

# Yorkshire Rail Campaigner

No 20 March 2013

**railfuture** *Yorkshire*

President: Gerald Egan Vice-President: Alan Whitehouse

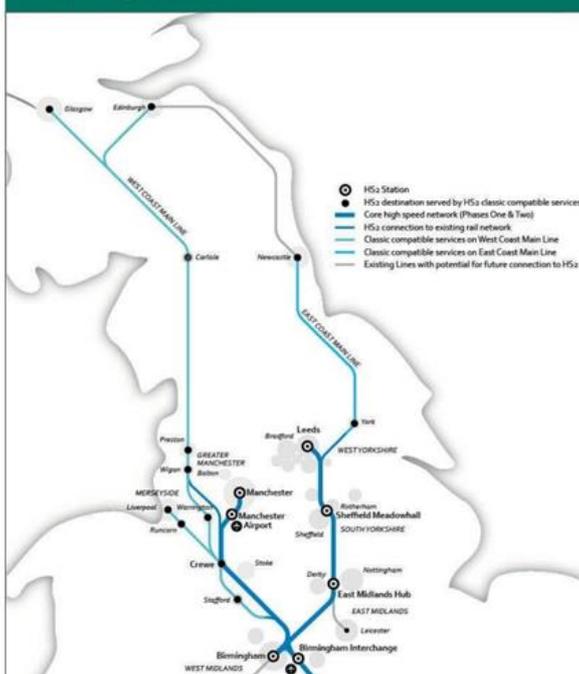
## HS2 - What will it mean for Yorkshire Rail Users?

Station sites less convenient for rail connections and could create more congestion

by Graham Collett

On 28 January, the Government finally published their preferred route\* for Phase 2 (Birmingham to Leeds and Manchester) of HS2, but it seems to leave a number of questions unanswered for Yorkshire rail users.

A Vision for High Speed Britain



The maps show a link on to the East Coast Main Line (ECML) near Church Fenton, but will all London-bound trains from York and north thereof, use HS2? If they do, what about passengers from Wakefield, Doncaster and points south and connections from York, Newcastle, Edinburgh etc to these points?

Similar considerations apply to passengers from Leeds, where the proposal is for a terminal station at East Lane, involving a transfer to Leeds City for those making onward journeys (possibly by a travolator). What will happen to current through trains from Bradford, Skipton & Harrogate to Kings Cross?

The Government's report says that "High speed trains will be able to continue seamlessly on to destinations such as Crewe, Liverpool, Wigan, Preston, York, Newcastle, Glasgow, Edinburgh and many others" but leaves the above questions unanswered!

The HS2 station for Sheffield is proposed to be at Meadowhall – several miles from the city centre. This will encourage car access from both South and West Yorkshire (given the traffic delays likely to be encountered reaching Leeds East Lane). It will also add to the serious congestion which occurs in the Meadowhall area at peak times – so much for the sustainability arguments for HS2! Passengers arriving at Meadowhall HS2 station will also require one or two changes if they making onward connections. Sheffield Victoria would have been a

better site but was rejected.

\* see <https://www.gov.uk/government/publications/high-speed-rail-investing-in-britains-future-phase-two-the-route-to-leeds-manchester-and-beyond-summary> and <https://www.gov.uk/hs2-phase-two-initial-preferred-route-plan-and-profile-maps>

### Stop Press

A major landslip at Stainforth and Hatfield is causing disruption to services between Doncaster and Goole and Doncaster and Scunthorpe. For details see:

<http://www.networkrailmediacentre.co.uk/News-Releases/7345/Disruption-to-rail-services-Stainforth>

David Walford, **Humber Region Rail Development Manager** said "The ongoing situation at Hatfield is creating significant knock on effects to the train services across the region. With this major artery completely shut for many weeks, Northern Rail regrets that delays & some cancellations can be expected to their services around this area, including: the Barton Cleethorpes 'Humberlinc'; Hull Sheffield & Doncaster; Hull Bridlington Scarborough & local services around Doncaster/Scunthorpe. Not only is this closure effecting normal services, difficulties in unit movements for servicing and maintenance is also having an impact. All the TOCs are working intensely with Network Rail to produce 'new' timetables were necessary and arrangements for moving rolling stock to depots. As soon as these are released, they will be notified to the public and Community Rail Partnerships will be used to publicise the changes to service train times and routes." Rail users are seeking assurances regarding contingency plans in the event that the clear up is not completed before the planned closure of the Selby swing bridge later in the year.

