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Freight & Logistics – TfN's Plan

By Mark Parry



Lucy Hudson, Transport for the North's (TfN) lead on Freight and Logistics, outlined the view ahead at our branch meeting on 14 April 2018. Transport for the North has been considering transport policies in terms of generating economic growth. Freight and Logistics is a key part of this strategy and they have been looking at developing key corridors. Currently 88% of tonnage is carried by road and only 11% by rail. They think that more could be carried by air as well as by rail and are determining where more rail freight paths are needed.

Lucy Hudson – photo by Mark Parry

An example of how freight rail transport could be improved is the transporting of biomass to Drax, where trains take 7 hours from Liverpool. Going by road is much quicker because trains have to take a circuitous route. There is potential for rail freight to take business away from some coastal shipping but roads are more competitive. For example, a diesel lorry bought in 2039 can be used after 2040, but no diesel trains can run after 2040. Greater viability is required, in Rotterdam freight journeys as short as 30Km are economical. There will be a scrutiny process before any decisions are made and it is likely this will drive a need for further consultation. Suggestions of routes to be re-opened would be considered.

There were other issues that Lucy mentioned of more general interest. Transport for the North is developing the back-office technology to support smart ticketing able to calculate the cheapest fare for your journey history. They are also reviewing the fare structure as it needs to be simplified. The funding for their plan is £50 per head of population, I assume per year; £100 per head is already being spent. Transport for the North is likely to end up as the equivalent of Transport for London.

Railfuture, Yorkshire Branch Meeting

Presentations from 3 Rail User Groups

13:00 to 16:00 hours, Saturday, 21 July 2018

Swadford Centre, 32 Swadford Street, Skipton BD23 1RD

See flyer for more details

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Trains in North West Leeds, Otley, and Horsforth Areas

If Leeds City Council and West Yorkshire Combined Authority are serious about wanting to get its citizens out of cars, it needs to provide good reliable train services, and more frequent train services in an evening, so people can use public transport instead of cars. Monies gained by the proposed charges for non-compliant lorries, buses, and taxis should be used to improve public transport in Leeds.

Horsforth Station

There are six bus stops adjacent to Horsforth Station, of which only one stop has a waiting shelter, which is hardly the answer for inter-connectivity between transport modes. People will not wait in the rain for a connecting bus service. The car park at the station is full on Mondays to Friday by 0730 in a morning, and by 1030 on Saturdays. The streets around the Station in both Horsforth, Cookridge and Tinshill are choked with parked cars, where they are allowed to park, by my counting about 250 cars. The only answer to this is to extend the station car park by buying back the lease of "Woodlands Building Yard" and building at least another 250 car parking places, or by running circular bus services in Cookridge, Tinshill, and Horsforth connecting with all train services. This however would not solve the problems with commuters coming from further afield like Bramhope, Pool, and Otley. The passengers using Horsforth Station year on year has increased from 960,000 passengers per year in 2012/13 to 1,144,000 in 2016/17, that is an increase of 184,000 passengers in 4 years. Over the last year, passengers have increased by 53,000 passengers, this averages out about an extra 260 people per working day, this does sound a lot, but if these passengers are driving to the Station in a car with maybe two passengers per car, this is another 130 cars per day parked near the Station.

Otley Branch including Otley, and Pool Stations

Strong consideration should be given to re-opening the Otley Branch with stations at Pool and Otley, this would take the pressure and parking problems off Horsforth and Menston stations. It would give new travel opportunities including a direct Harrogate, Otley to Bradford Service, taking pressure off the A658. An Ilkley, Otley, Horsforth to Leeds service taking pressure off the A660 to Leeds. If the Leeds & Bradford Airport Parkway Station is built, a Bradford, Otley, Parkway Station, to Leeds service. The station at Otley would be useful for tourists and other visitors to reach Otley without clogging up Otley car parks, whilst being available for Otley residents to make quicker journeys to Leeds, Bradford, Harrogate, York and Beyond. For Pool it would provide better journey opportunities to Leeds, Bradford, Harrogate, & York. hopefully removing traffic off the A658 & A659 through the village. Most of the old track bed is clear of obstructions except at Pool, where several houses would have to be bought or compulsory purchased to clear the track bed, a new station could be built west of Old Pool Bank Road. At Otley there is sufficient room to fit a single line railway and a Station down the side of the Otley Bypass. Several road bridges would be needed to be rebuilt. As the new Borders Railway Line near Edinburgh which is 35 miles long was built for £353 million which included buying houses and building new viaducts, I believe the Otley Branch at 7 miles long could be built for less than £100 million. There is also the possibility of freight if the proposed gravel pits at the east side of Otley are given planning permission, this would keep thousands of lorries off the roads in the Wharfe Valley, if the gravel was taken out by trains.

