

Yorkshire Rail Campaigner

No 11 January 2011

railfuture Yorkshire

President: Gerald Egan Vice-President: Alan Whitehouse

More Trains on the way – but too few, too late!

by Graham Collett

650 new carriages by 2014, but how many for Yorkshire?

Existing diesel units to be 'cascaded' as new units are delivered elsewhere

After much speculation, Transport Secretary Philip Hammond announced on 25 November that over 2100 new rail carriages will be in service by 2019. Of these, 1800 will be for new Crossrail and Thameslink services, leaving only 300 for all other services (none of them destined for Yorkshire). His announcement also included:

- The Thameslink project will go ahead in its entirety
- Electrification of lines between Liverpool, Manchester, Preston and Blackpool will go ahead, as will that between London, Didcot, Newbury and Oxford
- The new carriages for Crossrail and Thameslink will free up electric units for the above schemes
- 650 further carriages for delivery before 2014 to operate on other rail services, including those into Leeds, Manchester, Sheffield, Liverpool and Newcastle
- Most High Speed Trains to be replaced by a new generation of trains through the InterCity Express Programme.

Overall, this package offers little to tackle current overcrowding on our local services and no clear information on how many trains will be available in the future - "jam tomorrow"!



One of London's new Class 172 diesel units, now operating on the Barking – Gospel Oak line. The Class 150 units previously running on this line will be cascaded to other operators. (photo S P Smiler, courtesy Wikimedia Commons)

Chris Hyomes, Branch Chair, said "As far as the new trains for our Region are concerned, the Government says it will enter negotiations with train operators over the costs of running the extra 650 carriages, so it can't yet tell us how many we'll get or when we'll get them! As for the "hand-me-down" trains, we still don't know how many will be for Yorkshire services, and can only hope they will receive a full overhaul and refurbishment after so many years intensive service elsewhere."

One brighter note is that around 36 new electric units are to be ordered for the Manchester (continued on page 3)

Forthcoming Events

Saturday 22nd January: **Railfuture Yorkshire Branch Meeting in Saltaire** – see page 4 for details

Friday 11th February: **ACoRP Big Society = Community Rail Conference in Lewes** – details at <http://www.acorp.uk.com/events%20Big%20Society.html>

Saturday 19th March: **Railfuture Yorkshire Branch AGM in Knottingley** – details in next YRC

Saturday 7th May: **Railfuture National AGM in Brighton** – details at <http://www.railfuture.org.uk> or see Railwatch

Press Date for March 2011 issue

Please email (preferred) or post material to: Graham Collett (YRC I2) 16 Wilstrop Farm Rd Copmanthorpe York YO23 3RY Email: collettgh.@talktalk.net to reach him by **Saturday 29th January 2011**.

Scarborough Re-Signalling Leaves Passengers Fuming!

by Roger Bastin and Tony Ross



Scarborough Station in July 2008 with TransPennine Express units and a (then) Midland Mainline unit forming the St Pancras summer weekend service via York (photo Benjamin Hughes courtesy Wikimedia Commons)

Roger Bastin writes "The re-modelling of Scarborough station has now been successfully completed. During the works, however, passengers were often treated in a diabolical way. Despite loud proclamations earlier this year from Ian Coucher that bussing passengers all over the place would be a thing of the past nothing appears to have changed.

During the works, many people deserted the trains for their cars and the excellent Coastliner bus service. It is doubtful that all these will have returned. With twelve different timetables for the York to Scarborough service to cover the 25 day October closure, it is no small wonder that many passengers were confused.

