



Graham Collett, our branch vice chair, took this photo at a launch of LNER's new AZUMA fleet at York before a celebration departure to Darlington and back.

LNER Disruption

By Mark Parry

Several Railfuture members have been to launches of new trains recently, but new trains have not always led to a better service. Our member, Toby Hart wrote on 12 November:

Dear LNER, Further to my earlier correspondence this evening, I am writing to express my disgust and dismay at the last minute alterations made to your last service from London to Leeds on Saturday 2 November.

According to the information on rail websites the 22:00 (1D36) from Kings Cross to Leeds was altered roughly 48 hours before departure to leave some 58 minutes EARLIER – an alteration that in my view is too appalling for words given the potential for inconvenience to intending customers – I trust that Network Rail and LNER will be paying the hotel bills of any poor, unsuspecting customer who was left stranded in London on the day in question.

Whilst I would be very interested to hear the explanation for this absolutely unacceptable alteration, I feel that yet again the rail industry has seriously let down the very customers that is supposed to be there to serve.

Stories like this do not encourage customers onto the Rail Network. The blame in this instance may well lie with Network Rail as well as LNER. Engineering work on the East Coast mainline, causing more disruption, is expected and members are advised to check the latest details before they travel.

Railfuture, Yorkshire Branch & Annual General Meeting

Steve Hopkinson, East Region Director, Northern Railway

13:00 to 16:00 hours, Saturday, 25 January 2020

St. George's Conference Centre, 60 Great George Street, Leeds LS1 3DL

See flyer for more details and directions

Members expressed their disappointment with Cross Country Trains when Alex Bray, their Stakeholder Liaison Manager, addressed the September branch meeting in Sheffield. It is the only franchise that neither serves London nor operates any stations, which reflects the nature of the franchise, but other negatives were pointed out that we felt could not be justified.

The franchise was taken over by Arriva in 2007 and covers the largest area of any franchise. It operates with 5 "HST" trains, 58 "Voyagers" and 29 "Turbostars". It calls at 118 stations and employs 1,900 people. Recently the franchise was extended until October 2020. This short period means the owners Arriva (ultimately Deutsche Bahn) and the UK Government do not want to invest money in more much need rolling stock.

Over the last 12 years passenger numbers have increased from 32 million to 41 million passengers with very few additional seats added. The overcrowding experience on these services has been widely reported upon in the rail press with many pleading with Cross Country to use further old "HST"s now stabled out of use. Unfortunately bringing this old stock into line with current legislation on accessibility would be costly. I can't help wondering where the extra 9 million fares collected are going to. It turns out £1 million per week is going back to the Department for Transport! Alex even pointed out that some fares are not as low as they might be to avoid further overcrowding.

The Cross Country Network mirrors the Motorway Network so they operate in competition with cars, coaches and also with air travel. All their central functions take place at their head quarters in Birmingham with local operating teams around the country. The trains are maintained by other companies. The "HST"s are being refurbished to make them accessible for those with disabilities, provide new power outlets, wifi and new toilets. On the "Voyagers" a Driver Advisory System is being installed to help use diesel more efficiently.

Their customer profile tends to be older, leisure travellers with more women than men and who are generally more affluent. Most customers only use the service once or twice a year but there are regular commuters on some stretches creating pinch points. On average, tickets are bought 15 days in advance. There is an 86% satisfaction rate, but that is from those who choose to travel on Cross Country. Several of us who travelled to the branch meeting chose the longer journey back to Leeds on Northern, I doubt we would be in the 86%. This was mainly because of overcrowding and the seat reservation system, more on which below.

They hope to decrease the journey time between Derby and Newcastle, but one of our members pointed out that because of other services, this means they would simply have to wait longer at stations for a path. Alex said the situation was being discussed with Network Rail and other operators.

As well as the overcrowding issue, a key complaint for some time now has been the seat reservation system. Some passengers buy a ticket on the day of travel, after the train has set off and make a seat reservation. Passengers who have sat in such seats when the screen said "available" are confused when challenged by the new customer and this can lead to confrontations. This situation is likely to get worse as Cross Country is trialling same day "advance" purchases. Most members present said they were against seat reservations after departure in a show of hands.

In summarising, Nina Smith said Cross Country need to provide much more rolling stock, end during travel seat reservations and consider new routes such as Leeds to South Wales.

