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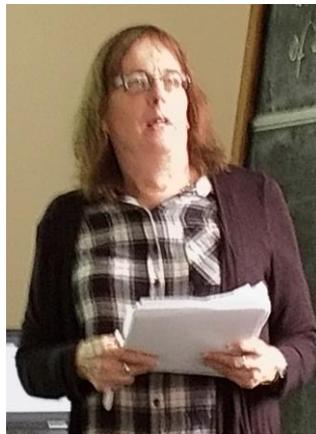
## Rail User Group Progress

By Mark Parry

Our branch meeting in Skipton, focussed on three of our Rail User Groups and their progress.



David Walsh, SELRAP



Mark Ashmore, SHRUG



Tim Calow, AVRUG

### David Walsh, Skipton to East Lancashire Railway Action Partnership (SELRAP)

For many years this group has been campaigning for the link from Skipton to Colne to be restored as a fast, electrified line and recent developments have led to optimism. Significant progress began in 2015 when a meeting jointly chaired by SELRAP and the Department for Transport, brought together Lancashire and North Yorkshire County Councils, Transport for Greater Manchester and the West Yorkshire Combined Authority along with Network Rail and Northern Rail. A report was produced as a result of this meeting identifying the transport needs in this corridor, this included the Skipton to Colne link. Later that year DRAX power station became interested in the line for transporting biomass fuel, enhancing the business case for the line. In 2017 the Central Trans-Pennine Corridor East/West Connectivity Economic Study was published by the West Yorkshire Combined Authority and several local enterprise partnerships. This claimed the re-opening would generate £43.5 million benefit per annum could be achieved. ... *continued overleaf...*

### Railfuture, Yorkshire Branch Meeting

Alex Forrest, Senior Programme Manager (Transport), Sheffield City Region Executive Team

13:00 to 16:00 hours, Saturday, 27 October 2018

The Creative Lounge. The Showroom & Workstation. Paternoster Row. Sheffield S1 2BX

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Later in 2017 Peel Ports showed interest in the Hull to Liverpool link this line would create. On 1 November 2017, SELRAP chaired a meeting in Portcullis House with the MPs Andrew Stephenson and John Grogan attending, along with more councils, businesses, rail industry bodies and Transport for the North. In February 2018 the Secretary of State for Transport, Chris Grayling announced a new study on the viability of the Skipton to Colne line as part of improving the connectivity across the North of England. The results of this are due out in September.

Chris Grayling also introduced the Rail Network Enhancements Pipeline. The rules for this are set by the Treasury and the control moves from Network Rail to the Department for Transport. Funding can be additional public money outside Network Rail's budget and from private sources. This frees the project from many of the normal constraints restricting rail improvements. David listed the process stages needed to achieve the building of this new line. The building of this line would be an outstanding achievement for this group and would justify their years of work.

#### Mark Ashmore, of the Stalybridge to Huddersfield Rail User Group

Mark explained how this group had formed from a combination of three smaller groups along the line. They cover local stations on the Trans-Pennine line in both Greater Manchester as well as West Yorkshire from Huddersfield to Stalybridge, and this new bigger group helps focus on crossing the divide. With the new timetable these local stations have an unsatisfactory service and the group estimate that usage has declined by 30%. The problems centre on the use of skip stopping, by TransPennine Express which means one train an hour will call at some local stations and another train each hour will call at the remaining stations. The old Northern service called at all local stations providing a connection between them. This means trying to travel from one local station to another can involve changing in Huddersfield or Manchester! Also, most of their trains now go to Manchester Piccadilly, whereas most passengers want to go to Manchester Victoria.

The groups objectives are for each station to have 2 trains per hour with extra peak trains to Manchester Victoria. Additionally, disabled access is lacking at some key points and this needs correcting. The advantage of the new timetable is the addition of later last trains along the line, faster journeys if you are going to Leeds or Manchester and better quality trains. But the disadvantages are the loss of local station to local station links, a reduction in peak capacity and an uneven interval of services. The performance of this new timetable meant that in 8 weeks only one weekday was free of any cancellations!

