

# Yorkshire Rail Campaigner

Number 69: Summer 2025



**Brighouse: Grand Central drops people from London and picks up for Bradford**, a few days before Brighouse station's 25<sup>th</sup> Anniversary (28 May). Others also celebrate this year, including our **Bentham Line** friends marking 175 years of the Leeds-Morecambe line (see p13). And isn't there something about Stockton and Darlington?

Brighouse enjoys Northern stoppers, N-S and E-W, as well as the London expresses. TransPennine upgrade works mean the station is now increasingly important as a TP Express stop for Huddersfield. Works are going to enhance space for replacement buses to pick up and drop off, hopefully without losing too many parking spaces. Platforms will be better signed and widened in parts. And there will be a toilet pod – permanent we understand.

Halifax & District Rail Action Group, West Yorkshire Transport 2000 and others campaigned to get Brighouse reopened. Public meetings in Brighouse were chaired by [James Towler](#), former regional rail users consultative committee chair, then Yorkshire branch chair of the Railway Development Society (now Railfuture). Sad to note that James died 18 months before Brighouse reopened. WY Transport 2000 evolved to become Action for Yorkshire Transport.

Railfuture Yorkshire influenced Lord Blunkett's recent report advocating rail development, and there are things to welcome in Rachel Reeves's recent statement – see Nina's piece p4-7. We all want more, **so campaigning goes on!** – JSW

*As always, all opinions in this newsletter are those of individual contributors.*

# **railfuture**

Branch president: Alan Whitehouse;  
vice-presidents: Mike Crowhurst, Alan Williams

**Yorkshire  
branch**



# Reflections on West Yorkshire mass-transit

After Yorkshire Railfuture's AGM (May) where we heard the latest update on WY mass transit proposals, and more recent – positive! – government announcements can we start looking forward to progress?

**Mike Crowhurst**, vice-president, Railfuture Yorkshire branch, reviews where we have been, and where we *might*, or even *should* be going.



Picture from WYCA website, with thanks. For illustration only.

Listening to Tim Lawrence of West Yorkshire Combined Authority address our branch AGM in May, I could not help a sickening feeling of *déjà-vu*. (Experienced again, indeed, later in the afternoon during a discussion on the future of Railfuture.) Obviously, I have been around too long.

When I first arrived in Yorkshire 40 years ago, to work first for the metropolitan county and then for the passenger transport executive (known until recently as Metro), trolleybuses, if memory serves me well, were the exciting new idea. Leeds was to get a figure-of-eight system serving Roundhay and Middleton, and a similar geometry would serve Bradford. A line connecting the two centres was I think a later addition. A lot of work went into this proposal.

To no avail. Two years later we faced Thatcher's abolition of the metropolitan county councils along with the Greater London Council, followed 6 months later by Nicholas Ridley's bus deregulation. As always with reorganisations, they took absolute priority over other work. The trolley bus plans, already struggling financially, did not long survive two such upheavals in one year.

Next came a three arm tram scheme for linking East Leeds, Headingley and Middleton with the city centre. I forget the chronology or political *dramatis personae*, but do recall that ferocious opposition to the Headingley arm – which was on-street – finally killed the scheme. Later there was an attempt to revive a reduced – cheaper – trolleybus scheme, before that too succumbed to the Treasury axe. So now the pendulum has swung back to trams.

## More extensive network

Tim Lawrence's plans showed a much more extensive network, with some alternatives, serving a wider area of West Yorkshire than Leeds alone. A dilemma faces all proponents of such schemes. Keep it simple in the hope of not scaring off the bean counters in Whitehall too much? Or show how the network could develop to benefit a much wider area?

This time we seem to be veering towards the latter, but have wisely selected the potentially best performing elements to kick off with. But a modest proposal, complete in itself, may look very different from one designed to form

part of a wider system. (The London tube map would look very different if it had been designed *ab initio* as a complete network.)

### Heavy rail link-up – central hubs, out-of-town interchanges, wider penetration?

A similar choice has to be made about how the new system would link up with the existing heavy rail system. To maximise benefits, the two have to feed each other. As well as a central station in each district, there could be out-of-centre interchanges such as (in the first two phases) at White Rose, and maybe Pudsey (town centre). Cross Gates might follow in a later extension. Would interchanges on the existing heavy-rail network limit options to penetrate a wider area more remote from rail routes? **Bradford** would have at least two city-centre stations, one at the proposed new through heavy rail station replacing Interchange, and one at Forster Square.

At our meeting someone suggested we should first make full use of the existing heavy rail network, with new track, new stations and better services<sup>6</sup>. I have sympathy with this view, but to my mind the biggest gap in the Leeds rail network is a second city station on the east side, at Quarry Hill, serving the markets, bus station and St James Hospital and potentially offering first class interchange with a future tram or transit network and bus routes. It would, of course require a route deviating from most of the options currently proposed<sup>7</sup>.

Tim our speaker avoided the subject of exactly which technology would be proposed on the basis that no decision had been taken, but they were clearly thinking in terms of a mainly street-based tram or light rail system, rather than trolleybus or busway<sup>8</sup>. He used the term *mass transit* not *rapid transit*. Clearly there is a wide spectrum of examples including most UK cities – West Midlands, Manchester, Sheffield, Tyne & Wear. The Edinburgh system had a difficult birth, but now extends to Leith, a big success. Greater London has the Docklands and Croydon systems. Others Merseyside, Glasgow and now Cardiff, as well as London, have dense local rail networks.

The two cities missing from the list are Leeds and Bristol. It is often claimed (and was at the meeting) that Leeds is largest transit-less city in the UK, Europe or wherever. Be careful! Much depends on definition..

### Linked choices of hardware and routes

Choices of technology – hardware, if you like – and of routes, network and so on, are inextricably linked. Systems using largely old rail or other segregated formations can accommodate the heavier tram types, as Tyne & Wear does. Those that are mainly on-street – Sheffield, say – generally involve more sharp corners and sharing of road space, better suited to lighter and more flexible equipment<sup>9</sup>. Some systems are hybrid – segregated routes in suburbs but on street in town or city centres. Croydon and Manchester come to mind. In these cases the changeover may need highlighting to drivers. Remember the tragic incident on the Croydon system when a fatal derailment occurred on the tight curve at Sandilands, on the transition from between a short section of old rail formation and the mainly on-street Addington branch. (The other two tramlink branches are mainly on converted rail routes.) It was clear from Tim's maps that although he did not get into great detail about route options several of which did involve some quite tight corners, not least on most of the options to reach St James's hospital. While pleased to see the hospital served (and route options also going close to Leeds infirmary), I was sorry to see that only one option not only avoided all these corners, but also passed not too far from a possible Quarry Hill heavy rail station site. So I would argue in favour of that option.



