

New ticket gates at Leeds

Work is about to start on the installation of some 36 automatic ticket gates at Leeds station, and the new barrier line should be operational around the turn of the year.

The gates will form a horseshoe on the "platform side" of the present staffed ticket booths, which will be removed. The retail outlets presently to either side of these booths will not be affected.

Similar in style to those that some readers will be familiar with on, for example, London Underground, the gates will be the first such barriers on a railway station outside the South East (unless you know better!) – they are certainly unusual and will be unfamiliar to many *airelines* readers.

The gates will have a slot in them, in which to insert your ticket, if it is of the credit-card sized variety with a magnetic strip on the rear. If it is valid then the gates are freed and you can walk through, with the ticket being returned to you, if it is of further use. If the ticket is not valid, or you don't have one, deliberately or otherwise, then your way will be blocked, and presumably someone will then come over and help you proceed.

Of course, on the London Underground virtually all tickets used

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FROM THE CHAIR

Exciting Times

We face exciting times in the Aire Valley and your committee is working hard ensure the best possible outcomes for you (our members), for all rail users and for those unable to use the train services. On page 4 there is news of the plans for new stations at Kirkstall and Apperley Bridge, with their potential to remove even more cars from the streets of our towns.

Then there's the work going on to improve services on the Lancaster line (page 6). Meanwhile we are lobbying hard for more capacity in Airedale, with some of the government's promised extra coaches coming to Yorkshire and on our line. We are hopeful too. We do at last seem to have recognition that our trains are as badly overcrowded as anywhere in the UK.

There are yet more plans being developed. There is DfT funding for a large scheme to improve access between platforms at Shipley - and between the station and town centre. It has the potential to be a real transport hub with associated office, retail and residential development around it.

From November 14 we will see Eurostar trains leaving from London St. Pancras, just a short walk from Kings Cross. Maybe in 2012 we can board one of the brand new InterCity Express Trains at Skipton, change for the Eurostar in London. Then it's only three more trains to Beijing...dream on! *TC*

New Ticket Gates, continued from page 1

for travel have the necessary physical and electronic attributes which allow smooth and rapid passage, and there is also a staffed gateway for those with non-compliant tickets, for example cross-London rail tickets, or to help those with disabilities or who have difficulty with the machines.

However, and this aspect concerns AVRUG, many passengers using Leeds station will have tickets which cannot be used on the gates, for example the GNER advance-purchase envelope-sized tickets, and Metro's season tickets, while Arriva is promising an "e-ticket revolution" on its new Cross Country franchise which serves Leeds – and not to mention my disabled person's pass!! New-style, compatible Metro seasons will gradually be introduced, but that will still leave a fair number of non-compliant tickets and passes set to cause problems at the new gates.

Additionally, some passengers who will be confronted by the new system will be unaware whether their ticket can be used or indeed how to use it. Your granny arriving from York is in for a shock!

AVRUG very much hopes that there will be properly trained and helpful staff on the barrier line to aid such people, and that the case does not arise, as it so often does on the railways, that the passenger is expected to know by thought

Not really anything to do with the Aire Valley, but everything to do with booming Leeds and its railways. Pictured by your editor at the end of July, what is presently Leeds's tallest building, Bridgewater Place, is framed by a class 158 diesel unit (left), some of which, although heading for 20 years old, have been brought to the area by Northern to replace some of the much lower quality Pacer units, right, providing a better quality journey and more seats to cater for fast-growing demand.

transference what to do – I would imagine that the proportion of elderly, disabled or occasional travellers passing through Leeds is very much greater than at a typical Underground station.

The new gates will greatly help Northern combat fare evasion, which is to be welcome, and will also allow better analysis of travel patterns, passenger numbers and related matters, but will not help the significant numbers whose present passage through Leeds station is delayed by Northern's not infrequent inability to actually sell tickets before arrival there, whether through lack of ticket selling facilities on stations, or the conductor/guard's inability (through over-crowding, lack of time or machine failure) or unwillingness to do his allotted job.

So, while the new barriers will be of help to Northern, and will doubtless eventually settle in, be warned that there might well be delays and confusion at Leeds, firstly during the



installation works, and then as travellers get used to the new system, and then while Northern gets used to the crowds needing help. And oh, they might even change that ridiculous "Excess Fares" window which is an unhelpful title and far too small and cramped a facility to properly serve the numbers of un-ticketed customers.

Faster on-train ticketing

One good piece of news on the fare collection front. Passengers may well have noticed how slow the conductors' new Avantix machines are at issuing tickets, thus making it even harder than before for a conductor to check and sell tickets throughout a train.

