

## FROM THE CHAIR

### *The problems of success*

**I**t was a great pleasure to have Malcolm Brown (Deputy Managing Director at Northern Rail) at our AGM, which is reported fully on page 7. He reflected on the progress on the franchise to date and it was good to see that his key objectives closely matched our concerns.

In particular, he promised a continuing focus on the delivery of a reliable train service. The Public Performance Measure for Airedale has ranged between 85.7% (last Autumn) and the latest figure of 94.6%. Continuing reliability is for AVRUG the most important matter. Travellers need to be able to rely on the train whether for work, appointments or leisure journeys. This is particularly so in the peak hours when the trains are so full

that cancellation of any one service would leave passengers unable to fit onto the next one! Northern's network-wide PPM recently hit an all time high, and we very much hope this trend continues, it is for the benefit of all.

The picture below reminds me of more good news, that Northern has secured 30 air-conditioned 90mph Class 158 diesel units from various operators, which will, hooray, displace 24 of the low-quality class 142 Pacers (the ones built with bus bodies on a four-wheel chassis) into storage. In Scotland, where the train below is normally based, things are done differently, and the whole country is a Pacer-free zone. Pacers are better than nothing, but the Class 158s, while by no means new, will greatly improve the quality of the travelling experience on many Yorkshire lines, including the Settle & Carlisle. Brand new trains are needed, but this is a very welcome step in the right direction. *Tim Calow*

*The number of liveries to be seen on trains, sometimes of operators no longer in business, can be confusing to the traveller unfamiliar with the railways, but bring a bright rainbow effect to stations. Here a class 156 diesel unit in the Strathclyde (Glasgow) PTE makes a rare appearance at Skipton, where it was captured by Tim Calow as it ran from Leeds to Carlisle.*



# Engineering works will affect local services

*From information supplied by David Stopher of Metro*

**E**xtensive engineering works will affect train services in many parts of West Yorkshire in the coming weeks, but none has been notified so far which affect the Airedale line – however, the greatest disruption will be on the line between Skipton, Settle and Carlisle.

The Settle-Carlisle line will be closed continuously from Sunday 8 July through to Sunday 22 July 2007 inclusive for further track renewals at various locations between Settle and Appleby. Northern will be able to run to and from Settle station between 0700 and 1900 Monday to Friday, 0900 and 2100 Saturday, and 0900 and 1900 Sunday.

During these hours Leeds-Carlisle trains will terminate at Settle later than advertised and restart at Appleby generally at advertised times. There will be two connecting bus services, an express bus through to Carlisle calling only at Kirkby Stephen station, Kirkby Stephen town centre and Appleby, and a stopping bus to Appleby calling all stations except Dent. The 0947 Leeds-Carlisle and 1503 SX/1548 SO Carlisle-Leeds semi-fast trains on Mondays to Saturdays will be replaced only by an express bus between Settle and Carlisle. The last northbound stopping bus each day will be extended to Carlisle. At other times northbound trains will terminate at the last station stop before Settle Junction with buses from Skipton.

Carlisle-Leeds trains will terminate at Appleby with two connecting bus services to Skipton, one fast one stopping, the reverse of the above. When trains start from Settle they will depart slightly earlier than advertised

to gain their advertised times between Skipton and Leeds. At other times southbound trains will start from the first station stop after Settle Junction at advertised times.

The 0714 Ribbleshead-Leeds train will start from Settle at 0724 on Mondays to Fridays and Long Preston at 0734 on Saturdays with a connecting bus from Ribbleshead departing earlier than advertised. On Sundays the 0842 Blackpool North-Carlisle and 1730 return Lancashire DalesRail trains will be diverted to run to and from Lancaster via Hellifield and the 1000 Preston-Carlisle and 1529 return trains will be cancelled. Passengers to and from Dent should contact Northern's Customer Services Helpline to enable alternative arrangements to be made.

