



Railtalk Magazine

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Contact Us

Editor: Andy Patten
editor@railtalkmagazine.co.uk

Charter Scene
charter.scene@railtalkmagazine.co.uk

The Nosh Report
nosh.report@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

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Submissions & Contributions

Railtalk Magazine, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 207

In the news this month is the announcement from the managing director of Alstom in Britain and Ireland who has warned that the company's Derby factory in Litchurch Lane will have run out of work by the end of January when the building of Aventra units is completed, and if it closes thousands of jobs will be lost.

Nick Crossfield was giving evidence in Westminster to the Transport Select Committee, which is preparing a report on the future of Britain's trains.

While the Committee was in session, protestors from Derby and the union Unite were demonstrating outside.

Mr Crossfield said: 'We finish the manufacturing programmes at the end of January – so in six weeks we go from an annual output of 650 cars employing 3,000 people to zero. The meter is running.'

There are also fears for the security of jobs in Alstom's supply chain, much of which is in the East Midlands, and those fears are already proving justified. He continued: 'Today, I have the supply chain showing liquidation. My paint supplier has gone into insolvency, a major on-site supplier providing the wiring loom employing several hundred people [has] announced at the end of January it is done.'

'The timing of these decisions is critical because if I don't get clarity in the next

six weeks – it all goes.'

He also told MPs on the Committee that 'there is a conversation to come' about how the Prime Minister's decision to abandon HS2 to Crewe and Manchester will affect the order for rolling stock on the high speed line, which was won jointly by Alstom and Hitachi.

He concluded that train building in Derby was at 'serious risk,' and that 'clarity about future orders, including on HS2' was needed urgently, warning that if Litchurch Lane closes Britain could need to import trains in future from as far away as China.

The leader of Derby City Council Baggy Shanker was among the protestors in Westminster.

He has already criticised the lack of government involvement, saying: 'The hundreds of jobs that will disappear at Alstom will be mirrored by thousands more in the supply chain and when the nation does want to order new trains in the future, it will struggle to find anyone in the UK to build them.'

'This is simply unthinkable for a country which gave railways to the world, and the Government has to find the political will to resolve this crisis.'

However it would seem that we can't just build vehicles for the sake of keeping the works open. Surely

the UK currently has one of the most modern fleets of trains, in fact we seem to be withdrawing some vehicles that are not life expired just because newer vehicles are cheaper to lease.

In other news, the RMT has published the results of a survey which says more than 90 per cent of Network Rail workers think a major railway incident is likely to happen in the next two years because of spending cuts. Network Rail budgets are determined by the Government and the Office of Rail and Road.

The union said Network Rail is set to cut £1.2 billion of its budget for Control Period 7 between 2024 and 2029, 'leading to an overwhelming majority of its staff fearing future accidents and serious safety-related incidents on the railway'. It claimed the cuts include 'abandoning track renewals for at least the next five years' and the permanent loss of highly specialised, skilled jobs and equipment 'as reports of broken rails on our ageing infrastructure rise.'

Once again, thanks for all the photos sent in this month, we really appreciate the time taken to send them to us. Until next month, stay safe.

Andy

This Page

Tyne & Wear Metro car No. 4058 arrives at Whitley Bay station on November 15th. The train is forming a South Shields to St. James service which starts its journey on the south bank of the River Tyne before heading into Newcastle city centre. [Andy Pratt](#)

Front Cover

The Midland Pullman departs Glaisdale for an extraordinary day tour through the spectacular Yorkshire Moors and Esk Valley to the historic fishing port of Whitby on November 7th. [Colin Irwin](#)





On November 1st, Class 66 718 'Peter Lord Hendy of Richmond' stands in the loop at Hellifield waiting for its path down to Leyland via Blackburn. *Eddie Emmott*

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info@had-print.co.uk | 01757 600211

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Charter Scene Steam Dreams

The Edinburgh Christmas Market

On November 23rd, a different view of Deltic No. D9000 (55 022) at York shortly after arriving with a charter service to Edinburgh.
Lee Stanford



Charter Scene Saphos Trains

The Cotswold Explorer

WestCountryClass No.34046 'Braunton' passes alongside platform 3 at Swindon on November 15th with a Peterborough to Worcester charter.
Colin Pidgeon



Charter Scene Railway Touring Company

The Cardiff Christmas Express

Black 5 No. 44871 arrives at Kemble on November 21st working the 1Z33 London Victoria - Maindee N. Jct. - Cardiff Central with Class 47 802 on the rear. *Ken Mumford*



Charter Scene West Coast Railtours

The Settle-Carlisle Santa Special

Royal Scot Class No. 46115 'Scots Guardsman' passes Fairburn Ings, Castleford, with a Settle - Carlisle Railway Development Company Ltd Carlisle to York excursion on November 18th.
Neil Scarlett



Charter Scene Railway Touring Company

The Christmas Cheshireman

On November 25th, Black 5 No. 44871 arrives at Shrewsbury working the 1Z25 Bristol Temple Meads to Chester charter. *Richard Hargreaves*



Charter Scene Steam Dreams

London to York Christmas Market

Black 5 No. 45231 'Sherwood Forester' passes Colton Junction, on November 18th with a Steam Dreams' London King's Cross to York charter. *Neil Scarlett*



Charter Scene Railway Touring Company

The Capital Christmas Express

Royal Scot Class No. 46115 stands at Wellington on November 25th working 1Z65 Chester to London Paddington. *Richard Hargreaves*



Charter Scene Railway Touring Company

The Capital Christmas Express

Royal Scot Class No. 46115 'Scots Guardsman' approaches Small Heath with a Chester to London Paddington charter on November 25th. *Chris Morrison*



Charter Scene Railway Touring Company

The Buxton Spa Express

Jubilee No. 45699, or 45627 if you prefer, passes Bradley on October 29th at the head of a Preston to Hindlow special. *John Sloane*



Charter Scene Pathfinder Railtours

The Winchester Christmas Excursion

Pathfinder Railtours 'The Winchester Christmas Excursion' 1Z40 07:07 Burton on Trent to Salisbury passes Bourton with English Electric Type 4 No. D345 in charge on November 25th.
Derek Elston



Charter Scene Pathfinder Railtours

The Winchester Christmas Excursion

On a sunny November 25th, Class 40 No. D345 departs Southampton with the final leg to Salisbury of Pathfinder Tours' 07:07 Burton on Trent - Winchester - Salisbury 'Winchester Christmas Excursion'. *John Goodrich*



Charter Scene Pathfinder Railtours

The Winchester Christmas Excursion

The 1Z40 07:07 Pathfinder Tour from Burton on Trent to Salisbury via Winchester 'The Winchester Christmas Excursion' passes Worting Junction on November 25th behind Class 40 145 ably assisted by 47 848 on the rear.
David Lindsell



Charter Scene Pathfinder Railtours

The Winchester Christmas Excursion

CFPS Class 40 No. D345 (40 145) pauses at Cheltenham with the 1Z42 15:41 return Pathfinders charter from Salisbury to Burton on Trent on November 25th. *Chris Morrison*



Charter Scene Steam Dreams

London to Bath Christmas Market

SR WC Class No. 34046 'Braunton' powers through Weyhill Road cutting, Andover at the start of the climb to Palestine summit near Grateley whilst working 1Z46 London Victoria to Bath on November 28th. *David Lindsell*



Charter Scene

Vintage Trains

The Polar Express

GWR Castle Class No. 7029 'Clun Castle' heads the Vintage Trains' 1Z08 12:37 Dorridge - Birmingham Moor St. 'Polar Express' past Tyseley on December 2nd. *Chris Morrison*



Charter Scene

Vintage Trains

The Polar Express

Vintage Trains' Castle Class No. 7029 'Clun Castle' passes Hall Green with the 1Z14 18:55 Whitlocks End - Birmingham Moor St. on December 2nd. *Chris Morrison*



Charter Scene Statesman Rail

The Bath Spa Christmas Statesman

On November 29th, Class 47 805 and 47 712 top'n'tail the 1Z48 Statesman Rail 'The Bath Spa Christmas Statesman' through Swindon.
Colin Pidgeon



Charter Scene BLS/Merseyrail

The 5:08 Sunset

On October 29th, Class 508 139 and 508 141 are seen at Little Sutton during the farewell tour around the Merseyrail network. *Brian Battersby*



Charter Scene

Vintage Trains

The Christmas White Rose

GWR Castle Class No. 7029 'Clun Castle' strains at the leash in York's Platform 3 awaiting the Right Away for Birmingham with the returning 'Christmas White Rose' on November 28th.

Jeff Nicholls



Charter Scene

Vintage Trains

Blackpool Illuminations Explorer

With a blast on the horn to the waiting photographers, Class 37 418 growls north through Winwick on its way to Blackpool on November 11th. Class 47 773 was on the rear.

Jeff Nicholls



Charter Scene

Vintage Trains

Blackpool Illuminations Explorer

Vintage Trains ran the 'Blackpool Illuminations Explorer' on November 11th with Class 37 418 being the chosen motive power, the train is seen approaching Winwick Junction in autumn light. *Lee Stanford*



Charter Scene

Vintage Trains

Blackpool Illuminations Explorer

On November 11th, Class 37 418 arrives at Crewe working the 1Z18 Birmingham New Street to Blackpool charter with Class 47 773 on the rear. *Richard Hargreaves*



Charter Scene

Vintage Trains

Blackpool Illuminations Explorer

Class 47 773 stands at Blackpool North on the rear of a Vintage Trains charter returning to Birmingham New St. on November 11th.
Mark Pichowicz



Charter Scene Vintage Trains

Blackpool Illuminations Explorer

On November 11th, Class 37 418 and 47 773 are seen working the 1Z18 Tyseley - Blackpool charter. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves

The Statesman empty Pullman stock is seen arriving at Hull Paragon station, hauled by Class 47 712 with 47 805 on the rear on November 28th. Running as 5Z47 from Crewe, it was scheduled to reverse and head to Hessele to stable for the night in preparation for a tour to Bath the next day. However, the siding there was deemed unsuitable and the train remained in platform 7 for the next fifteen and a half hours, other trains being re-platformed as necessary. *Steve Thompson*



Charter Scene

ECS and Light Engine Moves

▶ LMS 4-6-0 No. 46115 'Scots Guardsman' takes the southbound slow line at Winwick with a Carnforth to Chester ECS working on November 24th. *Brian Dobbs*

▶ Royal Scot Class No. 46115 'Scots Guardsman' crawls towards Euxton with an ECS to Chester on November 24th. *John Sloane*

▶ Class 55 No. D9000 'Royal Scots Grey' eases into Northampton and a red signal running a few minutes early as 0Z55 12:51 Southall Loco Services Ltd to Crewe H.S. on November 27th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 773 and 37 418 pass Layton top'n'tail the 5Z19 Blackpool North - Preston on November 11th, with the empty stock from the 1Z18 charter for servicing. *Michael Lynam*

▶ Royal Scot Class No. 46115 'Scots Guardsman' passes through Northampton homeward bound as 5M43 10:19 Southall to Carnforth Steamtown on November 27th. *Derek Elston*

▶ Stanier Black 5 No. 45231 'The Sherwood Forester' working ECS move 5Z52 10:15 Crewe H.S. to Southall Loco Services Ltd arrives into Northampton on November 17th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ Royal Scot 4-6-0 No. 46115 'Scots Guardsman' slowly runs into Chester on November 24th, with an ECS from Carnforth, in preparation for working a special the following day.

Barry Longson

▶ A full set of Pullman liveried coaches top and tailed with Class 57 601 and 57 313 head from Carnforth to Burton-on-Trent Wetmore sidings on November 24th. *Jeff Nicholls*

▶ In a scene that looks like the aftermath of a hurricane, Class 40 No. D213 trundles through Kenyon Cutting on November 27th on its way back to Crewe from York, having substituted for a poorly 'Sir Nigel Gresley' on a railtour.

Jeff Nicholls



Charter Scene

ECS and Light Engine Moves

▶ On a day of stunning sunshine (and a biting wind), November 24th, No. 46115 drifts through Winwick with an ECS bound for Chester for the following day's railtour. *Jeff Nicholls*

▶ Running a little early, at Golborne on November 30th, Class 37 521 and 37 409 meet Northern's Class 319 367 working the 09:24 Wigan - Liverpool Lime St. service. The LSL 37s were on a Crewe - Carlisle working. *Jeff Nicholls*

▶ Class 57 313 and 40 145 top'n'tailed with 57 601 pass Red Bank on November 26th with an ECS back to Carnforth. *Jeff Nicholls*



Charter Scene

ECS and Light Engine Moves

On November 28th, Class 47 805 is seen with the Statesman stock stabled at Hull ready for a tour to Bath the following day. *Steve Thompson*

Class 57 313 and Class 40 No. D345 head an empty stock move from Burton to Carnforth as they pass Charnock Richard on November 26th with Class 57 601 on the rear. *John Sloane*

On November 26th, West Coast's Class 47 746 and Black 5 No. 44871 head through Swindon working 5Z29 Bristol Kingsland Road to Southall WCR empty stock. *Colin Pidgeon*



Charter Scene

ECS and Light Engine Moves



Stanier Class 5 4-6-0 No. 44932 is seen on a loaded test run from Carnforth to Hellifield on November 22nd. *Gerald Nicholl*



On November 26th, Class 57 313 and 40 145, along with 57 601 on the rear, pass Moore working 5Z35 Burton to Carnforth ECS. *Mark Enderby*



Charter Scene

ECS and Light Engine Moves



Black 5 No. 45231 'The Sherwood Forester' working ECS move 5Z52 10:15 Crewe H.S. to Southall Loco Services Ltd departs Northampton and starts to attack the climb to Hunsbury on November 17th. *Derek Elston*



On November 13th, Stanier Black 5, 44871 stands at Northampton with its support coach running as 5Z71, the 11:47 Carnforth Steamtown to Southall Wcr ready for some raitour action. *Derek Elston*



Jubilee Class loco No. 45596 'Bahamas' passes through Northampton running as 5M43, the 10:19 Southall Wcr to Carnforth Steamtown on November 23rd. *Derek Elston*





Avanti West Coast celebrates Crewe's railway heritage in new station mural

A bespoke mural has been unveiled at Crewe station celebrating the town's railway heritage.

The large-scale artwork, which takes its inspiration from the words of local poet Gareth Williams, is part of a project by Avanti West Coast and North Staffordshire Community Rail Partnership.

The poem, entitled 'Tracks are our Veins', features on the 12-metre mural, along with several of the town's notable landmarks.

The display at the Avanti West Coast managed station, so synonymous with the railway, marks the end of a 12-month celebration of 185 years of history since renowned civil engineer, Joseph Locke, first identified Crewe as a junction on the new West Coast Main Line.

Karen Grimshaw, Avanti West Coast Station Manager at Crewe, said: "Millions of people pass through the station each year but few outside the area, know the real story of Crewe. Gareth's passion and words are really brought to life by the mural and the customer reaction has been really positive."

Gareth, who set up his own business Rhymeology during lockdown to help companies express themselves in an innovative way, grew up in Crewe and was also from a railway family.

