

# Rail North West



*Artist's impression of the CAF Civity trains that Arriva have ordered. Courtesy Rail Journal/CAF*

## New Franchises Special

The winners for the new franchises for both Trans-Pennine and Northern were announced on December 9<sup>th</sup> 2015, with Arriva gaining control of Northern whilst First group retained Trans-Pennine, albeit without its previous partner Keolis this time.

The major part of the announcement was the plans to more than double the number of new carriages than that specified in the invitation to tender, with Arriva offering to procure 281 new carriages and Trans – Pennine 220, TPE in particular are looking to have 125 mph capable stock to connect Liverpool with Scotland via both the West and the East Coast Main Lines.

The Arriva order is made up of 31 x 3-car and 12 x 4-car Electric Multiple Units (EMUs) and 25 x 2-car and 30 x 3-car Diesel Multiple Units (DMUs), with all vehicles scheduled to enter service by December 2019. Arriva have confirmed

that this will enable them to withdraw all class 142 Pacers.

Meanwhile new trains are also promised with the Trans – Pennine franchise, (see page 7 for details of the order for some of the new trains) and the bi-mode trains that were in the mix of the order may need to be delivered sooner, as the in service date for the Trans-Pennine electrification has slipped back.

On the following pages we've detailed the service improvements on both franchises as they affect passengers in the North West, though user group concerns are noted already in a number of areas, the transfer of Southport – Manchester services to a Victoria only service for instance.

Your views on the new services are welcome, as we expect to be sitting down with both operators over the coming months to discuss with them



*One version of CAF's Civity train, picture courtesy CAF*

## Arriva's Northern Promises

Arriva's new franchise is offering significant expansion of services on almost all routes in the North West, details are as below.

### **Liverpool to Manchester/Bradford via Newton-le-Willows and Liverpool to Manchester Airport**

Northern will continue to run 2 trains per hour on this route, the existing direct between Liverpool and Manchester Airport and are planning to extend the current Victoria train to make a new direct link on to Bradford via the Calder Valley. Both of these will run as Northern Connect services.

Between Manchester and Bradford there will be 3 trains per hour instead of the present 2.

Key intermediate stations - Halifax, Hebden Bridge and Todmorden - will benefit from additional services and there will be a significantly enhanced evening service – for example twelve departures from Manchester to

Bradford after 7pm, compared with five today.

The station of Moston in Greater Manchester will see its half-hourly service restored

On Sundays there will be two trains per hour, up from one today.

### **Liverpool – Blackpool.**

Once the route is electrified between Preston and Blackpool North, an hourly direct service will be restored between Liverpool and Blackpool using electric trains.

### **Barrow – Carlisle**

Up to 6 extra services will be provided per day to stations on the Cumbria Coast route between Barrow-in-Furness and Carlisle, with more capacity on the busiest services and the timetable better suited to employees at Sellafield and Whitehaven.

Sunday services from Carlisle to Whitehaven will be extended to Barrow-in-Furness and frequency enhanced, providing a Sunday service on the full length of the Cumbria Coast route

The locomotive-hauled carriages used on the Coast will be refurbished.

### **Barrow – Manchester Airport**

Trans-Pennine Express services to and from Barrow-in-Furness will be operated instead by Northern from the start of the new franchise.

This will have a minimum of eight trains per day in each direction between Barrow-in-Furness and Manchester Airport (double the frequency today). These will be Northern Connect services, operated by new diesel trains.

Further services will operate between Barrow-in-Furness and Lancaster, providing a total of twenty-one trains per day each way between those stations (compared to between eighteen and twenty today, depending on direction). As now, most of those Barrow-Lancaster services will continue to Preston

On Sundays, there will be more between Barrow and Lancaster (an extra five per day in each direction) and Manchester Airport (between five and eight extra, depending on direction).

### **Colne – Preston**

This will be a full hourly service on

Sundays, compared with every other hour today.

### **Blackpool – York and Manchester**

Trans-Pennine Express services to/from Blackpool North will be operated instead by Northern from the start of the new franchise. Blackpool North will receive four trains per hour for most of the day (as now), including:

One Northern Connect service per hour to/from Preston, Leeds and York, to be operated by new diesel trains.

