



Northumberland Line Opening Special - We Did It!!

The long-awaited Northumberland Line has finally opened to passengers, heralding a new era for connectivity across the region. After years of campaigning and painstaking work, the historic route between Newcastle and Ashington now boasts a modern rail service that will significantly reduce travel times and boost economic prospects.

This achievement comes after years of tireless campaigning, since March 2005, and the entire SENRUG membership should stand proud!

From letters to councillors and MPs, to public meetings and awareness drives, SENRUG has been the passionate force urging decision-makers to bring back this vital service. Now, at long last, trains will again run through once-isolated towns, offering fast, frequent links to education, jobs, and leisure.

More than just steel tracks and shiny trains, the reopened line symbolises opportunity and renewed optimism. It strengthens local businesses, cuts road congestion, and draws attention to our region's heritage.

Congratulations to every SENRUG campaigner—your determination and vision have unlocked a new chapter for Northumberland's future!



Image: Passengers board at Ashington Station. Credit: Northumberland County Council.

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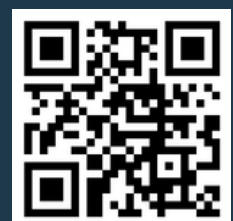
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OUR WORK IS FAR
FROM OVER
JOIN US



A Journey on the Northumberland Line - SENRUG Member's Reflections.

(Compiled from first-hand accounts by SENRUG members who were fortunate enough to participate before the line's official reopening on 15 December 2024. Article written on 6 January 2025.)



Pictured: Ronald Hunt ready to board the Class 158 at Newcastle Central prior to departure

In the lead-up to the Northumberland Line's grand reopening, SENRUG members had the rare privilege of joining several driver training runs between Newcastle Central and Ashington. These special journeys offered a first glimpse of the line's newly improved trackwork, quicker running speeds, and the comfortable Class 158 trains now serving the route.

Departing from Newcastle, the train briefly paused at Benton Junction to let mainline services clear before turning onto the dedicated tracks - a wait riders can still expect today if timings coincide with southbound trains.

Once on the Northumberland Line, the pace soon picked up, surging from about 30 mph to as high as 65 or 70 mph on double-track segments. Although the driver slowed on sharper curves and level crossings, the ride remained smooth overall. During these test runs, there were brief stops at each future station to help drivers refine braking distances and platform alignments. Even then, it was clear that some stations, such as Newsham, were close to completion, while others



Pictured: Construction works at Newsham Station

needed more work before being fully passenger-ready.

Upon arriving in Ashington after a 34–35-minute journey, the train typically performs a swift turnaround, taking just a few minutes for the driver to change ends. The return trip is often equally efficient, although the train sometimes waits at a signal near Benton Junction to allow faster mainline services to pass before re-joining the busier route back into Newcastle.

Members found the driver training runs confirmed the Northumberland Line's promise of a comfortable, well-managed service. With final station works underway, spanning from modest finishing touches to full-scale construction, passengers are now enjoying an efficient rail connection between Ashington and Tyneside.

SENRUG's longstanding dream has become a reality, and this glimpse behind the scenes only heightened the anticipation for the official launch of regular passenger services.



Pictured: SENRUG Chair Dennis Fancett enjoys a journey on the Northumberland Line

With the official opening on 15 December now behind us, passengers can look forward to a seamless experience. Pop card readers, as reported in local media, have been installed at every station for easy integration with the Tyne and Wear Metro system; though Northern's Ticket Vending Machines currently can't validate or top up Pop cards. We are hopeful the rail industry is going to include Northumberland Line stations in the North East Rover, North East Round Robin and Hadrian's Wall Country Line Day Ranger tickets. In the

meantime, season tickets for the Northumberland Line are already on sale, providing convenient options for regular commuters.

Looking further ahead, we understand advance fares will soon become available for journeys from Northumberland Line stations to London and other locations across the UK. These expanded fare choices will offer additional savings and flexibility for passengers travelling farther afield.

Overall, those who sampled the training runs found the route efficient, comfortable, and a welcome development for the region. Now that full passenger services are underway, the Northumberland Line stands ready to transform everyday travel—another milestone in SENRUG's proud history of campaigning for better rail connectivity.

A huge thank you must go to Northern for the invitation and hospitality to our members for the Trial Runs!

Competition Time!