Network Rail will be carrying out extensive track renewals at Altofts Junction which will block the Hallam Line all day on Saturdays and Sundays over the 7/8, 14/15, 21/22 July 2007 weekends. This affects the Leeds-Sheffield via Barnsley services but NOT trains on the Leeds to Knottingley, Wakefield to Knottingley and Leeds to Sheffield via Moorthorpe services.

Track renewals at Honley all day on Sundays 8, 15, 22 and 29 July 2007 will affect trains between Sheffield and Huddersfield; similarly trains on the Leeds-Castleford-Knottingley-Goole route will be affected on Saturday 7 July and Sunday 8 July 2007.

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

# Developments at Leeds station

**L**eeds is a boom station, and the investment made in the "Leeds 1st" rebuild of a few years ago are now bearing fruit, although no-one knows just how many people use the station.

Official figures show a total of some 18,286,594 in 2005/2006, and annual growth is put at about 10%, which ranks Leeds 20th busiest in the UK, or sixth busiest outside the London area. But, because there is no accurate way of counting just how many people use Leeds to transfer between one train and another, nor those who use non-station specific season tickets like Metrocards, the actual figure must be considerably higher.

At the AVRUG AGM, our guest speaker, Northern Rail's Malcolm Brown, said that Leeds was now as busy as Gatwick Airport – on a busy Friday Leeds handles some 89,000 passengers, roughly equal to an average day at Gatwick.

Very shortly work is to start on installing over 30 automatic ticket gates at the exit from the platforms to the main concourse, replacing the present staffed booths. These gates will not only help reduce the revenue lost through deliberately fraudulent travel, but will also count every passenger who leaves the 'train side' of the station, if not the transferring ones. The actual total, which will, I trust, greatly help the authorities in their campaigns for better rail services to the city, will be very interesting!!

And in early-May Network Rail (which owns the station) said that it was starting a feasibility study into providing an entrance to the station from the south side, that is by platform 16. Although in the original scheme for Leeds 1st, this was not proceeded with at the time, but is perhaps now a more urgent an idea following the opening of Bridgewater Place, the huge office and apartment block immediately across the river, and other major business and residential developments in the Holbeck area. A southern entrance will increase the appeal of train travel to those who live and work in that direction.

---

---

## More Music Trains this summer

**Tunes on the tracks** ranging from folk to jazz are to feature on two music trains on the (Leeds)-Settle-Carlisle line – on Saturdays 9 June and 28 July.

It's a chance to catch a live music performance with carriages turned into mini concert venues – all for the price of a rail ticket.

The event takes place on the regular evening train service to Ribbleshead leaving Leeds at 19.19, calling at Shipley, Bingley, Keighley and then Skipton at 19.59: the train returns from Ribbleshead at 21.40.

On the trains fine ales, soft drinks

and wine will be on sale.

Music on Saturday 9 June will be provided by Pennine Jazz Blues Band in one coach and by Malc & Jeannie (folk music) in the other.

Normal train tickets are valid, but there is also a special advance Skipton to Ribbleshead return fare of £5 (children £2.50). To book, contact Northern Rail's Specialist Sales on 0113 247 9659. Payment can be made by phone with a debit/credit card, or in person from Specialist Sales, Leeds Station. For more information contact AVRUG's Tim Calow (*see back page*).

# Through ticketing onto the Worth Valley

**N**orthern Rail introduced through ticketing with the Keighley & Worth Valley Railway from 20 May 2007 – this facility combines travelling by Northern Rail to Keighley and a day's unlimited travel on the K&WV Railway.

Through fares are available from most stations across the north of England, but are limited to 'the walk up' fare available at the time, eg Open Single or Return or Saver, NOT Advance Purchase tickets, but railcard discounts ARE given. Adults save £3.00 and children £1.50 off the normal K&WVR Day Rover fare.