New software is about to speed up the process, but there can be no substitute for a proper ticket office or decent user-friendly ticket machine at every station.

And remember, if your rail journey goes beyond the destination of your first train, eg Saltaire-York or Steeton-Dumfries via Carlisle, and you cannot buy the ticket before you travel, you can buy any "walk on" ticket from the conductor. If you are unable to buy what you need and have to queue at the Leeds barrier and then re-book for your onward journey, you waste both time and money - one through ticket usually costs less than the two parts.

Congratulations...

AVRUG sends its congratulations to a former and a present railwayman who were both awarded an MBE in the Queen's Birthday Honours this year.

Stanley Hall, who lives in Embsay, is well known as an expert on rail safety and has had a distinguished career of over 50 years with LMS and BR. He runs an excellent U3A class in Skipton.

Chris Leech was appointed by

Better checks at Bradford

Northern is also considering installing a ticket barrier at Bradford Forster Square, although it is not known whether this will be staffed or automatic. Northern says that it suffers "considerable revenue leakage" through BFS, where ticket checks on arriving and departing passengers are a rarity.

Explanatory Note: Most of the UK's rail stations are owned by Network Rail and managed by the train operator which provides the majority of the services. For example, all stations on the Leeds North West Network are managed by Northern, except Leeds.

Leeds is what is known as a "Network Rail Major Station" and is managed by NR, but the ticket barrier (and indeed the ticket office and travel centre) is the responsibility of the predominant operator, that is Northern. Automatic gates on a re-built barrier line were to be installed as part of the "Leeds 1st" station rebuild five years ago, but were deferred as it would have been the responsibility of Arriva Trains Northern, and its franchise contract was too short and indeterminate for it to undertake the work. Now Northern has finally bit the bullet.

Steve Broadbent

Northern as the first full-time Schools Liaison Officer (later Youth and Community Liaison Manager) in the rail industry. He was behind the booklet *Tackling Youth Crime* (with accompanying DVD). This unique approach to the topic has contributed to a 32% reduction in route crime within Northern's network. He was the winner of the 2004 NRA Outstanding Personal Award for his promotion of rail safety. Chris is a parish councillor in Sutton-in-Craven and was behind the development of their "Youth Pod".

New stations, more trains, a step closer?

As noted under "Franchise News", (page 8) the decision to order new electric trains for the newly-created West Midlands franchise could have unexpected benefits for Aire Valley passengers. West Midlands is to receive 37 "Desiro" electric trains in 2009/10 for use between London Euston and Birmingham, which will probably release a similar number of Class 321s, the same type as is used on Leeds-Doncaster services and which is occasionally seen on the Leeds North West network of routes.

While it is very early days, some of these displaced 321s could come to Northern Rail, if the money can be found to cover the lease costs!

New stations

For some time now, Metro (the West Yorkshire PTE), together with Northern, have been seeking to acquire extra electric units, firstly to bolster the present services, and secondly because before the proposed new stations on the Airedale line at Kirkstall Forge and Apperley Bridge can be opened, a further two electric units will be needed to cover the timetable (see *airlines* issue 46).

Quick off the mark, Metro tells *airlines*: "We are already exploring what opportunities this (the possible availability of 321s) might bring. Metro considers it unlikely that this will speed up the delivery of Apperley Bridge and Kirkstall Forge stations but it will certainly assist the process of making them happen.

Design and other technical work on the new stations continues, and Metro also says that it produced a model timetable which involves the splitting of the Leeds-Bradford Forster Square element from the current Airedale/

Wharfedale 'triangle'. This was to show a timetable that would work properly, but "the timetable that is eventually introduced for the new stations may not necessarily be this one, as the situation continues to evolve," says Metro.

In terms of performance the Class 321s fit the bill, as they are similar in that regard to the 333s (which form the majority of the trains used on the Airedale route), but the deployment of such units, should they be acquired, will be up to Northern Rail to diagram.

Funding for Kirkstall Forge

But another important piece of news on this topic came at the end of July. This was the signing of the £4 million funding agreement between the Kirkstall Forge developer Commercial Estates Group (CEG) and Metro, which in turn will facilitate the signing of the Section 106 agreement between CEG and Leeds City Council. The agreement is part of the process by which the Council gave Planning Consent for the planned development on the 56-acre site.

(Editor's Note:- Section 106, of the Town and Country Planning Act, permits a council to take money from a developer, which can be earmarked for, in this case, a new station, in return for planning permission for a development which is related to, for example the station. Thus new housing built in Apperley Bridge in 2004 was also subject to a Section 106 agreement, and thus Bradford Council also has a (smaller) pot of money earmarked to help fund Apperley Bridge station.)

