

Editorial Comment

Our trains are safe!

In the last issue of *airelines*, I drew attention to the fact that funding for eight of the 64 carriages which make up the Class 333 electric units used on our line was due to expire at the end of the financial year, and, with no solution agreed, Northern Rail had given formal notification to the leasing company, Angel Trains, that these cars would be returned, making eight of the 16 trains just three-carriages long.

I am delighted to say that a settlement was signed in January and thus the trains will stay as they are. This will come as a huge relief to our commuters, who are packed sardine-like into the trains at peak times as it is. Having three-car sets would have been an operational nightmare and a PR disaster as well.

You may not have seen anything about this happy event in your local paper, and it is rumoured that neither

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FROM THE CHAIR

The problems of success

As is detailed on page 3, 2006 saw an 18% increase in passenger journeys on the Leeds North West (Leeds/Bradford-Skipton/Ilkley) rail system. In all there were 11.8 million (fare paying) passenger journeys. This is tremendous news but hasn't been the focus of press coverage.

Instead there has been much attention on the 6.6% increase in fares in January. We have been able to speak to journalists and explain that overcrowding on trains is the main issue on our line – and that some fare increases might be justified if there is an agreed programme of investment in extra capacity.

At least part of the current fare increase is going towards the finance of six extra diesel units to strengthen trains on the Harrogate and Calder Valley lines. (*And to be fair, train operators face the same increases in*

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AGM Reminder

Our Annual General Meeting will be held in Saltaire on 21 April - see page 11 for details.

You will of course have a chance to put your views to us – you can comment on what we have been doing to represent you and will also have the chance to question Malcolm Brown, Northern Rail's Area Director in Leeds and also Deputy Managing Director – so it's a chance for dialogue with one of our train operator's key managers. Do take the chance!

Editorial Comment, *continued from page 1*

Angel nor the Department for Transport wanted any publicity, so as to avoid even more people realising that there had been a chance these carriages would be lying disused in sidings while Aire Valley commuters packed the shorter trains. Only a rumour, but from a good source!!

It might be a mark of the dysfunctional way the railways are controlled and financed, or maybe it is just the way we do things in the UK these days, that this situation arose at all. The original funding for these eight cars was always going to expire at the end of March 2007, and yet it went right down to the wire, including the formal notice to terminate the lease from Northern, before an agreement was reached.

Compared with the total cost of running Northern Rail, the cost of

these eight cars is trifling and the anti-rail feeling that could have developed had they gone would have been huge, yet it took weeks of haggling by people with far better things to do before the new deal was signed. Was there any reason why the finance should not have been simply rolled over, or did brinkmanship and bean counting have to prevail? Very sad. Instead of being embroiled in this saga, Heidi Mottram (Northern's MD) and her team could have been spending their time developing (more) positive initiatives.

And as will be seen elsewhere in this issue, traffic still soars on our line, and it is likely to continue to soar so over-crowding will get only worse, but if keeping the existing train sets so nearly did not happen, you can guess how much campaigning will be needed to secure relief for today's peak time over-crowding let alone tomorrow's.

From the Chair, *continued from page 1*

fuel and wage costs, for example, as does any business, Ed)

A major article by Tom Richmond in the *Yorkshire Post* explained why he was not using the train for his daily commute into Leeds. We replied, jointly with the Wharfedale RUG, pointing out that a £4 peak-time return fare really doesn't constitute a "London style premium" and that car parking in Leeds alone would cost more than that for the day (if your employer doesn't provide you with free places!). We could also have pointed out that his daily commute by car would be even slower than it already is, were the vast majority of commuters into Leeds along the Aire and Wharfe corridors not using the train.

We will thus continue to focus our campaigning on the need for investment in extra capacity for passengers in Airedale, which, thanks

to the excellent new trains we have is now a roaring success, but fast getting over-crowded like many of the other, less fortunate, lines into Leeds.