REPLACEMENT BUSES THIS WAY 

It appears that Trans-Pennine were also confused as on two occasions when I was travelling back from Leeds to York on a train that was supposed to be going as far as Malton the train was terminated, together with a lot of apology by the guard, at York and passengers forced to change trains. As so often happens at York they can never manage cross platform connections and passengers are forced to clamber up steps and over the footbridge - an event that does nothing but increase the stress for the elderly and infirm! The information at York was delivered in a style that assumed everybody understood what was going on. Trains were posted on the departure screens as "Seamer" or "Malton" with no mention of Scarborough. Many tourists use York Station and I had to help an elderly German lady who was very agitated because there was no train for Scarborough on the departure screens. How did she get to Scarborough? Someone else had told her to get a bus from outside the station! How on earth was she to know that Seamer meant Scarborough! Remember that BR managed to remodel York Station - a very complex job - and yet keep 90% of trains running. Network Rail could not even keep a small station with one train per hour in operation. I should imagine that the BR solution would have been to operate Seamer - Scarborough as a single line under "one engine in steam" arrangements and terminate the Hull trains in the other platform at Seamer. If it was absolutely impossible to plan the works so that the 3 car diesel units could always fit into an existing platform then I'm sure that it would have been the duty of the Divisional Engineer to build a temporary one out of scaffolding - just like NR managed to do at Workington North!"

Goole Swing bridge Closure adds to problems for Coast Line Passengers

Overlapping with the work on the York to Scarborough line, work was also taking place on the Goole swing bridge from Saturday 2nd October to Friday 12th November inclusive. Tony Ross reports "A replacement bus/coach service operated between Goole and Hull. Northern Rail produced a special 40-page A5 size timetable covering Sheffield to Hull and on to Scarborough (to cover the work at the Scarborough end, for a shorter period). It was not easy to read or to follow. The 20.44 SX Northern service from Doncaster to Hull and Bridlington and the weekday 16.20 Northern service from Scarborough to Hull, Doncaster and Sheffield continued their normal timetabled route via Selby (the 16.20 started at Filey during the Scarborough work). The replacement coach services (they were coaches, not buses) departed from two of the coach bays at the far end of the Interchange - quite a long trek for passengers arriving by rail from Scarborough/Filey, Bridlington and Beverley. Better signage to the coaches, a temporary Northern 'Helpdesk' and extra staff should have been provided at Paragon for passengers coming off the trains at Hull. I've heard conflicting stories in answer to why were more services not diverted via Selby, as was done on Sundays, also stories about coach drivers not knowing the way to stations and even leaving out some station calls altogether. More work is required on the bridge to take it to completion but Network Rail say there will be no further disruption to services. On Sunday 7th November, Hull Paragon station was closed completely for switch and crossing renewals at the approach to the station. Hull Trains started and terminated their services at Brough, with TPE services starting and terminating at Selby. Northern services on the Yorkshire Coast line were all coach operated. Northern services to/from Selby started/terminated at Brough and a significant number of Doncaster/Sheffield services ran via Selby."

Stop Press: The Department of Transport have announced the timing of new franchises: ECML to be awarded in late 2012 for 15 years; TPE to be either extended by up to 5 years beyond 2012 or retendered for at least 15 years, possibly in 2013 alongside the Northern franchise (itself due to end in 2013). [the latter might be with a view to combining the two franchises and would fit in with the start of a new, separate, franchise for Manchester to Scotland electric services in December 2013 Ed]

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*Happy Christmas and Best Wishes
for 2011 to all our readers*

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Chairman's Column by Chris Hyomes

Travelling on a Grand Central train recently, I asked passengers what they liked about travelling with Grand Central. The response that came back every time was the simple fare structure.

Simple fare structure, that reminded me of a meeting I attended in the early days of railway privatisation in Manchester, hosted by I think, the **Transport Users' Consultative Committee (TUCC)**, the predecessor of the **Rail Users' Consultative Committee (RUCC)** and forerunner of today's **Passenger Focus**.

Now at that meeting, I asked "Why can we not just have single and return tickets?" Once the laughter stopped, the reply given would have baffled the great Stephen Hawkins.

So I am going to ask the question again. If Grand Central Trains can operate a simple walk on-fares policy liked by its users, why then is it not possible for other major Train Operating Companies to do the same?

Letters to the Editor

From Keith Noble

In YRC No.10 our chairman warns that, by focussing on HS2, "...there is a real danger that the real issues we are facing will be forgotten."

From our perspective he is right but it would be unwise to campaign against HS2 on the grounds that other issues are more pressing. In the world of realpolitik, it would not be a matter of 'either/or'. If a campaign against HS2 were successful, do not imagine that the funds saved would be diverted towards enhancing the classic network. It's far more likely that they would be taken to prop up a bid for the Olympics 2024 or some other extravagance and in the north we would be still be struggling with our fleet of inadequate rolling stock, by then having progressed from heritage to vintage to who knows what.