## Rolling Back Beeching by Graham Collett

**Those members old enough to remember Dr Beeching and his infamous report of 27th March 1963 'The Reshaping of British Railways' will be aware how his name struck terror into rail users.**

Unfortunately, the railways were still largely in a rundown state after World War II and little attempt had been made to make sensible economies. This – combined with the growth of the private car and improvements to the road network – made it much easier for Dr Beeching to argue that demand for rail travel was expected to reduce and to propose the closure of a large part of the rail network. If he was drawing up his report now, a totally different picture would present itself, with major growth in rail use and a growing demand for more, faster and more frequent services, driven partly by increasing road congestion.

The box below (with thanks to <http://britishrailways.info>) shows the limited number of services which remained open after Beeching had wielded his axe.

Thankfully the actions of concerned rail users and users' groups managed to save many of the local services until such time as the Passenger Transport Authorities came into operation and the advent of the 1968 Transport Act introduced the concept of grants for socially necessary passenger services. An example of the battle to save the Penistone Line has been provided by the **Huddersfield, Penistone & Sheffield Rail Users' Association** – see page 6.

Despite the continuation of the policy of closing branch lines and lesser routes into the 1970s and 1980s, users and local authorities fought back and managed to re-open closed stations or construct new ones to meet the growing demand for rail access. Over 250 such stations were opened in the 1980s and 1990s and more than 350 in total (including at least 36 in Yorkshire & Humber). For more on this see 'Britain's Growing Railway – an A-Z Guide' published by Railfuture.

The Branch AGM in Skipton (see page 8 for details) will not only be celebrating the saving of the Settle – Carlisle line, due mainly to the dedicated efforts of our late President, James Towler and the **Friends of the Settle-Carlisle Line** <http://www.foscl.org.uk/>, but the continuing success of the **Skipton-East Lancs Railway Action Partnership** <http://www.selrap.org.uk/> in their campaign for the reopening of the **Skipton-Colne line**.

### Passenger Services proposed by Dr Beeching for Withdrawal (in this list and the one below, the month shown is the actual date of withdrawal; those without dates remained/remain open)

Bradford Exchange-Batley-Wakefield, 9/64; Bradford Exchange-Pudsey-Leeds Central 6/64;  
Church Fenton-Wetherby-Harrogate 1/64; Darlington-Northallerton-Harrogate-Leeds N-H 3/67;  
Darlington-Richmond 3/69; Driffild-Selby 6/65; Goole-Selby 6/64; Goole-Wakefield -;  
Guisborough-Middlesbrough, G-Nunthorpe 3/64; Harrogate –Wetherby-Leeds City W-Cross Gates 1/64;  
Harrogate-York -; Hornsea Town-Hull 10/64; Huddersfield-Clayton West-Penistone CW-Shepley 1/83; Hull-  
Withernsea 10/64; Hull-York -; Beverley-Y 11/65; Knottingley-Leeds City - ; Castleford Cutsyke J-Methley North  
J 10/68; Leeds Central-Castleford Central-Pontefract, see above, P (Baghill)-P (Monkhill) 11/64; Leeds City and  
Bradford Forster Square-Ilkley-Skipton I-S 3/65, also Arthington-Burley-in-Wharfedale 3/65; Malton-Whitby M  
(Rillington)-Grosmont 3/65;  
Middlesbrough-Whitby-Scarborough, 3/65; Bradford Exchange-Halifax-Huddersfield (Local);  
Bradford Exchange-Mirfield-Huddersfield (Local); Bradford Forster Square-Shipley-Leeds City (Local);  
Doncaster-Leeds Central (Local); Leeds City and Bradford Forster Square-Keighley-Skipton (Local);  
Leeds City-Cross Gates-Micklefield (Local); Leeds City-Cudworth-Sheffield Midland (Local)