Indeed given the average age of our Railfuture audience that Saturday in May, I would have thought we would be strongly in favour of the initial route serving both major Leeds hospitals and also extending beyond Bradford Forster Square to Bradford Royal Infirmary.

There is clearly much work still to do, and this is only the first stage. Let's hope it gets started, as hoped, and now proposed in Rachel Reeves's recent statement, before the end of this decade and goes on to open up connectivity across the county. **So we might even live to see trams in West Yorkshire!**

<sup>6</sup> There is also the issue of whether mass-transit development diverts resources that might otherwise be used to enhance heavy rail services – JSW

<sup>7</sup> Two out of three route options in the early proposals go nowhere near Leeds bus station, but head north from City Square via the Town Hall and Infirmary, then north-east. The third option turns east along the Headrow, going closer to the bus station. All three options end up at St James's Hospital. Who knows what future options or developments may emerge? – JSW

<sup>8</sup> Proper trams seem to be agreed for the first stages. Cheaper modes have not been ruled out, certainly not for later phases; nor indeed have more costly tram-trains.

<sup>9</sup> Sheffield of course also has a tram-train extending through Rotherham to Parkgate, tantalisingly close to the Sheffield-Leeds inter-city route. A new station is being built, expected to open this winter, to serve the Magna attraction – JSW



Views and opinions from

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

# Two cheers for Reeves, plenty more in Blunkett plan for Yorkshire rail

***“Enough is enough. We need to move this [Yorkshire plan] forward. It is no longer about why, but how we get what we need to make rail work for us”***

– South Yorkshire Mayor Oliver Coppard on May 16<sup>th</sup> at the launch of **Yorkshire’s Plan for Rail** <https://www.westyorks-ca.gov.uk/media/dc1kmwkh/yorkshires-plan-for-rail-accessible.pdf>.

**But first, the Reeves spending review – two cheers!** After a disappointing eleven months of radio silence on railways from the Chancellor, aside from cancellation of the Restore our Railways programme, we finally have some very good news indeed – £15.6 billion to be shared amongst the mayoral combined authorities. There is £2.1 billion for West Yorkshire, which we are told will mean spades in the ground for the first two sections of the mass transit scheme, leading to trams on the streets of Leeds and Bradford for the first time in two generations. South Yorkshire gets £1.5 billion, of which £530 million is expected to be spent on renewing the supertram network, replacing worn out infrastructure, and providing a new fleet of trams and modernised tram stops. Welcome and vital as this is, it is a shame that funding has not been provided to extend the network, with a tram train to Stocksbridge an obvious first stage; however, Mayor Oliver Coppard told the BBC that “it lays the foundation for extending the tram network”. Let’s hope so!

Also missing is funding for schemes such as the long-proposed hourly train service between Pontefract and Doncaster, with a new station at Askern. The Rachel Reeves’s announcement (repeated in the spending review of 18th June) only covered the mayoralities. Nothing for heavy rail in Yorkshire, nothing for any transport improvements in York, North Yorkshire or for Hull and the East Riding.

Confirming continued investment in the Transpennine Route Upgrade (TRU), Reeves said she will set out plans to take forward work on Northern Powerhouse Rail “in the coming weeks”. This may be the new railway between Liverpool, Warrington, Manchester Airport and Manchester, advocated by the Liverpool Manchester Railway Board set up by the mayors and chaired by former Rail Minister Huw Merriman. Parts of the proposal include enlargements to Piccadilly station. We hope this will be underground, and will be the first step in an underground connection with Victoria station and the lines from Yorkshire and East Lancashire coming into it.

All will welcome the £9 billion a year 10 year affordable homes programme. We hope any sizeable developments will be built with easy access to public transport – ideally railway stations and tram routes. Where necessary, new stations, tram extensions, and new railway lines must be provided to ensure these developments have excellent connectivity and are not car-dependent.

Of potentially enormous importance to Yorkshire and other regions is the chancellor’s announcement that there will be a long overdue update to the Green Book. This provides the rules used by Treasury in deciding which projects to fund. It has traditionally been on a narrow cost-benefit analysis that benefits the wealthiest parts of the nation – London and the South East. The revised guidance is expected to introduce place-based business cases, bringing together the projects needed to achieve the objectives of a particular place.

**Why only two cheers?** Because the Chancellor had previously announced £6.2 to 8.4 billion for a major road tunnel scheme in the overheated South East – the Lower Thames Crossing. This goes against the need to cut motor vehicle use for climate, congestion, and land-use reasons, pumping more money into the overheated south east. England is now two nations. Economist Sir Paul Collier ([Paul Collier | Blavatnik School of Government](#)) has demonstrated how much the gap between London & the South East, and the rest of the country, has grown over the past thirty years. In a lecture on June 4th, he made the very strong case that almost all public economic (as opposed to social) investment should be in

the provinces, otherwise the very wide gap will remain, and political discontent continue. The funding available for the Lower Thames Crossing could fund a number of important transport schemes including a rolling programme of electrification, reopening the Skipton to Colne and Beverley to York railway lines, and ensuring train operators have enough trains to and carriages to run fully stocked all-day timetables on all routes.

Let us hope some of these will feature in the forthcoming Infrastructure Review.

## Blunkett's Yorkshire rail plan – we contribute and react:

Going back to my opening quote, alongside South Yorkshire mayor Coppard, West Yorkshire mayor Tracy Brabin added that “we are operating with both hands tied behind our backs”. Hence the need for this rail plan, commissioned as the first initiative under the **White Rose Agreement** signed by the metro mayors of South, West and North Yorkshire. The report was led by Lord (David) Blunkett, and written in under two months. **Railfuture Yorkshire responded promptly** to the announcement. We contacted Lord Blunkett, who asked us to submit our views – which we did within two weeks. The urgency was necessitated by the need to make an evidence-based submission to the chancellor's spending review, to highlight the importance of investing in Yorkshire's trains and its rail infrastructure.

