

Developing the Calder Valley Line timetable beyond 2019: A HADRAG view

SUMMARY – priorities and vision for the Calder Valley Line

- a reliable and punctual service that delivers capacity and comfort on modern trains.
- better service for stations that have traditionally been served only by the “stoppers” but have clear potential or latent demand to attract more train passengers. These stations include Sowerby Bridge and Brighouse (significant towns), and in the same category will be the future station planned at Elland on the Brighouse line. Other stations serving smaller or local communities also demand a better service, including Mytholmroyd and Low Moor.
 - Sowerby Bridge should have a service level equal to that of Hebden Bridge and Todmorden with regular services to Manchester, Preston, Bradford, Brighouse, Leeds and York.
 - The Elland/Brighouse line should have a minimum 2 trains/hour to principal destinations (in the Dec’19 timetable Brighouse has just one train/hr to each of Leeds, Bradford, Halifax, Huddersfield and Manchester).
- better connectivity for the Calder Valley Line as a whole. As well as the recently introduced Leeds-CV-Chester service there is a clear demand for through travel to the south side of Manchester for employment, business and education, plus leisure attractions around Piccadilly, Oxford Road and Deansgate stations; for connections with longer distance services; as well as for travel to Manchester Airport. There are also possibilities via the Brighouse route including demand for better connectivity upper Calderdale-Huddersfield.
- Through the Electric Railway Charter (www.ElectricCharter.wordpress.com) we seek a zero-carbon railway with full electrification of the Calder Valley in the medium term Line as recommended by the 2015 Northern Electrification Task Force report (“Northern Sparks”).

In the short to medium term (by 2024) solutions should focus on what can be done without having to wait for major infrastructure enhancements on the Castlefield route through south Manchester.

- Additional train each hour Calder Valley-Manchester (this was franchise commitment). CV-Manchester could be 2+2 or 3+1 split between Bradford and Dewsbury-Brighouse routes. Aim would be an attractive timetable enhancing services for intermediate stations (not just providing an extra “fast”).
- Delivery of workable solutions to provide Bradford and Calder Valley services to south Manchester city stations and/or Airport.

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1 Background

HADRAG is a campaigning rail users' group on the Calder Valley Line, funded in 1985. Our core area of interest is a "crossroads" of the Pennine rail network centred on the lines through Halifax, Sowerby Bridge and Brighouse linking to Preston/Blackpool, Manchester and beyond, Huddersfield, Wakefield, Leeds and York. We have recently produced a detailed set of notes commenting on the December 2019 timetable. We understand (late October) that changes may still be made. Our principle concerns about Dec'19 focus on loss of stops by York-Blackpool trains and Sowerby Bridge and Mytholmroyd causing a significant service reduction and lost connectivity, and also the need to improve various aspects of the service via Brighouse.

The December 2019 timetable provides an even 15-min interval pattern Leeds-Halifax (though still rather uneven in the opposite direction). A new Halifax-Hull service will partially restore cross-Leeds connectivity lost a year ago.

The Leeds-Bradford-Halifax-Brighouse-Huddersfield service becomes a Bradford-Huddersfield shuttle. This technically reduces Brighouse-Leeds frequency to hourly (it was so effectively in the past because of comparative timings via Bradford and via the direct Dewsbury route) but provides more acceptable Bradford/Halifax-Huddersfield journey times. It has failed to provide good connections from all upper Calderdale stations towards Huddersfield. The new Hull service maintains Halifax-Leeds service frequency (with 5 trains/hr Halifax-Bradford).

The Northern Hub project including the Ordsall Chord promised a third train every hour between Bradford and Manchester and an hourly service through to Manchester Oxford Road, Piccadilly and Airport stations; these became Northern franchise commitments. There was also an aspiration for the Blackburn-Todmorden-Manchester to service to operate round the Ordsall Chord to these south Manchester destinations. At present it is impossible for the Northern franchise to deliver these commitments/aspirations because of the Castlefield capacity issue.

We are mindful of the above constraints but seek to set out demands for the CVL and suggest ways forward.