We have 2 framed photos of the Flying Scotsman crossing the River Blyth on 11th June 2016 to give away. The photos were taken by Peter H Brown and have kindly been donated to SENRUG by **Christine Bell** of Bedlington.

Winners must be able to collect their photo from Bedlington or South East Northumberland.

To be in with a chance of winning please answer this question and email your answer to editor@senrug.co.uk. 2 entries will be drawn at random and each will win 1 of the 2 photos.

Closing Date: 31st March 2025.

Question:

In what month and year did the SENRUG campaign to re-open the Ashington, Blyth & Tyne (Northumberland) Line begin?



Photo: LNER Azuma arrives at Morpeth. Credit: Dave Shaw

Editor's Opinion: Northumberland's Rail Revival: A Triumph Marred by LNER's Short-Sighted Cuts: **Whilst the Northumberland Line's reopening marks a monumental achievement for local connectivity, LNER's proposed timetable changes threaten to undermine this progress, leaving Northumbrians in the lurch.**

In a triumph of community spirit and relentless advocacy, the first passenger train departed Newcastle on 15th December, marking the grand opening of the Northumberland Line after a 60-year hiatus. SENRUG and its dedicated members have been instrumental in this 20-year campaign, breathing new life into a vital artery that connects communities and revitalises local economies. This achievement underscores the power of collective action and the importance of accessible transportation in fostering regional development.

Yet, as we celebrate this monumental success, we face a new challenge. The forthcoming LNER timetable changes, set to take effect in December 2025, threaten to undermine the very progress we've made.

Morpeth, along with Alnmouth and Berwick-upon-Tweed, faces a reduction in services.

Morpeth Station, stands to lose three northbound and two southbound LNER services. This reduction is not just a logistical inconvenience; it's a direct assault on the connectivity and economic vitality of Northumberland.

Northumberland's geography is both its charm and its challenge. With its sprawling rural landscapes and dispersed communities, efficient transportation is not a luxury but a

necessity. Morpeth, Alnmouth, and Berwick-upon-Tweed are not mere stops on a map; they are lifelines for residents and businesses. The proposed cuts fail to recognise the unique needs of our region, opting instead for a one-size-fits-all approach that disregards the intricacies of local geography.

To strip away these services is to tell these communities that their needs are secondary to the whims of timetable efficiency.

The economic ramifications of these cuts are profound. Reduced services mean fewer opportunities for local businesses to thrive, diminished access to employment and education, and a general decline in the quality of life for residents. For many, the train is not just a mode of transport; it's a conduit to opportunity. By slashing these services, we risk isolating communities and stifling economic growth.

Morpeth, Alnmouth and Berwick-upon-Tweed serve as gateways to cities, the coast and the countryside, attracting tourism and supporting local enterprises to travel for their businesses. The loss of these connections is a blow to the tourism industry and to the residents who rely on these services for their daily needs.

Let's delve into the specifics. A flight from Edinburgh to London can be as low as £17. The connecting train from

London Luton to St. Pancras takes 22 minutes and only costs an additional £4. Total cost £21. In contrast, the train journey from Edinburgh Waverley to King's Cross via LNER is advance priced at £66.50. This stark price disparity is significant. When faced with such a choice, many opt for the more affordable and convenient option, which, in this case, is the flight.

The changes will only save 20 minutes between Edinburgh and London. Surely better Wi-Fi would be a more prudent investment?

While the capitals cities may benefit, the local northern towns bear the brunt. It's a "levelling down" of services, as described by SENRUG Chair Dennis Fancett. It's a classic case of sacrificing the many for the convenience of the few.

We cannot stand idly by as our communities are side-lined. The reopening of the Northumberland Line was a testament to our collective will; as has been the 2 previous pushbacks to this new timetable. Now, we must channel that same energy to defend our local services. We must advocate for a transportation system that recognises the needs of Northumberland. One that values connectivity, economic opportunity, and environmental impact - ensuring that our region remains connected, prosperous, and sustainable for generations to come.



Mayor’s Transport Plan for the North East: Specific Commitments - SENRUG faces challenges obtaining the plan’s full details and urges more specific commitments to local rail services and infrastructure.

North East Mayor Kim McGuinness has published her draft Transport Plan for the region—but it has proven surprisingly difficult to obtain. The document is presented in a landscape format, with two pages condensed onto a single PDF screen, making the text incredibly small. SENRUG requested a printed hard copy on 24 November 2024, yet it did not arrive until 12 December. Upon receiving it, we discovered it lacked the necessary detail, so we requested the separate Delivery Plan on 13 December, which never arrived, though we were eventually emailed a PDF in a larger format that could be read on screen.