The group has discussed this unsatisfactory situation with MPs, Transport for the North and David Hogarth the Rail North Director. They are hoping for a change in the timetable in May 2019 which would provide a 30 minute frequency at least in the peak. Since the meeting TransPennine have announced changes to the timetable in December 2018, which may address some of the groups' concerns. The current service that operates in each direction between Manchester Piccadilly and Leeds, calling at Stalybridge, Greenfield, Marsden, Huddersfield, Deighton, Mirfield, Ravensthorpe, Dewsbury, Batley and Morley will from 9 December be operated by two separate trains as follows:

- Manchester Piccadilly to Huddersfield, calling at Stalybridge, Greenfield, Marsden and Slaithwaite
- Huddersfield to Leeds calling at Deighton, Mirfield, Ravensthorpe, Dewsbury, Batley, Morley and Cottingley

The current service that operates between Hull and Manchester Piccadilly will have two stops removed and will no longer call at Batley or Slaithwaite. These calls will now be made in the newly introduced Huddersfield to Leeds and Manchester to Huddersfield services respectively (as above)

#### Tim Calow of the Aire Valley Rail Users Group

The Aire Valley is a very busy modern line, but has not seen significant improvements since 2001, meanwhile the increasing number of passengers has led to overcrowding. With the new timetable they have benefited from some extra Settle to Carlisle trains but have lost a good regular connection at Shipley which people could use instead of travelling on a through train to Leeds. There is also reduced reliability. The good thing about penalty fares is that they haven't been enforced! Many stations have only one ticket machine and accessing these from the opposite platform is not easy.

Regularly peak trains are having to move 600 people with just 360 seats on the current four car class 333 electric trains. Northern have promised new six car better quality trains, but these are not designed as commuter trains and have only 410 seats. There is no intention to extend any platforms and apart from Leeds, Keighley, Skipton and Ilkley, these can only accommodate four cars. Full trains will not facilitate people moving from a car not aligned with the platform to one where they can alight. The Aire Valley Group has led a successful campaign to extend all platforms, hitting the local media and have met with MPs, resulting in the issue being raised in Parliament.

**May You Live in Interesting Times**

**by Mike Crowhurst**

Some years back, in one of his many fascinating documentaries, the venerable Sir David Attenborough memorably described the Gnu (Wildebeeste) as "an animal designed by a committee and assembled from spare parts". Well, after the last 12 months it looks as if we have a railway system designed by committees of civil servants and politicians, and schedules assembled from spare parts! Here in the North, the Trans-Pennine route through Huddersfield is one of the worst affected, being presented with a messy hybrid skip-stopping service. But at least they still have trains, unlike the

Windermere branch. Indeed, the agony even spread to the South, where short-distance users of the Midland mainline were offered buses for the foreseeable future. This came on top of the London Bridge work as well as the ongoing dispute with staff on the Govia Thameslink Railway over the role of the second person.

Red lights should have started flashing this time last year, when on one of the two traditional Bad News Days at the end of July, the Secretary of State, Grayling, pulled the plug on much of the electrification programme on cost escalation grounds, instead opting for inefficient and probably unreliable bi-modes for all. In addition, much of the wiring programme already in hand was running seriously late for various reasons. All this pulled the rug from under the whole carefully constructed stock cascade programme, which depended much on the radical timetable changes planned from this May (10 months later). Those unseen and unsung heroes, the timetable planners, schedulers and roster clerks were then faced with the Herculean Task of finding ways to make a miracle happen, despite the absence of essential stock. No wonder chaos resulted!

That, in essence, is the bones of the story. Who was responsible for not addressing the situation in time has been analysed in detail in the journals *Modern Railways* and especially *Rail Magazine*, by those more expert and better informed than me. One might have thought, for example, that as late as January it ought to have been possible, as a last resort, to simply “pause” the May changes for say 3 or even 6 months. Due to the complex interconnected nature of the Network this would have had to be done over the entire country, except perhaps where self-contained enhancements could be brought in in isolation, but these would have been few, at least in England. That would have meant disappointing some places expecting enhancements, but at least it would have been a system that worked and nobody would have been worse off. It is suggested that one problem would have arisen around driver training and route knowledge, but surely some creative re-rostering could have dealt with that?