2 Gaps and desired outputs

2.1 Calder Valley Line stations and their services.

Table shows stations serving small to medium size towns and villages some of which are already key stopping points, whilst other are worthy of improved service:

Station	Estimated population in catchment area ¹	Annual footfall 2017-8 (ORR estimates)	Footfall % growth 2008 to 2019	Standard hour service frequency, Dec'19	Comment/gaps identified
Brighouse (BGH)	22000 (includes Rastrick)	405k	353%	1 (Leeds-Man Vic) 1 (Bradford-Hud)	Only hourly service to principal destinations. Largest % growth in footfall over 10-years of any CV line station but latest figure showed slight fall reflecting poor service. Population served should justify 2 trains/hr on both Manchester/Upper Calderdale-Leeds and Bradford-Huddersfield routes.
Elland (ELN)	21000 (includes Greetland and Stainland)	(Proposed station expected to open 2022 on Brighouse Line. Trains serving BGH expected also to serve ELN.)			Planned station opening will increase demand for better service on Brighouse Line.
Sowerby Bridge (SOW)	24000 (includes Ryburn Ward and parts of SW Halifax)	393k	95%	2 (Only 1 train/hr service to Halifax and Bradford.)	Gaps (a) Not served by "fast" services; and (b) York-Blackpool stops withdrawn Dec'2019. But serves potential catchment population equal to Hebden Bridge and Todmorden combined. SOW is within the Leeds/Bradford agglomeration and potentially serves a significant area of SW Halifax.
Mytholmroyd (MYT)	7000	172k	53%	2 (Only 1 train/hr service to Halifax and Bradford.)	Gaps (a) and (b) as for SOW. Village station catchment population not comparable with SOW, but large new station car park will encourage increased use and call for better service, relieving pressure on Hebden Bridge.
Hebden Bridge (HBD)	13000	796k	83%	4	Traditional commuting station based on established service pattern. Other stations in this table have similar potential.
Todmorden (TOD)	12400	624k	84%	4	
Littleborough (LTL)	14000? (over geographical area which includes Smithy Bridge station)	421k	78%	2 Standard hour served only by Manchester-Burnley-Blackburn and Manchester-Brighouse-Leeds services	No daytime off-peak service to Halifax/Bradford. Not served by "fast" trains to Leeds.

¹ For Calderdale stations estimates have been made by consideration of council wards served by each station.

2.2 Strategic demands requiring improved/additional services. The following are not (except for the first one) in order of priority:

	Gaps addressed	Requirement
(a) General	Reliability, punctuality, comfort quality and good journey times for intermediate town stations as well as city termini. Need for zero-carbon railway.	Timetable to be robust and reliable. Sufficient train carriages to meet present and growing demand. Class 158/170/195 as minimum standard with elimination of lower performance Class 150/3/5/6 stock. Electrification of full Calder Valley Line as recommended by 2015 task force report.
(b) Bradford-Manchester journey time specifically	Desire for attractive inter-city journey time to be balanced by useful stopping pattern for intermediate towns.	55 min (as TSR journey time requirement) BDI-MCV by at least one train per hour. If third service runs pattern could be 2 fast + 1 stopper, or mixed stopping pattern. 55 min should be possible with at least 5 stops given recent linespeed improvements and superior performance of new rolling stock. Dec'19 issue of extended journeys of "fast service due to pathing needs to be eliminated. (NOTE: In long term Bradford Manchester journey time could be halved by NPR.)
(c) Sowerby Bridge and Brighouse (also applies to proposed Elland) • See also (f).	Poor service level relative to population served	Service level equal to that at Hebden Bridge and Todmorden.
(d) Manchester route via Rochdale	Poor level of service at CVL stations. Lack of daytime off-peak service Littleborough station(s)-Halifax/Bradford	Franchise commitment must be delivered providing additional Calder Valley service every hour , not primarily to provide an additional "fast" service but to provide better level of service for intermediate stations.
(e) CV service to south side of Manchester city (and Airport)	Commuting/off-peak travel demand for employment, education and leisure attractions around Deansgate, Oxford Road and Piccadilly stations; travel to Airport; onward rail connections.	Aim should be for both a Bradford-Manchester service (franchise commitment) and the Tod Curve service (franchise aspiration) to continue to Oxford Rd/Piccadilly/Airport via the Ordsall Chord. This may require reconsideration of priorities over the congested Castlefield route. We accept there may be need for an interim solution, but demand the railway deliver the Northern hub and Northern franchise commitment to a service from Bradford and Calderdale to the south side of Manchester. See also section 4 below.
<i>Continues...</i>		

