorkshire Mass Transit
Transpennine Route Upgrade	East Coast Mainline Modernisation Programme	Leeds Area Improvement Programme (LAIP)	BeeNetwork
Restoring Your Railways (RYR)	TransPennine Express New Trains	Northern New Trains (15X replacement)	New Stations
Open Access Operations	Tram-Train	Power Supply Upgrades	Access for All
Renewals	Station Redevelopment	Electrification	New Freight Terminals



Charlie French, investment planning manager at Transport for the North. TfN was formed in 2018 as first ever subnational transport body. Unlike other strategic transport bodies, TfN is a statutory body, representing both local government and business. Present chair is former transport secretary Lord Patrick McLoughlin.

Charlie addressed key topics identified before the meeting in the context of TfN’s strategic plan, embracing ambitions up to 2050. TfN has produced a very large “Gantt chart” showing state of play of projects and dates (not easy to print out!) which can be accessed on the TfN website. A list of two dozen workstreams was (see panel on previous page). The Gantt chart drew these →

→ together. The focus looks to be very much on big city regions:

<b>Manchester</b>	<ul style="list-style-type: none"> <li>• Trans-Pennine upgrade</li> <li>• High speed services</li> <li>• Bee Network rail services</li> </ul>	<ul style="list-style-type: none"> <li>• Growth in local services</li> <li>• Do we need platforms 15 &amp; 16 at Piccadilly?</li> <li>• Overground or underground; through or terminus?</li> </ul>	
<b>Leeds</b>	<ul style="list-style-type: none"> <li>• Trans-Pennine upgrade</li> <li>• Northern Powerhouse Rail (NPR)</li> <li>• Midlands, Yorkshire and North East (MYN)</li> </ul>	<ul style="list-style-type: none"> <li>• Long standing questions (Leeds stn):               <ul style="list-style-type: none"> <li>→ Additional platforms? T-shaped station?</li> <li>→ Can safeguarded land be released for development?</li> </ul> </li> </ul>	
<b>Sheffield</b>	<ul style="list-style-type: none"> <li>• MML electrification</li> </ul>	<ul style="list-style-type: none"> <li>• NPR</li> </ul>	<ul style="list-style-type: none"> <li>• MYN</li> </ul>

Concern was expressed that TfN didn't seem to have much to say about Merseyside and West Lancashire. Resources are limited but a task force should be at work in these areas summer 2025. Key issues such as possible extension of Merseyrail third rail network Ormskirk-Preston were on the radar. **The plan needs to be about turning strategic proposals into reality.** Targets should include point to point journey times and train frequencies.

Northern Powerhouse Rail is about connectivity across the North and with Manchester Airport. After the Integrated Rail Plan and Network North both of which gave reduced aspirations, TfN seems to be sticking with its full Strategic Transport Plan set out by TfN Board: **HS2 'in full'** including the Eastern Leg to Leeds; and **Northern Powerhouse Rail 'in full'** including a new line from Manchester to Bradford, and the Leamside Line in the North East.

### Freight is also important

Most freight through Manchester currently runs through the centre of the city. Rail freight routing study was mentioned, and there is an objective to increase freight significantly. Interventions could include:

- **Calder Valley electrification** (also, surely, good for passengers!);
- **Castlefield four-tracking plus 6-tracking though Longsight and remodelling** (Styal, Stockport fast and slow segregated);
- **Ordsall Lane Junction grade separation;**
- **cross-Manchester passenger line** (for local services; may be tunnelled).

This was a long meeting and the above is just a sketch of what was discussed. **Thanks to Trevor Bishop, chair of Rf NW branch and note-taker Chris Norton, Rf NW secretary. I was unable to attend the meeting, but it sounds like a really interesting afternoon – JSW**

## Hope Valley and Dore hope for progress

Stephen Waring with help from HVRUG chair Chris Morgan

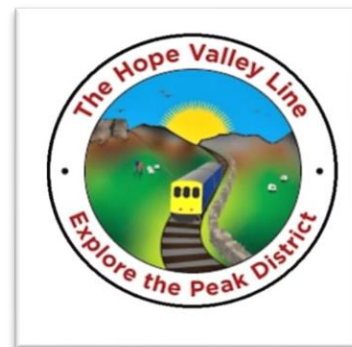
The morning of our October meeting in Sheffield, half a dozen members of Yorkshire, Lincolnshire and East Midlands branches met at Dore & Topley station, for a tour starting on the recently rebuilt and reopened platform. With double tracking of the junction lines this location is no longer a bottleneck. **Chris Morgan, chair of the Hope Valley Line Railway Users Group (HVRUG)** led the tour and entertained us to tea and coffee in the nearby café at the end – **big thanks to Chris for that!**