But according to the experts even January was too late, and the last opportunity to take such a decision was around November. Seemingly Northern, to their credit, did indeed attempt to raise the white flag exactly then, but were duly shot down for rocking the boat! Industry Readiness Boards, which should have been the bodies to alert the authorities to impending disaster, seem to comprise of managers each unwilling to admit they have a problem, for fear of being sent to the Gulags in shame! So, the train continued to career towards the precipice with nobody even admitting it had a brake, let alone finding it, because “it will all come right at the last minute” – which of course it did not, and duly we fell over the cliff. All of which is uncannily reminiscent of where we are on Brexit a year later. Except that several cabinet ministers have now resigned over that, but so far only one railway manager, Charles Horton, has resigned.

Inevitably in the circumstances people reach for a panacea, in this case **renationalisation**. Would this solve the problem, or even help? I fear not. People have a selective memory of British Rail. It was not sufficiently customer friendly and the catering was notorious, but it worked as a network, and financially it was more efficient than any comparable railway system. Privatisation has brought better marketing and customer services, but at the price of fragmentation and lack of co-ordination especially in crises. Many thought at the time (I still do) that British Rail PLC would have been the right answer, but this fell foul of economic dogmas about monopolies. (As if the Railways have a monopoly of the market in transport!) In practice what has happened since 1994 is that politicians and civil servants have got a tighter grip on the railways than they ever had under British Rail. Previously they set the budget and the strategic policy, and let British Rail get on with it. Now they decide everything. And frankly they are making a hash of it! Does this work in the passengers' interest? No!

Let's set aside the original policy choice and just take 3 fairly recent decisions, all of which followed some sort of public consultation which was simply ignored!

1. Remember the last Trans-Pennine upgrade? Most people said they were quite happy with 4 trains per hour, but they needed longer trains. So, what did the department for Transport decide? Not longer trains, but 5 per hour, which suited their new stock plans but created havoc with pathing across the North, as most services run to 2 or 4 per hour.
2. Liverpool to Norwich. British Rail tried to split this in two almost as soon as it was introduced, the Department for Transport have been trying ever since, because it does not fit tidily into the franchise map. Every time there have been howls of protest, but now it is to happen regardless, rather than split or join midway, or just redraw the franchise map!
3. Seat design in new stock. Several operators actually offered alternatives and asked their passengers. Everybody agreed on the option they did NOT want, a basic hard seat which happened to be the cheapest. So, which did the Treasury – sorry department for Transport choose? Yes, you guessed it! So much for asking the customer!

It doesn't exactly inspire confidence in government control, does it? And there is no guarantee that in the current political climate, this or any prospective government would be willing to relax control even to pre-1994 levels. Once they have control, they keep it! Nevertheless, renationalisation remains popular on the left and is gaining support in the centre ground. The right however, has other ideas! One of their number (I think it was Lawson) recently opined on “Question Time” that the answer lay in more fragmentation, more competition! (Do these people ever use trains?) That's the leech doctor solution, just bleed the patient a bit more to cure them. On the other side of the bed the rival quack doctor offers

his own vile potion as an equally sure fire cure (more state control). Both are equally wrong, both are killing the patient! What we need is less political dogma from either side. The people who know best now to run the railway are life long career railway men and women. ***Let railwaymen run the railways!***

The on-off saga of electrification is another example of inept state control. If you impose a 20-year hiatus in major electrification work, then someone on high decides it is a good idea after all and expects the industry to pick up where it left off, it is hardly surprising if expertise has vanished, techniques moved on and costs escalated. Far better to give industry a budget, a policy directive (for example wire up as much as you can justify within the budget, as quickly as practical and in whatever order you think best) and let them get on with it. It is called a rolling programme! Instead of which we have a massive problem of cost escalation to address, and government is casing about desperately again, for any or all alternatives be it bi-modes, batteries, hydrogen cells or whatever (all of which may have some role). And Secretary Grayling is so obsessed with business cases that he thinks the only grounds for electrification is journey time saving. Never mind environmental benefits, not to mention fuel efficiency, reliability, longer life and easier maintenance. He has even described conventional overhead electrification as outdated technology! No, minister, 25kvolts overhead is widely used proven technology! I'll tell you what is outdated technology: the diesel engine! And our record at making cutting edge technology work in this country is not too good. Remember the Advanced Passenger Train? Maglev? Moving block signalling? Or come to that, Digital railway, favoured by both Grayling and Crane. As someone asked, how does digital solve overcrowding on the platforms 13 and 14 at Manchester Piccadilly? Usually we get cold feet after spending a lot of money, someone else finishes the job and sells it back to us years later! And we always seem to be able to fund mega schemes like HS2 or Crossrail, but modest enhancements like new curves take ages.