ON THE LINE

Train services have generally run well though with some disruption on Thursday 11 January when the line was blocked during the morning peak due to flooding near Cononley. There was also disruption on 18 January due to the high winds. Services on our line continued to run – (a testament to the quality of the overhead wiring). There were however restrictions placed on access to Leeds station in the evening peak due to the large numbers of passengers waiting for delayed train services. As ever, we would be delighted to hear about your experiences. Do e-mail us on chair@avrug.org.uk *Tim Calow*

Committee work

Your committee continues to attend a variety of meetings – trying to keep up the profile of the Airedale line – as an example of successful railway investment. Early in December I represented you at a meeting in Shipley, arranged by Phil Bustard of Network Rail and chaired by the Shipley MP, Philip Davies. Senior Representatives attended from Northern Rail, Metro, Bradford Council, Yorkshire Forward and the Wharfedale Rail Users Group.

The atmosphere was very positive and it was agreed that there was a need for continuing investment to cope with the demand for rail travel in Airedale. Particular issues highlighted were the shortage of car parking at stations along the line and the need for additional seats – especially in and out of Leeds in the peak hours. We also discussed the poor Sunday timetable – on a day when increasing numbers of people want to travel.

The key blockage to progress is

finance, as the Northern franchise does not include money for enhancements to services. It is proving hard to find capital to fund improvements and even harder to find revenue funding. But it was a useful meeting and there'll be a follow-up in a year's time to review progress.

Several of your committee attended the Northern Rail Stakeholder Meeting in Bradford on 4 December. There was much positive from the meeting, and Performance statistics across the franchise continue to be good. AVRUG is, however, concerned about the deterioration in quality of station cleaning, and Malcolm Brown said there had been mistakes in drawing up the contract for this work. We are grateful for this acknowledgement but concerned that there seems to have been no noticeable improvement in station cleaning since then. In fact there are currently problems with vermin on Skipton station – which can be traced to the amount of rubbish (especially food) which is often lying around.

Tim Calow

Booming Leeds, booming rail travel..

THE *Yorkshire Post* reports that there are presently 22 buildings with 20 or more storeys in the planning approval/development pipeline for Leeds city. The extra employment and visitors these shops, offices, hotels, leisure facilities and other activities will bring to the city will swell yet further the demand for transport into Leeds, by car (but the roads are totally clogged as it is), bus (most of which are shamefully old and slow and dirty) or train (many of which are old, rattling and crush-loaded at peak times), not least on the Aire Valley route (where the trains are the best around, frequent, fast and clean and therefore attractive to Mondeo man). Are there any plans afoot to cope with this continuing rise in local employment

and demand for 'green' travel? (Well, yes there are, just a few green shoots, as may be seen in coming months.)

Meanwhile, Passenger numbers on the Leeds North West group of services (that is Leeds/Bradford/Ilkley/Skipton) continues to soar. In calendar year 2006, 11,878,000 passengers used the services, up from 10,058,000 or a STAGGERING 18.1% rise on 2005, which itself saw a rise well over 10% over 2004.

If we were in London, Scotland or Wales (where the Department for Transport is not in charge) or Ireland or many continental countries, there would be serious schemes being implemented to cater for this demand in a timely fashion.

SB

Our new stations, it's good news, but for 2002 read 2010...

The West Yorkshire PTE's RailPlan5, the adjunct to the its 2001-2006 Local Transport Plan, published in the year 2000, cited five new railways stations which are "prioritised for implementation by 2002". The five were at Glasshoughton (which has opened and is very successful), Low Moor near Bradford, Horsforth Woodside, and on our line at Apperley Bridge and Kirkstall. RailPlan5 listed 30 more sites which had been identified, and "it is proposed to bring forward further new stations during the period of Rail-Plan5". Six years on, Glasshoughton apart, very little has happened, at least publicly.

The area close to the proposed Apperley Bridge station has seen a lot of new housing in recent years, the owners of which have paid a (Town and Country Planning Act) Section 106 levy towards the station's costs on the property, in anticipation of it being built. The council has, I believe, most if not all of money in the bank to build this station, which will have a capital cost of around £5 million. And the local roads are very busy with traffic to/from both Bradford and Leeds.

Studies consistently show that such new stations would be at least as successful as Glasshoughton, where patronage is already well above expectations. Demand for travel into the cities grows and road congestion gets ever worse - it would take eight minutes by train from Leeds-Apperley Bridge yet it is over an hour by bus at peak times. However popular and 'green' such new stations are, they will require revenue-side funding as well as external funds for capital costs and the government is most reluctant to

fund such projects outside of London. (Any new service would need not only capital funding for new rolling stock, but also further year-on-year support as ticket revenue would almost certainly be less than operating costs.)