Woodside Station

This proposed station on the Leeds to Harrogate line, was proposed to be next to the Leeds Outer Ring Road A6120, and then cancelled in light of a Park and Ride car park at Boddington and the Otley Road Trolley Bus Scheme. (Now cancelled). This Station with a large car park is still needed to take some pressure off Horsforth Station, this would also serve new opportunities in the areas of West Park, Woodside areas of Horsforth, Moor Grange, Ireland Wood, Adel, and Hawksworth Wood. This would take pressure off the A65 and A660 into Leeds.

Kirkstall Forge Station

This station which opened in 2016 and cost £11 million of tax payer's money, has only an hourly interval service on the Leeds to Ilkley service. The hourly Sunday service is on the Leeds to Bradford service.

- There are commuters who live in Horsforth and surrounding area who work in Bradford, but with no service on Mondays to Fridays and would like to use the train instead of their cars.
- An hourly service is no use for a commuter service, there is a service at 0807 into Leeds and the next service is 0907.
- To get to anywhere further up the Skipton Line or to Bradford, you have to go to Leeds and then come back on the same line going through the Kirkstall Forge Station without stopping.
- The 0807 train from Ilkley has had to leave passengers at Kirkstall because they could not get on because of the train being filled to capacity.
- At least 6 trains per hour pass through the station in each direction.
- Even with the sparse train service the car park is nearly full on many days.

Kirkstall Forge Station requires at least two trains per hour in each direction, one from/to Ilkley and one from/to Bradford Forster Square and more trains at commuter times. The Leeds to Bradford service is less busy of the three services that use the line.

Editor: Extra trains are now calling at Kirkstall Forge from May 2018.

Harrogate Line Supporters Group Welcome Azuma Trains

by Brian Dunsby

The new train was welcomed by Brian Dunsby, pictured, former Chief Executive of Harrogate Chamber of Trade & Commerce, who has been campaigning for extra London trains since 2008. That was when Mark Leving then Managing Director of Hull Trains first proposed new direct trains between Harrogate and London, but the Office of Rail Regulation declined to allocate paths for them.

Brian has since lobbied at all levels in local and national government to demonstrate why Harrogate needed more trains, both on the East Coast Main Line to London Kings Cross and on the local line to Leeds and York. This AZUMA was the first practical realisation of his vision!



Photo supplied by Brian Dunsby

Virgin Trains East Coast won the East Coast Main Line franchise competition in 2014 and began operating with the existing diesel Class 43 High Speed Trains and electric Class 91 trains in 2015 which will be replaced by the new bi-mode Class 800 Azuma trains in stages by 2019.

Harrogate Chamber has campaigned actively to get a two-hourly service to the capital. Brian said *"The six new direct services will make an enormous difference to the Harrogate economy. As a town which relies heavily on the visitor economy, both through tourism and the conference trade, strong links to London and the south of England are absolutely vital.*

"On top of that, we have many professional service businesses in Harrogate and they need to be able to get to and from the capital with ease in order to grow and operate successfully. These new trains will make that ambition a reality and we look forward to working closely with Virgin to ensure Harrogate remains a key consideration in their East Coast operations."

Reactions

Regarding your piece in the Railfuture newsletter on bi-mode trains. Lighter trains do not mean the ability to carry more passengers - passengers are only a small % of the total gross weight - and there is a limit to the number you can squeeze in! What lighter trains do mean is less track damage and that is the important point. *Editor: Roger tells me it is the axle weight that damages the track.* I've heard that there are already problems with the weight of the East Anglia bi-mode trains. They may have to be classified as loco' hauled rather than electric multiple units thus removing the "enhanced permitted speed" allowance.