### Additional closures proposed up to 1968

Barnsley (Quarry J.)-Mexborough (No 2 Box) 1/70; Bridlington-Scarborough -;  
Hadfield-Sheffield (Victoria)-Nunnery J. Withdrawal of electric services, Manchester (Piccadilly)-Sheffield (Victoria),  
remaining East Coast services to be diverted to Sheffield (Midland), H-Penistone 1/70, Penistone-Sheffield 5/83, SV 1/70;  
Manchester (Victoria)-Rochdale-Todmorden -; Methley North J.- Castleford (Cutsyke J.) (Goole trains to run via  
Castleford Central) 10/68; Penistone (Barnsley J.)-Barnsley (Exchange) 1/70, reopened 5/83

## Branch Key Contacts

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### Chairman's Column by Chris Hyomes

**Well 2013 has got off to a busy start, with the first few days spent giving press interviews on this year's annual above-inflation fare rises.**

The dust had no sooner settled on that, then HS2 and its route from Birmingham to Leeds was - and still is - making headlines. The good news from the initial plans shows the new HS2 Station in the centre of Leeds, rather than the rumoured parkway to the east. Sadly the new HS2 station and the existing city station are about 100 yards apart. Both Railfuture Yorkshire and the Campaign for Better Transport have voiced concern over this glaringly disappointing gap and there is talk of a travolator connection.

As you will have seen elsewhere in the newsletter, this year sees the 50th anniversary of the publication the report entitled 'The Reshaping of British Railways' (aka the Beeching report). Railfuture is marking the anniversary by highlighting the many positive developments that have taken place over the last 50 years, with many here in Yorkshire. These include the 21st anniversary of the reopening of the Wakefield – Pontefract – Knottingley line, an event we will be marking in May.

I have this year been asked to stand for the Railfuture Board as a Director. Voting papers will be coming out shortly with Railwatch and I hope I can count on your support. Since our own Mike Crowhurst stepped down as National Chairman due to ill health, the North of England has had no representation on the Board - an anomaly I feel needs correcting.

Finally I look forward to seeing as many of you as possible at our AGM in Skipton on 23rd March (see page 8 for details).

### And It's Goodbye from Me! by Graham Collett

**Was it really almost 5 years ago that we launched YRC (No 1 June 2008)?**

Now that we've reached issue 20, I felt it was time to take a break, so this will be my last issue. From YRC No 21 Mark Parry will be taking over my keyboard. I'm sure he will do a great job - you will have already seen his efforts in past issues - and I do wish him every success.

I would like to pay tribute to all my regular contributors and supporters, but particularly to our Chairman and Vice-Chair, Tony Ross (Hull & East Riding Rail Users), Reg and Terry French (Selby Rail Users) and to Paul Colbeck who helped with the original design and continues to proofread, colour check and PDF (as well as printing and despatching) each issue.

I will remain "in the loop" with Railfuture, both locally and nationally and will still be contributing some articles for YRC. I will also be keeping in touch with the Campaign for Better Transport (CBT) and other environmental lobby groups through my role as Treasurer of the Yorkshire & the Humber Transport Round Table <http://www.bettertransport.org.uk/>

Oh, and watch out for my forthcoming book (hopefully later this year) on how to use the rail system, which will be aimed at visitors to the UK and those new or returning to rail!

## Railfuture Yorkshire *Beeching 50* Meeting Saturday 9th March

Everyone welcome

**Barnsley Central Library, Shambles St, Barnsley S70 2JF  
(Tel:01226 773911) starting at 2pm**

In addition to our AGM in Skipton, we have arranged an extra meeting aimed at South and West Yorkshire rail users, to mark the 50th anniversary of publication of the Beeching report (published 27 March 1963).