Blunkett described the report's recommendations as **practical, realistic** and **deliverable**. The White Rose Agreement was signed to enable Yorkshire's mayors to talk with one voice on issues affecting the whole of the county. Blunkett said that Yorkshire was punching “well below our weight”. It is good news that the newly elected mayor of Hull and East Riding has agreed to sign up to the agreement. A welcome case of politicians being committed enough to putting need before ideology.

Railfuture Yorkshire can endorse most of the report. We would like to have seen more emphasis on electrification. Calder Valley electrification beyond Bradford is suggested for the 2040s, when our view is that it should immediately follow the completion of the Trans-Pennine route upgrade. I mentioned this to a senior Northern official, who told me that he considers bi-mode or tri-mode trains would suffice until the 2040s. This is disappointing.

An omission from the report, which I am told is an oversight, is the need for a regular hourly service from Leeds to Doncaster via Castleford and Pontefract, with a new station at Askern. This is an obvious “quick win”, and needs to be an early priority.

The report states that the plan is to create a White Rose Board “involving mayors, the rail industry and the private sector to progress our plans even further”. At the launch, I managed to grab a few words with each of the mayors, and pointed out that the board should have a passenger representative, and that Railfuture would be happy to perform that role. I also said that there should also be a disabled person on the board.

One area on which I disagree with the mayors concerns the proposed new line from Bradford to Huddersfield scheduled for the 2040s. Railfuture does not yet have a corporate view on this, but in my view this would be a waste of money whose construction would cause massive community disruption and environmental destruction. Its purpose is good – speeding up services between central Bradford and Manchester, but I think there are better and cheaper ways of doing this. Currently, the semi fast services take about 55 minutes. If you cut out all intermediate stops, this could be reduced by at least 10 minutes. Install digital signalling throughout and create at least one passing loop, and this could surely be reduced to 40 minutes, even with a desirable stop at Halifax<sup>12</sup>. **With electrification, digital signalling, and one or two passing loops, a forty minute journey could be accomplished without any reduction in the existing →**



<sup>12</sup> And Rochdale? – JSW

**semi-fast and stopping train services.** This would save the several billion pounds cost of a new railway – money that could be much better spent on such projects as upgrading the Calder Valley lines, and reconnecting communities by re-opening not just Skipton-Colne and Beverley-York, but also the Crigglestone curve (to enable direct Bradford-Sheffield services), and upgrading the East Coast Main Line north of York including reopening the Leamside line.

## DfT sleight of hand

On 19<sup>th</sup> May, the DfT issued a press release headed “*Train services from Bradford to London more than triple thanks to government funding*”. This was demonstrably... let’s just say manipulation of the truth! Whether due to DfT incompetence, or a deliberate falsehood is unknown. The release was referring to the LNER service from Bradford Forster Square, which increased on 19<sup>th</sup> May from two to seven trains daily. What the press release ignores is that **Grand Central** has for some fifteen years been running a very useful and well patronised four trains a day in each direction between Bradford Interchange and Kings Cross. Thus Bradford to London trains have increased from six a day to eleven i.e. they have not quite doubled, yet alone tripled. This spin is unbecoming of the government, and detracts from the value of the new service. I expect that the new LNER trains will have minimum impact on the Grand Central ones as, Bradford and London excepted, they serve different markets.

**Whereas the LNER service is basically some Kings Cross to Leeds services extended to Shipley and Bradford, the Grand Central service provides a direct link to the capital for people living in the catchment areas of Halifax, Brighouse, Mirfield (for Huddersfield), Wakefield Kirkgate and Pontefract**, as well as providing an alternative to LNER’s services from Doncaster to London - made worse by LNER’s dreadful fares simplification pilot which is no such thing. The Grand Central service also provides useful local connections such as Halifax to Wakefield, Pontefract and Doncaster. (We have received a reply from rail minister Lord Hendy to our complaint here.)

## GBR and the Treasury

The DfT consultation “**A railway fit for Britain’s future**” closed on 15<sup>th</sup> April, and the government’s response is awaited. Within the limitations of the consultation, as chair of Railfuture Yorkshire my two major concerns are that the proposed **new passenger watchdog** must have formal passenger/rail user representation, and that there should be **a level playing field** in access to the railway between GBR trains, open access passenger trains, and freight trains.

The first train operating company to be nationalised at contract end was South Western Railway, on 25<sup>th</sup> May. This attracted much publicity; vox pops with SWR users showed that this privatised train company provided a good service: **what its passengers want under GBR is cheaper fares**. The Secretary of State was, unsurprisingly, unable to promise this given the state of the country’s finance, and the apparent reluctance of HM Treasury to spend more money on running the railway. They regard such expenditure as subsidy rather than what it is - the cost of providing an essential public service that has the enormous additional benefit of being positive in the fight against climate devastation. **The government, rightly, does not talk about expenditure on the NHS or schools as a subsidy, so why is this loaded term used for railway expenditure?**

An example of **the Treasury’s reluctance to spend any more money on improving the scope of the railway network**, already highlighted by their prompt cancellation of the Restore Your Railways fund, was the announcement on 23 May that DfT would not provide a paltry £137, 000 to help enable trains from Taunton to easily access the West Somerset Railway to Minehead. This would have opened the door to a year round service of normal passenger trains. Currently, the bus service runs every 40 minutes and takes about 1 hr 25 minutes for the 25 mile journey – hardly an encouragement to use public transport (even a car journey is estimated to take 50 minutes on the slow roads). As I have said on several occasions, we have a climate emergency, and modal shift onto the railway has to be part of how we seek to stabilise and, ideally, reverse it. But, tragically, DfT doesn’t seem to get it!

## Bus v train

I rarely travel on longer distance bus routes, but I have used two such services recently, both run by Transdev. How do they compare with trains? On a Sunday in May, I caught the **843 Coastliner Leeds to Scarborough service**, as far as Tadcaster. The Sunday service is less frequent than weekdays, being hourly during daytime, but cut back to Malton or York in the evening. The bus was a smart and reasonably well equipped nine year old double decker. Looks somewhat deceived, however. Its ride on urban roads was so bouncy that texting was impossible, whilst the comfortable looking seats had squabs that were too short, and there was limited legroom. **Any bus travelling the length of the Coastliner routes should have air suspension, toilets and seat belts**. Waiting for the return bus at Tadcaster bus station was a stressful experience. It is a miserable place, although seemingly undergoing some improvements. Unlike railway stations,



there was **no real time information**, and nor could I find any way of getting real time information on line<sup>13</sup>. Because of the possibility that this long distance service may have been stuck in a traffic jam on the A64, I was unable to relax until the bus arrived – on time!