Commenting on the mural, he said: "Like most people from Crewe, the railway is in my blood. We are incredibly proud of the role our town has played, and will continue to play in the railway story. So it was a great honour to be asked to bring that story to life through rhyme and what better place for the mural than the station itself?"

The project will continue into 2024, with primary and high schools in Crewe producing a poetry booklet. This will feature Gareth's poem, alongside verses from pupils on a range of rail related themes including the history of the railway in Crewe and the future of rail travel. The project will conclude with a poetry event at Crewe Station.

Emma McIntosh Community Rail Partnership Officer, North Staffs Community Rail Partnership said: "Gareth's poem is a wonderful celebration of the origins of Crewe and one we hope will inspire pupils at local schools to capture, through poetry, the town's close links with the railway."



Avanti West Coast opens new round of funding to support community projects

Avanti West Coast has launched a new round of funding for projects designed to improve stations and create a difference in communities local to its route. The Customer and Communities Improvement Fund (CCIF) is open for applications for initiatives that address regeneration challenges and social needs across the regions served by Avanti West Coast.

It is the fourth round of funding the intercity operator has made available to support charitable and community activities on its network, as part of CCIF. This latest investment will see money awarded to the successful bidders over a one-year period.

Charities, stakeholders, organisations, and community groups located within 10 miles of a station managed or

served by the intercity operator on the West Coast Main Line, which runs between London, Scotland, and North Wales, are encouraged to submit proposals for projects that can bring positive change to local communities.

Submissions could range from schemes aimed at improving the experience at stations through giant art installations, to better integrated journeys using sustainable transport modes, or connecting young people to education or job opportunities.

Applications should consider the United Nations' Sustainable Development Goals – a blueprint to achieve a better and more sustainable future for all. This helped shape Avanti West Coast's thinking behind the CCIF, to create inclusive, prosperous, and connected

communities.

One beneficiary of the CCIF was Sherborne Community Hub Project - a children's gardening group and adult peer support group based on a residential estate close to Crewe town centre. They secured funding in April 2021 to continue running the hub for two years so residents of all ages could carry on benefitting from regular peer support and activity days. The funds also enabled them to transform the hub to make the outside area accessible and the inside space better equipped to accommodate a range of activities.

Andy Mellors, Managing Director of Avanti West Coast, said: "We're delighted to be opening another round of our Customer and Communities Improvement Fund to

build on the positive changes we've helped deliver in previous years. At Avanti West Coast we connect people and places to opportunity and this fund will help do just that – by supporting initiatives that matter most to those communities across our route. We would love for local organisations, community groups, stakeholders, and charities to bid for a share of the funding, so we can support projects that will benefit them, as well as create a difference in the regions we serve."

For more information about CCIF and guidance on how to apply for a share of the fund, visit: <https://www.avantiwestcoast.co.uk/about-us/sustainability/community-hub>

The closing date for applications is 23:59 on January 12th 2024.

Avanti West Coast

▶ Class 390 043 dodges the shadows on the approach to Rugeley Trent Valley on November 7th, while working the 12:55 from Manchester Piccadilly to London Euston service.

Barry Longson

▶ Class 390 045 passes Winwick Junction in lovely conditions on November 11th working the 10:52 Edinburgh to London Euston service.

Lee Stanford

▶ A first appearance at Northampton of a new Avanti West Coast Class 805 on November 23rd as Class 805 004 arrives into the bay platform working 5Q55 08:07 Oxley Car. M.D. to Oxley Car. M.D. *Derek Elston*



Avanti West Coast

▶ Class 390 129 hurries through Euxton with a London Euston bound service on November 24th. *John Sloane*

▶ Avanti Pendolinos Class 390 129 and 390 138 await their next departure to London Euston at Manchester Piccadilly on November 14th. *Michael Lynam*

▶ On November 23rd, Avanti Hitachi AT300 Class 805 006 arrives at Crewe from Oxley on driver training duties. *Michael Lynam*



Caledonian Sleeper

Class 92 023 passes Coppull on November 3rd with an empty stock working from Warrington to Glasgow following the termination of the previous nights' service.
John Sloane



Caledonian Sleeper raises £6090 for Give A Dog A Bone

Caledonian Sleeper has provided a significant contribution to the Scottish loneliness charity Give a Dog a Bone. Through generous donations, £6,090 has successfully been raised to support the charity's ongoing work.

The donations allowed Give a Dog a Bone to hold two separate raffle competitions, each contributing to the impressive total raised. One raffle featured a bottle of limited-edition single cask single malt whisky, a creation in collaboration with Annandale Distillery to commemorate Caledonian Sleeper's 150th anniversary.

The second raffle offered a pair of return tickets on board the iconic Caledonian Sleeper train.

The funds raised will be channelled into Give a Dog a Bone's community space project, which allows older adults to socialise in a safe space, learn new skills, and alleviate loneliness through animal companionship.

The charity currently provides community spaces in Shawlands, Troon and Alloa where adults over 60 are welcomed each day to relax and enjoy the company of dogs, staff and volunteers.

Many of the individuals who engage with the charity live alone and the community spaces therefore provide much needed social interaction and companionship to help tackle the adverse effects of loneliness.

Kathryn Darbandi, Managing Director for Caledonian Sleeper, commented: "Caledonian Sleeper is proud to have supported Give a Dog a Bone for the past four years. It's heartening to see the positive impact our contributions have on the charity's vital work in alleviating loneliness."

Louise Russell, Founder and Chief Executive at Give a Dog a Bone, said: "We are incredibly grateful to have the continued support of Caledonian Sleeper.

Donations such as this allow us to continue welcoming people into our community spaces each day, as well as caring for our companion dogs who provide happiness to the lives of so many people."

Chiltern Railways

Class 165 029 and 165 008 pass Swindon running 17 minutes early with 5V65 Wembley to Bristol (Barton Hill) on November 15th.
Colin Pidgeon



Colas Rail

▶ Class 70 812 on log empties from Chirk to Carlisle passes Moore on November 26th.
Mark Enderby

▶ On November 24th, Class 56 078 is seen stabled in Doncaster West Yard. *Steve Thompson*

▶ Class 70 812 heads past Winwick on November 26th with a Chirk - Carlisle empty log train.
Jeff Nicholls



CrossCountry

▶ A pair of Voyagers are seen at Bournemouth on November 22nd with a service to Manchester Piccadilly. *John Sloane*

▼ On November 21st, a pair of CrossCountry Voyagers on a service from Bournemouth to Manchester Piccadilly hurry through Swaythling. *John Sloane*



CrossCountry

On November 7th, Class 221 130 departs Stafford with the 10:25 Manchester Piccadilly to Bournemouth service. *Barry Longson*

On November 8th, Class 170 107 and 170 111 head through Selly Oak with a Cardiff Central service. *Richard Hargreaves*

Class 220 017 working the 1008 Manchester to Bournemouth service passes through Grateley on November 18th. *Michael Bennett*



DB Cargo

Class 66 085 and 66 010 pass over Mansfield Viaduct with the East Midlands RHTT, 3J84 Toton - Toton via Crewe, Worksop and Lincoln on November 25th.
Mark Pichowicz



DB Cargo

▶ Class 66 066 arrives at Acton Yard on November 20th with an unidentified working.
John Sloane

▶ Class 66 012 passes through Manchester Oxford Road at the head of a Trafford Park to London Gateway intermodal on November 1st.
John Sloane

▶ Class 66 003, still in original EWS livery, rounds the curve away from Malden Manor on the morning of November 21st, towing the regular 6Y08 discharged aggregates service to Hoo Junction. *Ian Callander*



DB Cargo

▶ Passing Barnetby East box, still standing sentinel seven years after it was supposed to have been taken down is Class 66 076 on 6T24 Immingham BT to Santon FOT iron ore service. These JTA/JUA wagons have knocked up just about 50 years of service, carrying millions of tons of ore on their 25 mile trip. Alas, time and policies are catching up with them and they would now appear to be on the endangered list!. *Steve Thompson*

▶ With the autumnal foliage providing a colorful backdrop, Class 66 021 snakes out of the Tolworth Day Aggregates headshunt on a cold, crisp morning, November 27th. *Ian Callander*

▶ Crabbing across the manually-operated points out of the Tolworth Day Aggregates yard on the morning of November 9th, Class 66 150, carrying 'We Are the Future' branding, begins its return run to Hoo Junction with the 6Y08 discharged aggregates in tow. *Ian Callander*



DB
Cargo

Class 66 168 heads southbound at Winwick on December 1st with the 6E26 Knowsley FT to Wilton 'Bin Liner'. *Brian Dobbs*



DB Cargo

▶ Class 66 009 passes Heaton Norris Jct. on November 21st with a bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*

▶ On November 28th, Class 66 015 arrives at Acton T.C. with the 6Z16 engineers train from Neasden Engineer's Sidings in tow. *Ian Callander*

▶ Having run round its train at West Ealing Loop, Class 66 012 trundles back through Acton T.C on November 28th, continuing its run to Angerstein Wharf from Paddington Macron Topmix, forming the 6097 service. *Ian Callander*



DB Cargo

Under clearing skies, Class 66 028 has a healthy load in tow, while in charge of 4M25 05:04 Mossend to Daventry intermodal, as it passes Rugeley Trent Valley on November 7th. *Barry Longson*



DB Cargo

November 28th sees Class 66 012 hustling through Acton Main Line station on 'Elizabeth Line' metals, working the 6097 London Paddington - Angerstein Wharf service. Having run round its train at West Ealing, this train will pass back through Acton T.C. 40 minutes later, en route to its destination. *Ian Callander*

On November 28th, Class 66 131 heads through Stockport working the bin train from Knowsley Freight Terminal - Wilton EfW. *Michael Lynam*

An unusual working at Winwick as Class 66 128 passes the newly formed Lake Winwick South with a Toton - Springs Branch working on October 18th, the wagons having been previously used for transporting blooms to Hyange in France. *Jeff Nicholls*



DB
Cargo

Class 60 062 passes Walcot with 6G52 13:20
Donnington RFT - Arpley Sidings on November
30th. *Keith Davies*



DC Rail Freight

On November 20th, Class 60 028 is seen on the rear of a Quanton to Willesden working at Acton. *John Sloane*

On November 28th, Class 60 055 'Thomas Barnado' cruises through Acton T.C. with the 6Z22 Quanton Railhead - Willesden DC Rail Sidings service while, in the background, Freightliner 59 203 draws forward into the headshunt, having detached from its ex-Merehead 'jumbo' train. *Ian Callander*

Class 56 091 approaches Acton Main Line with a Quanton to Willesden working on November 20th. *John Sloane*



DC Rail Freight

Class 60 046 approaches Acton with a Tytherington to Willesden working on November 20th. *John Sloane*



Direct Rail Services

▶ Class 68 019 working 0Z64 Crewe Gresty Bridge to Rugby light engine move is seen at Crewe on November 11th. *Richard Hargreaves*

▶ Class 57 304 and 57 309 are seen stabled at Crewe Gresty Bridge on November 23rd. *Michael Lynam*

▶ Class 66 031 forges past Coppull on November 3rd with a daytime Daventry to Mossend intermodal. *John Sloane*



Direct Rail Services

With a number of Class 88s out of service, it was good to see Class 88 006 pass Stafford on November 7th, working 4M27 05:40 Coatbridge to Daventry service. *Barry Longson*

Stored and awaiting sale, Class 37s consisting of 37 069, 37 423, 37 218 and 37 401 are seen at Crewe Gresty Bridge on November 23rd. *Michael Lynam*

A slightly unusual combination of Class 88 010 and 68 020 on a Sellafeld - Crewe flask working passes south through Winwick on November 18th. *Jeff Nicholls*



Direct Rail Services

▶ Class 68 020 and 68 019 head past Winwick on November 24th with a ballast working.
Jeff Nicholls

▶ Class 66 426 passes through Carlisle on November 9th with the 6K05 engineers from Carlisle - Crewe Basford Hall, working via the WCML on this occasion. *Michael Lynam*

▶ Chiltern Railways liveried Class 68 012 runs through platform 3 at Eastleigh on November 23rd with 2 PFA nuclear flask flats for overhaul at the Works. The train is 6Z66, the 10:40 from Crewe - Eastleigh Works. *John Goodrich*



Direct Rail Services

Class 88 010 and 68 020 pass Bradley at the head
of a Sellafield to Crewe train on November 4th.

John Sloane



Direct Rail Services

Working in lieu of a Class 88, Class 66 423 storms through Rugeley TV on November 7th, working 4S44 12:16 Daventry to Coatbridge intermodal. *Barry Longson*

Class 88 010 and 68 020 pass Euxton with a Sellafield to Crewe flask working on November 18th. *John Sloane*



Freightliner

▶ Class 66 550 leads 59 203 as they work the Merehead to Acton 'Jumbo' stone train through Ealing Broadway station on November 20th.

John Sloane

▶ Class 59 005 'Kenneth J Painter' passes Ealing Broadway with a Neasden to Merehead empty stone train on November 20th. *John Sloane*

▶ Class 70 004 and 70 002 on a lightly loaded 4027 Crewe Basford Hall to Southampton, which was diverted via Laverstock, are seen passing through Gately on November 11th.

Michael Bennett



Freightliner

▶ In almost ideal lighting conditions of bright foreground and dark sky on November 7th, Class 66 610 hurries south at Rugeley TV, working 6B79 06:17 Hillhead Quarry to Northampton Castle loaded stone. *Barry Longson*

▶ Class 66 420 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. through Northampton on November 27th. *Derek Elston*

▶ Class 66 550 stands in Acton Yard after arriving at the head of a 'Jumbo' stone train from Merehead on November 20th. *John Sloane*



Freightliner

▶ Class 66 614 'Poppy' is seen in charge of the 6A24 Whatley Quarry to Oxford Banbury Road on November 15th. *Michael Bennett*

▶ Class 66 591 passes Upton Forge with 6Y97 07:20 Llanfairfechan - Bescot Up Engineers Sidings on November 5th. *Keith Davies*

▶ Class 66 518 approaches its final destination at the head of the 7002 Acton - Tolworth aggregates flow on the afternoon of November 6th. *Ian Callander*



Freightliner

On November 21st, Class 90 010 and 90 007 are seen on the approach to Manchester Piccadilly, working 4L90 the 12:20 Trafford Park to Felixstowe North liner. *Barry Longson*



Freightliner

▶ The 6C48 Appleford to Whatley Quarry passes through Bedwyn on November 15th with Class 66 615 in charge. *Michael Bennett*

▶ Powerhaul liveried Class 66 528 runs through Acton Yard with a Wentloog to Felixstowe liner on November 20th. *John Sloane*

▶ Having split its 'jumbo' train from Merehead Quarry, Class 59 203 waits to depart Acton T.C. on November 28th, with the front half of the 'Jumbo' now forming the 7O68 service to Purley Yard. Meanwhile, Class 66 615 arrives light engine with the 0C01 service from Wembley Reception. *Ian Callander*



Freightliner

▶ Class 70 007 with the 4027 Crewe Basford Hall to Southampton Maritime passes through Grateley on November 18th. *Michael Bennett*

▶ On November 20th, Class 66 550 brakes the 7002 service from Acton T.C. to a halt as it prepares to enter the Day Aggregates facility at Tolworth. *Ian Callander*

▶ Class 66 511 passes 66 550 at Acton on November 20th. *John Sloane*



Freightliner

On a bright-but-cold November 28th, Class 66 415 (with the ever so-slightly creepy-sounding name 'You Are Never Alone') stands at Acton T.C., having detached from the 7A09 'Jumbo' train it has just brought from Merehead Quarry (double-headed with 59 203), awaiting its next turn of duty. *Ian Callander*

Class 66 546 with 66 501 'Japan 2001' DIT eases through Northampton with 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. on November 17th. *Derek Elston*

Class 66 556 is seen shunting container flats in Guide Bridge Yard on November 21st, with 66 419 stabled in the background. *Michael Lynam*



Freightliner

▶ Class 59 203 stands in Acton Yard on November 20th after arrival from Merehead. *John Sloane*

▶ Class 66 598 passes Heaton Norris Jct. on November 21st with an empty bin train working from Runcorn Folley Lane - Brindle Heath. *Michael Lynam*

▶ The one that started it all. With the driver squinting into the low sunlight, Freightliner-operated Class 59 001, nowadays in Aggregate Industries livery, pushes its way through the encroaching buddleia at Acton T.C. on November 28th, at the head of the 6V18 Allington - Whatley service. *Ian Callander*



Freightliner

▶ The 11:31 Hardendale Quarry to Guide Bridge hauled by Class 66 620 hurries past Winwick Junction on November 11th. *Lee Stanford*

▶ On November 23rd, Class 66 598 passes light engine through Crewe having arrived from Crewe Basford Hall. *Michael Lynam*

▶ Class 59 001 leads 66 524 past Acton Main line with a Wembley to Merehead empty working on November 20th. *John Sloane*



Freightliner

▶ Running 147 minutes down, Class 66 555 leads 4L52 03:39 Garston F.L.T. to London Gateway through Northampton on November 23rd.