One Northern Connect service between Blackpool North and Manchester Airport, operated by new electric trains following electrification of the line

A further one train per hour to central Manchester, also to be operated by electric trains

### **Preston – Ormskirk**

Ormskirk will receive a full hourly service to/from Preston, with a minimum of 17 trains per day in each direction, 4 more than now.

### **Chester – Leeds**

The new Northern franchisee will introduce an hourly Northern Connect service between Chester and Manchester (via Warrington Bank Quay, Earlestown and Newton-le-Willows). This will operate alongside an existing Arriva Trains Wales, which currently operates one train per hour off-peak and two trains per hour in the peak. /cont...

This will be operated by brand new diesel trains, and will run through to Leeds via Manchester Victoria and the Calder Valley.

This service will also operate on Sundays as Chester – Manchester Victoria service, with at least ten running through to Leeds.

### **Southport- Leeds/Bradford.**

One of the current Southport services each hour to Manchester will be extended to provide a direct link either to Leeds or Bradford (or both). All Pacers will be withdrawn, to be replaced with fully refurbished trains.

### **Windermere – Manchester Airport**

TransPennine Express services to/from Windermere will be operated instead by Northern from the start of the new franchise

A minimum of four trains per day in each direction between Windermere and Manchester Airport (compared to no more than two today). These will be “Northern Connect” services, operated by new electric trains (once the Windermere branch has been electrified and sufficient new trains delivered)

Today’s level of service between Windermere and Oxenholme will also be maintained, again to be operated by electric trains once electrified.

On Sundays, there will continue to be an approximate hourly service between Windermere and Oxenholme (as now), to be complemented by

three trains per day to, and four trains from, Manchester Airport.

### **Lancaster – Leeds.**

There will be seven trains per day in each direction between Leeds and Lancaster, up from four trains westbound and five trains eastbound today. This will benefit all intermediate stations between Lancaster and Skipton.

One arrival at Leeds will be no later than 08:45, and one departure from Leeds will be between 17:00 and 17:59, to suit commuters. One train will depart from Leeds in the evening (no earlier than 19:15, compared with a last train at 16:45 today)

Lancaster will similarly have an arrival between 08:00 and 09:00, and a departure between 17:00 and 17:59.

On Sundays, Leeds to Lancaster will be five trains per day, up from four today.

### **Manchester – Macclesfield/Stoke on Trent.**

There will be two trains per hour Northern service for most of the day between Macclesfield and Manchester, with nine extra off peak services. This will also benefit Poynton, Bramhall and Cheadle Hulme.

On Sundays, Manchester-Macclesfield-Stoke will be a full hourly stopping service with ten extra trains per day. This will benefit intermediate stations: Kidsgrove, Congleton, Prestbury, Adlington, Poynton and

Bramhall. This also means Cheadle Hulme will get a full two trains per hour.

### **Manchester to Hadfield and Glossop**

The current three-car electric trains are likely to be replaced by fully refurbished four-car electric trains by the end of 2017. These too will be replaced in 2020 by brand new electric trains, also with four carriages. They will be able to carry even more passengers than the refurbished trains.

### **Manchester – Sheffield stopping services**

A full hourly service will be provided, giving seventeen trains per day in each direction (six more than today).

All intermediate stations will continue to receive a minimum of eleven trains per day each way.

### **Manchester – Buxton**

Trains between Manchester and New Mills New Town doubled to two trains per hour for most of the day, with Manchester and Hazel Grove services increased to four trains per hour each way for much of the day. Faster journeys between Buxton and Manchester – with a maximum journey time of 55 minutes on the fastest trains (a saving of between 7 and 10 minutes). This will also benefit intermediate stations: Disley, Furness Vale, Whaley Bridge, Chapel-en-le-Frith and New Mills New Town

On Sundays the frequency between

Manchester and Hazel Grove will be improved to two trains per hour, every hour

### **Manchester – Chester via Altrincham**

There will be two trains per hour between Greenbank and Manchester, including off-peak. This will also benefit principal intermediate stations: Altrincham, Hale, Knutsford and Northwich.