My second experience was much better. I caught the **36 Leeds-Harrogate-Ripon service** from Harrogate to Ripley. The bus was a brand new double decker, very well equipped with 2+1 seating; the seats were coach standard and comfortable, and leg room was good. It rode much better than the 840, so perhaps this bus had air suspension? The buses I caught were on time in both directions. My only complaint was that there is no real time information at the bus stop in the centre of Ripley village. Resolving this lack of real time information is something that North Yorkshire's mayor needs to make a priority. This service did show that on relatively short inter-urban routes with good frequency and quality buses, a bus can be a good way of travelling. But, unlike trains, (commercial) bus services can be reduced or withdrawn at short notice without public consultation or statutory approval, and buses are always at the mercy of road works, traffic accidents and congestion. The ease of withdrawing a bus service has been highlighted today (May 29<sup>th</sup>) with the announcement that Transdev is to discontinue the Leeds-Wetherby service as it has become financially unsustainable. This would not be happening to the Leeds-Wetherby train service had it not been withdrawn in 1964 following the Beeching Report. One of many cases of a Labour Government implementing recommendations from this report, which had been commissioned by the previous Conservative government. Wetherby deserves better – one of Railfuture's comments on the West Yorkshire Mass Rapid Transit plans was that Wetherby should be included.

My other getting-about experience this quarter was to travel from Keighley to Morecambe on **the Bentham Line**, also known in the railway community as the Little North Western. The service frequency is currently sparse, but it will need to be much improved when the Eden Project Morecambe opens<sup>14</sup>. The trains both ways were comfortable three-car 158s and they ran to time. The scenery between Skipton and Carnforth is excellent. This route has a Community Rail Partnership and the Railfuture-affiliated **the Lancaster and Skipton Rail User Group**. Their input is obvious from the well maintained stations and the publicity leaflets.

However, the Leeds-Lancaster-Morecambe service does need to be better publicised in both the urban centres of the route (especially Lancaster, Carnforth, Keighley and Leeds) and beyond, especially across West Yorkshire and further afield in York, Selby and Hull.

## The future of Railfuture

As members know, Railfuture has just finished a consultation programme around a document entitled *The Future of Railfuture*. Like most voluntary organisations, the average age of our membership has been increasing, and fewer younger people are joining to replace those who retire or die. The final recommendations are not due until after this issue of YRC has been published, but in our response, **Yorkshire branch** said that there needs to be a closer relationship between the national board and the regional branches; that Railfuture nationally needs to be bolder in its campaigning; and that free membership of Railfuture should be offered to all rail user groups and re-opening/development groups, and perhaps also to station friends groups.

It is also clear that some Railfuture branches are much stronger than others. Yorkshire is one of the strongest branches, no doubt helped by the fact that we cover such a clearly defined geographical area with a strong railway history. Over the past decade, we have concentrated on cementing strong and constructive relationships with the rail industry, transport authorities and the media; by having an informative, provocative, and well edited quarterly magazine; by developing a strong team of officers and committee members with defined responsibilities; and by having some strong rail user groups.

### ... and finally:

Lastly, a thank you to all those members who attended the branch AGM in Leeds on May 10<sup>th</sup>, for your faith in electing me for a further year. All of our excellent committee were re-elected as well. We welcome a new committee member, **Ian Joustra** from Barnsley, already active in the Huddersfield, Penistone and Sheffield Rail Users' Association. We very much welcome our new Branch Secretary, **Ann Hindley**, who has moved into Yorkshire from Lincolnshire, and is a member of Railfuture's national passenger group. Ann takes over from **Stephen Waring** who has done the job admirably for seven years, and will now concentrate on the editorship of Yorkshire Rail Campaigner, which gets better with each issue. Stephen is also the long-standing chair of the Halifax and District Rail Action Group (Hadrag).

– NS, May-June 2025

<sup>13</sup> Try [840, 843 - Coastliner - Leeds - York, Malton, Thornton Dale - Whitby – Coastliner – Bus Times](#) on bustimes.org !

<sup>14</sup> Improvement may be limited by current signalling. Not only is the line single-track all the way from Settle Junction to Carnforth, but there are no intermediate signals. Which is not to say that more trains could not be run!

# Scunthorpe stoppers saga. “Donny” Platform Zero an issue

By Ann Hindley,  
Railfuture Yorkshire branch secretary

I have long had a foot in Yorkshire and one in Lincolnshire, having lived on border of South Yorks and North Lincs for 37 years. This meant that my nearest station was Crowle on the Doncaster to Scunthorpe line. For a long while, we had an hourly service that ran between Scunthorpe and Lincoln via Doncaster and Sheffield – it took a long time! – and ended when Platform 0 opened at Doncaster. But, at first, we still retained an hourly service between Scunthorpe and Doncaster and very reliable it was.

This changed post-Covid. Firstly the train became a replacement bus. Then a two-hourly train service was introduced. The first iteration of this timetable left us without an 08.00 to Doncaster, one that had been used by people going to work, school and college.

Mike Savage of Lincolnshire Branch and I met with Pete Myers, who was then stakeholder manager with Northern. Pete took this on board and was able to argue for its reinstatement, which was brilliant, but also left us with a three hour gap later in the morning. Nonetheless, we were grateful to have that important commuter service back.

One big problem we have found since the introduction of Platform 0 is the difficulty with making the seven minute connection at Doncaster from the eastbound TPE from Liverpool Lime Street. The connection involves two flights of stairs up and two down and a considerable walk, sometimes with heavy luggage and small children or with limited mobility. (Lifts are also available.) With a 2-hourly service, missing the connection now meant a two-hour wait or longer.

Many of us who regularly use both Crowle and Althorpe stations have made alternative arrangements and often travel from Scunthorpe or Thorne North. However, there are those without the luxury of a car to do that.

A fellow passenger, with a long background in the railways, suggested that a five minute change to the timetable could resolve this issue. Delaying the departure of the train to Scunthorpe by five minutes would allow a more realistic connection time with the TransPennine. Approaches were made both to Darren Allsopp, current Northern stakeholder manager, and to the new MP for Doncaster East and the Isle of Axholme, Lee Pitcher, and we have now been told that this change will be made in the December timetable, making a considerable difference to passengers travelling east from Doncaster, and at no cost to Northern or the Department for Transport. It has been formally announced on Facebook by Lee Pitcher. My travelling and campaigning companion, Rick, is more cautious in his celebrations, invoking the chicken and egg proverb: don't count them before they hatch.