Some, but not all, of SENRUG’s aspirations are mentioned in the Plan. There is a reference to developing services along the East Coast Main Line, though it does not specifically detail an hourly local service serving Pegswood, Widdrington, Acklington, and Chathill.

Despite the Mayor mentioning the prospect of extending the Northumberland Line from Ashington through Woodhorn to Newbiggin during her speech at the line’s opening, no specific details of the proposed Northumberland Line extensions are given in the draft Plan.

There is, however, a stated requirement for an “Airport to Coast” Metro service via Northumberland Park; though no suggestion it might continue along

Northumberland Line tracks to Newsham, taking in the former alignment to Blyth Town Centre and serving a new station at Seghill, as SENRUG proposes. The Plan also refers to improving connectivity to Newcastle Airport, yet it does not address SENRUG’s idea for a local rail and Metro interchange station at Benton East.

Improving university access is mentioned, but there is no detail on enhancing Manors station - key for Northumbria University to accommodate all local trains, provide easier interchange between rail and Metro, and introduce fully accessible routes to street level and nearby



Parking. The Plan also speaks of “nationalising” stations (which are already publicly owned), whereas SENRUG’s earlier work proposing minimum standards for each station class might have been more relevant.

Finally, while the Plan acknowledges the need to upgrade freight infrastructure, there is no reference to SENRUG’s proposal to improve the Ashington–Butterwell line for increased freight capacity between Benton and Butterwell junctions on the East Coast Main Line.

SENRUG has formally responded to the

Mayor’s Plan, and the SENRUG response can be seen on the “Documents We’ve Issued” section of the website or by scanning the QR code below. If you have any opinions on the SENRUG response, please contact SENRUG at chair@senrug.co.uk.



SENRUG would like to thank and acknowledge **Ashington, Berwick Upon Tweed, Cramlington, Morpeth and West Bedlington Town Councils** along with **Adderstone with Lucker and East Bedlington Parish Councils** who have contributed towards SENRUG’s Website and Newsletter printing costs for the period 2024-2029.

SENUG's Response to the North East Local Transport Plan: A Vision for Better Rail in Northumberland



The North East Local Transport Plan (LTP) Delivery Plan has laid out an ambitious framework for transforming transport across the region, but does it go far enough for rail users in South East and East Northumberland? SENRUG has submitted a detailed response to the consultation, championing key improvements that would make rail travel more accessible, better integrated, and more sustainable for local communities.

As a pro-rail advocacy group, we welcome many aspects of the plan but also believe there are crucial gaps that need to be addressed to ensure that the region's rail infrastructure delivers real benefits for passengers. Here's what we said in our response—and how we're fighting for better rail services in our region.

What's in the Plan—and What's Missing?

The LTP sets out to improve public transport through major projects such as:

- ✓ Possible extensions to The Northumberland Line.
- ✓ A proposed local rail service between Newcastle and Berwick, improving transport for communities like Pegswood, Widdrington, Acklington and Chathill.
- ✓ Investment in Metro expansion and wider transport integration efforts.

While these are steps in the right direction, SENRUG believes that the current proposals do not go far enough to meet the needs of communities in Northumberland. Our response highlights several key areas where further improvements are needed.

Key Rail Priorities in SENRUG's Response

1) Newcastle to Berwick Local Service – A Game Changer for Rural Northumberland - The plan calls for improvements in the Newcastle-Berwick corridor by 2027, but SENRUG is calling for a full hourly stopping service to:

🚦 Improve connectivity for Pegswood, Widdrington, Acklington, and Chathill, which currently suffer from an appalling two-train-per-day service.

🌍 Reduce car dependency and congestion in Northumberland's Area of Outstanding Natural Beauty, making it easier for visitors to access the area by rail.

🚦 Support economic growth and housing expansion along the corridor. A joint feasibility study by SENRUG, Northern Trains, and Northumberland County Council has already shown that this service is viable if electric trains are used.