**BUT REMEMBER**, the Worth Valley line, which is a privately-run heritage railway, runs trains only on certain days of the year, so be sure to check it is operating before you buy your ticket!! For train times on the K&WVR



*The Worth Valley Railway operates mainly steam trains, often with historic coaches along its line from Keighley to Oxenhope, which passes through some spectacular countryside. Photo courtesy Roger France.*

visit [www.kwvr.co.uk](http://www.kwvr.co.uk) or call the 24hr recorded information line 01535 647777.

---

---

## 1977 – 30 years on

### *The second part of Rod Tickner's review of rail travel 30 years ago*

**The first half** of 1977 saw passenger numbers increase; there were initiatives to promote off peak travel with, for example, £15 return fares between Glasgow and parts of Yorkshire.

However, there were some problems: some dining car crews refused to accept customers' credit cards because they then, typically, did not get a tip. One Lady was reported as saying as she paid the exact amount in cash "I will resume tipping when you resume taking credit cards!"

Other changes noted was the phasing out of the last "Ladies Only"

compartments on BR – the first such usage being as long ago in 1848 on the GWR although the practice was widespread by the turn of the 19<sup>th</sup> century. The increased use of open saloons meant that such provision was redundant although compartment stock persisted – especially in the south – for quite a while.

One reported development was a grant of £10,000 paid to J McIntyre Ltd of Bradford towards the cost of their provision of rail freight facilities for its yard at Planetrees Road: this was seen as environmentally helpful as it would prevent scrap metal being carried by road lorry.

# Special train promotes the Settle-Carlisle

*In glorious spring sunshine, the specially-painted train, No.156484, drops off its passengers at Settle station on its return from Appleby on May 2, and yes, it is heading south, having had to run from Ribbleshead "wrong line" due to a failed freight train!*

*Photo courtesy Mark Rand.*



**M**ay 2 saw a party of invited guests, including AVRUG's chairman and the *airlines* editor, travelling by train from Leeds to Appleby, on the Settle-Carlisle route. The train, a class 156 dmu typically used on the line, itself was special, because it had been painted in a new and unique livery to promote the historic line, while specially-designed routes maps have been incorporated into the between-seat table tops.

The modest event, organised by Northern Rail, brought together many of the bodies who work hard to develop the potential of the route between Leeds, Skipton and Carlisle, which offers world-class scenery to be enjoyed from the carriage windows, as well as famous cities and splendid market towns and villages to explore from the stations.

On arrival at Appleby the guests gathered at The Tufton Arms in the town centre, which was the setting, many years ago now, for the Public Enquiry into the proposals to close the

S+C. Thankfully, the line was not closed, and more and more people are using it, for pleasure or business travel, thanks to the efforts of those, who gathered in Appleby on May 2 (and others besides!).

The S+C's renaissance continues, for it is now at the end of the first of five years of an almost total re-build, ironically to allow it to cope with the many heavy freight trains which now use it daily. The re-build will see the line's maximum speed rise from 60mph to 75mph, which, while some will not want to watch such scenery flash by quite so fast, will enable shorter journey times to be introduced.

Even more significantly, eight new signals will be installed at various places, allowing the times between succeeding trains to be cut dramatically – this will greatly help time-keeping as well as allowing extra trains, and thus even more people, to use this most wonderful of British rail routes. (See also 'Engineering Work' on page 2.)

# Rail franchise news

*a round-up by Steve Broadbent*

There has been little of note to report in the past three months, with the bidding process for three franchises that serve Leeds, that is what will be Cross Country, East Midlands and East Coast, all proceeding with decisions due in the summer and the new franchises starting by the end of the year.

The new Cross Country franchise will see, from December 2008 on present plans, all Newcastle-Leeds-Birmingham trains (presently operated by Virgin Cross Country) route from Birmingham towards Plymouth, rather than Bournemouth, thus ending the direct service to Oxford, Reading etc. The new operator of East Midlands (which will incorporate the Midland Mainline services to London St Pancras, may drop that destination from Leeds, thus ending a direct link to, for example, Bedford and Luton.