**Four ups and four downs! Long lens pointed at Doncaster Platform 0, where the Scunthorpe stopper waits.** From the station concourse it's four sets of steps or lift trips: down to subway; up to island platform; walk to end; up to footbridge; down to train. Shame they couldn't have made direct level access along past the car park. Might even have joined into Frenchgate, the shopping mall next door. Sorry, just a fantasy. Footbridge (below) is an architectural wonder of the North – JSW





# Skipton to Colne

by Andrew Whitworth

**All railway closures are a source of regret**, and while many of the later closures are now clearly recognised as disasters few can be as egregious as the closure of Skipton-Colne in February 1970. The axing of this 12-mile section came at the tail end of the cuts, and by severing an underused but strategically useful through route across the Pennines it seemed particularly mean and shortsighted. Quite rightly, campaigners have been fighting hard and very professionally to have the line reinstated.

Railways first reached Colne in October 1848 when the Leeds & Bradford Extension Railway arrived from Skipton, to be joined in February 1849 by the East Lancashire from the west<sup>16</sup>. Fortunately they coordinated their plans and created a single joint station – but while this was seamless for freight, passengers were made to disembark and change trains. Amazingly this state of affairs predominated for a century – even after grouping in 1923, when the two sections were operated by two separate divisions of the LMS. It was only shortly after the arrival of British Railways in 1948 that the route came to be regarded as a whole for passengers, though there were still instances when changing at Colne was required. Undoubtedly this unfortunate historical division was a factor in the events of the late 1960s which saw the line severed. Rail people were notoriously loyal to their historical roots long after nationalisation.



Colne, in the Red Rose county, looking past the buffer stop towards Yorkshire. Photo by Andrew Whitworth.

## Reshaping report

The publication of Beeching's *Reshaping* report in March 1963 proposed retention of the line. In fact the traffic census, though much derided for its inaccuracy, showed higher usage for the Colne-Skipton section of the route.

There was a major timetable recast in 1964, which anticipated the proposed closure of the line from Manchester via Bury and Baxenden. This had a reduction of around 30% of services on the Skipton-Colne stretch, but saw all trains from Skipton continuing past Colne, still a reasonable service for those days at nine per weekday between 0700 and 2045, all running to Manchester via Darwen and Bolton. West of Colne there was a superior service with a further 13 trains per weekday from that station to various destinations.

On Sundays, the line had just two through services which ran from West Yorkshire to Morecambe, interestingly diverted from the Bentham line which had been recently closed on Sundays. Once again, there was a higher service west of Colne with 9 extra Sunday trains. Beeching had advocated closure of the short Barnoldswick branch which joined the route at Earby – though this amounted to just two trains per day when it ceased in 1965. However this threat of closure almost certainly prompted the local council to provide buses for all the school traffic to Skipton from Barnoldswick and Earby (then part of the West Riding), reducing regular traffic on this part of the line from 1964.

## Castle intervenes...

In my Richmond article (RYC Spring 2025) I mentioned the Network for Development (NfD) map, published in March 1967 by Barbara Castle, which is crucial to understanding the history of these late closures<sup>17</sup>. This also had

<sup>16</sup> ELR became Lancashire & Yorkshire. Leeds & Bradford Extension became Midland.

<sup>17</sup> [https://www.railwaysarchive.co.uk/documents/BRB\\_NetworkForDevelopment1967.pdf](https://www.railwaysarchive.co.uk/documents/BRB_NetworkForDevelopment1967.pdf)



**Not the 1960s BR network for development map but L&Y tiles at Manchester Vic! Seemed appropriate. Colne to Skipton was Midland, of course. Intermediate stations were Foulridge, Earby, Thornton and Elslack. Earby might reopen if the line does, as Earby West Craven. The major settlement of Barnoldswick acquired its own branch line from Earby. A report commissioned by SELRAP suggested Leeds-Skipton-Burnley might take about 60 minutes – presumably dependent on stop pattern and maybe optimistic if all stations from Leeds. Skipton-Colne about 15 minutes with a stop at Earby. Explore the tiles for wider railway interest! (JSW).**

Skipton-Colne down for retention. However, in contrast to the Reshaping proposals, other routes radiating from Skipton were to be closed to passengers – astonishingly including the entire line to Leeds/Bradford. We know the outcome was the exact opposite of this, and must be grateful that the other services survived this threat<sup>18</sup>. It was a shocking plan – and didn't really make sense on several levels. Gourvish<sup>19</sup> gives an insight in his official BR history: in September 1966, while haggling with BR over the NfD map was ongoing, Castle announced at a press conference<sup>20</sup> that the Bolton-Blackburn-Skipton line would be retained, despite closure having previously been agreed in principle with BR. She was, of course, the MP for Blackburn. However one can imagine that this move irked BR management.

Further understanding of the thinking of the time can be gained

from the proposals being developed in April 1968 to extend the West Coast Main Line electrification northwards<sup>21</sup>. This plan had the NfD map as one of its founding assumptions, and offered up closure of Skipton-Carnforth and Skipton-Carlisle (except for residual freight branches) as cost saving benefits from the project. While the Copy Pit route received investment with resignalling, Rose Grove to Skipton was not so highly favoured, though at least it was not sacrificed at this point.

### ... then Marsh sets off closure!

Barbara Castle moved away from the transport brief in April 1968, and it was her successor Richard Marsh who was to announce the first grant aid support for the "social railway" in November 1968. The legislation had been introduced in Castle's 1968 Transport Act.

Our route possibly suffered from the loss of Castle's political support. Marsh stated that he was minded to refuse grant aid of £110k pa to support Skipton-Colne, along with 10 other threatened services. Unlike many other similar routes at this time, there had been no attempt by BR to save costs by singling or paytrain operation for this section. It was too late now for that. Marsh's statement was quickly followed by a closure proposal from BR, and a Tucc enquiry in June 1969.

There were only 39 objections, and there did not seem to be a strong, organised resistance to closure as traffic levels were poor and had declined considerably over the decade. The most powerful arguments for retention were the strategic importance of the link and its help with the East Lancashire economy – points made today by SELRAP. However such issues were outside the Tucc's remit, which was confined to passenger hardship, and the closure was subsequently approved by the minister (by then, Fred Mulley) and effected in February 1970. As no freight traffic remained the tracks were quickly lifted.