Derek Elston

▶ Class 66 592 leads the 4M94 07:50 Felixstowe North F.L.T. to Lawley Street F.L.T. through Northampton on November 23rd. *Derek Elston*

▶ Class 66 565 heads through Northampton with 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal on November 23rd.

Derek Elston



Freightliner

▶ Class 66 532 approaches Willesden at the head of a Lawley St. to Felixstowe liner on November 20th. *John Sloane*

▶ Class 66 592 passes through Stratford on November 30th working the 09:12 Felixstowe to Trafford Park liner. *Lee Stanford*

▶ On November 11th, Class 70 004 and 70 002 pass Wyke near Andover on a diverted 4027 Crewe to Southampton liner. *Dennis Rowland*



Freightliner

On November 1st, Class 90 014 and 90 048 pass Manchester United station with a Trafford Park - Felixstowe liner. *Michael Lynam*

Normally a solid class 66 diagram but on November 1st, Class 90 015 passes Northampton with 197 031 in tow as 6Q97, the 11:01 Wolverton Centre Sidings to Crewe Basford Hall S.S.M. unit move. *Derek Elston*

Class 66 542 passes Willesden Junction with a London Gateway to Garston service on November 20th. *John Sloane*



Freightliner

▶ Class 47 830 'Beechings Legacy' passes Euxton as it returns to Crewe after a trip to Carlisle on November 24th. *John Sloane*

▶ Class 66 604 passes Swaythling with an empty stone train from Southampton Up Yard to Whatley on November 21st. *John Sloane*

▶ Class 66 952 passes Willesden Junction Low Level on November 20th with a Hitchin to Wembley working. *John Sloane*





On November 18th, the 4M59 Southampton Western Docks to Ditton passes Grateley with a diverted service and a very dirty Class 66 783 in charge. *Michael Bennett*

Class 66 711 is seen at All Stretton with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on November 17th. *Keith Davies*

Class 60 056 labours past Coppull with a Ribblehead to Tuebrook stone train on November 3rd. *John Sloane*



Still carrying the unbranded livery of its previous operator, Class 60 047 is seen shortly after passing Winwick Junction on a sunny November 11th working the 10:30 Liverpool Biomass Terminal to Drax.

Lee Stanford



On November 7th, Class 66 723 is seen approaching Rugeley TV at the head of the 6X43 09:28 Dagenham to Garston, fully loaded with both cars and vans. *Barry Longson*

On November 14th, Class 66 730 heads through Wellington working the 4M77 Kineton to Donnington. *Richard Hargreaves*

The human side of our railways as Class 60 047 and 69 002 slow to a short stop at Newton-le-Willows on November 5th for the driver's wife to give him his sandwiches! The train was the Sundays Only Doncaster - Tuebrook Biomass empties. *Jeff Nicholls*



▶ Class 66 711 is seen on Hencote Bank with the 6M30 09:00 Margam TC - Dee Marsh Reception Sidings on November 5th. *Keith Davies*

▶ Class 69 003 'The Railway Observer' passes Gospel Oak on the rear of 3S8107:12 Broxbourne Down Tamper Siding to Broxbourne Down Tamper Siding RHTT service on November 14th. *Derek Elston*

▶ Class 69 005 'Eastleigh' and 69 006 'Pathfinder Railtours' working 3S70 the 08:31 Broxbourne Down Tamper Siding to Broxbourne Down Tamper Siding head through Upminster in a downpour on November 14th. *Derek Elston*



▶ Class 60 026 heads southbound at Winwick with 6E10 Liverpool Biomass Terminal to Drax on November 24th. *Brian Dobbs*

▶ Class 66 727 passes Duncote Mill with 6G60 08:15 Weaver Jct. - Bescot Up Engineers Sidings on November 5th. *Keith Davies*

▶ On November 1st, a view which has only recently been made available after a bit of serious deforestation sees Class 69 002 working onto E Line at the back of Scunthorpe station on 6D74 Doncaster Belmont - Frodingham Trent Yard, conveying the usual empty RDT set. *Steve Thompson*



Seen during a downpour, Class 66 756 and 66 787 pass Rugeley TV, working 3J01 11:52 Kings Norton RHTT to Stafford on November 7th. *Barry Longson*

Class 66 770 passes Diggle working 4M10 Doncaster to Peak Forest Cemex on November 5th. *Russell Clarke*

Class 66 716 passes northbound at Winwick with the 4S67 Hams Hall to Mossend on November 24th. *Brian Dobbs*



▶ Unbranded Class 66 305 slows at Heaton Norris Junction, where it will cross the up fast and slow lines to gain access to the Guide Bridge line, while in charge of 4H88 08:13 Hams Hall to Hindlow empty stone on November 10th.

Barry Longson

▶ Class 66 731 passes Bayston Hill with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on November 28th. *Keith Davies*

▶ Class 60 047 and 69 002 are seen passing Diggle on November 5th working 6M51 Doncaster to Liverpool Biomass, diverted via Standedge due to the Calder Valley being closed for engineering work. *Russell Clarke*



At last, some sunshine! As Class 66 722 runs early through Golborne on November 30th with an Avonmouth - Clitheroe working.
Jeff Nicholls

Class 66 754 and a track machine are seen in Eastleigh Yard on November 21st. *John Sloane*

Class 66 747 passes Bayston Hill on November 23rd with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



▶ Class 66 796 runs through Kensington Olympia on November 20th on a movement from Hoo Junction to Colnbrook. *John Sloane*

▶ On November 8th, Class 66 792 passes Kempseye with 6Z75 13:56 Coton Hill Yard - Llanwern Exchange Sidings. *Keith Davies*

▶ Class 69 002 hitches a lift on the rear of 6E17 from Liverpool to Drax, seen passing through Winwick on November 18th. *Jeff Nicholls*



Royal Scotsman liveried Class 66 746 heads a Parkstone to Trafford Park intermodal past Willesden Junction on November 20th.

John Sloane

Class 69 003 and 69 007 arrive at Gospel Oak with the Willesden to Broxbourne RHTT train on November 20th. *John Sloane*

Class 66 792 passes All Stretton with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on November 15th. *Keith Davies*



On November 21st, Class 66 783 'The Flying Dustman' heads a Southampton Western Docks to Trafford Park intermodal past St. Cross. *John Sloane*

Class 66 792 passes Bayston Hill with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC on November 11th. *Keith Davies*

Class 66 701 passes Willesden Junction Low Level platforms with a London Gateway to Hams Hall working on November 20th. *John Sloane*



▶ Class 59 003 waits for the road at Eastleigh with a short freight for Westbury on November 21st.
John Sloane

▶ Class 47 749 'City of Truro' hauls 701 523 past St. Cross on its way from Derby Litchurch Lane to Eastleigh on November 21st.
John Sloane

▶ Class 66 301 passes Heaton Norris Jct. on November 21st with a rake of empty box wagons from Hams Hall - Hindlow.
Michael Lynam



▶ Class 66 756 and 69 010 arrive at Crewe from Bescot Yard on November 23rd en route to Electromotive at Longport. *Michael Lynam*

▶ On November 8th, the 4M4614:24 Southampton Western Docks to Trafford Park Euro Terminal passes through Eastleigh with Class 66 783 'The Flying Dustman' at its head. *David Lindsell*

▶ On November 14th, Class 66 782 passes light engine through Doncaster running from Doncaster Up Decoy - Tyne SS. *Michael Lynam*



▶ A rather dirty fronted Class 66 780 'The Cemex Express' passes through Colton Junction, York, in low light conditions with a 4N61 11:52 Drax power station to Tyne Coal Terminal empty Biomass train on November 18th. *Neil Scarlett*

▶ On November 5th, Class 60 047 and 69 002 head through St. Helens working the 6M51 Doncaster to Tuebrook. *Mark Enderby*

▶ On November 28th, Class 66 712 passes through Stockport with a Biomass working from Liverpool Biomass terminal - Drax PS. *Michael Lynam*



Grand Central

Still carrying the livery of its previous operator yet now being operated by Grand Central, Class 180 110 waits at York with a service from London King's Cross to Sunderland on November 20th. *Lee Stanford*



Greater Anglia

First of the Class, 720 501, sits in platform 12 at Stratford, ready to work the 11:00 service to Bishops Stortford on December 1st. *Barry Longson*



Greater Anglia

Class 720 541 and 720 575 arrive at the well presented station of Hertford East on December 1st. *Lee Stanford*

Class 720 518 stands at Hertford East before departing with the 10:39 to London Liverpool Street on December 1st. *Lee Stanford*

A little photographed location is the terminus at Southminster where Class 720 116 was captured on November 30th before departing with the 14:56 to Wickford. *Lee Stanford*



Greater Anglia

Class 720 550 is seen crossing the River Stour forming 1Y14, the 11:02 London Liverpool Street to Ipswich service, having just departed Manningtree on November 7th. *Derek Elston*



Greater Anglia

▶ Flirt units Class 755 330 and 755 422 cross the River Stour as they slow for the station call at Manningtree with 1P33 11:32 Norwich to London Liverpool Street on November 7th.

Derek Elston

▼ Class 720 582 crosses the River Stour on November 7th with 1Y16 12:02 London Liverpool Street to Ipswich service. *Derek Elston*



Great Western Railway

▶ Power car No. 43097 operating 2C27 14:18 Plymouth - Penzance with 43098 powering on the rear is seen passing through Menheniot on November 13th. *Barry Beeston*

▶ Power car No. 43189 operating 2N07 13:10 Newquay - Par with 43186 powering on the rear is seen passing over Goss Moor covering for a Class 150 failure on November 13th. *Barry Beeston*

▶ Class 800 012 operating 2C73 11:00 Cardiff Central - Penzance, suffering with IET lockjaw is seen approaching Trerulefoot between St. Germans and Menheniot on November 24th. *Barry Beeston*



Great Western Railway

▶ Class 802 021 hurries past Bourton with 1L70 09:59 Cheltenham Spa to London Paddington service on November 25th. *Derek Elston*

▶ No. 43187 operating 2C27 14:18 Plymouth - Penzance with 43029 powering on the rear, passes through Resprynn on November 14th. *Barry Beeston*

▶ Power car No. 43154 on the rear of 2U24 12:50 Penzance - Cardiff Central is seen kicking up the fallen leaves with 43198 leading as they head out onto Coldrenick Viaduct at Menheniot on November 24th. *Barry Beeston*



Great Western Railway

▶ Class 57 602 operating 5Z71 Exeter St. Davids - Penzance T&RSMD heads through Resprynn on November 14th. *Barry Beeston*

▶ On November 24th, power car No. 43188 operating 2C27 14:18 Plymouth - Penzance with 43092 powering on the rear is seen approaching Trerulefoot between St. Germans and Menheniot. *Barry Beeston*

▶ Power car No. 43198 operating 2U24 12:50 Penzance - Cardiff Central with 43154 on the rear are seen passing through Menheniot on November 13th. *Barry Beeston*



Great Western Railway

▶ Power car No. 43189 operating 5N07 14:15 Par - Laira T&RSM with 43186 on the rear, are seen returning from covering the Newquay - Par branch line due to a DMU failure and passing through Menheniot on November 13th.

Barry Beeston

▶ Class 387 158 speeds past Acton Main Line with a London Paddington bound service on November 20th. *John Sloane*

▶ Class 802 005 speeds through Acton Main Line with a London Paddington bound service on November 20th. *John Sloane*



Great Western Railway

GWR Castle class HST headed by power car No. 43187 operating 2E30 21:00 Penzance - Exeter St. Davids sits waiting to depart Bodmin Parkway, with 43029 on the rear on November 24th. *Barry Beeston*



Great Western Railway

Class 802 102 hurries past Bourton working 1A16 10:02
Weston-super-Mare to London Paddington service on
November 25th. *Derek Elston*



Hull Trains

A view of the North Pole/Old Oak Common area on November 20th with Hull Trains 'Paragon' unit Class 802 305 'The Humber Bridge' sitting outside North Pole Depot. *John Sloane*



Hull Trains

On November 5th, Class 802 305 arrives at Selby with 1A93 Hull - London King's Cross. *Steve Thompson*





FIRST TRI-MODE LONG DISTANCE TRAINS FOR THE EAST COAST MAIN LINE

London North Eastern Railway (LNER) is pleased to confirm that CAF has been named as the successful bidder to deliver a fleet of 10 new tri-mode trains for LNER. Porterbrook has been chosen as the financier of the new fleet. The trains will be able to operate in electric, battery or diesel mode.

Benefits of tri-mode trains range from a reduction in emissions, particulates, noise and vibration pollution, lower maintenance and operating costs and upgradeable technology, with an expected increase in range and performance as technology develops further. Battery power reduces the need to use diesel traction in areas where overhead powerlines are not available.

Complementing the modern Azuma fleet of 65 trains, the new ten-coach trains will help LNER achieve its vision of becoming the most loved, progressive and trusted train operator in the UK, delivering an exceptional service for the customers and communities served along its 956-mile network.

David Horne, Managing Director at LNER, said: "Successfully delivering this new fleet is an integral part of LNER's Business Plan. Our focus is ensuring we create a fleet that truly matches the needs of all our customers, with clear targets on setting new standards for comfort, accessibility, and exceptional customer service."