It is probable that the new operator of the East Coast franchise, presently GNER, will keep things very much as they are, and the new timetable introduced on May 21, saw, as noted in the last *airlines*, the full half-hourly service from Leeds to London Kings Cross throughout the day (with peak time additions). But lost from the timetable is one of the two through daily trains between Kings Cross and Bradford, continuing the decline in that city's rail services.

Also relevant to our services to London, including the one daily train from/to the Aire Valley, is that the Department for Transport has now started the process to replace not just the diesel HST trains presently used by GNER, which are about 30 years old, but also the electric "Mallard" sets, which form the bulk of the fleet.

Presently known as IEP (Inter-City Express Programme), this brand new train will eventually become the standard train on all Inter-City services across the UK, but the first stage will be to introduce a pre-production batch for evaluation and trial purposes. These trains will first be used on the east coast services to Leeds, starting in summer 2012 according to the present plan. Mark that date in your diary, and don't be too surprised if it slips, for already there are signs of a very ambitious specification evolving!! By 2020 all of GNER's present fleet is scheduled to be replaced with brand new trains!

## Local timetables

There were very few changes to the West Yorkshire local rail network timetables which started with effect from May 20, and the only changes on the Airedale line are that the first Leeds-Skipton train on Sundays is withdrawn, (but its stops are covered by the 0900 Leeds-Carlisle, and in summer also by the 0840 Leeds-Morecambe), while the first Skipton-Leeds train on Sundays now stops at all stations.

**However, please note that the new timetable only runs to September 9, due to uncertainty in April/May regarding the Settle+Carlisle line's engineering weekend possessions planned for between September 15/16 and December 8/9.**

West Yorkshire's new rail timetables are now available to download in pdf

*continued on page 11*

# Aire Valley Rail Users' Group

## ANNUAL GENERAL MEETING

*Minutes of the sixteenth AGM held on Saturday 27 April 2007  
in the Church Hall, Saltaire Methodist Church*

### PRESENT

Fifteen members were present together with Malcolm Brown of Northern Rail.

### APOLOGIES

Apologies were received from John Bearpark, John Holroyd, Keith Renshaw, Jenny Whiteside and Christopher Young.

### MINUTES OF PREVIOUS AGM HELD 8 APRIL 2006

The minutes of the last AGM were agreed *nem con* as a correct record.

### MATTERS ARISING

There were no matters arising.

### CHAIR'S REPORT

Tim Calow stated that the Group was continuing to develop. The Music trains had run again – though there had been some problems with delays and overcrowding. He referred to the revamped newsletter with thanks to Steve Broadbent for his editorship and Northern Rail for their sponsorship. Email was now used to distribute the newsletter to Rail Industry contacts and he was able to occasionally circulate information to a growing list of others as a supplement to the newsletter.

Services continued to run reliably

apart from a few serious incidents – such as the lorry damaging the level crossing barriers at Kildwick last April. The *Northern Rail Review* had concluded that train services were being run efficiently and that service reductions or fare increases would be counter productive. Funding had eventually been found for the fourth coaches on 8 of the '333' units, averting a potential disaster. Meanwhile the line had experienced annual growth in passenger numbers of 18%.

Links were being maintained with both Wharfedale and Bradford RUGs as well as continuing to meet with GNER and Northern Rail. A meeting had also been held with the Shipley MP, Philip Davies, looking at how the train service could be developed to better meet the needs of local people.

For the future was the half hourly GNER service to London from Leeds commencing on 21 May 2007 although one of the Bradford services would terminate at Leeds in future. It was expected that some class 158s would be shortly available to replace Pacers and it was hoped that this could allow better rolling stock for the Morecambe line. There were expected to be two music trains this year on 9 June and 28 July.

The key local challenges were for the reliability of services to be maintained and the capacity to be increased. Money would be better spent on the railway than on a very

expensive Saltaire bypass!