**Guest Speakers to be announced – please contact Chris Hyomes for details**

### Directions

The Central Library is about 10 minutes walk from Barnsley Station – please see map and directions at

[http://maps.google.co.uk/maps?rls=com.microsoft:en-US&oe=utf8&redir\\_esc=&um=1&ie=UTF-8&q=central+library+barnsley&fb=1&gl=uk&hq=central+library&hnear=0x487962b7c1b768c3:0xc2476c02bf53d08a,Barnsley,+South+Yorkshire&cid=0,0,6138531180089548507&sa=X&ei=B6kkUe7RKPOW0QX9iYDADw&ved=0CJOBEPwSMAE](http://maps.google.co.uk/maps?rls=com.microsoft:en-US&oe=utf8&redir_esc=&um=1&ie=UTF-8&q=central+library+barnsley&fb=1&gl=uk&hq=central+library&hnear=0x487962b7c1b768c3:0xc2476c02bf53d08a,Barnsley,+South+Yorkshire&cid=0,0,6138531180089548507&sa=X&ei=B6kkUe7RKPOW0QX9iYDADw&ved=0CJOBEPwSMAE)

### Wakefield Westgate Update by Geoff Wood & Graham Collett

Wakefield Council's Planning and Highway Committee gave unanimous approval to the application for Westgate Station on 17 January, despite a very strong case for changes put forward by Robert Powell from the Wakefield Civic Society [www.wakefieldcivicsociety.org.uk](http://www.wakefieldcivicsociety.org.uk) (see last YRC for details of their and our concerns).

Kevin Trickett, President of the Civic Society, said "This means that building will now go ahead with a view to having the new station in operation by the autumn."

Railfuture's Geoff Wood (to whom we are most grateful for keeping us up to date) commented as follows "What a waste of money! The cost is over £8 million and the only REAL improvement is two lifts! Of course I am not including the First Class lounge which will be used by 5 to 10%? of passengers. It would indeed be interesting to learn just how many passengers will benefit from it." (It is East Coast's policy to provide First Class lounges at their major stations Ed)

"The travel centre is not an improvement as it is only restoring what was removed 1 or 2 years ago. When I wrote in protest at its closure I received a reply to the effect that it was no longer needed or necessary! The left luggage lockers were removed about 20 years ago and were a great loss to me personally at the time. I shall be very surprised if they are restored. The location of the new station will be even more inaccessible than it is now for bus passengers!"

### Cottingley by Mark Parry and Nigel Keer

Cottingley (or Cottingley Hall as some residents prefer to call it to help distinguish it from the Cottingley near Bradford) is on the Huddersfield line just over a kilometre away from the White Rose Centre. It is situated on the edge of the Cottingley estate and on the other side of the line is now new housing. It has a basic station opened in 1988, but with Transpennine Express trains running, without stopping, every 15 minutes; it is difficult to plan a decent stopping service. All the Leeds – Huddersfield trains stop here forming a basic hourly service, but only a few of the Brighouse trains stop in the peak hours where timetabling gaps allow.

Nigel Keer is a local campaigner for the improvement of services for this underused station. He is frustrated by the lack of options for express trains to overtake the stopping service to allow time for extra stops at Cottingley. He claims opportunities are being lost to put this right at Dewsbury for example, where the extra line exists.

But investment is going into this line in the form of electrification. This situation was raised at a Metro consultation last year and the question was asked "Will the better acceleration of electric multiple units facilitate the stopping of all Brighouse trains?"

When the White Rose Centre was opened, its developers were offering funding towards the opening of a station there. This never went ahead because of the timetabling constraints on the line. At a community meeting last year the centre's owners, Land Securities said they would consider this funding offer should a new station become feasible.

None of this will be a priority against the needs of the express service, and the frequency of the express trains is set to increase. But we need to keep pushing for such improvements, they could after all, transform the patronage of some local

### Press Date for June 2013 issue

Please email (preferred) or post material, news, feedback etc to: Mark Parry (YRC 21), [Mark.Parry61@Virginmedia.com](mailto:Mark.Parry61@Virginmedia.com) to arrive by Saturday 4th May 2013.