2) A Metro Service Linking Blyth to Newcastle Airport - One glaring omission from the plan is the lack of a Metro link between Blyth and Newcastle Airport. SENRUG has proposed an innovative Metro extension from the Airport to Blyth Town Centre via Northumberland Park, using existing infrastructure and new battery-powered Metro units. This would:

- 🚦 Provide direct rail access to the Airport for jobs and travel.
- 🏠 Regenerate Blyth Town Centre, improving connectivity for businesses and residents.
- 🚶 Create a seamless interchange at Northumberland Park, linking Blyth to the wider transport network.

This is a low-cost, high-impact solution compared to other infrastructure-heavy Metro extensions, and we urge the Combined Authority to consider this as an alternative to road-based solutions.

3) Morpeth-Bedlington Rail Link – A Simple Fix - Currently, Newcastle-Morpeth services terminate at Morpeth and sit idle before returning to Newcastle. SENRUG's response calls for these trains to be extended to Bedlington, making better use of existing infrastructure and significantly reducing journey times.

- 💡 Travel from Bedlington to Morpeth would drop from 30 minutes (via bus) to just 10 minutes.
- 💡 No additional rolling stock is required, making this a low-cost improvement.
- 💡 The service could later be expanded with a new station at Choppington.

With Northern Trains already exploring this option, SENRUG is pushing for the Combined Authority to put pressure on operators to implement it as soon as possible.

4) Belford & Beal Stations – Don't Leave Rural Communities Behind - The LTP mentions the possible reopening of Belford Station, but there is no clear timeline or funding attached. SENRUG is urging the Combined Authority to:

- 📅 Set a firm delivery date for Belford's reopening.
- 🚌 Enhance the connecting bus from Chathill to Seahouses, with potential for a light rail or tram service in the future.
- 🏝️ Develop Beal Station for access to Holy Island, improving sustainable tourism options and access for residents.

With so much focus on urban areas, SENRUG is making sure that Northumberland's rural communities don't get left behind.

5. Late-Night and Early-Morning Trains – Fixing Glaring Gaps - The plan acknowledges the need for better first and last train services, but specific improvements are lacking. SENRUG is calling for:

- 🕒 A later evening train from Newcastle to Ashington (departing around 23:15 to allow for theatre, concerts, and football matches).
- 🕒 A later Saturday night train from Edinburgh to Berwick, Alnmouth and Morpeth (departing after 23:00, allowing for nights out in the Scottish capital).
- 🕒 An earlier morning train from Morpeth to Newcastle to improve connections for commuters heading south.

These are simple, practical changes that would immediately improve accessibility and should be implemented as part of the LTP's early interventions.

What's Next?

The consultation period for the North East Local Transport Plan closed on 26th January 2025, and SENRUG has made its case loud and clear. But the work doesn't stop here. We Need Your Help! 🗣️ Spread the word – share this article with friends, family, and local businesses who would benefit from better rail services. Contact your local councillor or MP – let them know that better rail connectivity matters to you.

And, don't forget...👤 Join SENRUG!



East Coast Main Line Timetable Woes: Northumberland Services Face Cuts: Passengers brace for changes as SENRUG campaigns to preserve local rail links.

Amid the euphoria surrounding the Northumberland Line’s opening comes a less welcome announcement: the new East Coast Main Line timetable has been approved and will take effect from December 2025.

SENRUG has strongly opposed this timetable since it was first proposed in 2021.

On the positive side, the final version offers a few improvements. TransPennine Express (TPE) services between Newcastle and Edinburgh increase from five to eight each way per day, and there is a later weekday return service from Edinburgh to Northumberland stations (leaving Edinburgh at 22:00).

However, Morpeth loses all off-peak

LNER services, plus the crucial morning train to Aberdeen, and all Northern trains will now terminate at Newcastle instead of continuing to Carlisle. Berwick is also set to lose 6 northbound and 3 southbound LNER services each weekday. Fortunately, the suggestion that Alnmouth would lose its key 08:10 commuter service has been confirmed as a timetable mis-print; CrossCountry have advised SENRUG this train will still call at Alnmouth.

The earliest southbound LNER service, which connects with the “Flying Scotsman” at Newcastle, will still operate, but arrival in London is pushed back from 09:40 to 09:50, missing most 10:00 business meeting start times and potentially driving some travellers back to flying.

SENRUG, as a pro-rail group, supports

expanding capacity between London and Edinburgh. However, we believe that any such changes must not come at the expense of Northumberland’s local services, especially when additional infrastructure could be provided beforehand.