This new fleet of trains will keep LNER on track to reduce its emissions by 67 per cent by 2035 and be net zero by

2045. LNER has already reduced carbon emissions by 50 per cent compared with 2018/19. Per mile, LNER trains produce 15 times less carbon emissions than a domestic flight.

Rail Minister, Huw Merriman, said: "Replacing ageing rolling stock is crucial to the sustainability, reliability and growth of our rail network, and I'm delighted passengers travelling on LNER services will benefit from improved services and greener journeys on these modern trains."

"Private sector investment plays an important role within the UK rail industry and this order will help drive economic growth across the country while supporting skilled jobs."

Richard Garner, CAF UK Director, said: "The new CAF fleet of more sustainable and environmentally friendly tri-mode trains will reduce carbon emissions, noise and vibration pollution and optimise energy consumption while increasing service operation efficiency and performance on the East Coast Main Line."

Mary Grant, Porterbrook CEO, said: "Porterbrook is delighted to fund and take ownership of this state-of-the-art new tri-mode fleet for LNER, supporting its focus on creating a world-class service that matches the needs of customers with lower emission trains."

L.N.E.R.

Class 91 111 departs from York on November 23rd with the 12:02 to London King's Cross service. *Lee Stanford*

A rare chance to photograph the blunt end of a Class 91 or even two! Photographed from a passing TPE train two unidentified class members stand outside Neville Hill on a sunny November 28th. *Jeff Nicholls*

Class 91 127 calls at Doncaster on November 14th working a London King's Cross to Leeds service. *Michael Lynam*



Network Rail

On November 29th, Class 37 116 and DBSO No. 9714 are seen at Warrington Bank Quay.
Mark Enderby

On November 5th, power cars Nos. 43272 and 43277 are seen passing through the station at Selby working 1Q35 Hull - Slateford.
Steve Thompson

On October 25th, Class 66 847 and 66 849 top and tailing the return 3S14 from Grimsby Town to York Works is seen passing Barnetby East box, still standing sentinel seven years after it was supposed to have been taken down.
Steve Thompson



▶ Class 56 113 and 56 049 working the 3S71 Coleham to Coleham RHTT are seen at Crewe on November 11th. *Richard Hargreaves*

▶ On November 24th, stabled in Doncaster West Yard was Class 37 421 with a track recording train. *Steve Thompson*

▶ On November 19th, Class 66 848 and 66 850 head through Swindon on 6B20 St. Phillips Marsh to Swindon Transfer RHTT wheel turning move. *Colin Pidgeon*



Network Rail

▶ Class 69 003 storms through Hockley station with the Saturdays only RHTT service from Broxbourne to Southend Victoria on November 11th. Mondays to Friday the RHTT is served from Stowmarket. Class 69 007 is hanging on the rear. *Charlie Robbins*

▶ On November 19th, Class 67 023 and 67 027 head through Swindon on 3S32 Swindon Transfer to Worcester Shrub Hill RHTT. *Colin Pidgeon*

▶ The 3S14 RHTT train heads back to base at York Thrall Europa on November 18th with Class 66 847 and 66 849 in charge, seen here passing through Colton Junction, York. *Neil Scarlett*



Network Rail

On November 7th, Class 69 004 powers through Leigh on Sea with a Broxbourne to Shoeburyness RHTT service on the L.T.S. line. Class 69 006 is on the rear. *Charlie Robbins*

Class 37 407 and 37 425 descend the incline over the ECML at Hambleton West Junction, Selby, with the 3J51 RHTT train on November 18th. The line curving to the right provides a link to the ECML. *Neil Scarlett*

Class 56 113 and 56 049 working the 3S71 Coleham to Coleham RHTT are seen at Shrewsbury on November 11th. *Richard Hargreaves*



Network Rail

On November 28th, Class 37 407 and 37 422 arrive at Hull working the 3J51 York Works - York Works via Scarborough and Selby for their 45 minutes or so of rest. *Steve Thompson*

Class 97 304 passes Belle Vue with the 3S71 12:40 Machynlleth - Coleham on November 9th. *Keith Davies*

The days of the use of 37s on RHTT duties could soon end but on a dismal November 20th, Class 37 422 and 37 425 were to be found departing from Scarborough with the 09:50 service from York. *Lee Stanford*



Network Rail

At Shenfield on November 30th, Class 66 753 and 66 715 catch the low sun as they wait to reverse whilst working the 09:00 Stowmarket to Stowmarket RHTT service. *Lee Stanford*

A work stained Class 37 425 stands in the bay platform at Scarborough on November 20th shortly after arriving from York. *Lee Stanford*

Powercars Nos. 43272 and 43277 pass Kempsey with the 1Q20 05:22 Derby RTC (Network Rail) - Derby RTC (Network Rail) on November 3rd. *Keith Davies*



▶ Class 56 051 and 56 113 pass Hadnall with 3S71 21:35 Coleham Lmd - Coleham Lmd on November 28th. *Keith Davies*

▶ Class 950 001 is seen at Hadnall with 2Q98 08:40 Landore - Derby RTC (Network Rail) on November 28th. *Keith Davies*

▶ Class 69 007 and 69 003 top and tail the Broxbourne to Willesden RHTT as it passes Willesden Junction on November 20th. *John Sloane*



Network Rail

Colas liveried power car No. 43277 leads 43272 on a Slateford to Crewe test train at Euxton on November 8th. *John Sloane*

Network Rail's VIU 3 unit, Class 153 385, is seen at Eastleigh on November 21st. *John Sloane*

Class 68 034 top'n'tails 68 032 through Carlisle working the 3J78 RHTT from Nunthorpe - Carlisle Yard on November 9th. *Michael Lynam*



Network Rail

Class 68 003 and 68 031 passes Carlisle working the 3J11 Carlisle to Workington and Settle RHTT diagram on November 9th. *Michael Lynam*

Running 23mins late, Class 69 007 'Richard Trevithick' passes Gospel Oak with 3S81, the 07:12 Broxbourne Down Tamper Siding to Broxbourne Down Tamper Siding on November 14th. *Derek Elston*

Class 69 006 'Pathfinder Railtours' leads the 3S70 08:31 Broxbourne to Broxbourne RHTT through Barking on November 14th. *Derek Elston*



Rail Adventure

Power cars Nos. 43468 and 43480 glide through Northampton light engine with 0Z76 08:35 Tyseley Steam Trust to DB Cargo Fan A and B Sidings on November 17th.
Derek Elston





Rail Operations Group

▶ Class 37 800 passes Bayston Hill with 5Q78 08:58 Birkenhead North EMUD - Newport Docks (Sims Group) on November 6th. *Keith Davies*

▼ Class 37 611 passes Golborne on November 30th with an Allerton - Skipton drag of an unidentified Class 331 EMU. *Jeff Nicholls*



TransPennine Express

With not long to go before the timetable change and withdrawal from service, Class 68 030 propels the 11:35 Manchester Piccadilly to Scarborough through Guide Bridge on November 28th. *Barry Longson*

Class 68 028 erupts noisily out of York with a Manchester Piccadilly - Scarborough service on November 28th. In the light of the imminent removal of these sets from TPE service, this serves as a reminder of how quickly the present can become the past! *Jeff Nicholls*

On November 5th, Class 185 111 arriving on 1K12 Hull - Leeds, passes under the temporary footbridge, provided to enable the renovation of the original, including the provision of lifts. *Steve Thompson*



TransPennine Express

▶ Class 68 032 and 68 025 stand side by side at York on November 23rd and await their next duties. *Lee Stanford*

▶ Class 802 209 calls at Manchester Oxford Road with a service from Newcastle to Liverpool on November 27th. *John Sloane*

▶ The cessation of loco hauled trains by TransPennine will also bring to an end the regular classic photograph under the arched roof at York, on November 23rd, Class 68 029 departs with a Scarborough service. *Lee Stanford*



TransPennine Express

On November 20th, Class 68 023 stands at Scarborough with the 12:48 to Manchester Piccadilly. *Lee Stanford*

In low winter light, Class 68 028 powers round the reverse curves at Mossley on November 24th on a Manchester to Scarborough service. *Lee Stanford*

Class 68 025 passes Guide Bridge on November 25th working the 11:35 from Manchester Piccadilly to Scarborough. *Lee Stanford*



TransPennine Express

▶ Class 68 030 arrives at Manchester Piccadilly with a service from Scarborough on November 28th. *Michael Lynam*

▶ Class 68 030 heads through Stalybridge on November 28th with a service to Scarborough. *Michael Lynam*

▶ Class 802 201 departs Stalybridge with a service to Newcastle on November 28th. *Michael Lynam*



TransPennine Express

Class 68 028 is seen arriving with the 1U28 Scarborough - Manchester Piccadilly service at Manchester Piccadilly on November 14th. *Michael Lynam*

A TPE empty coaching stock move passes through Heaton Norris Jct. on November 21st with Class 68 029 leading a Nova 3 set and 68 026 at the rear working from Crewe South Yard - Longsight Car M.D. *Michael Lynam*

Class 68 028 passes Guide Bridge working a Scarborough - Manchester Piccadilly service on November 21st. *Michael Lynam*



TransPennine Express

Class 397 007 waits to depart Preston on November 18th, with the late running 17:04 Manchester Airport to Edinburgh service. *Paul Senior*



Transport for Wales

▶ A shot soon to be lost for the next 5 months or so due to lengthening shadows, Class 67 010 runs past Heaton Norris Junction, with the 10:52 Cardiff Central to Manchester Piccadilly service on November 10th. *Barry Longson*

▶ On November 15th, Class 756 110 and 756 111 are seen here departing from Swindon with 3Q37 Swindon to Newport (South Wales) - part of a mileage accumulation run. *Colin Pidgeon*

▶ Class 197 046 and 197 011 sit side by side at Newton-le-Willows station on November 5th. The train on the left is from Chester to Manchester Airport, the one on the right is on an opposite service. *Jeff Nicholls*



Transport for Wales

▶ Class 150 240 passes Hadnall with 1W18 10:06 Carmarthen - Wilmslow on November 28th.
Keith Davies

▶ On November 13th, Class 150 123 is seen at Kempsey with the 09:31 Manchester Piccadilly - Carmarthen service. *Keith Davies*

▶ Transport for Wales 'CAF' units Class 197 013 and sister 197 006 head past Winwick junction on November 11th with the 12:25 Manchester Airport to Llandudno service. *Lee Stanford*



Transport for Wales

Class 67 020 departs Manchester Piccadilly on November 21st, with the 12:30 to Cardiff Central. *Barry Longson*

Class 158 833 seen at All Stretton with 1W92 09:22 Cardiff Central - Holyhead service. *Keith Davies*

A trio of Class 153 units were allocated to the 12:30 Manchester Piccadilly to Cardiff on November 29th as Class 153 913, 153 353 and 153 382 wait to depart Stockport. *Lee Stanford*



Transport for Wales

▶ Class 197 021 is seen at All Stretton with 1V38 09:31 Manchester Piccadilly - Cardiff Central service on November 15th. *Keith Davies*

▶ Class 67 008 and DVT No. 82226 pass All Stretton working the 1W55 08:49 Cardiff Central - Manchester Piccadilly service. *Keith Davies*

▶ Class 197 043 passes Bayston Hill with the 09:30 Manchester Piccadilly - Carmarthen service on November 23rd. *Keith Davies*



Transport for Wales

On November 28th, Class 67 015 passes Upper Battlefield with 1V42 12:30 Manchester Piccadilly - Cardiff Central service.

Keith Davies

Class 67 020 is seen at Kempsey with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 13th. *Keith Davies*

Class 67 020 passes Heaton Norris Jct. working a Cardiff - Manchester Piccadilly service on November 21st. *Michael Lynam*



Transport for Wales

▶ Class 67 022 passes Kempsey with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 3rd. *Keith Davies*

▶ Class 67 008 and DVT No. 82201 call at Crewe on November 23rd working a Cardiff - Manchester Piccadilly service. *Michael Lynam*

▶ Class 67 015 is seen at All Stretton with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 15th. *Keith Davies*



Transport for Wales

▶ Class 67 022 in black livery approaches Stockport on November 29th with a matching set of black stock forming the 14:30 Manchester Piccadilly to Cardiff. *Lee Stanford*

▶ DVT No. 82200 and Class 67 010 are seen at All Stretton with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 7th. *Keith Davies*

▶ Class 67 020 passes Upper Battlefield with 1V42 12:30 Manchester Piccadilly - Cardiff Central service on November 13th. *Keith Davies*



Transport for Wales

▶ Class 67 029 and DVT No. 82227 depart Crewe on November 23rd heading for Wilmslow. The service was cut back from Manchester Piccadilly due to late running. *Michael Lynam*

▶ On November 28th, Class 67 029 with DVT No. 82227 is seen at Stockport with a service to Shrewsbury on November 28th. (A reduced service due to a technical issue with the train). *Michael Lynam*



Units: DMUs and EMUs

London NorthWestern's 12 car formation of Class 730 101, 730 103 and 730 106 are seen arriving into platform 12 returning to Oxley with a test run from Wavertree Junction on November 23rd. *Michael Lynam*

Royal Mail's Class 325 007 and 325 002 pass through Crewe on November 23rd working from Shieldmuir Mail Terminal - Daventry Int RFT. *Michael Lynam*

West Midland's Class 730 046 is seen at Crewe on a test run to/from Nuneaton on November 23rd. *Michael Lynam*



Units: DMUs and EMUs

Merseyrail's Class 508 108 is seen arriving at Hunts Cross with a service from Southport on November 16th. *Michael Lynam*

Class 350 265 and 350 267 arrive into Northampton with 1Y2609:06 Birmingham New Street to London Euston service on November 23rd. *Derek Elston*

Merseyrail's Class 508 114 is seen arriving at Southport on a service from Hunts Cross on November 16th. *Michael Lynam*



Units: DMUs and EMUs

▶ Northern's Class 323 229 calls at Guide Bridge on November 21st working a Manchester Piccadilly to Hadfield service. *Michael Lynam*

▶ Northern's Class 323 230 departs Manchester Piccadilly on November 14th working a service to Crewe. *Michael Lynam*

▶ South Western Railway's Class 158 882 calls at Eastleigh on November 21st with a service to Romsey. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 319 361 passes Layton on November 11th working a Blackpool North - Liverpool Lime Street service. *Michael Lynam*

▶ C2C's Class 375 029 departs Upminster with 2D28 11:39 London Fenchurch Street to Southend Central service on November 14th. *Derek Elston*

▶ Northern's Class 769 424 passes Parbold crossing with a service to Southport on November 1st. *John Sloane*



Units: DMUs and EMUs

▶ London Overground's Class 378 205, in 'Every Story Matters' livery departs from Kensington Olympia with a service to Clapham Junction on November 20th. *John Sloane*

▶ The driver of Elizabeth line Class 345 055 gives a wave as his train to Heathrow draws into Ealing Broadway on November 20th. *John Sloane*

▶ Northern's Class 319 361 passes Bradley with a Blackpool to Liverpool service on November 4th. *John Sloane*



Units: DMUs and EMUs

South Western Railway's Class 159 003 and 159 103 working the 1L38 Salisbury to London Waterloo service are seen slowing for their Grateley stop on November 11th.