## Trains Should Connect by Nina Smith

**In the last issue I advocated the need for bus and rail services to connect. This time, I want to plead for better connectivity between different train services.** We all know of poor connections at Leeds if you arrive on a long distance service. Other missed connections are quite astonishing. Here are some examples:

If you want to travel from East Lancashire to Brighouse or Huddersfield, the Blackpool-York trains arrive at Halifax on a weekday at xx.03, and the connecting service leaves at xx.06. Given that the Blackpool- York services have one of the worst timekeeping records in Northern Rail, this connection is often missed, meaning passengers have an hour to wait. Not surprisingly, few people choose rail for this journey. Putting back the time of the Huddersfield service by 5-7 minutes would make the connection much more reliable. Many people commute from the upper Calder Valley to Huddersfield, and there is no direct service. Passengers to Huddersfield from Hebden Bridge (and Sowerby Bridge in the rush hour) can also catch the Manchester Victoria – Leeds service that gets to Brighouse at xx.58, and wait eighteen minutes on a station with poor facilities until the aforementioned service from Halifax arrives at xx.16. Passengers from Todmorden have no option but to do this or drive.

Another Northern Rail timetable howler concerns connections from Nelson and Colne onto the York service - which also serves Halifax, Bradford, Leeds and a number of smaller stations. The hourly xx.50 service from Colne arrives in Accrington at xx.19; there is then a 58 minute wait for the York service, which departs Accrington hourly at xx.56. A 10 minute timetable change to the Colne service would mean an eight minute wait at Accrington, and reduce the journey time from an astonishing 2hrs 12 minutes to 1 hour 22 minutes. Alternatively, the York service could stop at Rose Grove, which would become the interchange service for the Colne branch. Why hasn't Northern Rail taken the necessary action?

Try travelling to Loughborough or Leicester from Leeds. There is one through service an hour from Sheffield, leaving at xx.35; to connect with, say, the 10.35 from Sheffield (arriving Leicester 11.54), you have to catch the 9.11 from Leeds which arrives Sheffield at 9.51, and wait 44 minutes. The 09.37 from Leeds infuriatingly arrives at 10.37. Thus Leeds to Leicester takes an unbelievable 2hours 43 minutes, so people drive. It's even worse if you have to get a connecting service into Leeds. Halifax to Leicester would take another 54 minutes. A fairly small adjustment to the respective arrival or departure times at Sheffield would greatly improve inter-regional connectivity by public transport.

Or try travelling from Leeds to Lincoln on a weekday. Unless you can catch one of the three daily fast direct services from Doncaster, you are faced with long waits at Newark or Retford; hardly the way to connect two important northern cities. Of course an hourly fast service from Doncaster is required (and even better if it could start from Leeds), but until then, could the timetable planners not look at better connections at either Retford or Newark?

There must be many other examples; perhaps other members could highlight them in a future issue?

Nina Smith is Vice Chair of Railfuture Yorkshire Branch, and Secretary of the Upper Calder Valley Renaissance Sustainable Transport Group (which has recently affiliated to Railfuture), but the above article is written in a personal capacity

**Membership Matters by Paul Colbeck** We are pleased to welcome the following new members:

**Mr Mike Rose from Sheffield; Mr Jeff Goodman from Huddersfield; Dr Adrian Morgan from Ripon and Mr Ian Wood from Doncaster**

Thanks once again to those members who have agreed to convert to e-mail (thus saving us the cost and time of distribution). If **you** have an email address we could use, but still receive your YRC by post, please let me know.

The branch Facebook page now stands at 70 friends. If you are not involved, why not take a look as it is open to everyone, even if not on Facebook: <http://www.facebook.com/RailfutureYorkshire>

## Railfuture Branch and National Events Diary

Saturday 9th March: **Branch Beeching 50 Meeting: Central Library, Barnsley** – for details see page 4

Tuesday 12th March: **7.30-9.00 pm: West Yorkshire Campaign for Better Transport Group meeting at Oxford Place Methodist Mission, Leeds** (next to Leeds town hall, about 10 mins walk from Leeds station). **Guest speaker: Kathryn O'Brien, Head of Franchise Development, First TransPennine Express (FTPE).**