Woodhead Possible Re-Opening Threatened by Planning Application by Nina Smith

The National Grid is proposing work affecting the Woodhead line which would make re-instating the railway there more difficult. Nina wrote the following objection: *Barnsley MBC Planning Application 2019/1013. Objection from Railfuture, Yorkshire Branch.*

Railfuture would like to object in the strongest possible terms to planning application 2019/1013. In our view, this application is in conflict with the Climate Change Act 2008. The proposals will make it more difficult to restore rail services on the former "Woodhead Line". Transport is a major contributor to UK carbon emissions; currently it accounts for some 36% of such emissions. It is essential that this is reduced, and quickly. The UN Intergovernmental Panel on Climate Change (UNIPCC) has said that we have until 2030 to take the necessary actions to limit future global warming to 1.5°C. The transfer of very significant volumes of freight and passenger traffic onto the railways has to be a key part of how the UK meets its carbon reduction obligation. This is because rail travel, especially on an electrified railway, produces much less carbon emissions than moving the equivalent number of people or tonnage of freight by road. An expanded railway network is essential, and reopening the railway via Woodhead is a key component of this. We understand that the Grand Northern Group Limited is developing proposals to reopen the route as a zero emissions electrified railway, combining a rolling freight highway with a fast passenger rail link between Sheffield/South Yorkshire and Greater Manchester, both of these objectives are very much needed.

Furthermore, Railfuture's ambition for high speed passenger services on the Woodhead route would include direct Barnsley-Manchester services, joining the high speed line at Penistone. This would clearly be of major benefit to Barnsley's economy, as well as further reducing trans Pennine road traffic. We trust that you will refuse this application.

Matlock to Buxton & Peak Forest

by Mike Wrose

To consider the motion: That Railfuture Yorkshire Branch supports the proposal by "MEMRAP" (Manchester and East Midlands Rail Action Partnership) to reopen the rail line from Matlock to Buxton and Peak Forest. This would provide passenger services from Derby to Manchester and Buxton and a steam service from Matlock to Buxton, while giving a more direct route for stone trains to the south of England.

Mike Rose gave a talk on the MEMRAP proposals to reopen the Buxton/Chinley to Matlock Peaks and Dales line.

- The quarries on the line are seeking additional capacity and the more direct route which this line would bring, and are prepared to invest capital in this project. Their current proposal does not include local services apart from Peak Rail services.
- Peak Rail are keen to run steam services from Matlock to Buxton
- MEMRAP are keen to see the line re-opened as double track from Matlock to Chinley, with regular services from local passengers, including services to Buxton using the existing single track from Millers Dale to Buxton and the Peak Rail platform.
- The only major works required are to build a replacement for the Monsal Trail cycle route, and to build a bridge over the A6 at Rowsley.
- This is seen as a credible project which could be reopened quickly and relieve congestion on the Hope Valley line.

The motion was carried unanimously.

Round the Region

by Mark Parry

Leeds - Morecambe Community Rail Partnership – The Bentham Line

It was party time at Bentham Station on Friday 13th September as the Friends of Bentham Station celebrated their 8th birthday. Also present was a group from Mytholmroyd Station Partnership and both groups have been twinned for the last three years. Other guests included Northern, the Association of Community Rail Partnerships, the Lancaster and Skipton Rail User Group and the Bentham Line Community Rail Partnership which shares the offices at Bentham station. A special cause for celebration was the receipt of a Social Stations Investment Fund grant towards an exciting new project for Bentham to become a 100% Green Energy Station. With a flat roof on the building it was calculated that with 30 solar panels it would be possible to generate all the electricity required for the station including new LED platform lights, information screens, ticket machines and power for the offices.

Telford International Centre was the setting on Thursday evening, 3rd October 2019 for the fifteenth annual National Community Rail Awards. The Bentham Line was awarded first prize in the 'Influencing Positive Change' category for their extensive 'Dementia and Community Rail' project.

Following close on the heels of that award, the Bentham Line has now received Accreditation from the Department for Transport. Accreditation is formal recognition by the Department that the Community Rail Partnership operates to a high standard and that its objectives and activities are supported by the Government. Accreditation is in place to provide reassurance to others, including potential funders and partners, that the Partnership operates to high standards of governance and financial propriety; adopts a collaborative approach; is worthy of trust by others; and is a suitable entity for receiving public funds. Further, the Government considers the Partnership a good representative of the local communities. The Bentham Line Community Rail Partnership is one of the first to be accredited in the country and the second in the Northern Railway network so far.