<p>(f) Brighouse Line: Sowerby Bridge/Halifax-Elland/Brighouse-Leeds/Huddersfield – specific proposals.</p>	<p>Poor service level at BGH (and potentially at Elland) relative to population served. Need for:</p> <ul style="list-style-type: none"> • Better service Brighouse-Leeds and Bradford-Huddersfield • Better service/connectivity Upper Calderdale-Huddersfield. 	<p>Aim should be:</p> <ul style="list-style-type: none"> • 2 trains/hour Bradford-Huddersfield • 2 trains/hour Calderdale-Brighouse-Dewsbury-Leeds (1/hr fast; 1/hr stopper), including existing (Wigan-) Manchester-Brighouse-Leeds service. <ul style="list-style-type: none"> ▪ Target journey time 20 minutes Brighouse-Leeds fast via Dewsbury ▪ This service also needs to run on Sundays ▪ The Leeds-Brighouse-Manchester service should remain fast west of Rochdale (ideally west of Todmorden) to provide attractive Brighouse/Elland-Manchester journey time. • Good connections Upper Calderdale-Huddersfield at Halifax or (better) at Brighouse for work, educational, social etc needs. May be easier to achieve if both main services through Brighouse half-hourly as above. Eventual aspiration for through hourly service from west of the Pennines providing a direct link between upper Calderdale at stations and Huddersfield.
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3 Short term demands by 2020 (hopefully May)

Following some repair to damage by introduction of additional stops, ACTION STILL NEEDS TO BE TAKEN to improve on the Dec'19 timetable, to include:

- (a) Restoration of Sowerby Bridge and Mytholmroyd stops in YRK-BPN services, mainly by using slack in present schedule (supported in due course by superior performance of new rolling stock); see Appendix.
- (b) Restoration of peak hour gaps at MYT as well as at SOW.
- (c) Restoration of Sunday service Mytholmroyd (as well as Sowerby Bridge) to/from Manchester, with earlier start to service.
- (d) Implementation of half-hourly Bradford-Manchester Sunday service.
- (e) Restoration of 2-hour late-evening gap in Man Vic-SOW/MYT service (first identified in May 2018);
- (f) Removal of timing anomalies in services that lead to extended journey times by supposedly fast trains (e.g. by Leeds-Manchester “fasts” following freight trains). This may involve reconsideration of the timing of freight trains along the CV line.
- (g) Related to (f) is the timing of stopping passenger trains Rochdale-Manchester; the timetable may need to be reconsidered to make these more reliable so that fast trains catching up are not delayed.
- (h) Addressing first/last train issues at Brighouse and elsewhere (we have suggested that earlier/later first/last trains from/to Brighouse could be provided starting the first Halifax-Hull service at Brighouse).

4 Suggestions of possible developments contributing to medium term demands (2020-2024)

4.0 Baseline is service broadly as at Dec'19:

- **Leeds-Bradford-Man Vic.** (NOTE: in pursuit of demand 2.2(c) we would expect all of these trains to call at Sowerby Bridge.)
- **Bradford-Huddersfield** (“shuttle”)
- **Blackburn-Todmorden-Manchester-Wigan (Tod curve service)**
- **Hull-Leeds-Bradford-Halifax**
- **Leeds-Brighouse-Manchester-Wigan**
- **Leeds-Bradford-Manchester-Chester**
- **York-Leeds-Bradford-Preston-Blackpool.** (NOTE: calling at all stations New Pudsey-Hebden Bridge.)

The suggestions below are possible additions to the above.

4.1 **Ideas to consider:** The following are simply suggested possibilities, interlinked to a varying extent. They may perhaps be already under consideration.

4.1.1 **Delivering the 3rd train/hr, Calder Valley-Manchester. *The following are alternatives (either/or/or)***

- a) The Hull-Halifax service could be extended to Manchester.
- b) A new service could run from Leeds to Manchester via Dewsbury, Brighouse and Rochdale; this could be an hourly diverted TransPennine express going to Man Airport (see also 4.1.2 (b)); would not provide additional Bradford-Manchester service but would benefit Brighouse, Elland, Sowerby Bridge etc.
- c) A new service Bradford-Manchester could be introduced as seems to have been the original plan.