Progress

But now at last, we do have progress. The PTE said last year that with regard to Apperley Bridge (which will provide a strategic park and ride facility for passengers) and Kirkstall, "technical feasibility studies and timetabling works have been completed and initial, outline design work has been carried out. The feasibility studies have identified a number of current train capacity issues on the line and these will need to be resolved before Metro (the PTE) can progress further.

"In order to stop trains at these stations it will be necessary to not only adjust the train timetables, but also to acquire at least one additional train (and funding is being actively sought).

"Discussions are also taking place with commercial developers about making financial contributions... as soon as a robust funding package can be assembled....Metro will pursue the detailed design and delivery of Apperley Bridge and Kirkstall rail stations."

With regard to Kirkstall, this was originally to have been close to Kirkstall Bridge, but now a site slightly further (8km) from Leeds is being seriously considered, at Kirkstall Forge, where it could also provide a park and ride facility.

Here, the largely disused industrial buildings which stand close to the railway are to be replaced by a massive housing and business area, and the developer is keen that the new station should serve the site.

Massive development

The web site of Commercial Estates Group indicates that: "This property was acquired in 2003 from the U.S. based engineering company, Dana, for £8m. The site comprises almost 23 hectares of land (65 acres) almost 75% of which has historically been used for industrial purposes. In February 2005 an outline planning application for the regeneration of the site was submitted to Leeds City Council for:-

- * 1,385 new homes, in a variety of types, sizes and styles;
- * 16,518 sq metre (177,800 sq ft) of office floorspace;
- * Support facilities including bars, restaurants, small-scale retail, health and fitness and spa, banking, a creche and accommodation for social/community uses;
- * A riverside hotel;
- * Preservation and change of use of the existing Grade II listed Lower Forge building to provide food and drink uses.

On 20 April 2006 Leeds City Council approved the scheme subject to planning conditions and a Section 106 agreement. (This agreement is currently being negotiated, according to Metro, it is hoped the developer will contribute £4 million to this station's costs.) It is understood that demolition of the disused buildings will start very shortly, and that it will be several years before development is fully complete. (For further information see

www.ceg.co.uk/development-projects)

And now real progress is underway. Last November, the PTE asked the PTA to agree the expenditure of £600,000 (shared with developers) on taking both these stations, in parallel, to the design stage equivalent to Network Rail's Guide to Rail Investment Projects (GRIP) Stage 4. This represents development of 'the single selected option for each station to the point of engineering scope-freeze and in sufficient detail to allow finalisation of the business case and scheduling of implementation resources'.

2010/11 target date

As of now, Metro is still investigating the most cost-effective way of progressing, as well as the optimum timetable and the best source of suitable (electric) rolling stock, of which there is really none available immediately.

The simplest, most obvious solution, to provide an all-day Bradford-Leeds service calling at both these new stations, would require two units, and the electric Class 321, as presently used between Leeds and Doncaster, would probably be the most appropriate type of train (it is no longer practical to order new class 333s). But a more cost-effective timetable solution might be found, or a suitable train costing less than a 321 might become available.

It is understood that the work in developing these two stations is aimed at them being opened in 2010/11, (which is fairly fast moving in rail industry terms) but the business case for both looks strong. Given the huge boost the stations will give to their local areas and the effects the two park and ride stations will have on local roads and the environment, the opening day cannot be a day too soon!!

Steve Broadbent

Rail franchise news

a round-up by Steve Broadbent

Half-hourly to London as GNER goes onto a management contract

Starting with the good news, from 21 May the GNER service between Leeds and London Kings Cross will see six extra trains each way each weekday – that's 1.5 million extra seats over a full year. Presently there is a half-hourly service for most of the day, but the gaps will now be filled, giving Leeds the same frequency to London as is enjoyed by Newcastle, and, until it goes to three per hour very shortly, Manchester.

This increase is to be hugely applauded. It has taken a long time a-coming, as the paths for the extra trains were identified and negotiated. And with all those extra costs to meet – two extra (diesel-powered HST) train units will be needed – you can be sure GNER (or its successor, see below) will be offering some attractive fares

All the extra trains will route via and call at Wakefield Westgate, and they will call at many of the principal intermediate stations to Kings Cross.