Despite the protracted battle against these cuts, SENRUG continues to press the operators. We are asking LNER to reinstate the Morpeth stop on the morning Aberdeen service. We also seek clarity from Northern on why the Morpeth–Carlisle route must terminate at Newcastle and how long passengers will need to wait for connecting trains there.

Will your regular journey be affected by these timetable changes? If so, please contact SENRUG and share your concerns - chair@senrug.co.uk

New Flexibility for Rail Passengers with Multi-Operator Agreement Government-owned train operators unite to ease disruption for travellers.

The Northumberland Line’s opening on 15 December 2024 wasn’t the only milestone that day. Three government-owned train operators: LNER, TransPennine Express (TPE), and Northern, reached an agreement allowing passengers to travel on any one of their services if their booked train is cancelled.

This new flexibility is vital for those journeying between Northumberland and Edinburgh. If, for example, someone has an advance ticket with TPE and their train is cancelled, they can now hop on an LNER service calling at the same stations rather than waiting two hours for the next TPE. Crucially, this means operators no longer need to arrange a special “on the day” agreement, which is not guaranteed, and is difficult to communicate to passengers.

SENRUG, which has been lobbying TPE on this issue, is pleased with the progress. Looking ahead, SENRUG hopes that as Great British Railways (GBR) evolves, similar agreements will be extended to all franchised operators covering the same routes. This would further reduce inconvenience for passengers, ensuring that unexpected cancellations don’t derail travel plans.



Northumberland Line Opening - A Busy Three Days!

SENUG Chair Dennis Fancett reflects...



The opening weekend of the Northumberland Line was a whirlwind of events and media engagements for SENUG Chair Dennis Fancett!

Thursday, 12th December 2024 and three days before the official start of passenger services, Dennis began his day early with a 7:00 am telephone interview with Matt Bailey of BBC Radio Newcastle Breakfast Time. After a quick breakfast, he proceeded to Cramlington station for a photo session with the Town Council, one of the authorities that generously awarded SENUG funding.

The day continued with a special preview train journey from Newcastle to Ashington and back. Onboard, Dennis was interviewed by Channel 5 News, BBC Look North and ITV Tyne Tees News. He also contributed to the Northumberland Gazette, which featured his comments in a printed article.

For the first time in 60 years, the train doors opened at Ashington, allowing passengers to disembark and be greeted by a brass band and waving schoolchildren. Speeches were delivered by Secretary of State Heidi Alexander, North East Mayor Kim McGuinness, and Northumberland Council Leader Glen Sanderson, who acknowledged Dennis and SENUG's efforts. Dennis even had the chance to introduce himself to Mayor McGuinness, who agreed to meet once SENUG's comments on the Transport Strategy consultation are compiled.

Friday and Saturday, 13th-14th December 2024. Contrary to expectations of a relaxing weekend, Dennis was inundated with emails and phone calls from well-wishers and the press. The media has been instrumental over the past 19 years, profiling SENUG's campaigns and contributing to the successful reopening of the line.

Dennis eagerly responded to numerous interview requests, including one from Riku Fryderyk, whose impressive vlog of the opening can be viewed here - <https://bit.ly/3DZ1722>

Sunday, 15th December 2024 – Opening Day. The actual opening day began early, thanks to Northern's provision of a taxi at 7:00 am, ensuring Dennis arrived at Newcastle in time for the first train. At around 7:30 am, he recorded messages for Radio 4's Broadcasting House programme, capturing the excitement of seeing the station's entrance CIS display the first Ashington departure and the eager crowds at Platform 1. These comments were sent via WhatsApp and aired shortly after.

Dennis met some SENUG members on the platform and boarded the first train to Ashington, departing amidst applause in the pre-dawn light. Arriving at Ashington 35 minutes later as dawn broke, Dennis then returned to Newcastle on the first train to leave Ashington, joining SENUG committee members Andrew Carmichael, Peter Strong and Adrian King on board. After a quick coffee and a platform change in Newcastle, Dennis returned to Ashington for another journey, conducting the interview with Riku along the way.

Unable to alight at the unfinished Bedlington station, Dennis planned to take the bus home but was kindly given a lift by Andrew. This allowed him to attend the second half of the Hope Church service at East Bedlington Community Centre, opposite the future station entrance.