Friends of Airedale Line

On the 17 October, the Telegraph and Argus reported on Keighley Station's forthcoming £4 million upgrade. The entrance, footbridge, ramps and platforms will get a facelift. Keighley's MP, John Grogan, has been pushing for these improvements as well as the Friends of Airedale Line, chaired by Graham Mitchell who was quoted welcoming the improvements. Graham was quoted again in the Yorkshire Post on 29 October when he expressed his frustration at the length of time needed for the refurbishment to happen.

Mytholmroyd Station Partnership

Rail User Express reported that the Mytholmroyd group won the top award at the National Community Rail Awards. The award was "Outstanding Contribution to Community Rail". Their work put the Station and railway back into the heart of the community.

Action Stations at Bingley and Crossflatts

The Telegraph and Argus reported, on 23 October, the award won by the group "Action Stations". This was another national Community Rail Award for 2019. Action Stations won "Silver" for the "It's Your Station Award". Action Stations has been working for the last two years at both Bingley and Crossflatts stations to create a safe and clean environment and have helped reduce vandalism. They have created a "Five Rise themed garden" named after the five canal locks nearby, involving a boat. Future projects include growing edible produce and sign writing for the hard of hearing.

Harrogate Line Supporters Group

This Railfuture affiliated Group has been active in attending the launch of the new Azuma trains that LNER are running from Harrogate to London Kings Cross. They also arranged to meet the first Azuma to leave Harrogate in service. In September, the Harrogate MP, Andrew Jones joined Brian Dunsby of the Group to welcome one of the new trains. They asked for an earlier departure from Harrogate, following requests from their members. However, the response from LNER was a negative, listing technical obstacles.

Skipton – Colne "SELRAP"

On 16 October the Department for Transport listed the re-instatement of this missing link, between Skipton and Colne, it was third in "schemes with a decision to initiate". The SELRAP Railfuture affiliated Group was encouraged at this news. Shortly after a meeting was held in Parliament including all the local MPs, two local peers, senior civil servants along with three SELRAP campaigners. Transport for the North say they want the link to be open by 2027. The MPs hope this link will enhance the economy of the area which is not good.

Huddersfield, Penistone, Sheffield Rail Users Association

A request for an earlier service to get into Sheffield before 07:00 hours was made by this Railfuture affiliated group to both the Sheffield City Region and West Yorkshire Combined Authority. They also want to see later Sunday departures after 22:00 and two trains per hour during the peak periods. They have asked for the temporary retention of Pacer trains to avoid overcrowding. This is because Network Rail have not lengthened the platforms in time for the December timetable change and this is not expected to be completed until March 2020. Three car Pacers can accommodate more passengers than the two car Sprinters that otherwise would have to be used. They sought the backing of Angela Smith MP on this issue.

Upper Wensleydale Railway

The Upper Wensleydale Railway is a new group formed to seek reopening of the Hawes to Garsdale line. It is separate from the Wensleydale Railway organisation. Branch Vice-Chair Graham Collett contacted the group offering Railfuture Yorkshire support. Andrew Longworth - Chairman (Designate) of the group - responded as follows: "We are a small group at the start of endeavours to assess the feasibility and ultimately the reinstatement of the only branch line of the Settle to Carlisle route, that from Garsdale to Hawes. We envisage a railway principally served by through trains from Lancashire and West Yorkshire. An imminent task is to establish a formal, charitable organisation on which to base our endeavours. Thereafter, we will prepare for and commission professional studies of the feasibility of our objectives. Any support that can be given to bring our campaign to the attention of a wider public audience and to the relevant transport authorities would be highly appreciated."

Yorkshire Coalfields Community Rail Partnership – STOP PRESS

This group has recently been set up and is applying to join the Association of Community Rail Partnerships, "Acorp".

Diary

6 Jan 2020 @ 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Editor's Draft" Wellington Street, Leeds LS1 4LT.
25 January 2020: 13:00-16:00	Railfuture Yorkshire Branch & Annual General Meeting at St. George's Conference Centre in Leeds. See flyer & front page for details.
10 Feb 2020 @ 19:30	Campaign for Better Transport West and North Yorkshire Rail Group Meeting at "Editor's Draft" Wellington Street, Leeds LS1 4LT.
23 Mar 2020 @ 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Editor's Draft" Wellington Street, Leeds LS1 4LT.
4 April 2020: 13:00-16:00	Railfuture Yorkshire and North West joint Branch Meeting at the Yorkshire Children's Centre in Huddersfield. Note the change of venue. See next edition for more details.