Metro commented that as the two planned stations are on the same stretch of very busy line, building

Kirkstall Forge and Apperley Bridge at the same time will enable Metro to reduce costs and timescales.

With the planning and funding agreements in place, Metro says it will now engage Network Rail to carry out further development work on the stations up to and including GRIP stage 4. The funding of this work will be shared equally between Metro and CEG. (GRIP, the Guide to Railway Investment Projects, is Network Rail's structured project development and delivery process. Stage 4 is Single option selection, and is followed by 5 - Detailed design and 6 -Construction test & commission.)

Part of the funding from the CEG development could also be used, says Metro, to secure the additional trains required to meet the extra passenger demand that the new stations will create when they open, which could be in 2011

Skipton-York trains?

Related to this expansionist theme and still a distant possibility, but nevertheless Metro confirms to **airelines** that is currently pursuing the East Leeds electrification aspirations as part of the Leeds City Region Transport Vision - that would extend the wires to form a continuous electrified route from Leeds through to York.

Here, the potential availability of Class 321 units could certainly be opportune in this respect, says Metro, and "we are also working closely with Network Rail and Northern on the development of a business case for the proposed East Leeds Parkway station in the meantime".

If this project does come to fruition, it would open up the possibility of through electric trains from Skipton, via Leeds, to York.

Route Utilisation Strategies

AVRUG recently attended a meeting in York (*writes Tim Calow*) where the draft East Coast Route Utilisation Strategy was unveiled. It sets out the plans for the line up to 2017. A key issue is how to provide extra capacity on long distance services.

The strategy proposes to increase off-peak services to 6 per hour in each direction (currently 4 to 5) and peak services to 8 per hour (currently 6). Increased freight traffic is also expected. To provide the capacity there are ongoing studies into two options between Peterborough and Doncaster. One option is to introduce stretches of four track line (so freight trains can be 'looped').

The other option is upgrading the 'Joint line' via Lincoln to provide an alternative route for freight trains.

Other potential upgrades involve extra platforms at Kings Cross, Finsbury Park and Peterborough and a grade separated junction at Hitchin. The 'Electric Horseshoe' to access Leeds via Hambleton and four tracking at Welwyn are not included in the plans.

Of even more importance to us in the Aire Valley is the Yorkshire & Humber RUS. This is now due to be published in draft early in 2008. Formal consultation will take place then. We have however been informally discussing the key issues with senior staff from Northern Rail, Metro and Network Rail. We would like to see plans for short term measures (4 coach diesel trains in the peaks and timetable adjustments), medium term measures (extra peak hour trains) and long-term measures (longer platforms, to enable 5 or 6 coach trains to run).

Leeds - Morecambe Community Rail Partnership seeks to develop the line

A report on the CRP's first AGM from Rod Tickner

On Friday 6 July Tim Calow and I travelled to Carnforth for the AGM of the Leeds-Morecambe CRP. This was the first AGM and I am now the AVRUG representative on that group. It includes Lancashire and North Yorkshire Council representatives, Northern Rail and three RUGs: LASRUG (Lancaster-Skipton), the Lancaster-Morecambe RUG and ourselves.

A Community Rail Partnership Development Officer has been appointed: he is Simon Clarke, a former Station Manager with Northern Rail he has been seconded to this position and splits his time between the Leeds-Morecambe CRP and the South Fylde CRP.

We had a presentation from TAS partnership, a specialist public transport consultancy based in Preston. It gave a strategic overview followed by its options to develop the line.

There were a lot of interesting statistics which indicate that the line has a good potential for growth: there is a target market of 12,000 along the central stations (Wennington-Bentham-Clapham-Giggleswick) if the service could be developed as a commuter line although current timings are against that. The demographics indicate that there could be a 12% potential growth in commuter traffic. Currently only 21% of the journeys along the line were for work which is low.

Closure of the line would bring very little benefit financially as the subsidy

in 2006 represented only 0.6% of the total required by Northern Rail.

One of the aspirations would be improved rolling stock such as class 156 units (which were the mainstay of Settle-Carlisle services until recently) rather than the Pacer units (class 142 or class 144). The Pacer's ride quality is poor especially on the older jointed trackwork beyond Settle Junction and this was one of the negative features commented upon by those who completed a survey in November 2006.

One of their suggestions was to develop the services by greater use of units which apparently spend some time unused at Leeds. This would increase the number of services and get rid of the four hour gap in the afternoon which is seen as a stumbling block to more regular use. However this would increase costs, even without any additional rolling stock because of staff and track access costs which Northern would need to be sure could be covered by increased revenue.