Also, of course, you need larger depot facilities, you need diesel staff and electrical staff, plus the fact that trains spend more time in depots because there are more things to attend to, these all add up to considerable extra costs which the Department for Transport seen unable, or unwilling, to accept.

Roger Bastin

Comments are welcome and can be sent to the editor, contact details on the back page.



Spirits were high as fifty guests gathered at Bentham station on Friday 25th May for the official launch of the Dementia and Community Rail Project lead by the Leeds-Morecambe Community Rail Partnership (the Bentham Line). The Partnership have been working hard over the past 18 months to create the first dementia-friendly railway line in Britain.

Guests, including senior representatives from Northern, the local train operator, the Department for Transport, Transport for the North and the Association of Community Rail Partnerships boarded a special train complete with a commemorative headboard, forget-me-not signage and project posters, at Leeds mid-morning. The train picked up further guests en route at Shipley, Keighley and Skipton, including a group of people living with dementia and their supporters who had helped during the development of the project.

In addition to representatives from the rail industry there were individuals from various bodies working with the Partnership along the route including; the Alzheimer's Society based in Shipley, Dementia-Friendly Keighley, Bentham and District Dementia-Friendly Community, Dementia Forward, the Forest of Bowland, Friends of Bentham Station. Representatives from North Yorkshire County Council and Craven District Council attended too, as well as other local community-based railway groups.

On arrival at Bentham, the guests were warmly welcomed by Gerald Townson, Chairman of the Community Rail Partnership. Gerald highlighted the importance of the inclusivity aspects of the project and detailed the positive effects it is beginning to have on the rail industry, locally on the Bentham Line, regionally within the Northern Franchise and nationally with other community rail lines and train operating companies.

The project focusses on four main areas of development: the raising staff, volunteer and passenger awareness of dementia, supporting journeys for those living with dementia and their carers, working to create dementia friendly stations and services; establishing a range of supporting activities, including dementia-friendly walks from stations on the Bentham Line.

Gerald also took the opportunity to thank all those who had so generously given their help and time to the project, creating firm foundations on which to develop the project further.

Kulvinder Bassi, Community Rail Team Leader at the Department for Transport, responded by praising the work of the Bentham Line Partnership and the positive leading approach it was giving to the railway with regard to social inclusion and caring for those with 'hidden' disabilities, in particular.

Jools Townsend, Chief Executive of the Association of Community Rail Partnerships added; "We feel very proud to be supporting this crucial project, which is already making such a difference to people's lives. We, and our members across Britain, feel passionately that our railways should be accessible and welcoming to all, and that everyone should be able to benefit from our railways - and this project is taking important steps to ensure that's the case among people living with dementia. Railways are often the lifeblood of communities, providing access to all sorts of opportunities, and connections with other people and places, and that should not stop if you are affected by dementia personally or within your family. The Bentham Line is demonstrating exactly what community rail is all about – reaching out to local people, drawing on their perspectives, and helping to ensure their needs are understood and met at stations and through train travel. It's an exemplary project, and the first of its kind, and we will be working to encourage other community rail partnerships and groups across the country to consider adapting it for their areas."

Pete Myers, Client and Stakeholder Manager speaking on behalf of Paul Barnfield, Regional Director - East, Arriva Rail North (Northern) remarked; "The railway is important especially to the communities that we serve, but now and again you come across something that is far more important. I am incredibly proud just to be a small part of the fantastic project started here by our friends from the Bentham Line. It will not stop on the Bentham Line, however, and my team and I will do all that we can do to make sure the whole industry wakes up to the good they can do in helping people to live well with dementia.

Paul Smithson representing the Alzheimer's Society said: "People affected by dementia regularly experience issues

with travel whether it be through the lack of understanding by staff and other travellers, difficulties with their own management of a journey due to the impact of their dementia or physical barriers such as poor signage and difficult to interpret timetable information. People with dementia tell us that transport systems that neither understand nor support their needs are one of the barriers to their continued involvement in community life and can lead to isolation.”

“The Bentham Line Community Partnership has looked practically at these issues and created a dementia friendly rail experience on the line from Leeds to Morecambe, whilst involving people directly in the business is testament both to their forward thinking, ingenuity and desire to show people can and should continue to access and enjoy the railways alongside everyone else.”