On Sundays, there will be double the number of trains today, providing a full hourly service Manchester-Northwich-Chester.

### **Manchester – Wigan**

Passengers to/from Wigan will benefit from seven trains per hour to/from central Manchester for much of the day, consisting of:

Four trains per hour via Atherton (up from two off-peak and three-four in the peak), two trains per hour via Bolton (to be served by electric trains once the route is electrified)

One fast Northern Connect service train per hour to/from Manchester Oxford Road, Piccadilly and the Airport (replacing the Trans-Pennine Express service which currently operates on this route, but which will revert to operating via Bolton from December 2017)

On Sunday, there will be four trains per hour to/from central Manchester, comprising two trains per hour via Atherton (currently one), one train per hour via Bolton (as now) /cont...

and one train per hour fast to Manchester Airport (as now, but Northern rather than Trans - Pennine Express).

### **Manchester – Blackburn**

Blackburn will receive two trains per hour to central Manchester via Bolton, increasing the off-peak provision. This will also benefit Darwen, Bromley Cross and Hall i' th' Wood.

### **Manchester – Warrington**

Trans-Pennine Express services on this route will instead be operated by Northern from December 2017. At that point, the Trans-Pennine Express service will be diverted to operate between Liverpool and Manchester via Newton-le-Willows. This service pattern change will allow a regular, fast, half-hourly Trans-Pennine Express service between Liverpool and Manchester (and on to Leeds).

Current service levels at Warrington Central will be maintained, with Northern running a fast Northern Connect service between Liverpool, Warrington Central, Manchester Piccadilly and Manchester Airport, to be operated by new trains.

Further changes to benefit Warrington include: direct services to Manchester Airport and an additional hourly "Northern Connect" service between Chester, Warrington Bank Quay, Manchester Victoria and Leeds (via the Calder Valley), to be operated by new diesel trains

Northern services operating between

Warrington Central and Liverpool will be calling at the new station at Warrington West.

### **Manchester Airport**

As well as the trains and routes noted elsewhere passengers travelling to/from Manchester Airport will benefit from more services to the Airport arriving in the early morning, better reflecting the pattern of flight departures. A minimum of nine Northern services will leave central Manchester for the Airport before 07:00 in the morning.

A new hourly direct links will be provided to Bradford, served by brand-new diesel trains as part of the Northern Connect network.

More services from the Airport leaving in the late evening

### **Southport - Manchester**

OPSTA (Ormskirk-Preston-Southport Travellers Association) notes that Arriva want to transfer all Southport - Manchester services to terminate at Victoria, and feel the loss of through services to Manchester Piccadilly and Airport would have a serious economic impact to the area and train operator income, and they are pursuing this with the local MP John Pugh They have already had a meeting with Merseytravel and they had a commitment from them to work collaboratively on retention of paths to the south side of Manchester from Southport.

## More Expresses from Trans – Pennine



*Artists impression of Hitachi AT300 at Manchester Piccadilly. Courtesy, Hitachi Rail Europe.*

First's plans for this franchise include a new fleet of trains which will be a mix of EMU, DMU and bi-mode. 220 carriages divided into 44 sets will be brought in, with 125 mph running a key part. Just 24 hours before the start of the new franchise, they signed a deal with Angel Trains and Hitachi Rail Europe for the delivery of the first 95 carriages of this fleet, to be delivered as 19 five-car bi-mode trains.

They expect more reliable services from the new trains with improved comfort for long-distance passengers, including free Wi-Fi, access to power sockets from every seat, on-board cycle storage, entertainment and real-time journey information to smartphones and tablets and also hearing loops.

The changes for TPE are listed by station rather than route as that was how the

Department for Transport has displayed them.

### Liverpool

There will be a new direct service to Glasgow (3 services per day via Preston and Carlisle) and a new direct service to Edinburgh (1 per hour via Newcastle).

Liverpool will benefit from more than double the number of seats into Liverpool during the morning peak.

There will be better seven-day a week services – with a major uplift in Sunday services 9am to 7pm.

### Newton – le- Willows

This station will now be on the Trans – Pennine network with two trains per hour between Liverpool and Manchester and a seven day week service. /Cont...