An even more ambitious idea was to start the services earlier and finish later to allow commuting. However this would mean altering stock levels on other services to provide the carriages but would significantly improve the service. However this would again increase operating costs. Costs currently include 47% staff, 18% fixed track access and 12% rolling stock lease and the remainder on maintenance and overheads.



It needs a good two-hourly service all through the day to attract and retain customers, but that would cost Northern Rail and they want the certainty of the traffic to commit themselves. A good example was that Tim and I had a little under two hours to wait at the end of the AGM and presentation for our return service and the café at Carnforth shuts at 4pm: it was a fine afternoon and we had a pleasant discussion so the time was not wasted but the current provision seriously undermines any developments.

This would need to be allied with marketing to promote the line and a single identity has been suggested - the Lonsdale Line. My own view is that the locations of Leeds, Skipton, Lancaster and Morecambe need to be kept in mind when raising public awareness and although the "Lonsdale Line" has some merit I wonder what do you think?

The Consultancy thought that the

Pictured by Tim Calow, Pacer unit 142 079 is seen arriving at Giggleswick on the Leeds-Morecambe line on Saturday 17th September 2005 - with the 10.58 Morecambe to Leeds. The LMCRRP hopes these units will soon be replaced by more comfortable ones.

Dales Railcard could be more widely exploited although it only appropriate to certain postal districts and many users of the line would come from either Leeds or Lancaster, both of which are well outside the Dales Railcard territory.

One idea which might be of value was a dedicated Rover ticket for the line. Greater involvement of the community was also seen as important and here I would value any comments or suggestions to put forward.

If anyone has any views about this route please get in touch - if you are on e-mail then this is the easiest: rod@avrug.org.uk - or else drop me a line to the address given on the back page of **airelines**.

Rail franchise news

a round-up by Steve Broadbent

In recent issues of *airlines* I have been keeping readers up-to-date with the up-coming changes in the franchises which operate trains into Leeds, other than Northern Rail which provides our local services. Since the last issue there have been some major changes announced, an unusually large number of franchises have been re-let this summer.

First of all, the news that affects Aire Valley travellers the most. On 14 August the Department for Transport (DfT) announced that the East Coast franchise, that is the one presently operated by GNER between London King's Cross and Leeds and Newcastle/Scotland, will change hands, and from Sunday 9 December will be run by National Express (NatEx). The new franchise ends on 31 March 2015.

Passengers will not notice many changes, but NatEx has pledged to rapidly improve punctuality, which has been relatively poor on this route of late. On-board catering will remain very much "as is", and the newly-introduced half-hourly Leeds-London service will continue. Unregulated fares, ie Open tickets, will rise, but perhaps not by quite as much as on other routes.

As from December 2010, five trains which are presently in storage will join the fleet, allowing a new "stopping service" to operate from London, on alternate hours to York and Lincoln. This will allow the Leeds-London trains to omit some of their present stops, and will thus arrive in London (and in Leeds in the opposite direction) slightly quicker than at present.

Over the 7-year franchise, NatEx will pay a premium to the government, that is effectively a tax on your ticket

price, of £1.4 billion at net present values. Full details of the new franchise at www.youeastcoast.co.uk

Earlier, in late-June/early-July, no fewer than four announcements were made by the DfT, each giving a franchise to a company which was different from the incumbent. Two of these awards affect who operates trains into Leeds and two do not: ironically the agreements with the two that do not may well have the bigger effect on our own services!

To take the two that do affect Leeds services first. As from 11 November 2007, the trains presently operated by the Midland Main Line franchise into London St Pancras (from/to Leeds in the peak hours), will change operator from National Express to Stagecoach under the new, expanded, East Midlands franchise. A new timetable will be introduced from December 2008, and it is not known as I write this whether the Leeds trains to St Pancras will be retained, there is a possibility the service will be withdrawn. More on this later.

Also from the same date, the Cross Country services which operate in Virgin's distinctive livery between Edinburgh, Newcastle, Leeds, Birmingham and Bournemouth or the south-west, will change hands and Arriva will take over, under the name Arriva Cross Country. Arriva Trains Northern, of course, used to operate our Aire Valley trains, and it is generally held they did a very good job in difficult circumstances.

Again, a totally new timetable will start in December 2008, when nearly all Cross Country services through Leeds will run to/from Edinburgh and Plymouth - very few will serve the

Oxford-Reading-Bournemouth route. The new livery is pictured below (and can be seen in colour by downloading this newsletter from our web site, or at www.crosscountrytrains.co.uk).