There were several guests who are living with dementia and one of them contributed some of their experiences in travelling by rail, alongside Paul.

Reflections on the project were also made by County Councillor Caroline Dickinson, North Yorkshire’s Executive Member for Public Health, Prevention and Supported Housing, reminded people that, “In North Yorkshire we have around 10,000 people living with dementia. Our dementia strategy - ‘Bring Me Sunshine’ - is an important document because it sets out the improvements we want to make for people whose lives are affected by the disease. “It’s so important to spread the message that it is possible to live well with dementia, and that people living with dementia have a valuable role to play in their communities. Initiatives such as the work by the Leeds-Morecambe Community Rail Partnership play a vital part in making that aspiration a reality.”

Adam Timewell added that, “The Rail North Partnership is proud to support the creation of the first Dementia Friendly Line in the North. Leeds - Morecambe Community Rail Partnership and Arriva Rail North have produced a truly outstanding social inclusion scheme that will help to improve the lives of those living with dementia. Congratulations to everyone involved in this fantastic project which highlights the benefits of community rail.”

Throughout the summer and autumn, Gerald and the Vice-Chairman of the Partnership, Rod Tickner, who is a Dementia Friends Champion will continue to offer dementia awareness sessions to the front-line staff along the route.

Over the coming weeks, the Partnership will begin to host groups of people living with dementia and their carers on journeys along the Bentham line and at various destinations, including Morecambe.

In September, the project will be taken south to the Department for Transport, in London, where it will form part of a social inclusion market place event and provide an opportunity for civil servants, train operators and southern community rail partnerships to learn more about what is being developed for those with dementia and other hidden disabilities.

Round the Region

by Mark Parry

Several of our Rail User Groups have been in the public eye in the last few months. On 2 June, Tim Calow of the Aire Valley Rail Users Group was quoted in the Yorkshire Evening Post, on the Groups concerns about the accommodation of longer trains on platforms that are too short. This will be discussed at our July branch meeting.

In the Darlington and Stockton Times on 28 May, Alan Williams of the Esk Valley Community Partnership was quoted on the 50% increase of passenger numbers experienced since the Partnership began.

The Electric Charter, asking for more electrification and featured in the last Yorkshire Rail Campaigner, was highlighted in both the Halifax Courier on 23 May and Bradford’s Telegraph and Argus on 22 May. Stephen Waring from the Halifax and District Rail Action Group was quoted in both and James Vasey from the Bradford Rail User Group was quoted in the Telegraph and Argus.

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MEMBERSHIP SECRETARY

As many readers know, Paul Colbeck resigned as Membership Secretary on May 25th. Paul has held the post since before I became Chair. He was a major asset to the Branch, having performed his duties (which include the distribution of the Yorkshire Rail Campaigner) with enthusiasm and competence. He also gave us the benefit of his knowledge as a former train planner. I am very sorry to see him go. We are fortunate indeed that Andrew Dyson has agreed to take over the reins.

TIMETABLE RELATED PROBLEMS, AND ASSOCIATED ISSUES.