He thanked the committee members for their input. However there was still room for further volunteers, particularly a secretary and for someone to help develop our website.

#### PRESENTATION BY MALCOLM BROWN

At this juncture Malcolm Brown outlined the progress achieved and aspirations of Northern Rail of which he is Deputy MD. He also kindly answered questions. *See report below.*

#### TREASURER'S REPORT

Subscription income is down due partly to late renewals and previous advance payments although numbers are still at 103. Overall expenditure is matched by income and membership fees should remain as they were. The costs of the website continue to be met from some of the residue of Skipton 150 monies.

The report was accepted *nem con.*

#### ELECTION OF OFFICERS

The following were agreed:

*Chair* Tim Calow  
*Vice chair* Marten Lougee  
*Secretary* vacancy  
*Treasurer* Rod Tickner  
*Membership Sec.* Keith Renshaw  
*Newsletter Editor* Steve Broadbent

#### ELECTION OF COMMITTEE

The following were agreed:

Peter Bewes  
Keith Preston  
Jenny Whiteside

#### ANY OTHER BUSINESS

The following issues were raised:

Ray Wilkes asked whether AVRUG could help support YHTAR: it was agreed that this was a matter for committee discussion.

Peter Bewes reported that a successful Colne-Skipton Rail trip (via Clitheroe) had taken place on 1 April. He also reminded us about 160<sup>th</sup> anniversary of the Leeds-Skipton line events: a presentation on 7 September, a new book from Donald Binns and a walk along the Ribbleshead viaduct on 9 September.

It was agreed that members of AVRUG would be happy if their membership included membership of the Leeds-Morecambe Line Rail Partnership.

+++++

#### Malcolm Brown's Presentation

Malcolm covered many of the very positive things that Northern has been doing in the two years since it took over the franchise: many of the points have already been reported in *Airlines*, but here is the overview.

Northern is now seeing 76 million annual passenger journeys, up 19% since the franchise started, while Leeds station sees 89,000 passengers on a busy Friday, about the same as Gatwick airport sees on an average day. This is despite the fact that the franchise contract foresaw 'no growth' and as a result Northern has been making considerable investment, with partners, to cope with the problem, even though it is not contractually obliged to do so. Local examples include the six class 158 trains that were procured last year for use around Leeds, thanks to funding from Yorkshire Forward, and the 30 158s which are now being delivered (which have been put 'off lease by various other train operators, thanks to an

agreement with Angel, the leasing company. As a result, many services in and around Yorkshire, will see more seats and better trains – 24 of the class 142 Pacers, those with the bus seats, are being put in store as the 158s arrive. Notably the 158s will be deployed on the Settle-Carlisle line, and possibly the Leeds-Morecambe route. Northern continues in dialogue regarding the possible acquisition of a fleet of brand new trains, even the air-conditioned 158s are approaching 20 years old.

Aggressive and anti-social behaviour by passengers is a problem on the Airedale line, and the first Mobile Security Team has been deployed to counter this.

Across the complex Northern network, punctuality has been steadily rising, and an annual average of over 90% is now in sight.

Two of the challenges facing Northern, Malcolm said, were the quality of station cleaning, where a contract with a new company was not working as intended, and the performance of the new Avantix ticket issuing machines, which have to work very hard and are maybe not as fast

as would be liked. The theft of copper signalling cables from the trackside, is a national problem which causes continuing disruption to services whenever the thieves strike

Malcolm also highlighted aspects of business development Northern is pursuing – a better service along the Calder Valley line (Leeds-Bradford-Manchester Victoria/Blackpool), better services on Sundays, and a new station to serve a business park and the M1 motorway east of Leeds. With GNER's "Leeds Horseshoe" proposal in abeyance while the franchise is decided, Northern is taking a lead in developing the concept, Malcolm said. The result could be through trains from the Aire Valley line to York, Selby or Doncaster.