There are complex changes to the route maps for both these franchises,



which I will explain if anyone is interested, but nothing else that directly affects Leeds.

The two franchises that do not directly affect Leeds or West Yorkshire are the new London Overground concession, awarded by Transport for London to a consortium of Laing Rail and Hong Kong's MTR, and also the West Midlands franchise, awarded to Govia, a consortium of the Go Ahead Group and the French company Keolis.

Now both these franchises immediately announced orders for brand new electric and diesel trains for their routes, and this could affect our services as these orders will result in older electric units coming "off lease", and thus possibly available to Northern if the funding for extra trains can be found. In particular West Midlands will be replacing 37 Class 321 electric units - see the related story on page 4).

Both these franchises will also be

replacing older diesel trains with new ones, and it is possible that some of the older units could come to Northern to help the Pacer trains head into retirement. (But no, no brand new trains for Northern for some time yet although there may be news on this topic in the near future.)

The current very competitive way franchises are bid for and awarded means the winning franchisee is committed to strong growth in passenger numbers and revenue so that over the length of the franchise the operation costs the government (ie you as a tax-payer) progressively less than it used to - in the case of the East Midlands, Stagecoach will be paying a premium (as against receiving a subsidy) to run the trains.

With rises in Saver and other regulated fares capped to close to inflation, these profiles can often only be met with relatively large increases in unregulated fares, such as first and standard class open tickets, and such rises always attract adverse comment from the media. So expect significant rises in your fares, if you use other than advanced tickets or Savers, on all these new franchises over the coming years. And the DfT is, it is reported, seeking to phase out Savers in favour of a simpler, but de-regulated range of ticket products.

With these announcements out of the way the franchise situation will settle down, although there are major timetable changes on many routes promised for December 2008, 2009 and 2010. The next franchise awards which will affect West Yorkshire will be in 2012 when TransPennine could be re-let, and 2013 when it is due to be Northern's turn.

ON THE LINE - *Flood (and other) News by Tim Calow*

Services have continued to run well, most of the time. We were, however, affected by the June floods, though fortunately not as badly as some other lines.

There were some floods on 15 June, blocking the Wharfedale line and causing delays in Airedale. The worst came on Monday 25 June, when, while the higher parts of the Airedale escaped the heaviest rain, there was severe flooding in Leeds. Thus on that night the line from Leeds to Shipley was shut due to concerns about the high river level and the bridges over the Aire. Considerable quantities of debris had been caught up under the bridges. It was not until this was cleared and the bridges inspected, on Wednesday afternoon, that train services were able to resume.

We understand that passengers were being directed to Bradford and advised to travel onto Leeds by bus or Caldervale train services from Bradford Interchange. Please tell us about your travel experiences (e-mail me at chair@avrug.org.uk). The resumption of train services on the Thursday was unfortunately marked by several unit failures - but since then services have been running much better.

There were some further problems on the evening of Tuesday 17 July due to a storm on the Ilkley line which caused some flooding and a minor landslip. Unfortunately, several units and crews were stranded on the Ilkley line which resulted in both the 17.20 and 17.51 trains to Skipton being cancelled. Clearly not all of the waiting passengers could squeeze onto the Carlisle train and a number of passengers had to wait for the 18.26.

We understand that Network Rail is currently reviewing its experience with

a view to making the railway more resilient in the event of heavy rain. Particular attention is being paid to the condition of culverts which in a number of instances have accumulated a lot of debris. Whether this is due to recent floods or reflects a lack of attention over a longer period is not always clear.

Timetable change

Meanwhile, the May timetable change brought the all day half-hourly London to Leeds service (at last!). At the same time our unit diagrams were changed in the evening peak. The 320-seat Class 321 now operates the 17.15 Ilkley while the heavily-overcrowded 17.20 to Skipton is one of our usual Class 333 units. This means there are forty more seats and forty fewer standing passengers.

Even 'ordinary passengers' will have noted the increased variety of colours which our diesel units are currently sporting. This reflects Northern Rail's acquisition of class '158' diesel units from around the country (eventually they hope to acquire 30 of these).

These are rostered to operate on the Carlisle line and so are frequently seen in Airedale. We are hoping that we will in due course see more of these on the Morecambe line, replacing the unsuitable Pacers which are on many of the services. We also hope that Northern Rail maintenance staff manage to work some magic on these trains and can make the air-conditioning work!

Finally, there were two successful Music trains on 9 June and 28 July. We will soon be thinking about plans for 2008 which might include music and beer on the Morecambe line.