Michael Bennett

On November 5th, Northern's Class 155 347 is seen departing Selby on 1R50 York - Hull and passing over the famous swing bridge.

Steve Thompson

Merseyrail's Class 507 014, 507 015 and 507 017 are seen at Southport on November 23rd.

Mark Enderby



Units: DMUs and EMUs

On a cold, bright November 28th, Northern's Class 323 236 calls at Guide Bridge with the 11:33 Manchester Piccadilly to Hadfield service.
Barry Longson

SWR's Class 159 104 working the 1L27 London Waterloo to Salisbury service is seen upon departing Grateley on November 11th.
Michael Bennett

Northern's Class 156 423 stands at Southport on November 23rd working a service to Stalybridge.
Mark Enderby



Units: DMUs and EMUs

▶ Heathrow Express liveried Class 387 139 sits in London Paddington on December 1st.
Barry Longson

▶ On November 5th, Northern's Class 158 734 stands in Selby station, working 1R09 Hull - York, under the original footbridge, currently out of use while work is in progress.
Steve Thompson

▶ Northern's Class 158 871 stands at Wigan Wallgate on November 23rd. *Mark Enderby*



Units: DMUs and EMUs

On November 7th, West Midlands' Class 323 207 is seen at Five Ways with a Cross-City line service. *Richard Hargreaves*

South Western Railway's Class 710 006 working the 5Q51 12:59 Eastleigh to Eastleigh via reversal at Poole is seen approaching Eastleigh on November 8th. *David Lindsell*

Not long to go now for Northern's Class 319 372 as it tramps through Golborne with the 09:13 Manchester Victoria - Wigan working on November 30th. *Jeff Nicholls*



Units: DMUs and EMUs

▶ On a sunny November 6th, SWR's Class 458 524 passes St. Denys en route to Bournemouth Depot as 10:01 stock move from Wimbledon Depot. After a failed attempt to send it to Widnes for refurbishment and reduction to a 4-car unit on November 9th it left at 17:11 on 20th November topped and tailed by 47 727 and 56 081. *John Goodrich*

▶ On November 18th, Northern's Class 158 910 is seen at Moorthorpe, having arrived on 2N19 from Sheffield, terminating here because of engineering work towards Wakefield. *Steve Thompson*

▶ Merseyrail's Class 507 002 crosses Duke St, Southport with a service from Hunts Cross on November 23rd. *Mark Enderby*



Units: DMUs and EMUs

West Mid's Class 730 010 is seen passing Northampton heading for a reversal at Northampton North Junction with 5Q85 09:43 Bletchley C.S. to Bletchley via Kilburn Up & Down Goods Loop on November 17th.

Derek Elston

London NorthWestern's Marston Vale branded Class 150 137 passes through Northampton ECS running as 5Z50 14:43 Bletchley T.M.D. to Tyseley L.M.D. on November 1st.

Derek Elston

London Overground's Class 710 102 stands at Romford waiting time with the 2V22 11:11 service to Upminster on November 14th.

Derek Elston



Units: DMUs and EMUs

Northern's Class 319 372 heads through Acton Bridge on October 3rd. *Brian Battersby*

Merseyrail's Class 507 028 is seen at Little Sutton on October 29th working a service to Ellesmere Port. *Brian Battersby*

West Midlands Railway's Class 323 211 and 323 220 are seen at Longbridge on November 7th. *Richard Hargreaves*



Units: DMUs and EMUs

West Midlands' retro liveried Class 323 221 is seen departing Birmingham New Street on November 7th. *Richard Hargreaves*

A matching pair of Northern's Class 156 414 and 156 486 are seen stabled in the south bay platforms at Preston on November 28th. *Lee Stanford*

Merseyrail's Class 508 014 calls at Hillside on November 23rd working a service to Southport. *Mark Enderby*



Units: DMUs and EMUs

▶ On what will be one of its final workings, Northern's Class 319 381 departs Wigan North Western with the 13:05 Blackpool North to Liverpool Lime Street service on a cold and frosty November 30th. *Paul Senior*

▶ Merseyrail's Class 507 029 calls at Formby on November 23rd working a service to Southport. *Mark Enderby*

▶ A pair of Class 345 units sees 345048 and 345058 stand side by side at Shenfield on November 30th. *Lee Stanford*



Units: DMUs and EMUs

Merseyrail's Class 777 001 arrives at Kirkdale with the 10:38 Liverpool Central to Ormskirk service on October 21st. In the background is the new depot for the Class 777 fleet with 777 004 stabled alongside the station.

Paul Senior

South Western Railway's operated Class 455 709 waits to depart from London Waterloo on December 1st with the 12:47 to Chessington South.

Lee Stanford

Northern's Class 150 114 calls at Warrington Central on November 23rd with a service to Manchester Oxford Road.

Mark Enderby



Units: DMUs and EMUs

Contrasting front ends meet at Stafford. LNWR Class 350 249 has a full yellow connecting door, while unit 350 246 has a one third painted one. The units were working Birmingham to Crewe and vice versa service on November 7th.

Barry Longson

With its operating days now numbered, Northern's Class 319 370 departs from the pleasant station at Poulton le Fylde on November 28th with a service to Liverpool Lime Street. *Lee Stanford*

Seen at Epsom on December 1st, SWR's Class 455 849 and sister 455 719 with the 14:00 service to Dorking. *Lee Stanford*



Units: DMUs and EMUs

▶ Carrying a headboard celebrating the use of Class 319 units and the 'Network South East' logo, Northern's Class 319 384 arrives at Burnage on November 26th with a service from Liverpool to Wilmslow. *Lee Stanford*

▶ Elizabeth line's Class 345 012 runs through Acton Main Line with a Reading service on November 20th. *John Sloane*

▶ Heathrow Express' Class 387 139 heads away from Acton towards Heathrow on November 20th. *John Sloane*



Units: DMUs and EMUs

▶ New West Midlands' EMU Class 730 044 works past Rugeley Trent Valley working 3Q04 13:04 Nuneaton to Stafford mileage accumulation run on November 7th. *Barry Longson*

▶ London Overground's Class 378 205 departs Willesden Junction High Level with a service to Clapham Junction on November 20th. *John Sloane*

▶ Within days of being transferred from Neville Hill to Allerton, 4 car Northern's Class 331 104 was found working the 13:26 Blackpool North to Manchester Airport on November 28th. *Lee Stanford*



Units: DMUs and EMUs

South Western Railway's Class 701 028 approaches the carriage sidings at Clapham Junction on a sunny December 1st.
Lee Stanford

Great Northern's Class 717 003 slows for its stop at Alexandra Palace with a service to Welwyn Garden City on November 20th.
John Sloane

Thameslink's Class 700 127 speeds through Alexandra Palace on November 20th.
John Sloane



Units: DMUs and EMUs

▶ A general view of the stabling sidings at Clapham Junction on December 1st shows that a substantial number of the units now carry the livery of the present operator.

Lee Stanford

▶ Thameslink's Class 700 048 departs from London St. Pancras International on December 1st with a service bound for Orpington.

Lee Stanford

▶ SWR's Class 444 021 passes through Swaythling on its way to London Waterloo on November 21st.

John Sloane



Units: DMUs and EMUs

South Western Railway's Class 450 061 calls at Swaythling on November 21st with a service to Bournemouth. *John Sloane*

SWR's Class 450 127 passes St. Cross with a London Waterloo service on November 21st. *John Sloane*

London Overground's Class 378 229 arrives at Gospel Oak with 2Y90 13:51 Stratford (London) to Clapham Junction service on November 14th. *Derek Elston*



Units: DMUs and EMUs

London Overground's Class 378 215 approaches Gospel Oak with 2N35 13:47 Richmond to Stratford (London) service on November 14th.
Derek Elston

Royal Mail's Class 325 012 working ECS as 5A91 1130 Crewe T.M.D. (E) to Willesden PRDC passes through Northampton on November 17th.
Derek Elston

London Overground's Class 710 272 stands at Gospel Oak having arrived with 2J62 13:18 from Barking Riverside on November 14th.
Derek Elston





London Underground

▶ Bakerloo line trains Nos. 3533 and 3538 are seen at Willesden Junction on November 20th.
John Sloane

▶ A Bakerloo line service to Harrow and Wealdstone worked by No. 3545 arrives at Willesden Junction on November 20th.
John Sloane

▶ Central Line unit No. 91349 arrives at Shepherds Bush on November 20th.
John Sloane



Manchester Metrolink

Trams Nos. 3130 and 3072 are seen between the Midland Hotel and the Bridgewater Hall on November 27th. *John Sloane*

Metrolink tram No. 3043 climbs the ramp alongside the former Central station on November 29th. *John Sloane*

On November 1st, a busy Deansgate-Castlefield stop sees all platforms occupied with trams Nos. 3140, 3082 and 3146. *Michael Lynam*



Manchester Metrolink

Tram No. 3023 in advertising livery brings up the rear of a service passing the magnificent former Midland Railway Hotel on November 1st, heading to Piccadilly. *John Sloane*



Sheffield Supertram

▶ Supertram No. 112 departs Sheffield railway station on a service to Malin Bridge on November 14th. *Michael Lynam*

▶ Citylink Tram-Train Class 399 207 crosses Park Square Bridge en route to Meadowhall on November 14th. *Michael Lynam*

▶ ‘Pretty Little Thing’ advertising tram No. 118 approaches Park Square Bridge en route to Malin Bridge on November 14th. *Michael Lynam*



Midland Metro

On November 22nd, tram No. 39 is seen working a service to Edgbaston Village.

Richard Hargreaves

Midland trams Nos. 46 and 21 pass at the Library on November 22nd.

Richard Hargreaves

Tram No. 51 is seen at Priestfield, turning back short of its destination of Edgbaston Village on November 25th.

John Balaam





How to save money while travelling with Greater Anglia this Christmas

Greater Anglia is advising travellers to book in advance this festive season to take advantage of the best value fares. The train operator has a range of Advance fares, starting at just £10 single between London and Norwich. Passengers can also take advantage of a £8 single between London and Cambridge. Customers are advised to book in advance in order to benefit from the best value fares.

Customers can save money by using a Railcard. By using the 16-25, 26-30, Disabled Persons, Family & Friends, Network, Senior, Veterans and Two Together Railcards, customers can save up to a third off prices, while the 16-17 Saver gives a 50 per cent discount.

Rail travellers can also spend an evening out in London and return home the same evening or the next morning, all for £25 with the London Evening Out and London Overnight tickets. Customers travelling between stations between Norwich to Colchester, plus branch lines such as Lowestoft to either Liverpool Street or Stratford can also benefit from this offer.

Martin Moran, Commercial Director, Greater Anglia said: "We know the lead-up to the festive period is a busy time for customers travelling for parties, days out and shopping trips. For the cheapest fares, customers should book directly on the Greater Anglia website or app.

We also have a range of money-saving tips including GroupSave for groups of 3-9 people, who can save a third on their tickets while travelling together. Our Off-Peak fares also offer excellent value for money. Network Rail will be carrying out some engineering work this winter so customers are reminded to plan ahead and check before they travel."

For those looking for great shopping and festive fun outside the capital, Greater Anglia serves popular destinations including Cambridge, Chelmsford, Colchester, Ipswich, Bury St Edmunds and Norwich.

Fares Advice with RailUK

This month more questions and answers on the complex ticketing system of Britain's Railways.

Travel card validity on trains

Q: I live in Stevenage and when I travel into London, I normally terminate at King's Cross and buy a travel card so I can use the tube to get to wherever I need to be.

One time, I ended up at London Bridge. Normally I would use my travel card to get back on the tube to KGX, but I have considered getting on a train that travels directly from LBG back to Stevenage. Would my travel card cover the portion of travel from LBG to KGX on Thameslink trains? Would be good to avoid the tube and also a change of trains!

A: A *Travelcard* is not only valid on the London Underground, contrary to what many think.

It is also valid on:

All National Rail services within the zones it covers (with two specific exceptions - the Heathrow Express service, and the Southeastern High Speed services between St Pancras and Stratford)

All DLR services within the zones it covers

All London Overground services within the zones it covers

All Elizabeth Line services within the zones it covers

The entirety of the London Bus network (Buses do not have zones - any Travelcard can be used on any London Bus)

The entirety of the London Trams network (same principle as Buses, but Trams are only covered if the Travelcard covers at least one of Zones 3, 4, 5 or 6)

At the possible risk of stating the obvious, but are you aware you can get a travelcard (either one day or longer periods) from Stevenage? This would cover the bit from Stevenage to the edge of London, then everything inside London, and might well work out cheaper than buying it in two chunks.

(although might depend if the journey in is peak time and the London bit is off peak)

Only thing to be aware of - if you do the one day travelcard thing from a station outside London, it's only valid for one journey from your starting station and one journey back there. Some people get caught

out by this if they want to go home in the afternoon and out again in the evening. A season ticket including travelcard would be valid for as many journeys as you like.

Split ticketing - does the train have to call at the named stations?

Q: I'm making a journey from Birmingham New Street to London Euston.

I've been sold split tickets for the single journey, consisting of: Anytime Return from Coventry to Birmingham New Street (the return leg) Off-Peak Return from Milton Keynes Central to Coventry (the return leg) - valid only only for travel via (changing trains or passing through) Rugby Off-Peak Return from London Euston to Milton Keynes Central (the return leg)

Can you confirm definitively: Do I need to complete my (return leg) journey from Birmingham New Street to London Euston on trains calling at Coventry (all do), Rugby and Milton Keynes Central? Or can I use a train which doesn't call at Rugby and Milton Keynes Central but does pass through non-stop?

A: For split tickets, your train must call at the station(s) mentioned on the tickets, in this case MKC and Coventry.

Does it also, legally, need to call at Rugby, for the 'valid only for travel via Rugby' element? Or can it simply pass through non-stopping?