Finally, as reported in *airlines 46*, agreement has been reached to safeguard eight of the trailer cars in our class 333 trains, for which the funding had run out. Better still, the trains are now subject to a "Section 54" (of the Railways Act 1993) agreement, which means the Department for Transport has guaranteed their use by the Northern franchise for the next 20 years.

---

---

## Get into the Dales!

**Did you know** that several bus services, which can take you easily and car-free into the Yorkshire Dales, operate from, or close to, Aire Valley rail stations and thus easy connections are available to and from our line and the rest of the rail network?

Of particular note are the Keighley & District services from Skipton to Grassington, Hebden and Buckden, the Saturday service from Skipton rail station (Sundays from the bus station) to Malham, and the new Sunday 784/

884 service from Skipton rail station to Draughton, Bolton Abbey and Ilkley rail station. Tickets are often inter-available and there are Rover tickets and other money-saving products.

There are other services under the Dalesbus banner, including routes from Leeds, Otley and the Wharfe Valley to other parts of the Dales – for full details a comprehensive printed Dalesbus timetable is widely available, or see the websites [www.dalesbus.org](http://www.dalesbus.org) or [www.wymetro.com](http://www.wymetro.com)

# First Colne-Skipton train for 37 years!!

On Sunday April 1st a train packed with 286 paying passengers (plus invited media) ran from Colne to Skipton and back the first to do so since the rail line between the two towns closed in 1970.

Operated by Northern Rail, the train was organised by SELRAP, the Skipton-East Lancashire Rail Action Partnership, which has been campaigning since 2001 for re-instatement of the 11.5 mile long "missing link". But because the track on the direct route is missing, this chartered four-coach train had to follow a convoluted 50 mile route via Burnley, Blackburn and Hellifield, a journey that also involved two reversals of direction!

Although long-since reduced to an unstaffed, single-platform minimalist station, the carnival-like atmosphere at Colne was reminiscent of bygone Wakes Weeks as the passengers boarded the train, which appropriately carried a headboard "The Missing Link". More passengers joined the

train in Nelson, Burnley, Accrington, Blackburn and Clitheroe. Such was the demand to travel on this service that more than 120 potential travellers had to be turned away.

Before boarding for a short symbolic journey to Nelson, the Mayor of Pendle, Councillor George Adam, spoke of the short sightedness of closing the line and looked forward to it reopening for commuter, shopper and tourist alike. Burnley's MP (and SELRAP Patron) Kitty Ussher greeted the train when it stopped to pick up passengers in the town.

On arrival in Skipton the train was welcomed by the town's Mayor, Councillor Mike Doyle, who received a greeting and message of support for reopening the line from the Mayor of Pendle, and then went on to speak of historic, economic and cultural links with Lancashire and West Craven that were severed with closure of the line. Councillor Doyle also looked forward to the line reopening, and with it, journey

*The Mayor of Skipton, Councillor Mike Doyle, stands by "The Missing Link" train at Skipton station, following the first arrival of a train from Colne in 37 years.  
Photo courtesy Andy Shackleton.*



opportunities to Blackpool, Liverpool, Manchester and Manchester Airport, together with many more destinations currently denied to the population of Skipton, North Yorkshire, and beyond.

Including a wait in Blackburn for a path on the line to Hellifield, the 100 mile out and back journey took almost 5 hours. But no one appeared to mind as the day out, which gave trippers 3 hours in the historic market town of Skipton, was regarded by all as a demonstration of the need to reopen the direct route, which would offer a journey time of just 15 minutes!

SELRAP campaigns for the Lancashire-Yorkshire rail link between Colne and Skipton to be reopened as part of the National Network. Spectacularly successful since inauguration in 2001 (errr, the founding chairman was your editor, coff blush), the group saw early fulfilment of its initial aim of trackbed protection against development, and is backed by Local and County Councils on both sides of the border. Indeed, SELRAP's proposals feature on Local Transport Plans (LTP2) for both Lancashire and North Yorkshire. In 2003 a major report concluded that reinstating the line was technically feasible and that long term there was a future for the link.