Unlike many late railway closures which found reuse as heritage lines or greenways (where they haven't been reopened), the Skipton-Colne section survived relatively untouched though crucial bridges have been removed. The

<sup>18</sup> In an alternate world where Skipton-Colne survived, it may be that the Bentham line was closed – and even Copy Pit, which was threatened with closure in 1983

<sup>19</sup> Gourvish: British Railways 1948-73 A Business History

<sup>20</sup> Another reprieve announced at the same press conference was Penrith-Keswick, which tragically succumbed in 1972.

<sup>21</sup> [https://www.railwaysarchive.co.uk/documents/BRB\\_WCML001.pdf](https://www.railwaysarchive.co.uk/documents/BRB_WCML001.pdf)



section in Lancashire was bought by the council and much is now a pleasant “permissive” path – though there are extremely boggy stretches in cuttings, and some scrambling required where underbridges are missing.

Things could easily have been different. In 1986 Lancashire Council announced plans to use the solum for a bypass to the county boundary in anticipation of increased traffic from the M65, which terminated at Colne from 1988. It was only in 2014 that this threat to the railway was finally lifted. Onwards into Yorkshire the route is privately owned and part is adapted as a 4WD (4-wheel drive!) experience course, but can be walked as far as the River Aire, just before Skipton. It's a lovely walk, and enjoys some great views across to Pendle Hill and the Dales. (Note that little if any of the route is route technically is a right of way.)

### Restoring the line is feasible option!

So restoring the line is a perfectly practical proposition, and SELRAP was formed in 2001 to campaign for this. The rail journey, 11.5 miles, could take about 15 minutes, including a stop at Earby – future Earby and West Craven, compared to 25-35 minutes by car at peak times. The M6 bus (Skipton to Burnley) takes about 40 minutes – the long way round via Barnoldswick. There's a very compelling case for rail reopening, as a strategic route and to give economic benefits to East Lancashire by improving links to more prosperous West Yorkshire. There is obvious interest in the line as an additional cross-Pennine freight route.

With strong support from local councils and MPs, the project received DfT sponsorship in 2016 and was added

to the enhancements pipeline – followed by several years of silence!

Ominously, the route was omitted from the previous government's Reopening Your Railway ongoing project lists, and didn't feature in the short-lived 'Network North' plans. And it was hugely disappointing for the new government to announce this year, in answer to a parliamentary question, that having completed an evaluation of the scheme it is currently unaffordable, and development will not be funded further.

Local councils are rallying to help build up the economic benefits of the scheme. £430m costs also need scrutiny – Network Rail still have a reputation for gold plating, though I personally believe avoiding level crossings in Earby (on my regular commute to work for several years) is the correct decision due to their central position in the town and high levels of traffic today compared to those in 1970. However the fact that the route crosses a county border and is peripheral to major conurbations does not help. The project has been shockingly omitted from the recent White Rose report, for example. No campaigners could fight for the line more effectively than SELRAP continues to do, supported by significant local stakeholder involvement, but if anything this needs to be matched by full-throated support from other bodies locally and across the region. The whole community needs to act. The battle goes on, with massive credit to SELRAP whose 2018 feasibility study can be read via this link: [Selrap Publications | SELRAP](#).

***In terms of Yorkshire line reopenings, Skipton-Colne surely has the strongest case and is the most likely to succeed.***



**Friday lunchtime:** school students, happy to be in the shadows, celebrate going home early. Bus goes via Barnoldswick making the journey to Colne bus station almost 40 minutes, plus a few minutes more to the train station at the south end of the town. Avoiding Barnoldswick would knock off 10 minutes at best. **So still poor compared with potential rail journey 15 minutes.** Through to Burnley the bus takes 80 minutes, assuming no road hold-ups showing that rail is the modern option. **Below:** journey's end at Colne, with evidence this is a community rail line with poetry, posters, and trains that could be better. But don't knock them! (JSW)



# Boost for 452 bikes thanks to East Midlands Railway at Sheffield!

By Andrew Dyson, vice-chair, Railfuture Yorkshire



East Midlands Railway held an informal reception in May to mark opening of an improved cycle hub at Sheffield. Stakeholders pictured here, with EMR managers Louisa Motsumi, area station manager (centre-left), and Melanie Bowler, project manager to her right.

The well-used cycle hub at Sheffield station has been upgraded in a £70,000 refurbishment project. The work was carried out by SWS Property Developments on behalf of East Midlands Railway (EMR). The hub is one of the largest such facilities on the UK railway network and provides secure, covered cycle storage for 452 bicycles within the main station buildings.

The work included the installation of anti-slip flooring throughout, a full redecoration of the area and replacement of the entrance doors to give enhanced security. The toilets within the cycle hub have also been refurbished and the cycle storage area is monitored by 24-hour CCTV.

Some of the storage areas have been redesigned to accommodate larger cycles, reflecting the fact that some of today's modern bikes can no longer fit in a standard cycle rack. An area has also been provided where owners can carry out basic repairs to their bikes.

Before the work could begin, EMR had to remove a number of bikes that had been abandoned, many of which were no longer in a condition fit to be ridden. Strenuous attempts were made to reunite bikes with their owners, but where owners were unable to be traced, the bikes were donated to local cycling charity, Different Gear, where they were restored to working order or used for spares as appropriate.

Sheffield cycle hub is accessible via a key-fob, which can be purchased from the EMR Travel Centre at Sheffield station for a one-off payment of £10. The hub is accessible 24 hours a day and there are no restrictions on usage. The same key-fob can be used to gain access to all EMR's other cycle hubs, at Nottingham, Loughborough, Leicester, Market Harborough and Kettering, plus the cycle storage facility at Derby. It is thought that the hub is used by cyclists riding to the station and catching a train onward from Sheffield, but also by regular passengers arriving in Sheffield then using a bike to ride into the city centre.



# Grand day on Bentham line to celebrate 175<sup>th</sup>

Edited from news release by **Gerald Townson**,  
chair of Leeds-Morecambe Community Rail Partnership (LMCRP)

It was A Grand Day Out to the Morecambe seaside for Bentham line community rail, celebrating the line's 175<sup>th</sup> anniversary. Partnership chair Gerald Townson, and partnership officer Catherine Huddleston, welcomed guests and passengers as they boarded along the route. The train was bedecked for the celebration of not only Bentham Line 175 but also the 200<sup>th</sup> anniversary of the passenger railway. First passenger services ran on the Stockton & Darlington Railway on 27th September 1825.