## Timetable Conflicts

by Toby Hart

The following was sent from our member, Toby Hart to Robert Nisbet at the Rail Delivery Group.

As someone who has worked in the public transport system for nearly 25 years in customer facing and timetabling roles, I have repeatedly raised concerns in recent years about the worsening state of the timetable.

As you will be aware, the national operational timetable is now put together in Network Rail's national centre in Milton Keynes, following the phased centralisation of the Train Planning Function from June 2010 onwards. Prior to this, areas north of Retford, Chesterfield and Crewe were covered by the Train Planning Centre in Leeds that closed in September 2012, resulting in the loss of many experienced railway personnel.

Through my timetabling experience, I worked in both of Network Rail's Train Planning Offices and was, at one stage, responsible for the timetable at Leeds – one of the areas where significant problems have arisen since the introduction of the May 2018 Timetable – as well as having been a commuter through this station over the last 15 years.

Following the introduction of the new timetable, I wrote repeatedly to Network Rail about a range of issues I became aware of and included some suggestions on how to improve the timetable at Leeds - which were not even acknowledged. They did, however, finally reply to a letter sent more recently, giving an account of actions taken to try and improve performance at this location. Although Some changes have fixed serious conflicts, others have actually created new ones.

To give you an indication of the scale of the problem, when waiting between connections at Leeds, as I regularly do on Weekday evenings, I identified no fewer than 10 timetable conflicts in a 30 minute window – not untypical of many periods throughout the day - and was subsequently delayed by 10 minutes as a result of a further conflict. Furthermore, on just about every occasion I pass through Leeds station I observe further timetable conflicts and/or scheduled platforming of trains that could be described as causing unnecessary confusion and challenges for passengers and staff alike – the latter whom have made some quite adverse comments about the service provided by Network Rail's Timetabling function. On a personal level, I find this all very frustrating as I can see, based my local knowledge and expertise, many of these issues are so easily fixed.

In terms of an explanation for the sheer number of the issues, the biggest contributory factor appears to have been the failure to check for timetable conflicts on the approach to the station when allocating platforms to trains in the timetable – an approach which I find absolutely incredible given the potential for delays this can cause.

### **The Broader Issues as I see them:**

There are clearly lots of contributory factors to the poor performance currently experienced – resourcing of fleet and train crew; delays to infrastructure schemes and rolling stock cascade; capacity constraints in the Manchester Area in addition to the poor planning of the timetable – that are creating an unhappy passengers' lot.

Although I am purely concerned with the timetabling aspect of the issues, there are a number of strands to these, some of which I feel are entirely down to Network Rail and others shared responsibilities with the Train Operating Companies.

In simple terms, the operational conflicts – which are very significant in number in some locations – are clearly the responsibility of Network Rail Train Planning, whilst many of the changes to the public timetable will have been accepted, or even bid, by operators.

Whilst Network Rail's recent email reply to me focuses on the performance aspect, I am equally concerned by some of the timetable changes - loss of established, important connections and significant erosion of regular, standard clock-face patterns of service as result of changes made in May 2018 - many of which affect corridors that have not been subject to a timetable recast.

Related to this, I recently attended an umbrella meeting of stakeholder/user groups from across the northern region: one of the themes that came through was the loss of regular patterns of Northern services on routes that had historically received a service at strictly regular intervals - the lack of local knowledge on the part of Network Rail staff in Milton Keynes was cited as a contributing factor.

Of the examples I have uncovered, it is quite clear that many were easily avoidable, some of which appear to have been made in error and others as a result of Network Rail not using their initiative and flexing rights to accommodate and prioritise services in a logical order. One rather spectacular example in particular, that now exists at my local station in Shipley, involves the London to Bradford service that used to connect with the train to Skipton: these two services now simply clash with one another, resulting in one of the services being delayed if both present themselves 'right time' on the approach to the point of conflict.

### **Longstanding Nature of Issues:**

Although I first raised concerns within Network Rail around 6 years ago about the impact of sloppy practices and disruption occurring on the day, these related primarily to short term timetable alterations, principally at weekends: unfortunately, many of these issues have been creeping into the Permanent Timetable – the one that changes twice a year - over the last 3 or 4 years – again, more noticeably at weekends - culminating in the shambolic timetable that was introduced in May of this year.