No, just go via - ie pass through

Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

National Rail

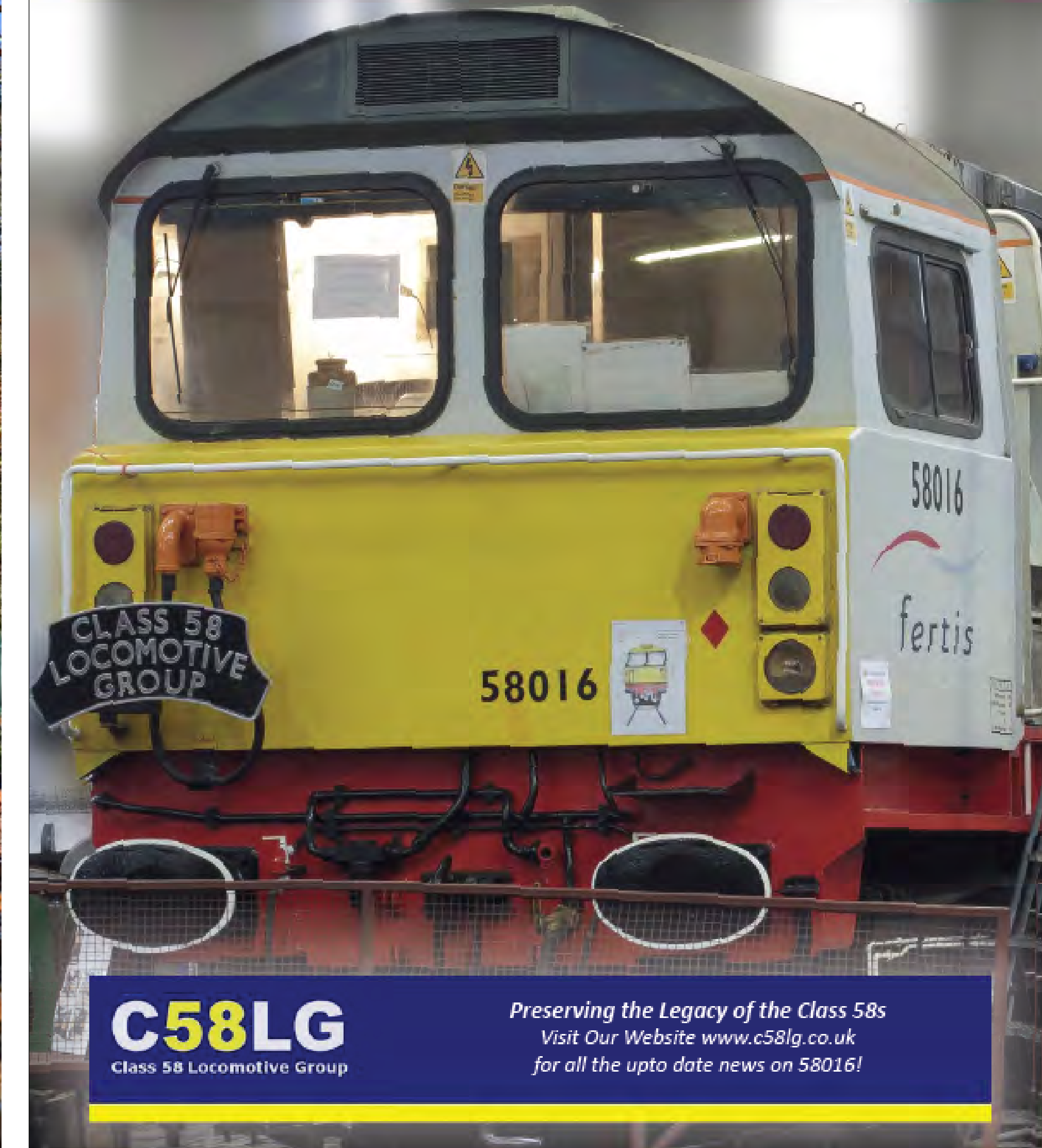
Not often seen in daylight hours, electrification vehicles Nos. DR76922 and DR76901 pass through Rugeley TV on November 7th, working 6X81 09:19 Rugby North to Crewe and return. *Barry Longson*



Join The **Class 58 Locomotive Group** and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise



C58LG
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s
Visit Our Website www.c58lg.co.uk
for all the upto date news on 58016!

Greater Anglia looks to break down stereotypes and attract more women to apply for roles

Greater Anglia is working to break down the myths around the male-dominated train driver role, as it looks to attract more women into the job through a series of special events. The train operator recently held a bespoke event at its training academy in Stratford. The event saw 25 women who currently work for the operator, in a variety of roles, learn about the tests and skills required to become a train driver.

The 'taster day', which was held on November 10th, allowed attendees to learn about what happens inside the cab and at the depot, while being given the opportunity to ask questions about the job to existing female train drivers. Prospective drivers were also able to try their hand at 'driving' a train on the state-of-the-

art full cab simulators.

Katy Bucknell, HR Director at Greater Anglia, said: "Historically, the role of the train driver has always been correlated with a male person – but you can be any gender to undertake that role and it is important that we break down that stereotype. Days like this give our female colleagues a chance to look at the recruitment and training process and we hope that it will increase our applications for female train drivers in the company."

Greater Anglia operates trains from London Liverpool Street to destinations across the East of England. A quarter of its workforce is made up of women, but out of 805 mainline train drivers, only 8% are women.

Lottie Hart, a Greater Anglia Depot Driver at the Southend Victoria depot, said: "It doesn't matter what gender you are – on the railway, you do your training and if you are able to fulfil the role and concentrate, you are suitable. Everyone has been welcoming. There are so many avenues within Greater Anglia that you can go on and do regardless of who you are. I am very proud to be where I am. I have got daughters so when I said that I am going to go on and be an actual train driver, I feel like they are proud of me too."

Greater Anglia has a number of driver depots across its network at London Liverpool Street, Bishop's Stortford, Cambridge, Ilford, Southend Victoria, Colchester, Clacton-on-Sea, Ipswich and Norwich.

The female driver information event is part of Greater Anglia's diversity and inclusion strategy, which sees the company working year-round to make itself a better and more inclusive place to work.

All jobs available at Greater Anglia can be found on the greateranglia.co.uk website under the careers section on the 'about us' page.

The application process involves undertaking initial assessments at Greater Anglia's Academy in Stratford, interviews and, if successful, you'll then spend time in the classroom learning about all the rules and regulations, as well as the intimate detail needed about each train you'll be driving.

National Rail

The 3S81 05:51 Totton to Totton RHTT MPV heads through Eastleigh on November 8th. *David Lindsell*



Bigger and better Gatwick Airport station opened on November 21st

A new look Gatwick Airport station opened on November 21st, transforming the journey from train to plane and giving passengers travelling between Brighton and London easier, faster, more reliable journeys.

A bigger, better and brighter station with a new second concourse and airport entrance will double the space for the millions of passengers that use the station each year.

Eight new escalators and five new lifts will provide a step change for accessibility. The new lifts and escalators, along with four new stairways and widened platforms, will help passengers move between the train station and the airport more quickly and easily.

Easier journeys from train to plane will benefit passengers across the wider network, helping keep trains running on time by removing the congestion and queuing on platforms that delay trains.

Passengers travelling on the Brighton Main Line are already seeing the benefits of the project thanks to track upgrades that have helped reduce journey times between Brighton and London to one hour on some services.

The existing station concourse is also bigger and better than ever before with new customer information systems, more ticket gates, a dedicated passenger assistance point enhancing the passenger experience and helping people move through the station more quickly. The new concourse will act as the new entrance for people accessing the airport terminal, while the existing concourse will be for people exiting. The existing station concourse, station footbridges and the South Terminal linkspan have been refurbished and reconfigured to provide a seamless one-way system to the airport from the train station.

Lucy McAuliffe, Network Rail Sussex route director, said: "We are proud to have worked with our partners to deliver a station upgrade that makes journeys to the airport much easier for all passengers and encourages people to ditch the car and travel by rail, the cleanest and greenest way to travel. This project is not just for those making their way to the airport, the work benefits passengers across the region by giving them quicker journeys and a more reliable timetable."



Transport Secretary Mark Harper, said: "With the millions of passengers travelling into Gatwick Airport by train each year, this station is a major public transport hub that is being upgraded with Government funding – improving the train-to-plane journey and delivering more reliable services for passengers. This project demonstrates that this Government is committed to funding improvements to our rail network, transforming a vital station into an impressive gateway to the UK and encouraging more British and international passengers to travel by train."

Jenny Saunders, Customer Services Director for Govia Thameslink Railway, said: "Our trains sustainably speed people to the airport in just half an hour from London - and that's much better for the environment than driving. However, right now, the station struggles with the numbers using it and that holds up our trains, delaying everyone. This stunning redevelopment will fix all that. Our customers are going to love the extra space and improved accessibility that will make the journey between train and plane quicker, easier and more attractive."

Jonathan Pollard, Chief Commercial Officer, London Gatwick, said: "This bigger, better and brighter new station concourse will dramatically improve the experience for our passengers. The number of passengers getting to the airport by rail is growing steadily and now over 40% use the train. This fantastic new, fully accessible station concourse will encourage even more passengers to come to the airport using sustainable public transport."

Loco Fleet List Ten

This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

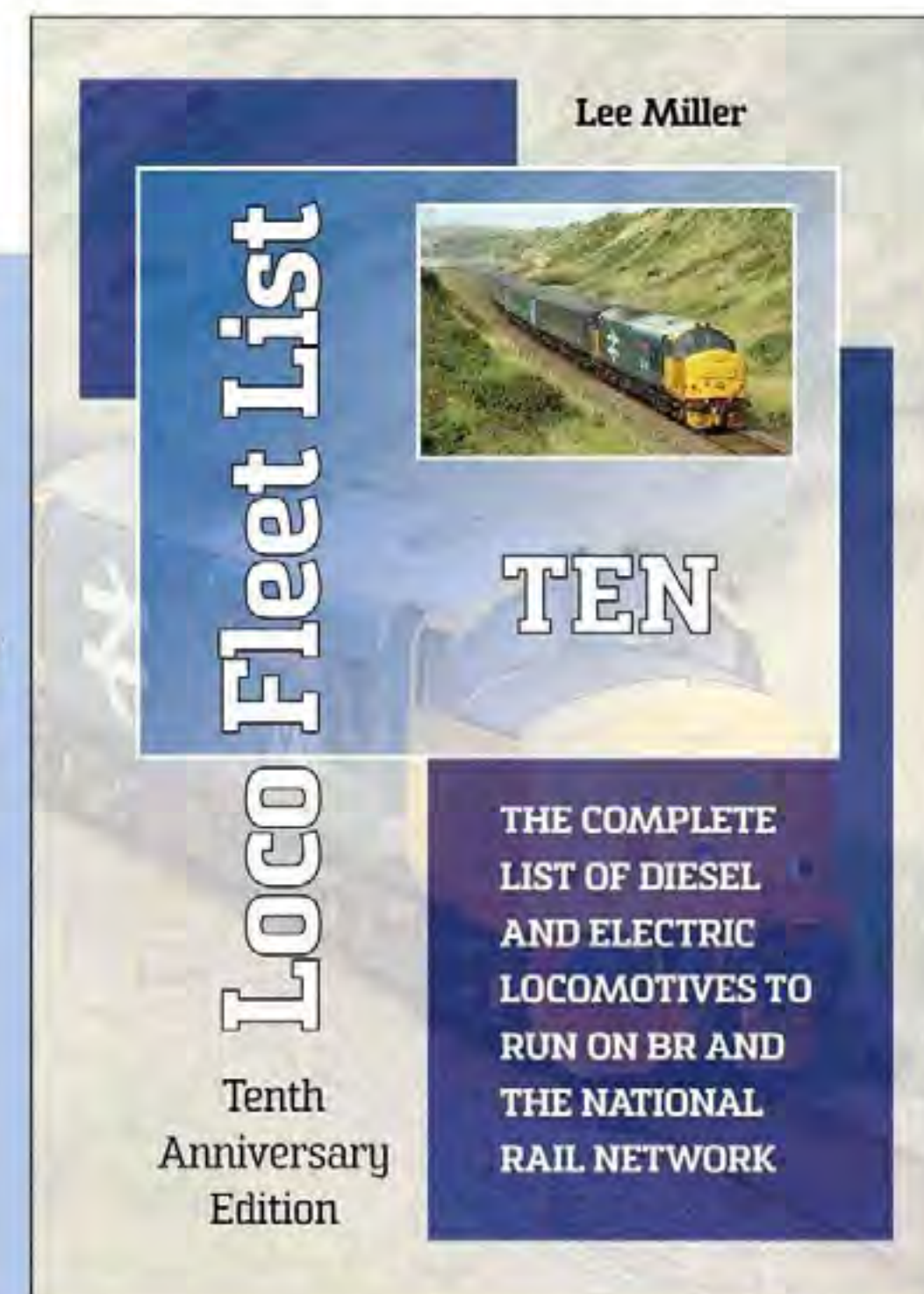
Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: www.locofleetshop.co.uk Email: lee@locofleetshop.co.uk

This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book



New partnership calls on rail users to help as it's revealed 170,000 people are reported missing each year

The UK's largest rail company, Govia Thameslink Railway (GTR), has partnered with charity, Missing People, to support its mission to find and help the 170,000 people who are reported missing every year in the UK.

From now until the end of January, GTR is utilising its far-reaching Wi-Fi network to increase the visibility of individuals who are considered long-term missing. Customers logging into Wi-Fi onboard Southern, Thameslink, Great Northern and Gatwick Express trains will see a different missing person each week. With more than five million passengers logging into GTR's Wi-Fi every week, it is hoped this exposure will help the charity's mission to give these people a Safe Way Home. With one person reportedly going missing every 90 seconds in the UK, that could be up to 40 people in a single rush hour or daily commute. To represent this figure, 40 sets of disappearing footprints are on display from today at London Blackfriars station, set to be seen by more than 100,000 people every day.

GTR's Safeguarding and Wellbeing Manager, Laura Campbell, said that working closely with a charity like Missing People is key for GTR in supporting its communities after seeing a 20% month-on-month increase in cases of vulnerable people at stations. Over the past year, we've seen a concerning increase in reports about vulnerable people on our network. We know that winter can be a tough time for many, so it's really important we're looking out for those most at risk. Our staff are trained in how to look out for and look after those who may be vulnerable, and we want our passengers to be aware too. We hope that together with our passengers, we can positively contribute to the vital work of Missing People and help reunite families with loved ones this winter."

The partnership comes after GTR awarded Missing People £25,000 as part of its community fund to support local causes across its network. The funding will help to increase awareness of Missing People and its helplines, with posters and station announcements in place at GTR's busiest station – East Croydon – along with digital

posters at selected sites across the entire network. The Safe Way Home campaign offers help to those with a loved one missing, as well as signposting on how to anonymously report information about someone who is missing.

Paul Joseph, Head of Helpline at Missing People, said that as winter approaches, concerns for the welfare of missing people and their loved ones increases, with rail networks serving as one of the most common forms of transport where people go missing. As the clocks go back and the days become darker, there's even more concern for people who are missing or at risk of going missing. Our aim with GTR is to provide as much awareness and support to these people as possible in the lead up to winter across one of the key modes of transport that people use to go missing. Launching our partnership with GTR at this time of year will help to provide valuable resources that could make a significant impact to the lives of those affected by a missing person."

Working with the loved ones of people who are missing is key to the support Missing People provides. Suzi, whose brother Shaune will appear on GTR's Wi-Fi login page as part of the campaign, said that she's grateful for anything that could help to find her brother.

"It's hard to comprehend the feelings you experience when someone you love goes missing. My brother went missing six years ago after a medical appointment in Eltham. That's six years of not knowing where he is or if he's okay. When he went missing, he was a brother to four, a father to five and a grandfather to one. I am so grateful for the support that Missing People and GTR are providing to help find my brother. I just want to know that he's okay."

Anyone who is affected by someone going missing or is thinking of going missing can contact Missing People on 116 000.



National Rail

Class 90 042 and 90 009 lead the 4M87 11:13 Felixstowe North F.L.T. to Trafford Park F.L.T. across the River Stour at Cattawade on November 7th. *Derek Elston*



Commuters look forward to more reliable services as first passenger trains run to City of London using digital signalling

Trains run more efficiently because system allows drivers to 'see' much further ahead

Significant milestone for the £1.4bn government-funded East Coast Digital Programme

On November 27th, Great Northern commuters began travelling to the City of London in trains controlled by cutting-edge digital in-cab signalling (European Train Control System, or ETCS), giving them a more reliable, greener service.