At Morecambe station guests and fellow passengers were welcomed by a short up-beat concert given by Lancaster City Brass, before the guests boarded a vintage double-decker bus, kindly provided by the Ribble Vehicle Preservation Trust, for a tour of Heysham, Morecambe and Bare.

Much to everyone's surprise and delight, on the return journey from Morecambe to Leeds, the children travelling with the party helped the partnership representatives to serve an afternoon tea created by the Country Harvest Bakery in Bentham.

Darren Allsopp, stakeholder manager at Northern Trains, said "We are delighted to welcome you all onboard this very special seaside service to celebrate 175 years of this beautiful and scenic railway. I would like to thank everybody who has worked hard to make this event come to life,

## Via Carnforth for the Isle of Man?

Following the completion of the final section of the line, between Clapham Junction (Yorks) and Bentham by the Little North Western Railway the route was declared open on 1st June 1850. The route between Leeds and Wennington has remained the same. West of Wennington the original route followed the Lune Valley direct to Lancaster Green Ayre and Morecambe. But now the Bentham line follows the original tracks to Wennington before heading via a more northerly, less direct route to join the West Coast Main Line at Carnforth, heading south thence to Lancaster where trains reverse to take the LNW route via the curve at Bare Lane to Morecambe. One train each day runs to Heysham Port, connecting with the Isle of Man. At present the Heysham train starts from Lancaster, less convenient than through from Leeds as in former years.



and make the day very special and memorable for all. Northern Trains are proud to partner community rail initiatives and the LMCRP always has positive surprises in store." And it was a real pleasure for partnership members to host many volunteers and stakeholders who have supported LMCRP over almost 20 years, along with individuals and groups in the community working alongside to make the Bentham line a welcoming place for all – GT

Image above with thanks to the Bentham line partnership, supported by Northern. Artwork by Alastair Nicholson. Northern under community manager (east) Richard Isaac do a magnificent job promoting local groups and initiatives.



## ... and 25th at Brighouse

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

← **Friends of Brighouse Station** marking 25 years on 28 May since the station opened met later for a celebratory lunch, these five a few of a much bigger group. Visit the station and see their posters and boards many sponsored by local companies, and a recent garden. They are dedicated, voluntary supporters of the station not campaigners! **Long may they continue** – making the station better for all.

**Hadrag** campaigns on, calling, *inter alia*, for more trains Brighouse to Leeds, a station at nearby Elland, and a new route via the Craggstone curve to Barnsley, Meadowhall and Sheffield. The service that closed in 1970 didn't even go to Leeds. 30 years later was a big improvement. **Keeping up the struggle!**

## Talking points:

# Open access dilemma

by Mike Crowhurst, vice president, Railfuture Yorkshire branch

In my piece in the Spring 2025 issue of YRC, I carefully avoided the vexed question of open access under Great British Railways, the upcoming national overarching body. Recently we have seen a host of private operators bidding for slots on the national passenger network, not on least on our own east coast line where Grand Central, Hull Trains and Lumo

all operate in competition with state-run LNER.

This was reflected in the discussion led by Nina, branch chair, at our April meeting in York, held to coordinate a response to the DfT consultation (now closed) on rail reform. It was clear this was a was a topic on which there were divergent views – unlike rail freight which we all agree needs safeguards. It has become clear that the private sector is mounting a sort of ferocious rearguard lobbying operation. We have seen this in the past in defence of tobacco, food additives, and so on.



Hull trains, Doncaster. This service multiplies eightfold the number of weekday trains Hull-London compared with the one daily return trip by LNER. (Incidentally, both companies' Hull-London trains, like some other operators' are mainly just five cars – questionable use of congested East Coast Main Line capacity, dare we suggest?) – JSW

Pic by Vanmany. [Creative Commons Attribution 4.0 International](#) license. (From Wikipedia.)

Much has appeared in recent issues of rail periodicals, not least from my fellow Railfuture Yorkshire vice-president Alan Williams (*Modern Railways* March and May 2025)<sup>22</sup>. At time of writing, May, the government has not come off the fence.

I myself am in two minds. After our branch discussion in York I could see the case both ways. My instinct (like, I think, Nina's) is to give GBR full control of

the network, which seems to be necessary if we are ever to get back to something close to BR. To a degree that reflects my basic political outlook, as no-doubt the pro-privatisers do with their own. But after 30 years of privatised railway, there are some benefits visible from open-access, despite the suspicion that, as Alan Williams points out, like the bus operators back in 1986, they are all fighting over the already well-served lucrative routes like the east coast main line.

So how to preserve the principle of one centrally controlled network and yet retain some benefits of open access where it has plugged gaps off main routes?

Alan suggests sensible moves. If you can't fill a full length train, then couple and uncouple for two origins and destinations, to make full use of scarce paths – not least on the congested east coast line. But how to deal with disputes? My own gut feeling is that if we do not put GBR in full control we do not have a proper integrated network. If the independent operators get any sort of preference, then we are back to competition and free-for-all.

But the independents are not going to be satisfied with GBR having the final say; so some sort of oversight is inevitably needed. **My fear is that if this ends up with the minister or their appointee, then the final decision is likely to be political. Labour will favour GBR and Tories (or Reform?) the privatisers, and we shall be back to square one with no integrated system.** If we must have an external referee, then it has to be the ORR or a similar body. At the moment I can see no better option, although their brief, and the grounds for appeal, will have to be strictly limited, and clearly set out in legislation. **What do you think?**

<sup>22</sup> See also *RAIL* 1034 et al.



## Updates:

# Points around the compass!

Edited from notes by **Graham Collett**, with Cross-Country postscript by **Andrew Dyson** (Yorkshire Railfuture branch vice-chairs)

The **December 2025 East Coast Main Line timetable** continues to cause concern, not least the impact on intermediate stations such as Northallerton and Thirsk, of a timetable designed for more fast trains. Our branch and other organisations have applied pressure, and David Skaith, North Yorkshire and York Combined Authority Mayor, has been able to achieve at least a limited York–Newcastle shuttle. Northallerton and Thirsk, small towns with a big hinterland need a better service for work, education and leisure users.