The most disruptive aspect of the issues raised – as already touched on in relation to Leeds - concerns the planning of the timetable at stations, with a number of staff failing to check for conflicts when platforming trains – the effects of which I have observed first hand on so many occasions when travelling. In the worst cases, this can involve trains being scheduled into platforms for which they are too long. On some occasions when travelling I have even alerted train crew that there maybe problems ahead with delays subsequently occurring.

### **Other Shortcomings in Service concerning Short Term (STP) Timetable Alterations:**

Whilst many of these have commonality with May 2018, there are specific issues around the sorts of alterations being made and the lack of communication to customers.

In particular, there are problems with changes that are made to services not directly affected by engineering work – increasingly any train schedule on the network seems to be “fair game” – with alterations being made but not captured in terms of publicity on any of the rail websites, such as National Rail.

Whilst some of the changes can be minor, they are increasingly becoming significant, if not adverse, in terms of their impact on the passenger – the worst examples being knocking out of stops in services and, worse still, the use of rail replacement buses – all for services not impacted by engineering works.

In case of the latter, planned bus replacements are being used when the network is open and capacity appears to be available, which, if this is the case, is surely absolutely scandalous. Having challenged Northern Rail, I have yet to receive a satisfactory explanation or one that stands up to scrutiny.

### **Unprecedented Level of Change – Failure to Deliver at T-12:**

Although it is recognised that May 2018 represented the biggest timetable change since privatisation, I feel it would be wrong to hold Network Rail's Train Planning function entirely responsible for its late delivery given the factors external to it outlined above. I do, however, believe many of the timetable conflicts and negative alterations are part of the longer term issues that have resulted from the increasing knowledge and expertise deficit, particularly amongst the Network Rail workforce.

So far as the weekly delivery of T-12 is concerned, I feel some stakeholders focus too much on this at the expense of other passenger requirements. Whilst it is clearly important customers have up-to-date and accurate information for ALL operators' services, the quality of the timetable and how well it meets customers' needs is surely of equal importance. Purely measuring the industry on T-12 delivery has, I feel, lead to a box ticking and overly process driven approach with some quite perverse results, whereby trains can have excessive amounts of padding time – one journey between Leeds and Sheffield that would normally take 40 minutes now takes more than hour for this reason – and, in the case of engineering works, connections between trains and bus replacements exist in some hours but not others.

### **Northern Rail Timetables:**

Another source of frustration are the numerous errors and anomalies in the operator's public timetables: despite highlighting in great detail numerous examples of misleading errors in advance of Northern's printed publication, action was not taken to rectify matters. Although some of these have since been rectified in the on-line versions, offending printed leaflets continue to be circulated, and many other errors and anomalies have simply been left – probably until the December Timetable changes take effect.

### **General Comments about the Industry's Response to the Timetable Issues Raised:**

It seems with both parties, there was an initial, albeit slow, response to some of the problems and shortcomings but that any remaining issues with the timetable at least are now simply being left. Passengers, myself included, are left in limbo wondering whether the various shortcomings – not least loss of regular patterns of service and certain connections – will be addressed in the December 2018 change. I do, however, acknowledge that Northern have had more of an additional challenge to contend with - having to manage repeated days of industrial action by Train Crew.

### **In Conclusion:**

As someone who has had a life-long passion for public transport, I feel the rail industry is, to a certain extent, increasingly out of touch with the customers it is there to serve – not helped by the loss of experienced personnel at both Network Rail and, to some extent, Northern (I feel the malaise with the latter began about 3 or 4 years ago when they offered redundancy to experienced staff).

In particular and on a personal level, it is of great frustration to me to come across examples of poor, sloppy timetabling when I can clearly see, given my knowledge of network capacity, that better timetabling opportunities and solutions are available for the benefit of the railway and its customers.

Whilst clearly Network Rail needs to address the capability shortcomings identified by the Office of Rail and Road, I feel this has crucially got to include the lack of local knowledge, expertise and staff training – a major contributory factor to these deficiencies, I understand, is the high turnover of staff within the Train Planning Function.