HVRUG's autumn newsletter highlights potential improvements for users of the local Hope Valley stations. Dore itself recorded a 2023-4 footfall of 200688. That's 91% of the pre-Covid best (so -9%). Along the line numbers actually went up. Grindleford +71%; Hathersage +30%, Bamford +58%, Hope +19%, Edale +46%. Edale totalled 200688 footfalls for the year. The line upgrade which includes an extended south curve at Dore and an eastbound loop near Bamford, could allow an extra fast each hour (in addition to the present two operated by TPE and EMT) – except that there isn't the capacity to get extra trains into Manchester Piccadilly. So what about an extra stopper, extending the hourly Piccadilly to New Mills stopper? Chris reckons this could be done as a semi-fast making 3 or 4 stops New Mills to Sheffield, possibly making use of the new Bamford loop. "This might be our best hope," writes Chris in the newsletter.

Platform capacity at Sheffield might be another problem to solve.

Meanwhile **reliability of services, not least at weekends is still an issue.**

Overcrowding too, though 3-car trains have made a difference. **And of course →**



Waiting for Manchester train at Dore. Hoping they all get a seat. Picture by Chris Morgan.

→ **more trains would need more staff.** But surely our railway should be looking at this as **a problem to solve, not to give up on.** Chris adds that a fourth hourly service would be “an invaluable backstop when fast services are delayed for any reason west of Piccadilly or east of Sheffield.”

## Does your group have a story?

It could be latest on a campaign, liaison with community or schools, your group's life story or just something quirky. You could be a campaigning action group, a station friends group or a civic society with a desire to promote green transport. We want to hear from you!

- Contact details on back page.

## Hadrag celebrates 40 years in 2025

(and another little anniversary we almost forgot in 2024!)

by **Stephen Waring**, chair, Halifax & District Rail Action Group

The Halifax & District Rail Action Group – known to its friends as Hadrag – was founded in 1985. So our group is 40 in 2025. We saw lots of improvements in the early years, but still want more!

In the early 1980s Halifax and upper Calderdale had a basic hourly train service Leeds-Halifax-Manchester. There were very occasional trains to Blackpool. Brighouse station had closed in 1970. A threat to cut the line to single track Bradford to Sowerby Bridge was leaked anonymously. This would have killed development. **We needed an organisation to welcome improvements and demand more.** So in 1985 we called Hadrag's inaugural meeting.

Big topic was applying pressure with other groups to get the line through Brighouse reopened. The “Five Curves”<sup>5</sup> closure proposal in the same decade was a further threat,

though initially affecting just a couple of summer Saturday holiday trains. We wanted mothballing of the routes for reopening through Brighouse. Withdrawal of the summer-dated Bradford-Weymouth and Sheffield-Blackpool trains went ahead, but with the condition that no track was to be lifted pending Brighouse reinstatement.

The fifth of the Five Curves is the west curve at Craggstone, formation still in place, and mentioned in West Yorkshire's rail strategy. A Bradford-Sheffield service via Halifax using the curve could get you from Brighouse to Sheffield in significantly less than an hour – much better than the hassle via Leeds. It's been mentioned by consultants at



Grand Central Voyager descends from Halifax down one of the “Five Curves” mothballed in the 1980s. Three of the five reopened with Brighouse in 2000 (JSW)

Greengauge 21, and appears as an aspiration in West Yorkshire's rail strategy.

That first Hadrag meeting was a bit like pushing a door already ajar. Now, Mondays to Saturdays, we have two trains/hour to Halifax to Manchester, four to Leeds. The “**Roses Rail Link**” had begun in October 1984 (so Hadrag claims no credit!); that's the other 40<sup>th</sup> anniversary. The initial service was 2-hourly adding to a train from East Lancs to Bradford introduced earlier the same year – once a day each way for bank employees. Whether one event led to the other is questionable; more a certain synergy. For good old bad old British Rail this was a good example of state enterprise. The alternative would have been withdrawal of the last summer-dated Leeds-Blackpool train return train and closure of the “Copy Pit” line between Todmorden and Burnley.

Now York-Leeds-Halifax-Blackpool trains are scheduled hourly every day.

We need this service to call at **Sowerby Bridge**, every hour, every day. Stops have been added at Church Fenton and Kirkham and Wesham. Sowerby Bg is a big catchment area, more than 20 000 people. **We also need better reliability and punctuality** of this would be – should be! – flagship service of Northern Trains. It has been terrible this year.