NOTE: In (a) or (c) above, one train per hour Bradford-Manchester might call intermediate stations Rochdale-Manchester, removing need for further RCD-MCV path.

4.1.2 **Unlocking the cross-Manchester problem.**

Ideally one of the 2 or 3/hour Bradford-Manchester services (plus the Blackburn-Manchester Tod Curve service) should go through beyond Man Vic via Ordsall to MCO/MAN/ MIA but we realise that pending serious capacity work in the Castlefield area this can only happen by prioritising a Calder Valley service over other services using this congested route. If not even one CV service per hour can be accommodated via Ordsall-Castlefield, ***might the following be considered as a means of delivering the promise of Bradford-Calderdale-south Manchester services?***

- a) **Linking Northern Bradford-Huddersfield shuttle with TPE Man Picc-Huddersfield stopper** to give a Bradford-Huddersfield-Manchester Piccadilly service. Potentially, subject to pathing, this could reverse in the terminus platforms at MAN (Picc) and continue to the Airport or further south. This would be a major connectivity boost for Bradford, Halifax, Elland and Brighouse and would also allow commuting from Stalybridge-Huddersfield local stations to Calderdale and Bradford. **AND:**
- b) **Rerouting of one TPE Man Air service per hour** from the North-East to Manchester via Brighouse and Calder Valley which would:
 - Provide increased service for Brighouse, Elland, Sowerby Bridge and other CVL stations

- Release capacity and/or reduce operating constraints on Huddersfield Line, perhaps allowing an improved Huddersfield-Manchester stopping service. (A disadvantage is that one fewer long distance TPE per hour would serve Huddersfield, but Hud would still have 5/hr to both Manchester and Leeds).
 - Provide Calder Valley service to Manchester Oxford Rd, Piccadilly and Airport
- c) Could other possible alternatives include **rerouting of 1/hr TPE service Man Airport service via Stalybridge-Guide Bridge (with reversal in MAN Picc)**, releasing a path via Ordsall Chord for a CV service? Disadvantage would be fewer TPE trains serving Man Vic. Idea (b) had the advantage of maintaining 2/hr TPEs serving both Man Vic and Picc stations.
- d) **Should fewer long-distance services go through to the airport, with a reliable shuttle service from central Manchester (MCV, DGT, MCO, MAN) to MIA.** There are clearly disadvantages in terms of lost benefits of through services.
- e) Could 1 or 2/hr more trains from Lancashire to Manchester terminate go to/from Victoria or Stalybridge instead using Castlefield corridor capacity? And/or might an alternative route be considered for certain cross-Manchester NW-SE services e.g. via Man Victoria and Denton to Stockport?
- f) Could Castlefield capacity problems be eased (if only slightly) if more use were made of the Oxford Road bay platform (currently used only by the Liverpool via Warrington stopper)? (We can see any advantage might be outweighed by conflict caused by westbound departures from the MCO bay.)

4.1.3 Possible Brighouse Line solutions. It accepted that engineering work between Huddersfield and Dewsbury on the TP Route Upgrade will be a constraint on development over the next few years. Nonetheless we expect the Brighouse Line service to be improved in preparation for the opening of Elland station. Ideas include:

- a) **Leeds-Brighouse-upper Calderdale.** This needs to be 2 trains/hour, Leeds-Brighouse and could be provided by any of the following (either/or/or)
- Additional Leeds-Brighouse-Manchester (perhaps a diverted TPE Man Air train) as in 4.1.1(b)/4.1.2(b).
 - A Leeds-Dewsbury-Halifax/Hebden Bridge/Todmorden additional service.
 - Additional service every hour Yorkshire-Preston routed via Brighouse instead of Bradford. NOTE this should be seen as additional to, not replacing, the York-Blackpool service via Halifax.
- b) **Bradford-Halifax-Huddersfield shuttle.** December 2019 timetable requires 2 train diagrams to operate short-distance hourly service (journey time 35 minutes approx). With a third unit could the service be half hourly (at least over Halifax-Bradford section)?
- c) Our slightly longer-term aspiration for a direct service upper Calderdale-Huddersfield could be met by an additional Preston service via east Lancashire (as in (a) above; or by a new service from Rochdale to Huddersfield possibly a circular service Manchester-Brighouse-Huddersfield-Manchester.