### **Manchester Airport**

There will be two additional services per day to Middlesbrough and a reinstated direct link to Newcastle whilst the station itself will get improvements in refurbished waiting rooms, a new ticket office passenger awareness CCTV monitors and retail development.

### **Manchester**

The city will get 56% more seats into the city in the morning rush hour and improved train services including a new hourly service to Edinburgh

(extending the Liverpool to Newcastle service) doubling the number of trains to Newcastle to two per hour.

Hull and Middlesbrough benefit from three and two additional services per day respectively whilst Glasgow and Edinburgh also get one or two additional trains.

### **Preston and Carlisle**

These stations will see new services, with 3 services per day between Liverpool and Glasgow and will also benefit from the 7 days service uplift.

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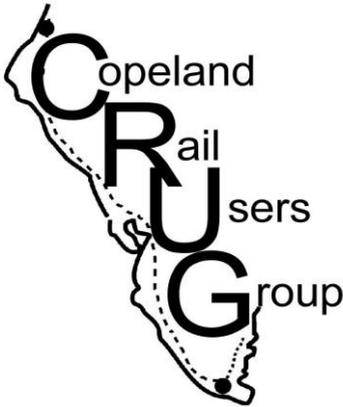
The biggest change on both franchises is the transfer of current Trans Pennine services from Manchester to Barrow, Blackpool and Windermere to Northern, and it is not clear whether the rolling stock to cover those services will transfer too, in the short term at least.

FLAG (Furness Line Action Group), notes in their latest newsletter that the May 2016 timetable shows a reduction in through trains between Barrow/Windermere and Manchester, and loss of some of the Class 185 100mph units which currently work those services. A prime example is the potential replacement of the very popular, and often overcrowded, 08.50 Barrow to Manchester Airport with a 09.17 Class 156 Sprinter only to Preston, requiring a change at Lancaster onto a Manchester service; some other Class 185 services will also become Sprinter-operated. These 30 year old units are restricted

to 75mph on the main line, and it is unlikely seat reservations will be available and the capacity of a 2-coach unit, unless doubled-up, is far less than the already full and standing 3-coach unit.

The 11.29/19.00 Manchester Airport to Barrow trains are also now longer through trains, although there is an additional Class 185 through service leaving at 09.29. There will still be through trains leaving Barrow at 05.32 (Sprinter), 06.48 (Class 185) and 14.41 (Class 185); the first and last will call at Ulverston, Grange and Arnside only leaving no through services to Manchester from other stations after the 06.48 ex-Barrow. However, the Sprinter from Manchester Oxford Road at 08.31 and the Class 185 trains from the Airport at 17.29 and 22.00 will continue to run and call at all stations on the Furness line.

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*Promoting the Cumbrian Coastal Railway*

If you'd like to join a group representing the interests of rail users in West Cumbria, and particularly on the Cumbrian Coast line from Carlisle to Barrow, Copeland Rail Users' Group would welcome your membership.

See [www.crug.org.uk](http://www.crug.org.uk) where you will find all the details about us, our aims and aspirations, and how to join.

Fees, £5 for individuals, £10 for organisations.

We can make a difference, and with your help, our voice will be stronger.

## **Blackpool and Fylde Rail Users Association (Incorporating South Fylde Line Users Association)**

**Chairman: Paul Nettleton**  
8, Balham Avenue,  
Blackpool,  
FY4 3QP

**Vice-Chairman: Malcolm Richardson**  
135, Branstree Road,  
Blackpool,  
FY4 4SR,



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**Contact Membership Secretary,  
"Hamlet" 2B, Meadow Park, Wesham Preston PR4 3DN.**

**Download our online form from:  
<http://www.bafrua.org.uk> click on "Join Our User Group."**

## Future meetings.

The next few committee meetings, open to members will be on 16<sup>th</sup> April at the Merebrook Pub in Bromborough and at Carnforth Station Heritage Centre on 18<sup>th</sup> June 2016, (these venue's are still to be confirmed at time of going to press, please check with branch officers as below).

Both meetings will start at 1300, but for those that want lunch, we will be there from 1200. Confirmation and details should be obtained from the Chairman or Secretary closer to the time, details on the back page.