Ribblehead walk “stunningly successful”

words and picture courtesy Mark Rand

Two years of hard planning paid off on 22nd July when 2,000 people walked over the Ribblehead Viaduct in a ground breaking spectacular and stunningly successful event. It was to have taken place in 2006 but negotiations were not concluded in time, so the Friends of the Settle and Carlisle Line (FoSCL) redoubled its efforts to lay on an even better event in 2007. And how. All credit must go to organiser Ruth Evans and her small team, along with some 200 volunteers on the day - all kitted out with 'Settle-Carlisle Line Volunteer' hi-vis vests.

Six shuttle buses ferried people between car parks at Horton in Ribblesdale and Ribblehead - a spectacular operation in itself. Settle Rotary Club manned the car parks. The Cave Rescue Organisation along with Search Dogs, provided spectacle and interest below the viaduct. Exhibitors included Network Rail, the National Park, the Millenium Trust, British Transport Police and Kingfisher Publications. Two coach loads of walkers arrived from the Wensleydale Railway on a package which included a trip on that line.

The ribbon was cut by radio personality, local resident and Ramblers Association President Mike Harding. He spoke with passion about the importance of the line and the heroic fight to save it from closure - and paid tribute to the 200 people who gave their lives during the viaduct's construction. ITV weather man and FoSCL member Jon Mitchell gave his most bizarre weather forecast in front of the cameras on top of the viaduct. The day had started with rain but the clouds parted and the sun shone. No sooner had the last marquee been



Left to right: Event organiser Ruth Evans; Karen Hornby from Network Rail; ITV's Jon Mitchell; S&C Trust Chairman Edward Album; Mike Harding; BR Viaduct Engineer Tony Freschini; FoSCL Chairman Mark Rand; Northern's Drew Haley

dismantled at the day's end, the heavens opened. We later learned that it had rained heavily at Skipton and close to Settle.

Highlight of the day for one pair of walkers was at noon - on reaching the middle of the viaduct, Bill Pizer went down on bended knee and asked his lady friend Fiona Catterson to marry him. As cameras rolled, a surprised and delighted Fiona accepted.

Tributes pour in. Wensleydale Railway Chairman Ruth Annison reported that her 100 passengers had had a 'fantastic day' and that the organisation was 'stunning'. A member RAYNET, the amateur radio emergency network who provided excellent radio cover declared that in 18 years he had not attended a better organised or more enjoyable event.

Many people asked if this would be an annual event. Highly unlikely! Nonetheless FoSCL has demonstrated beyond the slightest doubt that it can organise and execute a big event.

Engineering works will affect local services

From information supplied by David Stopher of Metro

Engineering works will affect train services along the Airedale line on weekends through the autumn, here is what has been notified as we close for press. The latest Airedale line information is also posted on our web site, www.avrug.org.uk, with links to the full information covering all local lines on Metro's site.

Along our line

Track renewals at Thackley will block the Airedale Line between Leeds and Shipley all day on **Sunday 16 September 2007**. Leeds-Bradford Forster Square (BFS) and Ilkley-BFS trains will be replaced by buses throughout, departing originating station at advertised times. Leeds-Skipton trains will start from Shipley (platform 2) at advertised times with buses from Leeds departing at advertised times (and vice versa). In order to connect passengers need to depart on an earlier bus.

Leeds-Morecambe/Carlisle trains will be diverted to run from/to BFS, at advertised times from/to Shipley, with connecting buses Leeds-Shipley. Journey times from/to Leeds will be extended.

Track renewals at Crossflatts will block the Airedale Line all day on **Saturdays and Sundays 22/23 and 29/30 September 2007**.

On Saturdays Leeds-Skipton trains will terminate at Shipley and start again from Keighley (platform 1) at advertised times with connecting buses Shipley-Keighley. Passengers should go forward from Keighley by the next available train. And vice versa.

BFS-Skipton trains will be replaced by buses Shipley-Keighley, departing Shipley at 12 and 42 minutes past the hour. And vice versa, buses departing Keighley at 05 and 35 past the hour.

Leeds-Morecambe trains in each direction will start from and terminate at Skipton at advertised times.

On Sundays Leeds-Skipton trains will terminate at Shipley and start again from Keighley with connecting buses between Shipley and Keighley.

The train service Keighley-Skipton will be retimed to connect out of the bus service, departing Keighley at 52 minutes past each hour, Steeton & Silsden 56, Cononley 01, Skipton at 08. Alternate buses will start from BFS at 15 minutes past odd hours and call additionally at Frizinghall.