4.1.4 Further development suggestions. Some of the following are featured in the previous section:

- Increased frequency on Blackpool-Burnley-Calderdale-Leeds/York, with second service each hour operating via Sowerby Bridge-Elland-Brighouse line.
- Aspirational new service: Bradford/Calderdale/Huddersfield to York via Wakefield and Castleford, perhaps combined with previous.

4.2 Possible hourly service patterns (for comparison with 4.0) NOTE: examples/suggestions only. Not all possibilities from previous section are shown.

Stopping patterns could be organised within the following example patterns to give the following key outputs:

- **Sowerby Bridge to Manchester** 3 or 4 trains/hr; SOW-Leeds 4 or 5/hr; SOW-Halifax/Bradford 3 or 4/hr
- **Littleborough to Manchester** 3+ /hr and Leeds 2/hr, LTL-Halifax+Bradford 1 or 2/hr
- **Brighouse to Leeds** (via Dew) 2/hr, Manchester (via Hud) 1/hr, Manchester (via CV) 1 or 2/hr
- **Low Moor** improved frequency to Leeds.

Example A:

4/hr Leeds-Manchester alternately via **Bradford/Brighouse** + **Bradford-Huddersfield-Man Picc** service

- **(North East?-) Leeds-(fast)Brighouse-Elland-Calder Valley-Mcr Vic (-Mcr Airport?) (could be TPE service)**
- **Leeds-Bradford-Man Vic.** (NOTE: in pursuit of demand 2.2(c) we would expect all of these trains to call at Sowerby Bridge.)
 - **Bradford-Huddersfield-MAN (Picc)-possibly to Mcr Airport**
 - **Blackburn-Todmorden-Manchester-Wigan (Tod curve service)**
- **Hull-Leeds-Bradford-Halifax (could call additionally at Low Moor?)**
- **Leeds-Brighouse-Manchester-Wigan**
- **Leeds-Bradford-Manchester-Chester**
- **York-Leeds-Bradford-Preston-Blackpool.** (NOTE: calling at all stations New Pudsey-Hebden Bridge.)
 - **Possible additional Bradford/Halifax-Huddersfield**

Example B:

3/hr **Leeds-Bradford-Manchester** + 1/hr **Lds-Brighouse-Manchester** + **Bradford-Huddersfield-Man Picc** service + **additional Yorkshire-Preston via Brighouse**

- **Leeds-Bradford-Man Vic.** (NOTE: in pursuit of demand 2.2(c) we would expect all of these trains to call at Sowerby Bridge.)
- **York/Leeds-Brighouse-Preston-... (additional service via East Lancs); alternative to this could be Leeds-Brighouse-Halifax service.**
 - **Bradford-Huddersfield-Man Picc (-Man Airport?)**
 - **Blackburn-Todmorden-Manchester-Wigan (Tod curve service)**
- **Hull-Leeds-Bradford-Halifax-Man Vic(-Man Air?) (could call additionally at Low Moor?)**
- **Leeds-Brighouse-Manchester-Wigan**
- **Leeds-Bradford-Manchester-Chester**
- **York-Leeds-Bradford-Preston-Blackpool.** (NOTE: calling at all stations New Pudsey-Hebden Bridge.)
 - **Possible additional Bradford/Halifax-Huddersfield**

4.3 Final thoughts (repeated from our comments on Dec'19 timetable)

We know that many timetable problems across the North are due to capacity issues in Manchester including the new Ordsall Chord route and the Castlefield Corridor through Deansgate to Piccadilly. We hear that plans for additional through platforms at Piccadilly and enhancements at Oxford Road that were ready to go ahead during CP5 (2014-19) are now effectively “back to the drawing board”, suggesting that capacity improvements here are still some years away. In the meantime TransPennine Express has been allowed to go ahead with two trains per hour from NE England to Manchester Airport via Ordsall and Castlefield.

But Northern’s franchise commitment for a Bradford-Calderdale-Manchester Airport service is on hold, as is the aspiration to operate the east Lancs “Tod Curve service” via Ordsall to the Airport.