Thirty years ago there were 26 trains per weekday between Leeds and London, in total in both directions. When GNER started in 1996 this figure was 37, it is presently 53, and from 21 May there will be 65 services.

The increase in frequency comes in addition to the slight speeding-up of Leeds-London trains, which came into effect from the timetable change last December.

But, as has been well reported, although not always accurately, in the

local press, in December GNER relinquished its franchise contract and was put under a new management contract by the Department of Transport (DfT). The reasons are various, and too much of a minefield for your humble editor to step into, save to say that with its parent company, Sea Containers, in bankruptcy administration in the USA and a hefty rise in premium payment due to come into force in 2007, it was felt GNER could not meet its contractual obligations, which it committed to in 2005.

What was the cause?

By way of explanation, I can do no better than to quote from an e-mail received from Roger Ford, Technical Editor of the magazine *Modern Railways* (the bits in brackets are mine, by way of explanation):

"With renegotiation of the (*GNER*) franchise ruled out (because the DfT says it will not renegotiate contracts fairly entered into which have proved to be unachievable in practise), and running it directly as operator of last resort both expensive and messy, DfT Rail took the middle way. The GNER management team will continue to run the business until a new operator is appointed.

Under the franchise management agreement, GNER will continue to provide franchise services, under an amended franchise agreement and the business will be run as if it were in the last 12 months of a normal franchise.

DfT Rail will not pay a management fee, but GNER will have financial incentives to increase revenue and

reduce costs. The business is also expected to make a surplus and DfT Rail will retain all revenue earned until the franchise is re-let.

That's the good news. The bad news is that a whole raft of commitments in (GNER's 2005) franchise plan have been dropped (for example station improvements and extra car parking), hopefully to be taken up by whoever wins the replacement franchise.

Bounce back

Muddying the waters somewhat Transport Ministers Tom Harris assured the House of Commons that the (2005) GNER bid was "easily achievable". This was confirmed by the fact, he said, "that recent passenger revenue has increased by 14.5%, an increase that has exceeded the revenue commitment in the franchise".

So why was GNER in dire straits? This was entirely due to problems with parent company, Sea Containers, (said Tom Harris, a view which differs from that of former GNER MD Christopher Garnet and Sea Containers' boss Bob Mackenzie). And Ministers aren't supposed to talk about the financial performance of individual TOCs.

The 14.5% applies to year-on-year revenue growth as at November 2006 and so includes the bounce-back after 7/7 (the terrorist attacks in London which depressed GNER revenue for a while. GNER has also benefited from the chaos caused to airlines by the increased security measures applied at all UK airports late last year). Anyway some quick work with GNER's accounts soon confirms that it was financially challenged, irrespective of its parent's woes", concludes Roger Ford.

So what happens next? In December the DfT started the process

to re-let the franchise, and gave prospective bidders just four weeks to submit their intentions.

On 20 February the DfT announced that four companies had qualified to bid for the franchise, that is teams backed by:- Arriva (which ran Arriva Trains Northern, our local operator until late-2004.), First Group (a part owner of TransPennine Express), National Express (which operates the Midland Mainline service to London St Pancras) and Virgin/Stagecoach (operator of the Cross Country services through Leeds).

The winner is due to be announced in the summer and that company will take over the services from late-autumn 2007 for seven years and five months. But whoever wins, very little will change, the same trains will operate the same timetable, for example.

To Sunderland and Paris...

Elsewhere on the franchise front, the competition continues for the Cross Country, East Midlands and West Midlands franchises, which all start in November. The Grand Central "open access" service linking Kings Cross-York-Sunderland is due to start in May (see earlier *airlines*).

And from November 14 train travel from the Aire Valley to the continent will be much quicker, with the opening of the Eurostar terminal at St Pancras, an easy walk from Kings Cross, and the new high speed rail link from there to the Channel Tunnel. Apart from saving Yorkshire travellers the chore of crossing from Kings Cross to Waterloo, journey times from London will be reduced to 2h 15min to Paris and 1h 51min to Brussels. Look out for some very tempting opening offers, Leeds to Paris, Lille or Brussels, from GNER and Eurostar!!

1977 – 30 years on

A retrospective review of rail travel 30 years ago

– by Rod Tickner

1977 was an interesting year: the Queen's Silver Jubilee, the introduction of HST trains in the West, with the first units (which are still in service) available for testing on the ECML from September.