Saturday 23 March: **Branch Annual General Meeting and Lunch: Herriot's Hotel, Broughton Road, Skipton (including SELRAP speaker to mark 50 years since Beeching)** - for details and lunch booking see page 8

Wednesday 27<sup>th</sup> March: **Campaign for Better Transport Beeching 50 Event at the National Railway Museum** – for details and bookings see <http://www.nrm.org.uk/PlanaVisit/Events/beechinglecture.aspx> or contact the museum

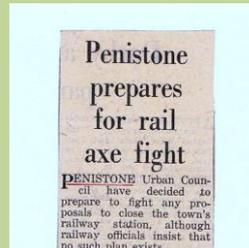
Saturday 11 May: **Railfuture National AGM: County Hall, Durham** – for details please see [www.railfuture.org.uk/AGM+2013](http://www.railfuture.org.uk/AGM+2013) or see *Railwatch*

Saturday 15 June: **Branch Meeting** – for details see June YRC

Saturday 22 June: **Railfuture Summer Conference - Future Aspects of Railway Operation; The Albemarle Centre, Taunton** – for further details and bookings <http://www.railfuture.org.uk/conferences/> or see *Railwatch*

## Beeching and the Penistone Line (Huddersfield-Penistone-Sheffield)

by Richard Fieldhouse (President of the HPS Rail Users Association)



Like most of the local rail lines in the north of England, the Huddersfield to Penistone and the Huddersfield to Clayton West services were listed for closure in the Beeching Report. TUCC Closure Enquiries were held in October 1964, only a short period after the Denby Dale 1964 Pie day in September when extra trains were provided to move the crowds. Hardship was claimed by many of the passengers as both the Penistone and Clayton West service provided a very well-loaded school service to the Holme Valley Grammar School at Honley. Only in 1974 was this demand for school travel partly resolved when Shelley High School opened for the Denby Dale, Shepley and Clayton West area.

The surprise announcement by the Transport Minister The Hon. Barbara Castle MP in April 1966 that the Penistone and Clayton West services were reprieved [see above - Ed] and this was a great relief. BR(NE) had been de-staffing the stations from 1964 and the first Pay-Trains were introduced in an attempt to reduce costs. Guards issued the tickets which were only for local stations on the line, so it was book again at Huddersfield for a journey to Leeds.

The merger of BR (NE) with BR (E) in the summer of 1967 brought about a savage cut to the timetables of both the Huddersfield to Penistone and Clayton West services. This resulted in a decline in passengers and a cause of more uncertainty which was to remain until mid 1987, a period of 20 years which is a generation gap.

This was a torrid time when further closure enquiries in 1981 and 1985 were endured and challenged, but there was sadly the loss of the Clayton West service in January 1983. A fresh start from May 1988 saw a new hourly pattern weekday service and a Sunday service introduced which has produced passenger growth again and now the line needs longer trains to meet demand and a more frequent 30 minute service. The post Beeching period for the line is another story outlined in some recent histories of the Penistone Line.



Shepley – midday train to Clayton West in December 1974 (photo Roger Hepworth)



A Calder Valley set at Honley in August 1986 (photo Peter Marshall)

## Aire Valley News by Mark Parry

Longer platforms and additional rolling stock is requested by the **Aire Valley Rail Users Group** <http://www.avrug.org.uk/> in their latest newsletter, to help their line cope with peak demand. They are looking ahead to when the Northern Franchise is renewed.

The new franchise should also include the procurement of new diesel stock for trains through to Carlisle; say the Group, along with extra departures on Sundays, early and late weekdays.

The group draws attention to the extra Sheffield to Carlisle train via Leeds and Settle on Sundays. MetroCard card holders can take advantage of the current £10 return fare offer on this service.