In addition to this, the lack of awareness of the needs of passengers – which I feel has existed to varying degrees long before the inception of the Milton Keynes Centre – on the part of Network Rail Train Planners also needs attention – as I believe Transport Focus have argued, Network Rail needs to look beyond on the Train Companies to gain a better understanding of the needs of passengers.

### **GOOD NEWS STORIES:**

Whilst there is a semi good news story to report - Northern responded promptly and positively to timetabling concerns raised by Harrogate users and updated their timetables accordingly, and are also using much better quality trains on selected journeys on this route which are being well received by passengers – this has not been replicated across the network by Northern or Network Rail.

In Summary, I feel my efforts to get the industry to listen more generally to and take my concerns seriously, has, at best, had negligible success, and I am not confident that this situation is going to change anytime soon. I am, however, happy to engage with anyone - Network Rail especially - who is interested in and serious about wanting to address these issues for the benefit of the railway and its consumers. I would therefore be interested to hear if you have any ideas on what might be a constructive way forward.

### **Chair's Column**

**by Nina Smith**

We live in interesting times - and that is not a compliment! Tales of woe continue for passengers using Northern and TransPennine Express, and both need their new and cascaded units as rapidly as possible. The frequent turning back of TransPennine Express Scarborough trains at Malton is a disgrace and reinforces the point I made in the last Yorkshire Rail Campaigner about "lesser" destinations being sacrificed for inter-city journeys. At least TransPennine Express is to tackle the problem with two extra train sets from December, allowing longer turnaround times at termini. My own line, Calder Valley, is still being hit by cancellations and things are worse across the Pennines. I travelled on the Barrow line recently, when two out of three mid-morning services from Preston were cancelled, at least one due to train crew shortages. My friend went to Manchester Airport on Sunday and travelled from Piccadilly on a delayed service that had only 2 carriages, no space for luggage and was "rammed". Clearly, this is not good enough and the reports from the three investigations are awaited with interest. Toby Hart's article in this issue of the Yorkshire Rail Campaigner shows the weaknesses in Network Rail's timetable planning centre.

### **BREXIT**

Of even greater concern, however, is the real danger of the UK crashing out of the EU with either no deal or a bad deal. The pound has already lost some 15% of its value since the 2016 referendum, and Britain's industrial and service sectors will take a massive hit unless sanity prevails. I know there are some Railfuture members who support Brexit, but I personally think it will be an economic and social disaster and I live in hope that it doesn't happen. If it does, what will it mean for the railways? We don't know, but it is possible to look at possible, even probable outcomes. Northern and TransPennine Express, as well as other train operating companies, have massive rolling stock orders with companies in EU states. What would no-deal mean for them? Do the purchasing arrangements protect against future falls in the pound? But my worries are not just confined to new trains. If our economy takes a hit next year, and government spending is cut, what does that mean for the railways? Reduced subsidies leading to higher fares and consequent loss of passengers to the roads, thus increasing congestion and carbon emissions? Job losses reducing the demand for

business and commuter travel? Pensions hit reducing the demand for leisure travel? If capital investment is hit, what will happen to HS2 and Northern Powerhouse Rail? Even the planned Trans-Pennine route upgrade? I personally (this is not Railfuture's corporate view) would not be sorry to see the end of HS2 as I fear it will suck jobs and talented people from the north to London, as well as being very destructive environmentally due to the Government's insistence on it being an ultra-high-speed line. If HS2 were to be cancelled but Northern Powerhouse Rail not, then that would give the opportunity for the high speed Leeds-Sheffield route to take a different route from that planned for HS2 and thus enable it to run west of Barnsley, enabling a triangular junction with a new route across Woodhead to Manchester (at present, and I hope I am wrong, it seems that Transport for the North is set upon a new line through Bradford, even though that would mean Sheffield being left with a slightly speeded up Hope Valley line to Manchester that would not meet the Centre for Cities objective of a 30 minute timing.

### **Northern's App.**

Northern has recently revamped its app, but it has a serious failing in that it seems only to show direct services. For example, if you are travelling from Grange-over-Sands to Preston, it only shows direct services, ignoring the fact that by using the services terminating in Lancaster, you can transfer to one of the (typically) other three trains an hour from there to Preston; a few of these are Northern's own service from Windermere to Manchester Airport!