The Queen's jubilee entailed the provision of two new coaches for the Royal Train converted from Mk III stock to replace LMS coaches built in 1941. This would have given electric heating and 100mph capability – previously a main line diesel was needed to provide heating and power when stabled overnight.

Passenger numbers were at almost their lowest since 1918 and freight not much better. yet the previous year BR had shown an operating profit of £13.7m – although this was all swallowed up in interest payments. In

those days BR still had subsidiaries such as shipping, engineering, hotels and an overseas consultancy, most of which contributed to its financial well-being. Fare evasion was thought to be costing £12m a year in lost revenue: even a £200 fine and possibility of a jail sentence of three months seemed to have little deterrent effect.

The last through *Orient Express* from Paris to Istanbul ran on 19 May 1977.

This was the year that Speedlink entered the vocabulary as the marketing term for the air braked freight trains.

In those days there was still a Nottingham–Glasgow train which ran through the Aire Valley. On 21 December it was reported as being two hours late at Bingley with loco 40 010 piloting failed 45 039.

Reliable 333s

The Aire Valley line's trains are maintaining one of the most reliable services in the country, with the moving annual average (MAA) for trains arriving within five minutes of scheduled time now consistently above 90%. And our modern Class 333 electric units are among the most reliable trains in the country, too.

A detailed analysis in *Modern Railways* magazine showed that the MAA for "miles between train technical failures which cause a delay of more than five minutes" for the 12 months to Period 7 (mid-September to mid-October) 2006 was up almost 75% on the same period in the previous year,

while the actual figure for Period 7 of 2006, at almost 35,000 miles between failure made the 333s fourth out of 24 in the 'modern electric units' category, and eighth out of 96 types of train/operator listed overall.

Certainly, the investment in our modern units is paying off, and increased reliability will bring yet more passengers, requiring yet more investment, and illustrating well the benefits such investment brings.

By contrast, the reliability of the Pacer diesel units used on many other services in West Yorkshire is well under 5000 miles per failure, and actually fell between 2005 and 2006, according to *Modern Railways*. SB

Engineering works will affect local services

From information supplied by David Stopher of Metro

Track renewals and reballasting in the Kirkstall to Shipley area will block the Airedale, (and Wharfedale and Harrogate Lines) out of Leeds all day on Sundays 1, 8 (Easter), 15, 22 and 29 April 2007.

On Sundays 1, 15, 22 and 29 April 2007 Leeds-Bradford Forster Square trains will be replaced by buses throughout, departing originating stations at advertised times with extended journey times. Leeds-Skipton trains will start from platform 2 at Shipley at advertised times with the Leeds-Bradford FS buses connecting with these trains at Shipley. Additional buses will run from Leeds to Shipley departing at advertised times with alternate buses connecting with Bradford FS-Skipton trains at Shipley. Skipton-Leeds trains will terminate at platform 2 at Shipley at advertised times with connecting buses between Shipley and Leeds.

Bradford FS -Skipton/ Ilkley trains will run normally.

Leeds-Ilkley trains will start from Guiseley at advertised times with connecting buses from Leeds to Guiseley, departing earlier than advertised. And vice versa. Likewise Leeds-Harrogate trains will start/ terminate at Horsforth, with bus connections.

On Easter Sunday 8 April 2007, Leeds-Bradford FS trains will be replaced by buses throughout, departing originating stations at advertised times with extended journey times. Leeds-Skipton trains will be diverted to start from Bradford FS and depart Shipley at advertised

times with the Leeds-Bradford FS buses connecting with these trains at Shipley. And vice versa. The 2-hourly Bradford FS-Skipton trains will run normally.

Leeds/Bradford-Ilkley trains will be replaced by buses throughout.

Settle & Carlisle work

On Sundays 1, 8, 15, 22 and 29 April 2007 Leeds-Carlisle/ Morecambe trains will be diverted to start from Bradford FS and depart from Shipley at advertised times with connecting buses between Leeds and Shipley, departing earlier than advertised. And vice versa.

As advised in the last **airlines**, due to further track renewals at various locations the Settle-Carlisle route will be closed continuously from 2300 Friday 16 March through to 0545 Monday 26 March 2007.