Whatever I write in this column on the problems following the introduction of the new timetables will probably have been overtaken by events by the time this issue of the Yorkshire Rail Campaigner is published. Suffice to say that in recent memory there has never been so many rightly very angry commuters and other passengers as there are over the chaos that has followed the introduction of the new timetables on May 20th – timetables that were still being amended in early May, thus giving insufficient time for the new train crew rosters to be ready for the start of the new timetable. Tonight (June 4th), Network Rail has admitted it bears the brunt of the blame although inevitably the train operators, and in the north, primarily Northern (Arriva Trains North), have taken the bulk of passengers' anger. That's because Northern is the public face of our railway, and it has admitted that it bears some of the responsibility – one issue that should be examined is why driver training was not completed by May 20th. But it is the failure of Network Rail in the delivery of much needed electrification projects that has meant aspirations in franchises cannot currently be achieved. And it is Network Rail who lead the timetable setting process. Northern is at the bottom of the pecking order here; as a company primarily running local and commuter services, its trains have to fit into a overall timetable in which priority is given to inter-city operators including TransPennine Express. Last Friday, Northern and Network Rail announced an independent inquiry "into the processes and preparations leading up to the implementation of the recent timetable changes". Today, the Transport Secretary has also announced an inquiry. The Transport Secretary refuses to take any responsibility, and yet the new timetables are designed to honour the terms of the current Northern and TransPennine franchises, and the Department for Transport is the sole shareholder in publicly owned Network Rail. If these enquiries are to have real value, they must look not only at the issues over the past few months, they must examine the structural failures that are the root cause of today's problems. There was little infrastructure investment in the railways from the early 1990s until the Coalition Government. Privatised Railtrack was a failure. The 2004 Northern franchise was let on a "no growth" basis and yet on some routes there was a passenger increase of more than 100% during the 2004-16 franchise period. Thus, demand heavily outstripping supply, and it will only be ameliorated when the new trains ordered by Northern and Trans Pennine in 2016 are delivered - which will be by the end of 2019 if there is no slippage. Diesel units that should have been cascaded to Northern, and from within Northern, are late in arriving due to the slippage in the electrification programmes that will eventually release these units. The root cause of the cost and time overruns of the current electrification programme is the almost complete lack of new electrification programmes for two decades since the completion of the East Coast Main Line project in the early 1990s. This has had two major ramifications. The most obvious one is that we have not have the steady roll-out of electrification across the network that is needed on both environmental and efficiency grounds. The fall-out from this was that the rail industry lost very many skilled electrifications engineers, managers and staff; this has meant that those experienced people have not been there to plan and implement this decade's electrification programmes, which is surely a significant contributor to the problems. We trust that the enquiries will be quick, and that lessons will be learned. We await their publication with great interest!

THE TENSION BETWEEN COMMUTERS AND INTER-CITY TRAVELLERS.

As well as the chaos caused by so many cancellations and late-runnings, the new timetables have been structured to give a worse service for some passengers. Some previous good connections have been lost, and a major restructuring of service patterns from the local commuter stations between Huddersfield and Stalybridge has seriously inconvenienced many travellers. Problems include skip-stopping, trains accessing different stations in Manchester, and platform changes which have reduced access for mobility impaired people. Amazingly, most of the commuter trains from these stations are now run by Transpennine whose remit is to run semi-fast services between medium sized towns and cities. This is the direct result of the Department for Transport's demand for six Transpennine services an hour between Manchester and Leeds; many Northern stopping services have been discontinued to facilitate this. Commuters on the Midland Main Line at towns between Leicester and Luton have been similarly inconvenienced to speed up the London-Sheffield services.

These changes highlight a dilemma on the railways. Although both are necessary, what is more important when space is limited? Saving a few minutes on and/or providing more trains for inter-city travel, or ensuring decent access to the

railway by people living in small towns, many of whom use the railway to get to work? In the 1960s, following the Beeching Report, many communities on the East and West Coast and Great Western main lines saw their stations closed, and whilst many of these may have been justified, was it appropriate to leave communities like Garstang without a train service? Now, instead of closures, we are seeing inconvenience, and it is sad that there are managers in the rail industry who see some intermediate stops are a nuisance; it is probable that this type of view has contributed to it taking so long to bring the railway back to places like Elland and Haxby. We are awaiting the Secretary of State's decision on the Trans Pennine Upgrade, but in Railfuture's view it is essential that line capacity is increased by four-tracking where possible and more advanced signalling, so that an optimum level of stopping and express/semi-fast trains can be accommodated. As well as reinstating a proper service for stations between Huddersfield and Stalybridge, this would also enable Brighouse to have a more frequent service, and for a much needed Upper Calder Valley to Huddersfield direct service be introduced. In the meantime, perhaps the six Transpennine Manchester-Leeds trains should be replaced by five longer ones to enable a fit-for-purpose service to be restored on the intermediate stations between Huddersfield and Leeds?

TRANSPORT FOR THE NORTH STRATEGY AND LONG-TERM RAIL PLAN

The drafts of these were consulted on between January and April, and Railfuture submitted an extensive response to the rail plan. We are pleased with the general positive tone of the plan but drew attention to a range of areas where we felt change was needed to the plan. Copies of the submission are available from me.