**Chairman's Annual Report by Chris Hyomes****Where did 2012 go?**

The last five years as Chair of the Yorkshire Branch have been busy and 2012 has been no exception. It started at 6am on January 1<sup>st</sup> with a live interview on BBC Radio Leeds and finished on December 31<sup>st</sup> with me making arrangements with BBC Look North for a TV interview on January 1<sup>st</sup> this year! In the intervening 12 months, I have been guest speaker at the North West Branch AGM, attended an East Midlands Branch meeting and two Board Meetings, served on the Corporate Governance Review Group and been appointed Special Projects Officer at National level. I have also been a guest on BBC Radio York's Sunday Morning show and given countless radio interviews plus chaired three branch meetings and our AGM and represented the Yorkshire Branch at countless meetings.

Without doubt the biggest new story of 2012 and possible 2013 was HS2. I feel that it should be sold on the extra capacity it will bring to our network rather than reduced journey times - a point I have pushed when asked to speak about HS2 and also one made recently by the Transport Minister.

The other big story on Local Radio is Bradford's hole in the ground and the declining fortunes of the City Centre. I have, at every possible opportunity, pushed the idea of a cross-Bradford link only to be stonewalled every time. The last excuse given by the leader of Bradford City Council was that he wants to bring people in to the city, not take them through it. Sadly I did not have time to point out that most successfully cities have through railway stations

For those who attended last year's AGM, you will recall that in the afternoon we worked through the re-franchising document produced by our Vice- Chair Nina Smith. No sooner had this document reached its intended recipients, than the whole franchising process was put on hold! However, this does not mean that the document will go to waste; it will be updated when the Northern franchise comes up for renewal and looking to the future the Yorkshire Branch will be using this as the basis for our future campaigning.

**Your BIG Idea**

Railfuture is very keen to work with Rail User Groups (RUGs), Reopening Campaigns, Station Action Groups etc to help them develop and achieve their aims.

This is YOUR chance to tell Railfuture Yorkshire how you think we should tackle this.

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**To: Mr C Hyomes, Chairman, 12 Monument Lane, Pontefract, West Yorkshire**

**WF8 2BE** or Email [chris.hyomes@railfuture.org.uk](mailto:chris.hyomes@railfuture.org.uk)

My **BIG** Idea for working with RUGs is:

# Railfuture Yorkshire Annual General Meeting Saturday 23rd March

Herriots Hotel, Broughton Road Skipton BD23 1RT,  
starting at 11am (tea/coffee available from 10am)

*Marking the 50th anniversary of publication of "The Reshaping of British Railways", the Beeching report (published 27 March 1963)*

**Guest Speaker: Andy Shackleton, Liaison Officer of the Skipton-East Lancs Railway Action Partnership** <http://www.selrap.org.uk/>

**Directions - The hotel is only 100m from Skipton Station – please see map at** <http://www.bing.com/maps/Default.aspx?encType=I&v=2&ss=ypid.YNI001x260922405&style=r&FORM=LLDP>

We will be pleased to welcome members and their guests to the Annual General Meeting, and likewise we hope they will join us for the luncheon which is to be served at 1pm. The cost of the Luncheon is £12.95

### LUNCHEON MENU

A choice of

**Menu A - Sauté chicken in a white wine, mushroom and grape cream sauce, served with hot buttered new potatoes and seasonal vegetables**

**Menu B - Scampi and Chips, lightly battered king prawns served with hand cut chips, green salad and tartar sauce**

**Menu C - Cheese and Onion pie, creamy mashed potatoes blended with mature cheddar cheese enclosed in a short crust pastry**

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**To: Mr C Hyomes, Chairman, 12 Monument Lane, Pontefract, West Yorkshire WF8 2BE**

**From:**  
**NAME**.....

**ADDRESS**.....

.....

**Post Code**..... **Contact Telephone No**.....

**Please Reserve** .....Place(s) for the luncheon

**I shall require** .....

**I enclose a cheque for** £.....

**Please either return this booking slip with your remittance made payable to "RDS YORKSHIRE" to Christopher Hyomes or Email** [chris.hyomes@railfuture.org.uk](mailto:chris.hyomes@railfuture.org.uk) indicating your requirements

**by 18th March 2013 at the latest**

*(for the Chairman's Annual Report see page 7; Accounts will circulated at the meeting)*

**Please use the reverse of this form to comment on the Branch's work with Rail User Groups (see page 7)**