London trains affected

Work on the Leeds-Wakefield-Doncaster line will affect late evening trains - **including those to/from London** - after 2130 on Saturday 21 April and morning trains before 1400 on Sunday 22 April and similarly subsequent weekends, and then late evening trains after 2130 on Monday to Friday 23 to 27 April and subsequent Mondays to Fridays through to June. In particular on these days the 1803 London Kings Cross-Skipton GNER train will terminate at Leeds.

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Good news for Lancaster line

If there is one line in our region whose timetable and train service is simply not fit for purpose it is that which runs along the Aire Valley from Leeds to Skipton and then through some lovely countryside via Bentham to Carnforth, Lancaster and Morecambe, known to railway-lovers as the "Little North Western". The line's infrequent and irregular service is all but useless and the continuing use of the infamous noisy and uncomfortable bus-derived 'Pacer' trains does nothing but deter travellers on this strategically useful and very picturesque line. But at last, under the auspices of the Northern, things are slowly starting to happen, as John Bearpark of LASRUG, the line's rail user group, reports.

A good sign that this line has a future is that major repairs to the Skipton-Carnforth section are now being tackled. For a week in February 2007 buses replaced trains west of Skipton while Network Rail carried out work on Clapham Viaduct and Melling Tunnel. Last year the embankment at Eldroth (between Giggleswick and Clapham) was reinforced, and the 20mph restriction on the up line there should soon be lifted.

More good news came with Northern's review of fares. This brought welcome reductions to many of our fares, and removed a number of anomalies.

The Bentham Development Trust's plans to lease and renovate Bentham station are progressing. The building will become the base for Bentham Community Transport, and will house a Youth Drop-In Centre sponsored by Churches Together in Bentham. It is hoped also to provide waiting and toilet facilities for passengers and an office for the Community Rail Partnership's Development Officer, who takes up his post in April. The TAS Partnership is carrying out a survey of users of the service on behalf of the CRP, in order to identify opportunities for attracting more passengers.

An excellent article about the line by Robin Sisson appeared in the December 2006 issue of *Today's*

Railways UK. A new twin-DVD entitled "The Little North Western Railway" takes a journey by steam train from Hellifield to Carnforth and looks in detail at the stations and lineside features.

Last year LASRUG produced a Railway Walks leaflet, describing a number of walks linking stations on the line, and we are now working on a Line Guide. We have submitted to PassengerFocus and Northern Rail some ideas for changes to the timetable to improve journey opportunities. For news about the line see our website: www.llmr.co.uk

Engineering works, *continued from page 9*

Work at Carnforth will prevent trains from accessing the station all day Sunday 15 April, Saturdays and Sundays 21/22 and 28/29 April and 5/6 May, Bank Holiday Monday 7 May and Sunday and Monday 13/14 May 2007. Morecambe rains will terminate at and start from Bentham with connecting buses between Bentham and Morecambe. Carnforth passengers should travel by separate buses to and from Lancaster. The full summer Morecambe service resumes from Easter Sunday 8 April 2007.

Please check locally for exact details of these and other engineering works on the rail network before travelling.

Aire Valley Rail Users' Group

www.avrug.org.uk
Affiliated to Railfuture

SEVENTEENTH ANNUAL GENERAL MEETING

at Saltaire Methodist Church Hall

Saturday 21st April 2007
commencing at 2.00pm

AGENDA

1. Apologies for absence
2. Minutes of 16th AGM held on 8th April 2006
3. Matters arising
4. Chairman's Report
5. Treasurer's Report
6. Election of committee officers and members:

The present committee is listed overleaf and it is presently understood all are willing to continue to stand in the coming year.

But we are still short of a Secretary, and we always welcome new faces onto the committee in whatever role. This item is always handled informally at our AGMs, there are no formal candidate lists or ballots, but if you would like to be involved please do contact a committee member at any time, or simply come along to the AGM and put your hand up!!

The officers are: Chair, Vice chair, Secretary, Treasurer, Newsletter editor, Membership secretary.

7. Any other competent business

Light refreshments will be served at 2.45pm before a talk from our guest speaker, Malcolm Brown, Northern Rail's Deputy Managing Director and Area Director in Leeds.

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.

Next Newsletter...

...is due to be published in June 2007. We are now on a firm quarterly schedule!!

Thanks to...

...Northern Rail, for generous sponsorship which makes publication to this standard possible.

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