SELRAP is to commission a new study which will focus on the Cost/Benefit ratio for the line, and it has already raised half of the £10,000 (+ VAT!) required. SELRAP is confident that the line can be reopened by 2012. Donations towards the cost of this study gratefully received!

Media interest in this unique journey was high. It featured on BBC TV and Radio, saw full page spreads in Local and Regional press, and a five-member independent film crew recorded the entire event. Copies of their film will be available for sale on DVD. Indeed, such was the success of SELRAP's first-for-37 year trip that the

group is considering repeating it.

The *Craven Herald* reported that along with mayors, other civic leaders and BBC TV and radio crews, Barnoldswick resident Anne Stocker was on board "The Missing Link". She said the re-opened route would give people the option of not driving to the Yorkshire town. "I think the number of people shows just how much support there is for the re-opening. I would not have missed this for the world."

SELRAP spokesman Andy Shackleton said that the event had a "carnival" atmosphere. "The overwhelming feeling on the journey was that this is a really silly thing to be doing, but isn't it fun? The whole atmosphere was carnival-like."

Andy added: "It was a really, really lovely occasion. People kept asking: So when are you going to do it again? I was saying we would try to do it again, or at least do it annually, but my wife, Pam, said: Why not three times daily?' That's the kind of stance we're taking on this."

---

---

*Franchise News, continued from page 6*

format from Metro's website at [www.wymetro.com/TrainTravel/MetroTrainTimetablesAndRoutes/ONRTT.htm](http://www.wymetro.com/TrainTravel/MetroTrainTimetablesAndRoutes/ONRTT.htm)

A summary of changes in West Yorkshire, which includes GNER's 12 extra trains between Leeds and London Kings Cross, can be found at: [www.wymetro.com/TrainTravel/TTCS.htm](http://www.wymetro.com/TrainTravel/TTCS.htm)

The electronic National Rail Timetable has also been made available by Network Rail at [www.networkrail.co.uk/asp/4131.aspx](http://www.networkrail.co.uk/asp/4131.aspx) - this is the last to be available also in printed form, but individual operator's timetables as well as Metro's own brand will continue in both paper and electronic formats.

## 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 £££

**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](http://www.avrug.org.uk), will be developed in the coming weeks, and will include more travel news "between issues" of *airlines*, Do keep an eye on it!!

## Next Newsletter...

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

## Thanks to...

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

# COMMITTEE MEMBERS

**Chair:** Tim Calow, 3 Laurel Close, Shires Lane, Embsay, Skipton BD23 6RS  
tel. 01756 799517 e-mail: [Chair@avrug.org.uk](mailto:Chair@avrug.org.uk)

**Vice-chair:** Marten Lougee, 11 Meadow Close, Cononley, Keighley  
BD20 8LZ tel. 01535 636487

**Secretary:** VACANT

**Treasurer:** Rod Tickner, 18 Florist Street, Stockbridge, Keighley BD21 4DY  
tel. 07900 346844 e-mail: [rod@avrug.org.uk](mailto:rod@avrug.org.uk)

**Membership Secretary:** Keith Renshaw, 3 The Crescent, Baildon Green,  
Baildon, Shipley BD17 7PE tel. 01274 592702

**Newsletter Editor:** Steve Broadbent, 1 Heather Rise, Burley in  
Wharfedale, Ilkley, LS29 7RA e-mail: [steve@stevebroadbent.net](mailto:steve@stevebroadbent.net)

**Publicity:** Jennifer Whiteside, 45 Bank Street, Barnoldswick, BB18 6AU  
tel: 07966 018283 e-mail: [jennywhiteside@tiscali.co.uk](mailto:jennywhiteside@tiscali.co.uk)

Keith Preston, 8 Herbert Street, Saltaire, Shipley BD18 4QH  
tel. 01274 778623

Peter Bewes, 135 Burnside Crescent, Skipton, BD23 2BY