Branch Chair Chris Hyomes replies:

Many thanks for taking the time to reply and thank you for your comments.

Since the publication of the last edition of YRC a number of branch members have contacted me expressing the same thoughts as yours. I was not advocating a campaign against HS2; indeed I agree with you, it is doubtful any money not spent on HS2 will get spent on the conventional rail network. I just did not want us to be distracted from the real issues affecting our local commuters: overcrowding, inadequate rolling stock & inadequate stations. Railfuture Yorkshire must keep campaigning for the issues affecting us today and support the National Passenger Committee in its campaign for HS2.

More Trains on the Way (continued from page 1)

to Scotland service (to start December 2013), thus releasing a number of diesel units which could be used to strengthen heavily loaded TransPennine Express services through Yorkshire.

Railfuture Yorkshire New Year Meeting

Saturday 22nd January at 2pm

Saltaire Methodist Church Hall, Saltaire Road, Saltaire

BD18 3HJ (a few minutes walk from Saltaire Station)

Everyone welcome

Rail User Groups are asked to bring copies of reports or newsletters etc for distribution at the meeting or to send to the Secretary in advance



Selby Station on 28 November 2010: Services to and from London did not call here for over a week due to the extreme weather, although reduced services to Leeds, York and Hull were operated (photo - Selby & District Rail Users)

East Coast Main Line 2016 Capacity Review – Railfuture Response

This review was issued by Network Rail (NR) as a draft for consultation on 31 August 2010 (see www.networkrail.co.uk). It forms an addendum to the East Coast Main Line (ECML) Route Utilisation Study (RUS) issued in February 2008 and outlines options to achieve additional capacity on the route beyond 2014.

A consolidated national Railfuture response was prepared by Yorkshire Branch Chair, Chris Hyomes after consultation with the Branches with an interest.

The review sets out five alternative scenarios to form the basis for further economic study and the preparation of business cases. Railfuture favours either scenarios C or D, although with some concern that NR's findings may have been unduly influenced by a large number of aspirations to operate passenger services on the ECML that are additional to the May 2011 timetable.

C is described as “maximised Long Distance High Speed services (LDHS) but without as much adverse impact on other services” whilst D involves “a balance between LDHS, freight and other regional passenger services”.

A copy of the response is available from Chris Hyomes (see page 3 for contact details).

Selby and Sherburn-in-Elmet Rail Services

Selby & District Rail Users' Group (SADRUG) held a public meeting in Sherburn on 25th October to discuss the recent service changes. Reg French (SADRUG Secretary) reports “We are disappointed that Northern have refused to alter their position on morning services between Selby, South Milford and Leeds and also the adverse change made to one evening commuter train from York to Selby. However the re-routing of the 17 19 from York is being welcomed by those travelling to Sherburn.”

The Group has had detailed discussions with Northern regarding changes to the May timetable and is awaiting the outcome.

The possibility of providing lifts at Selby Station was recently raised in Parliament and the Minister responded that this would be given full and fair consideration. A private company opposite Selby station has made 55 car parking spaces available at a reduced charge.

West Yorkshire News

Two new lifts have been installed at **Huddersfield Station** under the government's **Access for All** programme. Further improvements (funded by the Railway Heritage Trust, Metro, Kirklees Council and the National Stations Improvement Programme) are being carried out to the booking hall and waiting area, with completion by mid-2011.

Meanwhile Huddersfield, Penistone and Sheffield Rail Users are hopeful that consultants' recommendations for improving accessibility at Penistone Line stations within the Kirklees area will be given the green light. Options include improved lighting on nearby streets and paths, better signage to stations, information boards in village centres and extension of parking.

The **new southern entrance to Leeds Station** now seems likely to go ahead, subject to confirmation of funding by the Department for Transport (DfT) – due in January 2011. The **Leeds Rail Growth package** appears on a DfT shortlist of other projects which would need to compete for funds. The package encompasses the new stations at Kirkstall Forge and Apperley Bridge and the extension of park & ride facilities at five other stations in the Metro area.