This is a significant milestone for the £1.4bn government-funded East Coast Digital Programme (ECDP), set to improve journeys along the East Coast Mainline, from London to north of Peterborough, providing the foundations for the expansion of digital signalling across the UK network.

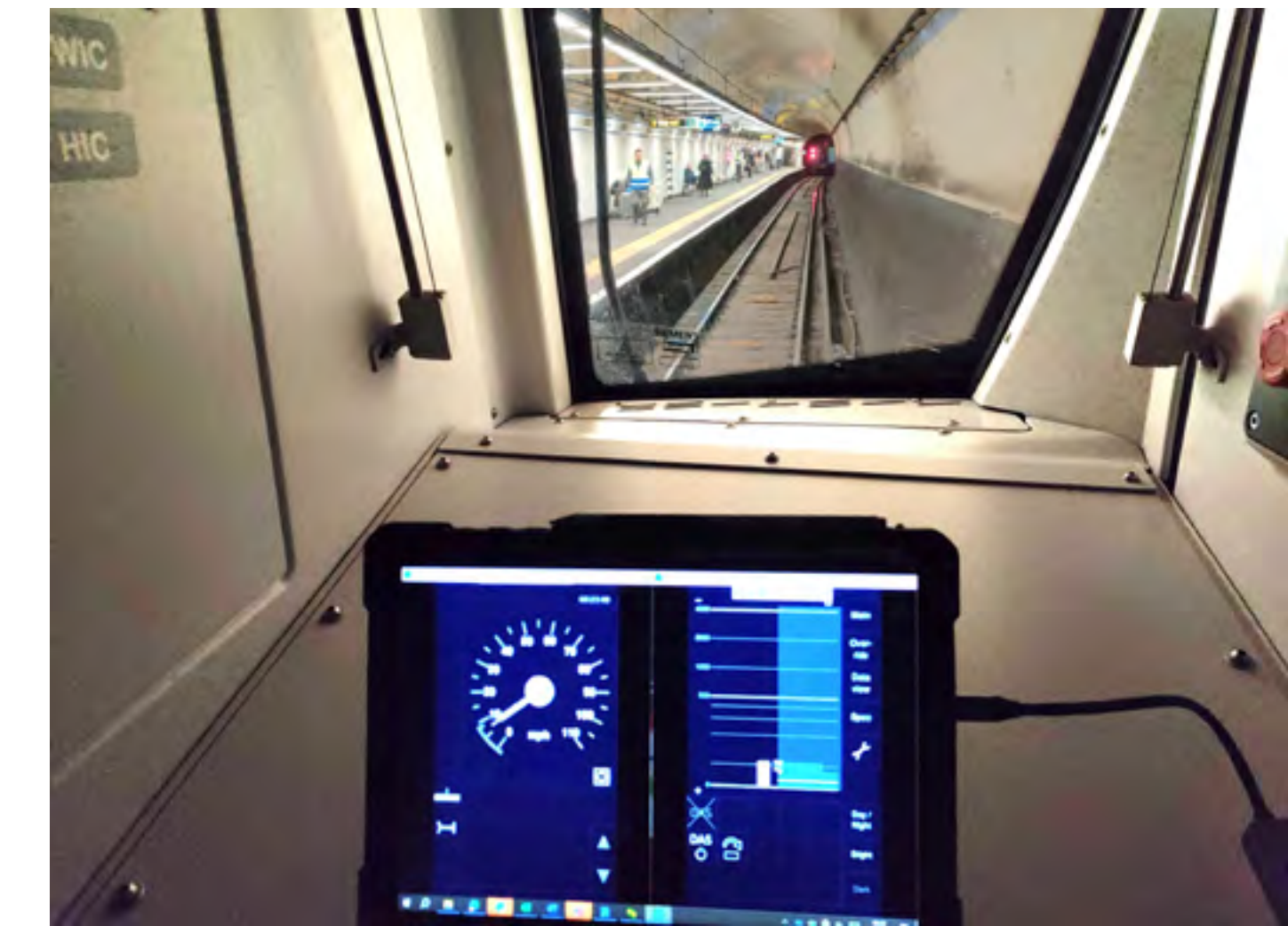
The first digitally signalled passenger train operated on the Northern City Line between Finsbury Park and Moorgate after parent company Govia Thameslink Railway (GTR), Network Rail and Siemens Mobility switched on the system.

Introducing digital signalling on this busy commuter line is an important first stage in the ECDP, which will see the first introduction of digital ETCS to an intercity mainline in Great Britain.

Progressively, more trains will operate with digital signalling, as more Great Northern drivers are trained to use the technology. Traditional signals will be kept at the side of the track until everyone is trained and the old system can be switched off.

Oliver Turner, Head of ERTMS for GTR said: "I'm delighted for our team and I'm delighted for our passengers. Getting to this point has been a monumental cross-industry effort. It will pave the way for the wider rollout of digital signalling on the East Coast Main Line, promising better reliability for everybody."

Drivers using digital ETCS aren't told to stop and go by fixed signals at the side of the track. Instead,



they drive according to a target speed set by the system in their cab that is kept continually updated about the location of other trains by a multitude of beacons positioned along the track. The system effectively allows drivers to 'see' much further ahead than line-of-sight signals would ever allow, meaning trains can run more efficiently.

The next phase of the ECDP will see digital signalling introduced between Welwyn Garden City and Hitchin, on the East Coast Mainline. The first digitally signalled trains are expected to operate on this section of the route by the end of 2025.

Ed Akers, Network Rail's Principal Programme Sponsor, ECDP, said: "Today is a huge step forward towards a digital future where traditional 'lights on sticks' are removed and technology delivers a more reliable and punctual railway. On the Northern City Line our cross-industry partnership has learned by doing, and the experience we've all gained will help us progress digital transformation on the main line and beyond."

Ben Lane, Siemens Mobility's Project Director, ECDP said: "This is a major milestone for the rail industry and I'm proud that Siemens Mobility has brought the technology and experience to help deliver in collaboration with programme partners. Certain to transform the everyday for passengers, economies and communities along the route, this milestone demonstrates we're on the right track to bringing innovative digital signalling to the East Coast Main Line and beyond."

SOUTHERN COUNTIES RAILWAY SOCIETY

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National Rail

Large logo blue liveried Class 37 418 'An Comunn Gaidhealach' passes Kirkham with the Vintage Trains, 'Blackpool Illuminations Explorer' tour from Birmingham to Blackpool North on November 11th. *Paul Senior*



Class 08 605 sits in the HS2 logistics Hub at Willesden on November 20th. *John Sloane*



Transpennine Route Upgrade set to commence revamp of Huddersfield Station

From the end of November, Transpennine Route Upgrade (TRU) commenced major upgrades at Huddersfield station, bringing passengers one step closer to a sleek, modern and more accessible station. The work, which is part of a multi-billion-pound railway programme, will see the waiting rooms and toilet area, previously referred to as the old tearoom, removed.

Whilst these upgrades are required, preserving the rich heritage of this Grade I-listed station is vital. To enable this, engineers will carefully dismantle the waiting room, before taking it off site to be stored. It will later be reinstated as part of the new platforms 3 and 4 layout.

Whilst the waiting room area is out of use, a temporary toilet block will be installed at the Manchester end of platform 4. These toilet facilities will include a fully accessible toilet, with baby changing facilities.

Paul Sumner, Senior Sponsor on the Transpennine Route Upgrade said: "Huddersfield Station is an iconic building and an intrinsic part of West Yorkshire heritage, so whilst this series of improvements are necessary, the restoration and retention of its historic features is of paramount importance. That's why – after an extensive in-depth planning process – the Transpennine Route

Upgrade will bring the station up to modern standards in terms of functionality, without harming its cultural and traditional significance."

From early January, engineers will start the restoration of the existing trainshed roof, which is one of only a few remaining 'Euston roof' examples on the operational railway today. During this time, the long stay car park will be closed to allow a site compound to be installed.

Chris Nutton, Major Projects Director for TransPennine Express, said: "Huddersfield station will undergo major changes over the next few years, which will enable, faster and more frequent trains to call there and provide better facilities for the millions of passengers who use the station every year. We would like to thank our customers in advance for their understanding and patience as we work together with colleagues from Network Rail to transform Huddersfield into a station fit for the 21st century".

The upcoming station improvement work is part of a wider, more long-term goal of transforming Huddersfield Station with a new layout, longer platforms, a new footbridge and a refurbished roof structure, with restored lantern.

Over three million passengers travelled through Huddersfield Station last year, with that number set to steadily increase. The upgrades at Huddersfield Station will take Transpennine Route Upgrade one step closer

to their vision of creating a cleaner, greener, and more reliable railway system that will bring improved connectivity and travel experiences to passengers travelling across the Pennines.



National Rail

RSS owned Class 08 683 is seen standing in Eastleigh Yard on November 21st. *John Sloane*



Network Rail's Rail Head Cleaner MPV Nos. DR98904 and DR98554 reverse at Southport whilst working a circuit from Wigan via Preston, Blackburn, Todmorden and Bolton to mention just a few.. *Michael Lynam*



Network Rail and DB Cargo colleagues scoop prestigious fundraising award

Colleagues from Network Rail and DB Cargo have been presented with a Heart of Gold award recognising their mammoth fundraising efforts for Yorkshire-based charity, Martin House Children's Hospice, totalling a quarter-of-a-million pounds. At the Heart of Gold ceremony, hosted by the Railway Benefit Fund, the industry colleagues were awarded the Team Award after raising over £250,000 for Martin House Children's Hospice, using their own time to plan and operate rail charter services throughout the country.

The team started fundraising in 2019 for Martin House, who provide free hospice care and support for children and young people with life-limiting conditions and their families, in response to a Network Rail colleague, Charlotte Bullock, using the charity's services to help care for her young son Luca before he tragically passed away aged 11.

In 2022, Charlotte also sadly passed away but she remains the inspiration and driving force behind colleagues from Network Rail and DB Cargo continuing to fundraise for Martin House. The money raised will provide a year of bereavement services, a year of support groups and 300 home visits to support children and young people who need the hospice's care.

The Railway Benefit Fund's 'Heart of Gold' awards celebrate those in the rail industry who have made a

real difference in their workplace or community. The winners are nominated and voted for by the every day people who work in rail, with over 2,200 votes cast in the five categories.

Jerry Dickinson, Senior Incident Controller for Network Rail and one of the group's fundraisers, said: "We are thrilled to win this award and be recognised in this way. Being presented with this award is incredibly special to all of us, but we do what we do because we want to help and give something back and continue to support Martin House.

"Our team have seen first-hand the incredible work that the hospice does, and we are so proud that we have been able to support their vital work through our charters and associated fundraising. We are equally proud of the cross-industry work that plans and delivers these trains and really demonstrates how we can achieve anything as one team working to a common goal."

Rosie Mellor-Silvester, Head of Regional and Individual Fundraising at Martin House, said: "I, and all at Martin House, are thrilled that the Charity Charter Team has won this award. They are such an inspiring, motivated and passionate team, who together make amazing things happen!

"They truly are deserving winners and we are incredibly

grateful for their ongoing commitment to raising both awareness and funds for Martin House. Huge congratulations to them and all involved!"

Photo: Network Rail and DB Cargo staff win Heart of Gold award. ©Network Rail



The driver of Class 37 611 gets the right of way, at Wigan North Western on November 23rd, with Class 331 104, working the 12:01 Skipton to Allerton, stock move. *Paul Senior*



Green for go with first electric train for Glasgow - Barrhead line

Network Rail has achieved a significant milestone on the £63.3m Glasgow-Barrhead electrification project with the first electric test train running on the route. The train (a Class 380) successfully completed test runs from between 15mph up to 75mph along the newly electrified lines between Glasgow Central and Barrhead station overnight on November 7th, into November 8th. Further test trains will run over the next few weeks ahead of the introduction of ScotRail electric passenger services on the line in December.

Over the last two years, engineers have installed 360 stanchions and structures supporting more than 66,000 metres of overhead power lines and renewed 130 metres of track. Major modifications have been carried out to bridges along the route, including the replacement of Nithsdale Road bridge at Strathbungo to create enough space for the new overhead lines. Bridge sidewalls were raised in height at Kennishead and Priesthill & Darnley stations to make them compliant for an electrified railway. A significant amount of work also took place at Barrhead station, with platform 3 extended by nine metres to accommodate longer four-carriage electric trains. This involved moving the current buffers and rebuilding the access paths.

The Glasgow-Barrhead route is the latest to be electrified as part of a Scottish Government investment to decarbonise the railway to enable: The introduction of Class 380 electric trains which will offer a better travelling experience for passengers. A reduction of noise and better air quality for those who live and work near the railway. Drive the modal shift from road to rail and further reduce

the railway's carbon footprint.

Paul Reilly, Network Rail's senior programme manager, said: "Running the test train on the Glasgow-Barrhead line is a major milestone for everyone involved in delivering this project over the last two years. The test train successfully demonstrated that the overhead equipment is operating as it should, ahead of ScotRail introducing Class 380 electric services for passengers on to the route in December. Electric trains are lighter, cleaner and quieter than their diesel equivalents and cause less wear and tear to the track. More reliable, greener trains are better for our customers and environment – helping Scotland's Railway deliver our contribution to a low carbon economy."

David Simpson, ScotRail's service delivery director, said: "This trial was a massive step towards the introduction of electric passenger trains on the recently electrified Barrhead line, and paves the way for more sustainable, eco-friendly journeys. The introduction of electric Class 380 trains on the Barrhead line will ensure that customers along the route benefit from a more comfortable and reliable service. We hope this will encourage more people to choose rail travel instead of using the car, particularly during our off-peak all day fares trial."

The Glasgow-Barrhead project forms part of the Scottish Government's rolling programme of decarbonisation and follows on from the electrification of the main Edinburgh - Glasgow line, the Stirling-Dunblane-Alloa route and the Shotts line, with 325 single track kilometres of electrified railway delivered across Scotland over the last decade.



Network Rail chairman named New Londoner of the Year 2023

Network Rail's chairman, Peter Hendy, Lord Hendy of Richmond Hill, has been named New Londoner of the Year 2023 for his positive contribution to the capital and his work in the public transport sector in London.

At this year's awards, which took place at the Guildhall on November 15th, Lord Hendy was recognised for his dedication to delivering high standards in public transport in London and his impactful leadership at both, Network Rail and Transport for London (TfL).

Speaking at the awards, Peter, Lord Hendy of Richmond Hill, said: "I've spent my career, or at least the latter part of it at TfL and Network Rail, making the case for public transport connectivity, which creates growth, jobs, housing, social cohesion and sustainability. Connectivity makes places and better connectivity makes better places. The railway needs structural reform which this Government have talked about and the next one will have to do,

otherwise the huge investments politicians talk about won't deliver their true value.

"I'm working on Victoria, Waterloo, Euston, Stratford and Clapham Junction, all of which are big enough stations to be better places than they are, and to make the areas around them better too. They won't be completed in my tenure at Network Rail but I'm following the wise advice that if you're given a big organisation, your job is to look after it, make it a success, and leave it for others better than you found it.