Skipton-Leeds trains will terminate at Keighley and start again from Shipley at advertised times with connecting buses in between. Passengers should go forward from Shipley by the next BFS-Leeds train. Alternate buses will go on to Frizinghall and BFS. The BFS-Skipton train service will be withdrawn. Overall journey times will be extended.

Leeds-Morecambe trains in each direction will start from and terminate at Keighley at advertised times. The 1723 Leeds-Morecambe train will start from Skipton. Leeds-Carlisle trains will also be affected.

On Saturday and Sunday 6/7 October 2007 track renewals at Kildwick will block the route between Keighley and Skipton all day. Leeds-Skipton and BFS-Skipton trains will terminate at Keighley with connecting buses between Keighley and Skipton.

And vice versa.

Leeds-Morecambe trains will start from and terminate at Skipton at advertised times.

On Sundays 14 and 21 October the work moves to Calverley blocking the route between Leeds and Shipley/Guiseley.

Elsewhere in brief

On Sundays 16 September to 21 October 2007 work at Pannal and Hornbeam Park will affect Harrogate

Line trains. Leeds-Harrogate -York trains will terminate at Horsforth and start again from Harrogate at advertised times with connecting buses between Horsforth and Harrogate. And vice versa.

On Sunday 7 October York - Hull trains will continue to be replaced by buses between Selby and Hull, and Sheffield - Hull/ Bridlington trains will again be replaced by buses between Goole and Hull.

Do check before setting out on journeys, especially at weekends!!

Another evening out with the British Transport Police

Marten Lougee reports

Having attended the first meeting of the BTP's North West Area Citizens' Panel (on 1 March 2006 in Manchester (*airlines* issue 44 Summer 2006), I was looking forward to the first Panel to be held in the North Eastern Area, and this was held at the Park Plaza Hotel in Leeds on 10 May 2007.

We were greeted by the BTP Area Commander, Superintendent Terry Nicholson, who had been just 10 weeks in his role. He was backed up by six other officers, his PA and three people from BTP Headquarters in Camden. I quote these figures for despite various appeals and advertising, just 18 white males came to the meeting, of which half were members of the T2000 West Yorkshire Rail Group!

I am not going to mention facts from my previous article at BTP force's objectives remain the same. They highlighted problem areas such as football travellers, violent crime, ASBO/graffiti, cable theft (over 200

arrests have been made in the past 12 months) and route crime. The North East area has 197 police officers, 42 special constable, 12 PCSOs and 69 police support staff covering a large area (from the Scottish Borders to south of Sheffield) so the words "thin on the ground" come to mind.

In the question and answer session, which ranged from night clubs to the use of police dogs, Peter Johnson (Wharfedale RUG) wondered why there were so few stations in Northern with 'Secure Station' status. He felt Strathclyde was so different.

On leaving the Area Commander wondered about another meeting in a year's time. Rather different from the North West area which meets four times per year and is looking at various aspects of BTP. I await with interest.

Should anyone want to know more about these two Citizens' Panels, they should contact BTP in Leeds (North East) or Manchester (North West). You may contact me direct if you wish.

AireMail...

Letters to the editor, or short and relevant articles, intended for consideration for publication, are always welcome, although we reserve the right to edit them as necessary! The Editor's contact details are on Page 16.

From Peter Hitch, Shipley

Thank you for another excellent *airlines*. I particularly liked the bit on a possible restored Skipton-Colne link. The loss of this was possibly the worst of the cuts in the 60s and 70s as it isolated Skipton and the Dales from Manchester and Lancashire. If restored, I wonder where trains would go to - in BR days, of course, they went to Manchester via Bury.

I recently bought a Senior Rail Card Skipton-Carlisle day return for £9.55, a real bargain (I remember paying £12 to Horton in Ribblesdale a few years back.) I expressed my pleasure to the booking clerk who said she believed that some fares had been reduced in January. Reduced, can it be true?

Northern smells good, it's the only way I can describe it. On the S+C helpful conductors, many of whom have done mid-life transfers from other jobs, route commentaries. Cheerful booking clerks. All gives a hint of high morale.

Editor's comment: Thanks for the kind words, I hope *airlines* is seen as a positive contribution. Regarding Skipton-Colne, I founded and chaired the campaign group in its early days and it has broken new ground in pursuing its cause, then and more recently. I have no connection with the campaign now, but for my money, the Skipton-Colne line is the missing link which would permit a major revision of

services through East Lancashire, e.g. Aire Valley-Colne-Preston (and beyond), and Skipton-Blackburn-Manchester, not forgetting the Grassington branch.

Regarding S+C fares, yes they did come down in January (*airlines* 45), and the on-board service offered, coupled with the improvements in the trains themselves, bodes well for the future of the route.