NORTHERN POWERHOUSE RAIL (HS3)

The Centre for Cities Report stressed the need for 30 minute maximum journeys between Leeds and Manchester, Leeds and Sheffield, and Sheffield to Manchester. Whilst initial momentum was for a new line south of Huddersfield, probably using part of the old Woodhead route and with a Y junction at its eastern end, there is now a strong movement for a Leeds-Bradford-Manchester route. If this is chosen the Sheffield-Manchester aspiration cannot be realised without there being two new high speed lines. Transport for the North are planning to announce their proposals by the end of the year, and it seems clear that either Bradford or Sheffield will miss out. Expect vigorous debates soon!

THE NORTHERN ELECTRIC CHARTER

Congratulations to Stephen Waring, Chair of the Halifax and District Rail Action Group (HADRAG) and Railfuture Yorkshire Branch Committee member, for his initiative in launching the Electric Railway Charter 2018, which advocates the early implementation of the recommendations of the Department for Transport appointed Northern Electrification Task Force, starting with the highest rated Calder Valley lines. Railfuture Yorkshire and North West Branches are fully behind this campaign.

Rail User Groups affiliated to Railfuture within the Yorkshire Branch

Aire Valley Rail Users' Group	www.avrug.org.uk
Bradford Rail Users' Group	www.bradfordrail.com
Halifax and District Rail Action Group	www.hadrag.com
Esk Valley	http://www.eskvalleyrailway.co.uk/evrdc.html
Harrogate Line Rail Users' Group	Email: hlrug@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	www.hullrailusers.co.uk (Site not responding)
Lancaster and Skipton Rail Users' Group	www.lasrug.btck.co.uk
Minster Rail Campaign	https://www.facebook.com/minstersrailcampaign/info?tab=overview
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

Chair: Nina Smith, 07984 670331 Nina.Smith@Railfuture.org.uk
Vice Chair and Media Relations: Chris Hyomes, 12 Monument Lane, Pontefract WF8 2BE, Chris.Hyomes@railfuture.org.uk
Vice Chair and Parliamentary Liaison Officer: Graham Collett, graham.collett@railfuture.org.uk
Secretary & Freight Lead: Dr. Mike Troke, Michael.Yorkshire@talktalk.net , 07947 062632
Treasurer: Ian Wood, lanfWood@hotmail.co.uk
Membership & Distribution: Andrew Dyson: andrew.dyson@platform5.com
Committee Member: Mike Rose 07986 458517 mikewrose@gmail.com
Committee Member: Stephen Waring. js.waring@hotmail.co.uk
Assistant Treasurer: Geoff Wood, esperanto11@hotmail.co.uk
Newsletter Editor: Mark Parry, 07941 642349, Mark.Parry294@gmail.com
Branch Facebook Page: www.facebook.com/RailfutureYorkshire Railfuture web-sites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk www.railwatch.org.uk http://www.railfuture.org.uk/Yorkshire+Branch Twitter Accounts: @RailfutureYorks @Railfuture
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Diary

9 Jul 2018 19:00	Skipton & East Lancashire Rail Action Partnership, New Road Community Centre, Earby,
21 Jul 2018 13:00	Railfuture Yorkshire Branch Meeting, The Swadford Centre, 32 Swadford Street, Skipton BD23 1RD. See flyer for full details.
30 Jul 2018 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Veritas" 43-47 Great George Street, Leeds LS1 3BB. Contact Mark Parry to check venue.
10 Sep 2018 19:30	Campaign for Better Transport West and North Yorkshire Rail Group. Meeting at "Veritas" 43-47 Great George Street, Leeds LS1 3BB. Contact Mark Parry to check venue.
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. Contact Mark Parry to check venue.
10 Sep 2018	Skipton East Lancs Rail Action Partnership, Crown Hotel, Colne.
Want to advertise your meeting here? Contact Mark Parry: Mark.Parry294@gmail.com 07941 642349.	

Our next issue (**Yorkshire Rail Campaigner 42**) will be out in October 2018. Please email material, news and feedback to: Mark.Parry294@gmail.com to arrive by **Saturday 8 September 2018**. Alternatively call or text 07941 642349. **Stories of campaigns and successes are especially welcome.**

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