**Brighouse** station reopened in May 2000. The hourly stopper Manchester-Todmorden-Brighouse-Dewsbury-Leeds was transformative when added to the (Leeds-)Bradford-Huddersfield trains in 2008. We say this direct service should also run on Sundays; West Yorkshire Combined Authority wants that too. Brighouse needs more trains, faster journeys to Leeds, all week. Brighouse, along with Bradford, Low Moor and Halifax is also served by **Grand Central** trains to London King's Cross (four scheduled per day). Brighouse station usage grew percentage-wise faster than any other local station over more than 10 years before Covid. So why does Brighouse have effectively only one train an hour on its two essentially →

<sup>5</sup> The five were Dryclough Jn to Greetland (the “Hebble Incline”), Milner Royd to Heaton Lodge, Bradley Wood to Bradley – all needed for the Brighouse service – plus Horbury Station Jn to Craggstone and a short link near Wakefield used by Sheffield-Blackpool train.

→ separate local routes? And why does this big town have to put up with substitute buses when the line through Dewsbury is blocked for upgrade work? Why can Northern not divert the trains via Normanton as TransPennine do?<sup>6</sup>

**Elland station?** The hope now is 2027. Elland had closed in 1961, and should have opened with Brighouse in 2000, so the town is still waiting: 27 years and counting. Elland was always going to be a more complex station to build than Brighouse, but an early prediction suggested passenger numbers would be at least as good.

In 2015 an all-party task force launched “Electric Sparks”, a well-considered proposal for electrification across the North. The **full Calder Valley line was given top ranking** linking West Yorkshire not just with Manchester but through East Lancs to Preston. Electric trains should by now be running on our lines through Bradford, Halifax, Brighouse and upper Calderdale. The Huddersfield line upgrade is underway – originally planned to be finished in 2019 – with a commitment to full wiring, as our line also needs. Hadrag with other cross-Pennine groups launched the **Electric Railway Charter** in Halifax. Big name supporters of CV line wiring include Calderdale Council and West Yorkshire Combined Authority. Transport for the North, we hear, sees the Calder Valley as a freight route but also sees that as a reason to electrify. We have some way to go.

Meanwhile, we are engaging with train operators about performance. We used to say on good days it’s an excellent service, but **recently some days have been dire**, and not just on the Blackpool route. All taxpayers support the railway. All – young, old, able-bodied, or less mobile – should feel confident to use our trains. **We all deserve better.**

## Dronfield more schools’ art for Dronfield

by Mike Penney, press officer, Friends of Dronfield Station

The latest exhibition of schools’ artwork promoted by the Friends of Dronfield Station, was unveiled in November by Louise Jones, MP for Derbyshire North East, and Dronfield Town Mayor Councillor Pam Jones. This time it was the turn of Penny Acres Primary in Holmesfield, Unstone Junior School and Unstone St Mary’s Nursery and Infant school.

Councillor Jones paid her compliments to the children at the three schools who, she felt, had produced a series of beautiful pictures in the station waiting shelters: “It was so nice to see the colourful artworks which are an excellent advert for the schools and their teachers as well as brightening up the station for people waiting for trains.”

Louise Jones said that the station was something the people of Dronfield should be proud of and complimented those working on it in their efforts to involve the local community. She felt it was great to see the local schools producing such fantastic pictures and congratulated them on their hard work. She went on to thank the children for helping to make the town an attractive place to and live in and visit. The current exhibition of artworks, which can be seen in the six poster cases situated in the waiting shelters on Platforms 1 and 2, will remain until the spring when the next display of schools’ artworks will be unveiled.



Installing school art at Dronfield. (Photo by FoDS.) We also like the slogan on the British Transport Police poster – could be a motto for community rail!

### Obituary:

## Derek Jennings

by Jane Wood, Media Officer, SELRAP, October 2024

Members of the Skipton East Lancashire Rail Action Partnership (SELRAP) are sad to announce the death of Derek Jennings.

Derek was a founding member of the SELRAP campaign group in 2001. He had been a conscientious, passionate, and highly respected member of the group’s executive committee ever since. As chair for many years, Derek had steered the executive through many tough challenges, always with a very positive attitude. In his tribute, SELRAP’s founder and first chair Steve Broadbent described Derek as “a dear friend and the nicest man you could ever meet”.