Want to advertise your meeting here? Contact Mark Parry: Mark.Parry294@gmail.com 07941 642349.

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As several new trains enter service across our region, Railfuture members have been invited to launches. On the 4 December I was invited to join the team in Sheffield for a complimentary trip to Lincoln on Northern's new 195013, shown coming into Sheffield to collect us. Speeches were made at a conference venue prior to this and again at Lincoln University. It's a shame it is not an electric, and it is similar internally to the new electric 331s, given the environmental concerns we now have, but nonetheless, new trains are a great relief.

Steve Hopkinson, Northern's East Region Director explained Northern at that point (4 December) had 33 new trains in service and 52 would be available for the timetable change on 15 December. 170 drivers had been trained. There are no plans for extra carriages to be added. They will carefully manage the prices of cheap tickets to help fill the extra seats but also to avoid overcrowding. With capacity restrictions on the rails, there is a policy now to run longer rather than more trains. Steve will be addressing our branch and annual general meeting in January.



Negatives

- Only 1 toilet which wasn't working until just before we boarded!
- Hard seats but not uncomfortable.
- Diesel although euro 6 low CO2 engines and low particulate emissions.
- Hard to find electrical sockets. (Between the seats at seat level!)
- No regenerative brakes (limited advantage in a diesel).

Positives

- Mid carriage doors better for boarding and alighting.
- Ample information screens. (But assume we know what ETA & STA are!)
- A bin near each door.
- Plenty of space around the doors (but will attract large luggage).
- Wifi available.
- Reservation displays.

The Driver said they were different to drive, especially with the central seating position in the cab. There is a sleep mode that leaves just one engine running when the train is not in motion.

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Railfuture: Campaigning for better services over a bigger rail network.



The New Government

I am writing this several days before Polling Day, so I do not know the Election result. Whoever forms the next government, Railfuture will seek to hold them to manifesto commitments. Objectively, the biggest issue threatening our planet, aside from a nuclear war, is the climate emergency. This should change how we prioritise as a nation. With regards to railways, the Business Case regime needs changing so that it prioritises carbon reduction; clearly this would make many new projects viable. Of the two largest parties, Labour aims to be on track to be carbon neutral in the 2030s, and states "it will review public expenditure on transport to ensure it promotes environmental sustainability and contributes to decarbonisation". The Conservatives promise to become carbon neutral by 2050, but don't specifically link spending extra on rail to help meet carbon reduction objectives.

Labour's manifesto is very positive about electrification ("a full rolling programme"), whereas the Conservatives refer to electrification in the context of powers devolved to city regions. The Conservatives say they will "restore many of the Beeching Lines". Great news, but it will take very many times greater finding than the £500 million announced. Labour will "consult with local communities to reopen branch lines", which partially misses the point that some of the most necessary re-openings are of through routes such as Colne-Skipton, Beverley-York, and Harrogate-Ripon-Northallerton. Neither manifesto mentions opening new stations on existing lines, nor new services on existing passenger lines but that was probably considered too much detail for election manifestos.

Labour recognises the importance of expanding rail-freight, but the Conservatives do not mention it. The Conservatives score by pointing out that Leeds is the largest metropolitan area on Europe without a tram network, and have promised some funding for ten city regions to improve their local transport networks - but there is no specific promise of a tram system for Leeds. Labour does not mention trams. The three largest parties all support Northern Powerhouse Rail (which Labour refers to as "Crossrail for the North"), with the Tories seemingly having decided on the Bradford route, as they refer to following Leeds-Manchester by focussing on Sheffield, Hull, Liverpool, Tees Valley and Newcastle. Labour and the Liberal Democrats are committed to HS2, whilst the Tories are keeping their options open until they have considered the Oakervee Report. No party refers to starting building Phase 2 from the northern terminals or of re-examining the route.

On the structure of the railways, Labour proposed public ownership whilst the Tories will increase accountability, ending the current complicated franchising system and giving Metro mayors greater control – will that also apply to Combined Authority areas?

Where Am I? Station Signage

Why do our stations not have illuminated name (running) boards? If you are travelling on a train after dark, and you do not know the route, how do you know where you are? On the most modern trains, such as Northern's 195s and on the refurbished 158s, the visual display screens tell you – assuming they are working properly! Conductors should announce station stops, but if the conductor fails to do so, and the screens have inadequate information, (such as on Northern's refurbished 150s), and a passenger does not know the route, it is easy for them to miss their stop, with all the inconvenience and potential danger so caused.