After the service, Dennis made a third trip to Ashington to meet Sky News presenter Shingi Mararika for a final, albeit unbroadcast, interview. By chance, he also met Railfuture Director Jerry Alderson, who commended Dennis and the entire SENUG team for their remarkable campaign success.

The opening weekend was a testament to SENUG's dedication and the community's enthusiasm, marking a significant milestone in enhancing rail connectivity for Northumberland.



Pictured: SENUG Chair Dennis Fancett and Northern Regional Director, Jason Wade.

Join SENRUG: Empowering Northumberland's Rail Future

Be part of the movement that transforms rail travel and connects our communities

Are you passionate about enhancing rail services in Northumberland? Do you want to make a tangible difference in your community's connectivity and sustainability? If so, SENRUG welcomes you to join our vibrant and dedicated network of rail advocates.

SENRUG has a proud history of successful campaigns that have significantly improved rail travel in our region. Our most notable achievement is the reopening of the Northumberland Line on 15 December 2024. This milestone reconnected isolated towns, boosted local economies, and provided reliable, faster travel for thousands of residents. This success was driven by our members' unwavering commitment—through petitions, strategic meetings with policymakers, and widespread public support.

But our accomplishments don't stop there. SENRUG continues to campaign for:

- **Enhanced Local Services:** Advocating for increased train frequencies and better connectivity on the East Coast Main Line, ensuring that towns like Pegswood, Widdrington, Acklington, and Chathill receive the services they deserve.
- **Station Improvements:** Pushing for essential upgrades at key stations such as Manors, to improve accessibility and provide seamless interchanges between rail and Metro services.
- **Freight Infrastructure Development:** Promoting the upgrade of the Ashington–Butterwell line to support both passenger and freight traffic, which is crucial for regional economic growth.

By joining SENRUG, you become part of a powerful collective that actively shapes the future of rail in

Northumberland. Members enjoy exclusive benefits, including access to special events, informative newsletters, and the opportunity to voice their opinions directly to transport authorities. Whether you're a daily commuter, a student, or simply passionate about railways, your involvement can drive meaningful change.

Inspired by the collective strength seen in successful rail user groups nationwide, SENRUG leverages our members' passion and expertise to ensure our voices are heard. Together, we can advocate for better services, safer journeys, and a more connected Northumberland.

Don't miss the chance to make a difference. Join SENRUG today and help us build a brighter, more efficient rail network for everyone.

Visit SENRUG's website to become a member and start making an impact today!



Opinion: Morpeth Businessman Ronald Hunt - LNER Service Cuts Threaten Morpeth's Business Connectivity

Having been a regular user of LNER, and its predecessor companies' services from Morpeth to London for over 25 years, I am deeply concerned about the proposed removal of some direct Morpeth to London KX services. This change will negatively impact business passengers travelling to and from the capital by requiring a transfer at Newcastle and adding at least an extra 90 minutes to one way of the journey.

As a member and supporter of SENRUG, I have actively campaigned for improved services for Morpeth and am disappointed by this latest proposal. LNER services offer a comfortable and efficient way to travel to and from London, allowing passengers to work on board and prepare for a day's business in the capital. The direct Morpeth to London service enables business travellers from Northumberland to make same-day trips or attend evening meetings and return the next morning with ease. The return journey, with an early evening departure from London KX, allows for a relaxed and timely arrival in Morpeth.

The necessity to change trains is highly inconvenient. After reviewing the proposed new timetable, I find it disheartening for Northumberland business travellers, especially after the fantastic improvements we have achieved. The rationale of cutting 10 minutes off the London to Edinburgh journey is unfounded and unjustifiable, disadvantaging Morpeth and Northumberland without addressing any significant demand for the time savings.

We must retain our services. I urge discussions at the highest levels to explain the profound impact of losing direct trains and the added travel time due to changes in Newcastle. It is essential to maintain at least one mid-day direct LNER service. Additionally, ensuring that return journeys do not require inconvenient changes at Newcastle is crucial, as transferring between platforms 2 and 5 can be challenging, especially during inclement weather. Over the past year, I have experienced lengthy waits of up to an hour in cold winds, exacerbating the proposed changes that could add 2½ hours to a single trip.

SENRUG stands firm in advocating for the preservation of direct Morpeth to London services. Our business community deserves reliable and efficient rail connections, and it is imperative that our voices are heard to prevent these detrimental service cuts.

Join us in supporting Morpeth's rail services - your voice can make a difference. Scan the QR Code