In the later years of life, Derek was still helping with the important role of membership secretary, building up the individual membership of the campaign to about 500 members. He had become very well-known over the years to our many supporters. Over the last few months, he had also been instrumental in arranging some key meetings for the group.

Derek was passionate about campaigning to improve all local railways for the benefit of the local communities; and he had also belonged to the East Lancashire Line Association (STELLA) and volunteered to look after both Brierfield and Nelson stations along the East Lancashire Line.

Everyone at SELRAP will miss Derek very much, especially his thoughtful and wise approach to community campaigning. We remain committed to completing the Skipton-to-Colne project which he, and others, founded all of those years ago. Our thoughts are with his family, and many friends, at this sad time.



<sup>6</sup> We gather it is a matter of route knowledge, with not enough Northern crews not “signing” the route through from Mirfield to Wakefield.

## DIARY: Railfuture Yorkshire branch meetings and webinars

**Wed 22 January online** at 10.00. Speaker Ben Simkin, Cross Country Trains regional director, North East and Scotland, presentation and Q&A. Details and link will be sent by email.

**Sat 29 March** at 13.00, York: Quaker Meeting House, Friargate, YO1 9RL. Speaker to be announced.

**Sat 10 May** at 13.00, Leeds: Mill Hill Chapel, City Sq, LS1 5EB. Speaker invited: Tim Lawrence, West Yorks Combined Authority, West Yorkshire proposed mass transit system

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### Please send us your contributions for Spring 2025 issue: by Friday 28 February 2025, or earlier if possible.

Digital submissions preferred: any paper articles should be not too much more than one side of A4.  
It's not too early to think about what you want to write!

### User groups affiliated to Railfuture in Yorkshire

Askern Station, Friends of	Contact Graham Moss on <a href="mailto:graz.moss@sky.com">graz.moss@sky.com</a> or 07510 555722
Aire Valley Rail Users Group (AVRUG)	<a href="http://www.avrug.org">www.avrug.org</a> email <a href="mailto:chair@avrug.org.uk">chair@avrug.org.uk</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 and Electric Railway Charter	<a href="http://www.hadrag.com">www.hadrag.com</a> and <a href="http://www.electriccharter.wordpress.com">www.electriccharter.wordpress.com</a> email <a href="mailto:js.waring@hotmail.co.uk">js.waring@hotmail.co.uk</a>
Harrogate Line Rail Users' Group	Care of <a href="mailto:billymms@btinternet.com">billymms@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@gmail.com">hpsrua@gmail.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	
Minsters Rail Campaign (Beverley-York)	<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 (SHRUG)	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://upperwensleydalerailway.org.uk/">https://upperwensleydalerailway.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>

### Yorkshire branch (RfY) committee and the small print

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<b>Vice Chair (NY lead and Accessibility Adviser):</b> Graham Collett, <a href="mailto:graham.collett@railfuture.org.uk">graham.collett@railfuture.org.uk</a>
<b>Vice Chair (SY lead):</b> Andrew Dyson: <a href="mailto:andrew.dyson@platform5.com">andrew.dyson@platform5.com</a>
<b>Branch secretary (for now) and newsletter editor:</b> Stephen Waring <a href="mailto:js.waring@hotmail.co.uk">js.waring@hotmail.co.uk</a>
<b>Minutes secretary</b> [watch this space]
<b>Freight Officer:</b> Kevin Swift
<b>Treasurer:</b> Ian Wood, 11 Langdale Drive, Ackworth, Pontefract, WF7 7PX. <a href="mailto:ianfWood@hotmail.co.uk">ianfWood@hotmail.co.uk</a>
<b>Membership &amp; distribution officer:</b> Andrew Dyson: <a href="mailto:andrew.dyson@platform5.com">andrew.dyson@platform5.com</a>
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Branch Facebook Page: <a href="http://www.facebook.com/groups/3116771821782626">www.facebook.com/groups/3116771821782626</a>
Railfuture web-sites: <a href="http://www.railfuture.org.uk">www.railfuture.org.uk</a> <a href="http://www.railfuturescotland.org.uk">www.railfuturescotland.org.uk</a> <a href="http://www.railfuturewales.org.uk">www.railfuturewales.org.uk</a> <a href="http://www.railwatch.org.uk">www.railwatch.org.uk</a> <a href="http://www.railfuture.org.uk/Yorkshire+Branch">http://www.railfuture.org.uk/Yorkshire+Branch</a> Twitter: <a href="https://twitter.com/RailfutureYorks">@RailfutureYorks</a> <a href="https://twitter.com/Railfuture">@Railfuture</a>
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