From John Heaton, Cononley

Thanks for the latest *airlines*, excellent and informative as usual.

A couple of points pertinent to the north end of the Aire Valley route.

1/ Unfortunately the prospects for re-opening Kildwick & Crosshills station seem to have worsened. If the level crossing could be replaced by a bridge it should improve the possibility. Another objection to a new station is the lack of enough electric trains to work the services - yet there are spare class 321s elsewhere in the country, seems sad to me that one or two of these cannot be transferred to our area.

2/ Failure by conductors to collect fares from passengers joining at Steeton and Cononley is an on-going problem. The loss of revenue must be very high and I have complained to Northern on a few occasions now, but nothing changes. In particular some conductors abandon fare collection at Bingley or Keighley on northbound trains. I wonder if it is time to consider one-person operation of trains, which works well in other parts of the country, and allows the driver to control the doors while the conductor continues fare collection.

Editor's comment: Thank you also for the kind comment. Regarding the new station, yes, you are right, it does not seem to be advancing at all, and for many reasons. More electric trains

are required on our line, to permit extra services as well as the opening of new stations, but repeated attempts by the train operator and the local authorities (to acquire both new and 'used' trains) have met with refusals by the government. I understand there is now real hope, as reported elsewhere in this issue.

Regarding one-person operation (which would also help with punctuality), a thorny one this, as it involves serious negotiations with the unions, a nettle

which so far no-one has been willing to grasp. Fare collection is an issue which AVRUG repeatedly raises with Northern, the problem is not just that Northern loses revenue, but that people unable to buy a ticket en route are then faced with a long wait at the Leeds barrier to get out, and then another wait at the ticket counter if they are catching another train, when they ought to be able to rely on buying the ticket they need either at their station or on the train.

An eventful journey - *from member Jane Loomes*

I purchased advance tickets in May for a rail trip from Frizinghall to Bury St Edmunds (BSE), little realising what an eventful journey I was to have in June. The journey normally involves three train companies with changes at Leeds & Peterborough. This time I travelled on five trains outward and four on homeward - the reason of course was the flooding which affected much of my route.

OUTWARD Monday 25 June 10:35 - 17:23. A Class 333 Northern EMU from Frizinghall-Leeds. I knew something was up when the train halted just past Thackley. The conductor announced that for safety's sake the train had to travel at 5mph through the flooding.

The monitors at Leeds were showing all Kings Cross trains were cancelled. GNER desk staff advised me not to travel because of flooding; however if my journey was really necessary, I should try via York, so I took a Trans-Pennine Class 185, a Scarborough service, and trusted to luck.

I then caught a late running GNER 225 train to Peterborough, which was already late running from Edinburgh, and also had flooded track to travel

through AND when nearing Grantham there had been a landslide! I arrived at Peterborough about 15:00 as against the ticket schedule time of 13:05. The station staff confirmed a derailment near Ely meant I would not be travelling direct to BSE, so I diverted to Cambridge, by Central Trains. Finally, I reached BSE on an unfamiliar First DMU. I arrived over 2 hours late, just in time to miss the last bus to my parents' house and had to be 'rescued' by my dad (sounds familiar?).

The day before my return on Saturday 30 June, I checked with the national help-line - "yes, trains are running on an emergency timetable".

I have a bus ride to BSE and then take the 'one' Sprinter to Cambridge, busy but uneventful, as was the Central Trains express to Peterborough.

The Peterborough - Leeds GNER train was relatively empty especially after passengers for Wakefield left at Newark. The area around Doncaster station was still under water, so we diverted into Leeds, arriving from the east. And finally from Leeds to Frizinghall, another 333, quiet and comfortable, bliss.

Letters, ?? and !!

AVRUG welcomes 'Letters to the Editor', whether questions about our railways or comments on them, for possible inclusion in *airlines*. Please address them to the Editor, as below, and we will do our best to fully answer points raised. Letters will be published as space permits, and may be edited.

Longer contributions to *airlines* are also welcome, but please contact the Editor in advance, to ensure space is available and to agree content and deadlines, etc.

Subs and £££s

AVRUG does its work in lobbying for better and more reliable services along the Aire Valley thanks to its loyal membership, who pay just £3 a year for the privilege!! Donations or

sponsorship to allow us to do even more are just as gratefully welcomed! The address for subscriptions is below, for donations please contact the Treasurer.

Web site

Our web site, www.avrug.org.uk, is continually being developed, and includes more travel news - especially news of local engineering works. Do keep an eye on it!!

Next Newsletter...

...is due to be published in December 2007, and every quarter.

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