### **Diary**

22 Oct 2018 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Veritas" 43-47 Great George Street, Leeds LS1 3BB. <b>Contact Mark Parry to check venue.</b>
27 Oct 2018 13:00	Railfuture Yorkshire Branch Meeting in Sheffield, see flyer for more details.
10 Nov 2018	Huddersfield, Penistone & Sheffield Rail Users Association, contact group for details.
10 Nov 2018 10:00 for 10:45 start	National Railfuture Conference @ Reading. Hotel Novotel, RG1 1DP. See website for more details and to book: <a href="https://www.railfuture.org.uk/conferences/">https://www.railfuture.org.uk/conferences/</a>
12 Nov 2018	Skipton, East Lancashire Rail Action partnership. Herriots Hotel, Skipton. Contact group for details.
3 Dec 2018 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Veritas" 43-47 Great George Street, Leeds LS1 3BB. <b>Contact Mark Parry to check venue.</b>
18 May 2019 10:00 for 11:00 start.	Railfuture Annual General Meeting @ Cardiff. See website for more details and to book: <a href="https://www.railfuture.org.uk/conferences/">https://www.railfuture.org.uk/conferences/</a>
22 Jun 2019	National Railfuture Conference at Darlington Dolphin Centre DL1 5RP. See website for more details and to book: <a href="https://www.railfuture.org.uk/conferences/">https://www.railfuture.org.uk/conferences/</a>
<b>Want to advertise your meeting here? Contact Mark Parry: <a href="mailto:Mark.Parry294@gmail.com">Mark.Parry294@gmail.com</a> 07941 642349.</b>	

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Our next issue (Yorkshire Rail Campaigner 43) will be out in January 2019. Please email material, news and feedback to: [Mark.Parry294@gmail.com](mailto:Mark.Parry294@gmail.com) to arrive by **Saturday 1 December 2018**. Alternatively call or text 07941 642349. **Stories of campaigns and successes are especially welcome.**

**Choosing to have your Yorkshire Rail Campaigner sent by email saves us time and money. Contact Andrew Dyson to request this.**

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

Aire Valley Rail Users' Group	<a href="http://www.avrug.org.uk">www.avrug.org.uk</a>
Bradford Rail Users' Group	<a href="http://www.bradfordrail.com">www.bradfordrail.com</a>
Halifax and District Rail Action Group	<a href="http://www.hadrag.com">www.hadrag.com</a>
Esk Valley	<a href="http://www.eskvalleyrailway.co.uk/evrdc.html">http://www.eskvalleyrailway.co.uk/evrdc.html</a>
Harrogate Line Rail Users' Group	Email: <a href="mailto:hlrug@live.co.uk">hlrug@live.co.uk</a>
Harrogate Line Supporters' Group	<a href="http://www.harrogateline.org">www.harrogateline.org</a>
Hope Valley Rail Users' Group	<a href="http://www.hopevalleyrailway.org.uk">www.hopevalleyrailway.org.uk</a>
Huddersfield, Penistone and Sheffield Rail Users' Association	Email: <a href="mailto:hpsrua@btinternet.com">hpsrua@btinternet.com</a>
Hull and East Riding Rail Users' Association	
Lancaster and Skipton Rail Users' Group	<a href="http://www.lasrug.btck.co.uk">www.lasrug.btck.co.uk</a>
Minster Rail Campaign	<a href="https://www.facebook.com/minstersrailcampaign/info?tab=overview">https://www.facebook.com/minstersrailcampaign/info?tab=overview</a>
Pontefract Civic Society Rail Group	<a href="https://en-gb.facebook.com/PontefractRail/">https://en-gb.facebook.com/PontefractRail/</a>
Selby and District Rail Users' Group	<a href="http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/">http://www.selbytowncouncil.gov.uk/useful-links/selby-district-rail-users-group/</a>
Settle-Carlisle Line, Friends of the	<a href="http://www.foscl.org.uk">www.foscl.org.uk</a>
Skipton-East Lancashire Railway Action Partnership	<a href="http://www.selrap.org.uk">www.selrap.org.uk</a>
Stalybridge to Huddersfield	Email: <a href="mailto:MarkAshmor@yahoo.co.uk">MarkAshmor@yahoo.co.uk</a>
Upper Calder Valley Renaissance Sustainable Transport Group	Email: <a href="mailto:Nina.Smith@railfuture.org.uk">Nina.Smith@railfuture.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>

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