Following our well-attended **branch meeting** in York, addressed by Deputy Mayor Pete Kilbane, quarterly “catch-up” meetings with Mayor Skaith’s transport team could be in the offing.

Meanwhile, progress continues on the **York Station Gateway Project**. Unforeseen work will impact on the completion date – now expected to be late this year. In addition, LNER and Network Rail decided – despite concerns about the impact on bus services and other traffic in the area – to continue with their plan to provide a multi-storey car park to replace the current surface parking on the city side of the station. The long stay car park remains closed to enable work on the on the multi-storey.

After the setback when Restoring your Railway was stopped, we are still hopeful that **Haxby station** will eventually get the go-ahead. Much work had already been done on designs.

**Hull and East Yorkshire Mayoral Combined Authority** will become the local transport authority for the area, allowing it to develop a single strategic transport plan for the north bank of the Humber. The Mayoral election was held on 1<sup>st</sup> May, and Luke Cambell of Reform was elected. Our Railfuture branch will be seeking an early meeting with the new mayor’s transport team. Prior to the election, £24.6 million of funding for important local projects was agreed by the leaders of Hull City Council and East Riding of Yorkshire Council, with plans to invest it in areas like flood prevention, transport, and housing.

**Minsters Rail Campaign (York to Beverley)** held their AGM in Market Weighton in April. New chair James Connelly, reported on how the campaign had been “laying the foundations” for the future. The campaign stood at a pivotal moment; hope stays alive – more in future issues of YRC.

**Accessible Stations:** We continue to be consulted on changes to stations included in the Transpennine Rail Upgrade, where nearly all stations on the route are expected to be made fully accessible. There have been no recent proposals regarding Yorkshire stations, but a further meeting on Mossley station (Greater Manchester) including North West branch chair Trevor Bishop was due to be held on 29<sup>th</sup> May. Again, more to follow. – GC

**Cross Country timetable improvements:** The May 2025 timetable change has brought minor enhancements to Cross Country services in the Yorkshire area, where the NE-SW hourly service pattern via Leeds is supplemented by

less frequent trains on the Newcastle-Reading axis (via Doncaster). The number of NE-Reading weekday trains in each direction serving Doncaster has increased from six to seven, giving a 2-hourly southbound pattern for much of the day. Northbound services are not quite so evenly spaced in the afternoon, but the two-hourly frequency has been achieved in the morning. Also from May, services on the NE-SW axis have seen the welcome reinstatement of the stop at Chesterfield in every service.



Hope the folks ambling across the bridge don't want the CrossCountry train just arriving bang on time at Sheffield! (Are 5 cars enough for a Plymouth-Edinburgh service?) – JSW

**Cross Country still aspires to reinstate the full hourly service on the Reading–Newcastle corridor.** – AD

## Diary: Yorkshire events (details/confirmation to follow)

**Sat 4 Oct**, 13.00, Nottingham Central Library, joint branch meeting with East Midlands branch.

**Sat 22 Nov (to be confirmed)**, afternoon, joint branch meeting with NW branch, probably at Mill Hill Chapel, City Sq, Leeds.

And (if this gets to you in time) **Sat 28 June**: Hadrag AGM from 0950 at St Johns Church Hall, Rastrick (5 min from Brighthouse stn) Speaker David Hoggarth (TfN); followed by HPSRUA (Penistone line group) AGM at Stocksmoor Village Hall at 13.45. With a good north wind you might do both!

Editorial address/published by J Stephen Waring, 20 Manor Drive, HALIFAX HX3 0DU; [js.waring@hotmail.co.uk](mailto:js.waring@hotmail.co.uk)

**Please send us your contributions for Autumn 2025 issue:**

**by Sunday 31 August, or earlier if possible.**

**Digital submissions preferred.** 750 words will fill page; longer or shorter pieces welcome. Illustrations also welcome if we can reproduce them freely (so give source). Any **paper articles** should be **no more than one side of A4**.

It's not too early to think about what you want to write!

### User groups affiliated to Railfuture in Yorkshire

Askern Station, Friends of	Contact Graham Moss on <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/evrhc.html">http://www.eskvalleyrailway.co.uk/evrhc.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:billtymms@btinternet.com">billtymms@btinternet.com</a>
Harrogate Line Supporters' Group	<a href="http://www.harrogateline.org">www.harrogateline.org</a>
Hope Valley Rail Users' Group	<a href="http://www.hopevalleyrailway.org.uk">www.hopevalleyrailway.org.uk</a>
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: <a href="mailto:hpsrua@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://upperwensleydalerrailway.org.uk/">https://upperwensleydalerrailway.org.uk/</a>
Yorkshire Coast Community Rail Partnership (Yorkshire Coast Wolds Coast Line)	<a href="http://www.yccrp.co.uk">www.yccrp.co.uk</a>

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

<b>Chair:</b> Nina Smith, 07984 670331 <a href="mailto:nina.smith@railfuture.org.uk">nina.smith@railfuture.org.uk</a>
<b>Vice chair (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) and membership officer:</b> Andrew Dyson <a href="mailto:andrew.dyson@railfuture.org.uk">andrew.dyson@railfuture.org.uk</a>
<b>Branch secretary and minutes secretary</b> Ann Hindley <a href="mailto:ann@hindley.gn.apc.org">ann@hindley.gn.apc.org</a>
<b>Newsletter editor:</b> Stephen Waring <a href="mailto:js.waring@hotmail.co.uk">js.waring@hotmail.co.uk</a>
<b>Freight Officer:</b> Kevin Swift
<b>Treasurer:</b> <a href="mailto:ianfwood@hotmail.co.uk">ianfwood@hotmail.co.uk</a>
<b>Assistant Treasurer:</b> Geoff Wood, <a href="mailto:esperanto11@hotmail.co.uk">esperanto11@hotmail.co.uk</a>
<b>Social media coordinator:</b> Mark Ashmore <a href="mailto:markashmore@yahoo.com">markashmore@yahoo.com</a>
<b>Committee member:</b> David Pennie <a href="mailto:davidpennierail21@gmail.com">davidpennierail21@gmail.com</a> (Hull & EYorks lead); David Hagerty; Pete Myers
Branch Facebook Page: <a href="https://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>
Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634. Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7NP (for legal correspondence only) All other correspondence to 14 Ghent Field Circle, Thurston, Suffolk IP31 3UP