## E-Mail of the bulletin

You can opt to receive this bulletin by e-mail, which has the advantage of full colour photos and receipt before the main publication date. If you'd like to receive the bulletin by e-mail, let us know your name and membership number. We have already sent editions of the bulletin to members this way. Contact Arthur Thomson, e-mail address on the back of this newsletter or via the Chairman. **Please note** that this will mean you will **NOT** receive a printed copy, if you still wish to receive that, please let us know when you get in touch

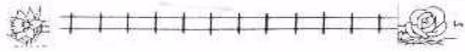
# LASRUG

Lancaster and Skipton Rail User Group  
[www.llmr.co.uk](http://www.llmr.co.uk)

The group was formed in 1989 to support and improve the Lancaster to Skipton railway. This links the towns and cities of West Yorkshire with the city of Lancaster and the seaside resort of Morecambe. It also gives access to the Yorkshire Dales, Forest of Bowland and Furness.

If you would like to help us promote the 'Little North Western' line, please contact our Membership Secretary, Lakeber House, Robin Lane, High Bentham, Lancaster. LA2 7AF.

Membership costs £5-00 annually. You will receive a Newsletter twice a year and we invite a speaker from the Rail Industry to the AGM each September.

North  
WalesThe  
Wirral

## WREXHAM – BIRKENHEAD

Rail Users Association / Cymdeithas Defnyddwyr Rheilffordd

## WRECSAM – PENBEDW

The Association Supports the Electrification of the Wrexham Central – Birkenhead–Bidston Line.

We Support New Stations at Beechwood, Prenton / Woodchurch road Interchange, Well Lane, Little Neston / Ness Botanic Gardens and Deeside Industrial Estate.

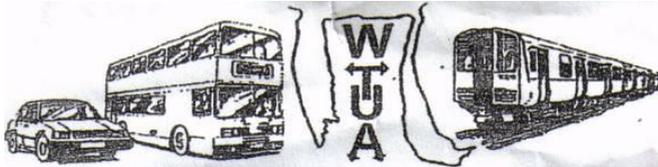
We encourage the fullest use and development of the Wrexham Central– Birkenhead–Bidston Line, to promote the Line's development and safeguard its future.

Regular newsletters give full details of the Association's Activities.

***It's your line—help secure its future by joining us today!***

Individual membership £4.00 Family £6.00, Corporate £10.00

Send your subscription to our Membership Secretary to receive our latest newsletter  
Brian Grey, 56, Coombe Road, Irby, Wirral, CH61 4US.



## WIRRAL TRANSPORT USERS ASSOCIATION

We believe in modern, public transport systems for the Wirral and Merseyside and keep our members up to date with public transport developments

We support the campaign for electrification of the Wrexham Central– Birkenhead–Bidston Line

We support new railway stations at Ledsham, Town Meadow, Beechwood Estate, Prenton/Woodchurch road interchange, Well Lane, Little Neston or Ness Botanic Gardens and Deeside industrial Estate

We wish to see more bus/rail and car/rail interchange for the benefit of passengers

We are affiliated to Railfuture, Passenger Focus, Travelwatch North West, Bus users UK & represent Campaign for Better Transport in the area.

We publish a newsletter twice a year and run coach excursions

**Why not join us? Join today**

**Annual individual subscription £6.00; Family £8;**

**Corporate Bodies £25.00, representative bodies £12.50**

*Send your subscription to our Membership Secretary today  
and receive a copy of our latest newsletter*

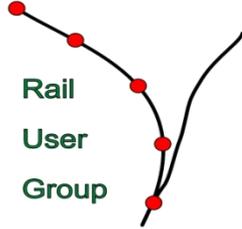
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*Rail North West* is the newsletter of the North West branch of Railfuture, campaigning by the Railway Development Society. Contributions in the form of articles and letters are welcomed. Please send them to Arthur Thomson at [arthur.thomson@railfuture.org.uk](mailto:arthur.thomson@railfuture.org.uk) or by post via the chairman as above. Text files e-mailed are particularly welcome. The opinions expressed in *Rail North West* are those of any individual contributors and not necessarily those of Railfuture.

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