We repeat our view that this is simply not fair on Northern’s passengers (actual or would-be).

We note – and welcome – recent Government support for “Northern Powerhouse Rail”. The proposed high-speed line is many years away and if/when it is built will bypass most medium-size and some larger towns.

Passengers – actual and would-be – in those towns and smaller communities need a better service now.

Appendix on next two pages.

Stephen Waring, Chair, HADRAG: The Halifax & District Rail Action Group, 29 Oct'2019

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Appendix: York-Leeds-Preston-Blackpool timings, typical hour

(a) Westbound:

		December 2019 plan (as online 29/08/19):	Would this be possible?	Notes
		1B21	1B21	
York (YRK)	d	09:23	09:23	Unchanged calling Church Fenton, Leeds, New Pudsey, Bradford I, Halifax
Leeds (LDS)	a	09:50	09:50	
	d	09:57	09:57	
Bradford Inter (BDI)	a	10:14	10:14	
	d	10:17	10:17	
Halifax (HFX)	a	10:27	10:27	
	d	10:28	10:28	
Milner Royd Junction	pass	10:32	10:32	1 min stops at SOW and MYT. Timing HFX-HBD based on Leeds-Chester train with same timing load as YRK-BPN in Dec 2019.
Sowerby Bridge (SOW)	d	(pass)	10:34	
Mytholmroyd (MYT)	d	(pass)	10:39	
Hebden Bridge (HBD)	a	10:38	10:42	
	d	10:39	10:43	
		(2) <1>	<1>	(2) pathing allowance allows for conflict with eastbound CTR-LDS at Hall Royd. Not needed if YRK-BPN calls SOW and MYT?
Hall Royd Junction	pass	10:47	10:49	
Burnley Manch'r Rd (BYM)	a	11:00	11:02	1 min stop instead of 3 min.
	d	11:03	11:03	BYM-BPN schedule and stops unchanged.
...				
Preston (PRE)	a	11:38	11:38	
Blackpool N (BPN)	d	12:02	12:02	

Note (for this and next page) numbers in [], () or <> brackets:

[x] = "engineering allowance" x minutes
 (y) = "pathing allowance" y minutes
 (usually to avoid junction conflicts or where fast train catches up with a "stopper")
 <z> = "performance allowance" z minutes

(b) Eastbound: (next page)

		December 2019 plan (as online 29/08/19):	Would this be possible?	Notes
		1B22	1B22	
Blackpool N (BPN)	d	09:20	09:19	
Poulton-le-Fylde (PFY)	d	09:26	09:25	1 min stop at PFY
		[1]	[1]	Recent journeys suggest BPN-PRE running time < 21 min (Class 158) so should be OK with CI 195?
Preston (PRE)	a	09:43	09:41	
	d	09:46	09:44	
Blackburn (BBN)	a	10:02	10:00	
	d	10:03	10:01	
Accrington (ACR)	d	10:11	10:09	1 min stop at ACR
Burnley Manch'r Rd (BYM)	a	10:19	10:17	
	d	10:20	10:18	
		[2]	[2]	
Hall Royd Junction	pass	10:37	10:35	
Hebden Bridge (HBD)	a	10:41	10:39	
	d	10:42	10:40	
Mytholmroyd (MYT)	d	(pass)	10:53	1 min stop at MYT
Sowerby Bridge (SOW)	d	(pass)	10:58	1 min stop at SOW
	pass	10:47	10:59	
Halifax (HFX)	a	10:52	10:54	
	d	10:53	10:55	
		[1]	[1]	
Bradford Int (BDI)	a	11:04	11:06	
	d	11:07	11:09	
New Pudsey (NPD)	d	11:15	11:17	
		11:16	11:18	
		[1], (1)	[1]	
Whitehall Junction (line C)	pass	11:24	11:25	
Leeds (LDS)	a	11:26	11:27	
	d	11:30	11:32	Suggested extra minute dwell in Leeds
(Pathing allowances after Cross Gates and after Micklefield)		(3) (2)	(1) (2)	Follows LIV-SCA calling Garforth which follows LDS-YRK stopper so some slack to take up?
Church Fenton (CHF)	d	11:49	11:49	1 min stop at CHF
		(1)	(1)	Unchanged!
York (YRK)	a	12:00	12:00	