So, here is my first challenge to the Train Operators, who I believe are responsible for signage on stations for which they are the lead operator. Ensure that station name boards can be seen from a train after dark, and ensure that there are enough of them. Illumination can be integral, it can be by a station light placed overhead, or it can be by signs being situated under lit canopies. My second challenge to the industry on signage is to introduce end of platform boards set at sixty degrees angle to the track, so that when a train is passing through a station, passengers can tell which station they have just passed. It is done in several mainland European countries, so why not in the UK?

I have a third challenge on signage. The use of foreign languages on UK stations is minimal, to put it kindly. In some other countries, signage is in at least two languages, with the second language usually being English. So, it's about time that all principal stations, and all stations serving towns that attract significant number of overseas visitors, should have signs in more than one language. This is especially important when those visitors are from countries that do not use the Latin script, especially China and Japan. Keighley (for Howarth) is a classic example.

I've laid these points out as a challenge to the Train Operators, but it would be much better if the next government were to pass the necessary legislation to ensure they happen. *What do readers think?*

Train Interiors

The last few years have seen a variety of new train types introduced – and in many cases they are replacing life expired stock. Whilst, teething problems aside, the new trains appear to be of high technical standards, the same cannot be said of many of the interiors, that is the passenger accommodation. To give some examples: the new Thameslink class 700 units, which cover journeys of up to 110 miles (with many passengers travelling 50+ miles) have seats that have been described as ironing boards. I understand the seats on the new "GWR" long distance Hitachi trains are little better.

On the New “LNER” Azumas, there has been criticism of the seats for longer journeys, and they have inadequate space for luggage (being rectified) and bicycles. Northern’s new classes 195/331 have only one lavatory, even on 4 car sets, yet these trains are designed for inter-regional routes of up to two and three quarter hours duration. Some new designs, including the Azumas and the 195s/331s have the power sockets low down between the seats – out of sight and very awkward to access. It does seem that these problems are most acute in carriages that the Department for Transport has had a significant input into either the specification or actual design. I am unable to comment on Trans Pennine’s new trains, as they failed to invite Railfuture to their launch events and they do not serve my usual journeys.

It is time, surely, for there to be MINIMUM standards for carriage interiors -standards that can be exceeded, but not fallen short of. They should apply to all new trains, and to existing trains on refurbishment. There would be different standards according to the role the carriages are designed for. Such categories might be inter-city/long distance; inter-regional; intra-regional/outer suburban; inner suburban; and very short distance (e.g Stourbridge Junction-Stourbridge). Tram trains would be required to meet the appropriate distance category. The specification would cover seat comfort, legroom, number of toilets, location of doors, standing space, luggage space, and cycle space, First Class (longer distance types), catering facilities (longer distance types), plug sockets, USB points, visual displays, percentage of table seats, litter bins and probably other things I have omitted. Minimum standards for Persons of Reduced Mobility are covered separately in law. *What do readers think?*

Wither the Class 185s - to Northern?

Trans Pennine Express is due to hand back 22 class 185 diesel multiple units once all its new Nova fleet has been delivered. This should have been in December, but is now likely to be May. However, RAIL magazine reports that if Trans Pennine Express gains the Nottingham-Liverpool portions of the current Liverpool-Norwich service, then Trans Pennine may transfer some loco’ hauled “Nova” trains to use on this service, meaning it would need to retain more 185s to replace them. How many it would need is unclear. 22 units may be handed back, or a smaller number, or none. What happens to any that are handed back? Can I put in a plea for them to go to Northern, to use on their longest distance routes that require trains with more than one toilet? Depending on how many they would receive, my priority order for allocation would be York-Blackpool; Leeds-Settle-Carlisle; and Leeds-Nottingham. I have written to Northern suggesting this, so let’s see what happens.