"I hope I did that at TfL and I'm trying to do that at Network Rail and London Legacy Development Corporation. And when I do step down, then I can properly sit in the House of Lords and remind those in Government that ought to be their mantra too."



130-year-old Beverley station footbridge reopens after refurbishment

Beverley station's 130-year-old footbridge has welcomed its first passenger in over 14 months after its refurbishment project has been completed.

Since May 2023, Network Rail engineers have worked to restore the Grade II-listed structure to its former glory. The original cast iron structure has been strengthened and new parapets have been installed, along with new surfacing and stair treads.

The bridge has also been repainted in traditional shades of red and cream, in keeping with the structure's heritage, and its wooden canopy has been removed after years of wear and tear.

Local rail enthusiast and regular Beverley station passenger, John Edwards, was invited to be the first person to walk over the bridge.

The bridge is a much-loved feature of Beverley station and Network Rail has worked hard to give the bridge a new lease of life and allow it to be used by passengers for years to come.

In September 2022, the bridge had to close on safety grounds to protect the people who used the bridge, as well as train crew and passengers of trains passing below. However, stepped access between the station's

two platforms has now been reinstated following the restoration work.

Rebecca Winter, Senior Asset Engineer at Network Rail, said: "I'm delighted that this historic, much-loved bridge has been fully restored and has reopened thanks to the hard work of our engineers.

"The bridge dates back to the 1880s but thanks to its restoration it looks as good today as it did when it was first installed over 130 years ago.

"I want to thank passengers for their patience while we carried out this work, but now hope that it is used and cared for throughout the years to come."

Kerry Peters, regional director at Northern said: "I'd like to thank everyone involved in this project. The footbridge is a local landmark and the finished result of the restoration looks fantastic. It will now continue to serve the rail users of Beverley for many more decades to come."



National Rail

On November 18th, the passage of the 'Midland Pullman' through Moorthorpe powered by Nos. 43059 and 43055, working 1Z44 Edinburgh - Swindon. *Steve Thompson*



On November 23rd, London NorthWestern's Class 730 101, 730 103 and 730 106 arrive at Crewe from Oxley before departing to Wavertree Junction on a test run. *Michael Lynam*



Whitehaven railway tunnel testing to seek source of mystery orange water

Tests are underway by rail engineers to find out how a mystery orange coloured water is entering a railway tunnel on the Cumbrian Coast line. The tunnel, which takes trains one kilometre underground between Corkickle and Whitehaven, sometimes floods. To cope with that excess water and keep trains running safely, it's connected to Whitehaven harbour by a culvert. For decades water has drained from the railway into the harbour without an issue. However, since late 2022 the water in Queens Dock started to change to a rusty colour. It's believed the water, containing iron ochre, could be from historic mine workings in the area.

So now Network Rail is carrying out detailed tests* to find out how and where it's getting into the tunnel, and will work together alongside the Environment Agency, Coal Authority and Whitehaven Harbour Commissioners to find a long-term solution to the problem. For safety trains are travelling at slower speeds through the tunnel due to the ongoing issue with the flood water. Trains can only run at 20mph instead of 40mph, meaning longer journey times for passengers and freight.

Phil James, Network Rail's North West route director said: "We know this complex investigation work is causing frustration as it's taking a long time, so we thank

harbour users, rail passengers and local people for their continued patience. "We're committed to working with the Environment Agency and Coal Authority to find the source of the water impacting our railway tunnel and the harbour so we can plan next steps to find a solution together. Solving this is also important for our passengers and freight, whose journeys we hope will be made more reliable and faster once the source of the mysterious orange water is made clear."

Pete Miles, Environment Agency area environment manager, said: "Analysis of water samples from Whitehaven Harbour found no evidence of sewage pollution. The results did show some increased metals in the water and we are working with Network Rail who are actively investigating this further to determine the potential source. People can report environmental concerns to the Environment Agency on 0800 807060."

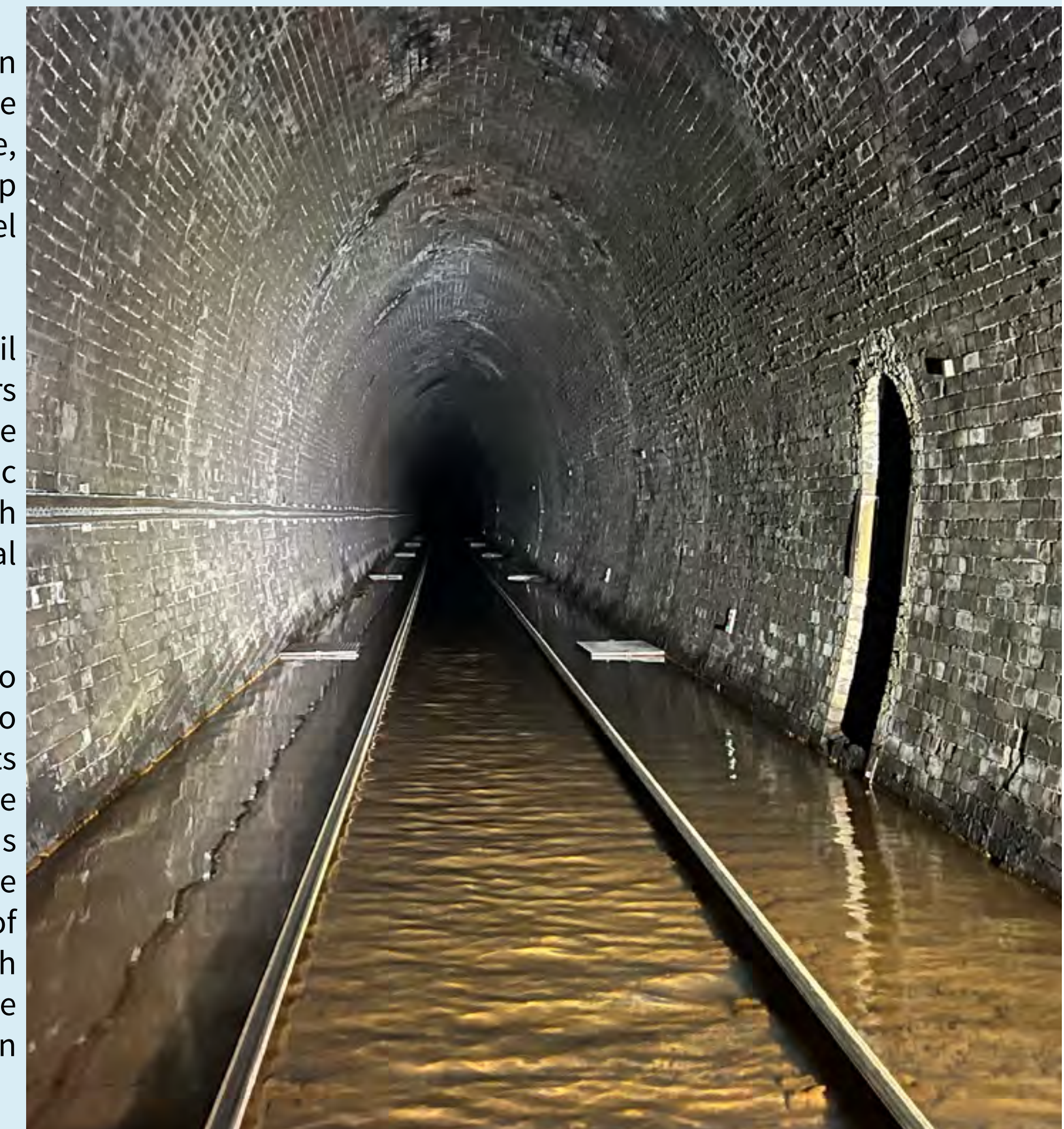
Andy Morritt, Coal Authority head of environment strategy and sustainability, said: "We are continuing to provide assistance and expertise as required to support Network Rail's investigations."

Testing will be ongoing for several weeks and the results will be shared with all partner agencies as soon as

possible. The hope is the findings can inform next steps and reveal the scale of what can be done to either mitigate, reduce or in the best case scenario stop the water from entering the railway tunnel entirely.

*A hydrogeological survey by Network Rail is taking place, with specialist contractors surveying the area to establish how the local topography, infrastructure, historic mining features and geology interact with the surface and groundwater in the local area.

The aim is to build a detailed picture to explain where the water which flows into Bransty Beck (including what makes its way into and out of the tunnel drainage system) comes from in more detail than is currently known. All organisations hope this will help to pinpoint any sources of water containing dissolved iron which turns rust coloured when exposed to the air, as seen in the railway tunnel and in the harbour.



National Rail

On November 11th, Class 92 046 heads south on the M1 near East Midlands Airport heading from Worksop to Loughborough for further storage. *Mark Pichowicz*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Snow in April ?



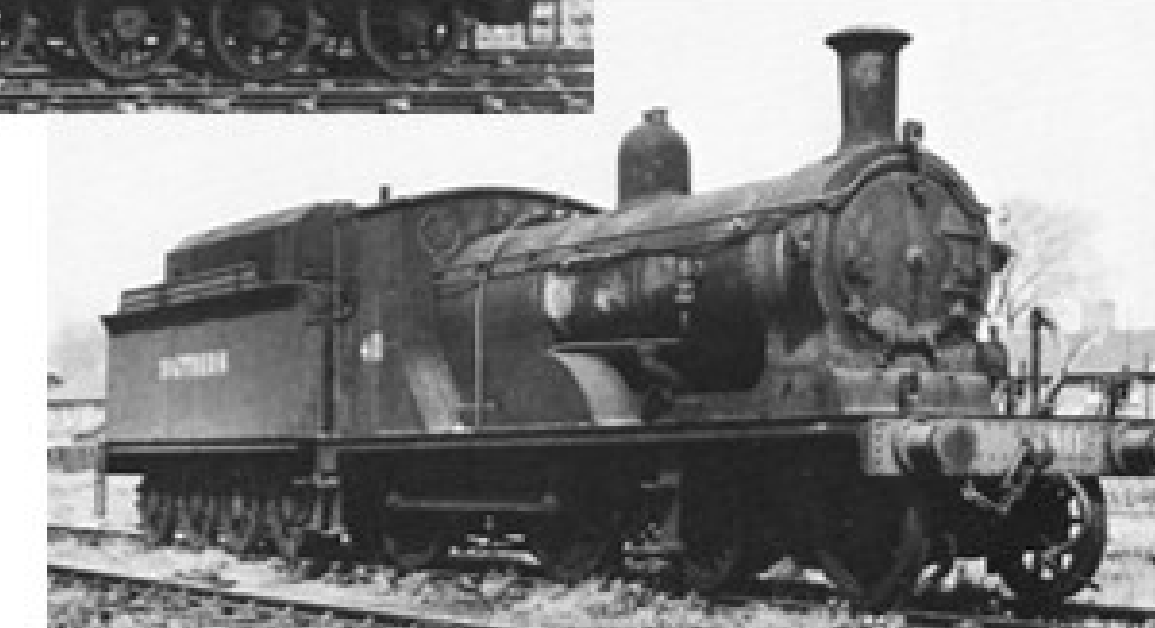
Below the bufferbeam!

M7 No. 30479 leaves Fareham in April 1955 working from Portsmouth to Salisbury via Eastleigh. Who's expecting wintry weather enroute?

Coal is the way forward - not oil!

Never used after conversion!

In 1947 several Drummond deigned 'L11' 4-4-0s were converted to burn oil; this proved to be their downfall because they were never used again after the oil-firing scheme was abandoned the following year. A visual disaster they rusted away at Eastleigh and Fratton. The 'watercart' tenders were said to be grotesquely burdened with oil tanks and crude metal ladders.



Well done that man!

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LIVE RAIL RESCUE

Ganger Saved Boy

Sub-Ganger T. Coleman, of Bosham, Sussex, a Southern Railway employee, found a 2½-year-old boy, R. L. Elleker, lying between the live rail and running rail near Bosham Station. He put his cap round his hand and lifted the boy to safety just before a train passed over the spot. He has now been presented with the Carnegie Hero Fund Trust's parchment, a cheque for £10 from the fund, and £10 in savings certificates from the Southern Railway Company.

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Polos, starting from £14.00 each, minimal order of 3.



10+ Price: £11.75 EACH

Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus (Not shown)

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10+ Price: £25.50 EACH

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15+ Price: £8.35 EACH

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Branded merchandise, Draw bags, mouse mats, coasters.



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If you are after an item not shown, please ask, we have a vast range. Prices shown is example pricing. Pricing will vary on artwork / design and quantities. Standard turn-around time 5-7 days. Prices assume collection from our Huddersfield Service Centre. Postage if required charged at cost.

Clubs and Societies Apparel



Showing your pride of your organisation, builds awareness and strength in your brand. Get the message out there consistently with consistent branded apparel. Some of our example pricing, always best to get a bespoke quote.

A Different View

On November 25th, Black 5 No. 44871 approaches Shrewsbury working the 1Z25 Bristol Temple Meads to Chester charter.
Richard Hargreaves

Merseyrail's Class 508 136 departs Hunts Cross with a service to Southport on November 16th.
Michael Lynam

Plinthed outside Stratford station is 'Robert' built in 1933 for the Lampton Ironstone Mines railway.
Lee Stanford



Telford Steam Railway

Class 03 No. D2051 has arrived at the line from the North Norfolk Railway, seen here on November 7th. *Richard Hargreaves*



From the Archives

Merseyrail unit No. 28361 restored to LMS livery works a shuttle service from Port Sunlight to Rock Ferry on May 2nd 1988.

John Sloane

Class 37 680 heads a steel train through Barnetby on June 17th 1996. *Brian Hewertson*

Ex LMS 'Jubilee' 4-6-0 No. 45703 'Thunderer' stands at the old Wigan North Western station with a parcels train in 1962. *Brian Dobbs*



From the Archives

▶ Class 25 059 burbles away in Kenyon Cutting, on the Chat Moss line, on Sunday April 29th 1984. *Jeff Nicholls*

▶ DRS' Class 47 802 and 47 501 haul an intermodal through Acton Bridge on May 8th 2003. *Brian Hewertson*

▶ BRT operated Class 20 075 and 20 128 pause at Crewe on April 21st 1996. *Brian Hewertson*



From the Archives

▶ Class 31 124 departs light engine from Manchester Victoria on May 5th 1988.

John Sloane

▶ Class 08 624 takes part in track relaying operations in Kenyon Cutting, near Newton-le-Willows, on March 11th 1984. This scene has changed a lot since electrification and some recent very drastic tree felling. *Jeff Nicholls*

▶ Hymek No. D7018 stands at Tyseley during an open day on October 4th 1987. *John Sloane*



From the Archives

▶ Class 24 No. 5013 approaches Motherwell from Mossend Yard whilst another approaches with a coal train on September 10th 1973.

John Sloane

▶ 'Lion' gives 'Sans Pareille' a helping hand during the Rocket 150 parade at Rainhill on May 25th 1980. *John Sloane*

▶ Class 50 034 and 50 008 storm past Bradley with a northbound 'Fellsman' excursion on a dismal January 1st 1988. *John Sloane*



From the Archives

Brush Type 4 No. 1111 (all the ones) stands in York North Shed on May 20th 1972.

John Sloane