Current Service Problems

Much has been written about the current service woes that customers of both Northern and Trans Pennine Express have been experiencing these past few months. Commuters have had to put up with abnormally high levels of cancellation, lateness and short length trains. Passengers have been left on platforms, those on-board have been very cramped, some trains have been turned round short of their destinations, and on occasions, some stations have been missed. Lateness also causes crews to be late for their next service. There seem to have been several reasons for this. New trains delivered late, with teething problems not sorted. – and the knock-on of driver training meaning train sets being used for training and drivers being unavailable for timetabled trains. Pacers have been withdrawn in line with the “PRM” accessibility requirements, but before enough new stock has been delivered. All this at a time when the Leeds station area continues to be very congested, the Department for Transport did not provide the funding for the Manchester Hub to be completed, and Network Rail timetable planners overestimated the capacity of the Castlefield Corridor - with an inevitable impact on punctuality. Furthermore, Sunday services in or into/out of the North West region have been seriously affected by the current terms and conditions of train crews still on pre 2004 contracts.

Sad News

Sadly, Railfuture Yorkshire lost three stalwart members this quarter. Two, Maurice Wilkinson and Anne Ambler, were long retired folk who lived to ripe old ages. The third, tragically, was one of our most active members and doughty campaigners, Kath Aspinwall. Kath was a spritely 75 year old, who was Chair of the Hope Valley Rail Users group, as well as being very active in her local community of Hathersage. She was also a regular at Railfuture Yorkshire Branch meetings, at which she always contributed knowledgeable common sense. We shall miss her presence very much. Our condolences go to the relatives and friends of all three.

Twitter

The Yorkshire Branch’s Twitter account is now active again @RailfutureYorks . Please do follow us retweet us, like us and comment on us.

Our next issue (**Yorkshire Rail Campaigner 48**) will be out in March 2020. Please email photos, news and feedback to: Mark.Parry294@gmail.com to arrive by **Saturday 15 February 2020**. Alternatively, text or call 07941 642349. **Having your Yorkshire Rail Campaigner sent by email saves us time and money. Contact Andrew Dyson to request this.**

Railfuture subscriptions start from £14 a year. See: <http://www.railfuture.org.uk/join/> or contact our membership secretary Andrew Dyson, : andrew.dyson@platform5.com. *Let him know if you join online.*

Maurice Wilkinson

Branch members were saddened to hear of the death of Maurice Wilkinson, a former assistant Treasurer for the branch. He died on 13 August 2019. The funeral was held on 28 August in Sheffield Cathedral where he regularly worshiped. Maurice travelled daily from Healey to Dronfield Grammar School as a child. He was later at the forefront of the Peak Rail heritage railway when it was founded in 1975. He led fund raising for Peak Rail by collecting waste paper for recycling which he stored in his unused garage. He regularly attended the Matlock Peak Rail shop. Maurice worked for a professional ballet company in 1950 and was involved in the musical "Brigadoon" both in London and around the UK with Noel Gordon of the series "Cross Roads". He later went into the family business which was running "Southlands Hotel" in Netheredge, Sheffield, where he lived all of his life. Maurice never had a car and in his later years walked to Sheffield Cathedral the 2.5 miles on Christmas morning and back. No wonder he lived to 98. Many of us remember Maurice with affection.

Kath Aspinall



Sadly Kath Aspinwall, one of our members, passed away on 15 September 2019.

Kath became ill Friday 13th September and suffered a further set back the next day. She was with a group of friends when it happened, full of life and joy when she took suddenly ill. Mike, her husband, got to her side before the ambulance arrived in Hathersage and she was admitted on Friday to the Royal Hallamshire Hospital in Sheffield. Our thoughts are with all of Kath & Mike's family.

Kath worked tirelessly to improve the rail service in the Hope Valley and was the Chair of the Hope Valley Users Group since 2013. After much persistence by her, an hourly service was introduced. Her enthusiasm and ability will be sorely missed by all.

Anne Ambler

Mrs Ambler was a member of the Labour party all her adult life, a Christian Aid volunteer, a life member of Railfuture and a long time supporter of Bradford Rail Users. Indeed, she would be thrilled that Bradford Crossrail seems to be topical yet again. She also had much time for "SELRAP", wanting to see the Skipton-Colne rail link restored. Anne's late husband, Wallace, served some 48 years as a guard with British Rail. Following Wally's retirement, Anne liked to get involved in many other walks of life. At the time of her move to a care home in 2017, having been diagnosed with dementia some 4 years earlier, 18 different organisations were counted, including the Co-op Members' Group and several historical societies with which she was involved. Peter Yates, her friend, said he is hopeful that her eternal soul will reside in the cool location that is Bramley Park.



The death of Reg French was reported in our last edition. He will be forever remembered by the naming of this room on Selby Station.

Rail User Groups affiliated to Railfuture within the Yorkshire Branch

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

Branch Committee and the small print

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