



Railtalk Magazine

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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 195

Seasons greetings to all our readers and contributors, we've made it through another year, I'm not sure what the new year will bring, but two of the many news stories this month highlight just how bad our rail system is!

Firstly...The sad demise of Vivarail has meant that trains on the Marston Vale Line between Bedford and Bletchley have been temporarily suspended after it was confirmed that the maintenance company that looks after the trains had entered administration. Vivarail, which maintains the Class 230 trains on the route, entered administration in November after seeking investment earlier in the year. London Northwestern Railway, the operator on the Marston Line, has put rail replacement services in place while alternative arrangements are considered.

John Doughty, LNR engineering director, said: "I apologise to our customers who will be impacted by the temporary suspension of the train service on the Marston Vale Line. Following the news that Vivarail is to enter administration, we have been left with no alternative but to pause the service as we can no longer guarantee the required level of maintenance for the trains on the route will be available. We are working hard to find a solution which will enable us to return a train service

to the line as soon as possible and we will keep our passengers updated."

And proving that this countries rail system is in a complete mess..... Figures released by the Office of Rail and Road have shown that Avanti West Coast paid £12 million to its owners FirstGroup and Trenitalia last year. The revelation has prompted calls from Labour for the money to be repaid to taxpayers in the light of Avanti's poor performance in recent months, when the number of its cancellations boosted the national average to a new height, although the figures are now improving. The operator was receiving payments of £343 million as part of its contract with the Department for Transport, but apart from £12 million the rest was used to pay its costs.

FirstGroup said: 'Since 2020, train operators have been paid a nominal fixed annual management fee as well as a performance-based fee against specific targets set by the government to run rail services. The information released by ORR today refers to financial data for operations in the year to March 2022, during which we saw passenger numbers begin to recover after the impact of the pandemic and prior to industrial action across the network.'

Consumer watchdog Transport Focus has described the disruption as 'potentially putting some off using

the train for good', while the RMT has accused Avanti of 'systematic mismanagement ... causing delays, fewer trains and staff shortages'. Avanti has been given a six-month extension of its contract to give it time to recover from driver shortages but patience has been running out, particularly among politicians and business leaders in north west England. Transport secretary Mark Harper has had a meeting with mayors in northern cities and business leaders with concern also about poor performance on TransPennine Express and Northern.

Transport Focus chief executive Anthony Smith said: 'Passengers have told us that this disruption is having a significant impact, potentially putting some off using the train for good. Some have cancelled plans or travelled another way, while others feel anxious about it all going wrong. While most of those who are able to travel find the experience OK, many have experienced crowding. Avanti and TransPennine Express must do better in ensuring that the trains run reliably. They must also provide better information.'

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

Class 37 418 hauls a Network Rail MPV set through Castleton heading from the East Lancs Railway to Crewe on December 1st. [Russell Clarke](#)

Front Cover

Class 70 810 came to the rescue of failed 56 094 on the delayed 6S31 daily Engineers train from Doncaster Up Decoy to Millerhill S.S., seen passing Coopies Lane in Morpeth on October 10th. [Alan Sinclair](#)





A rather weather worn Class 56 049 is seen at Chester on November 25th while working the 21:13 Coleham to Coleham (via Holyhead) RHTT service. *Barry Longson*

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Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos.

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Charter Scene Pathfinder Tours

The Whistling Geordie

Class 40 No. D345 (40 145) turns on the power as it passes through Stalybridge on November 12th, working 1Z40 Burton-on-Trent to Newcastle. The class 40 had taken over from a pair of class 37s at Crewe. *Barry Longson*



Charter Scene Pathfinder Tours

The Whistling Geordie

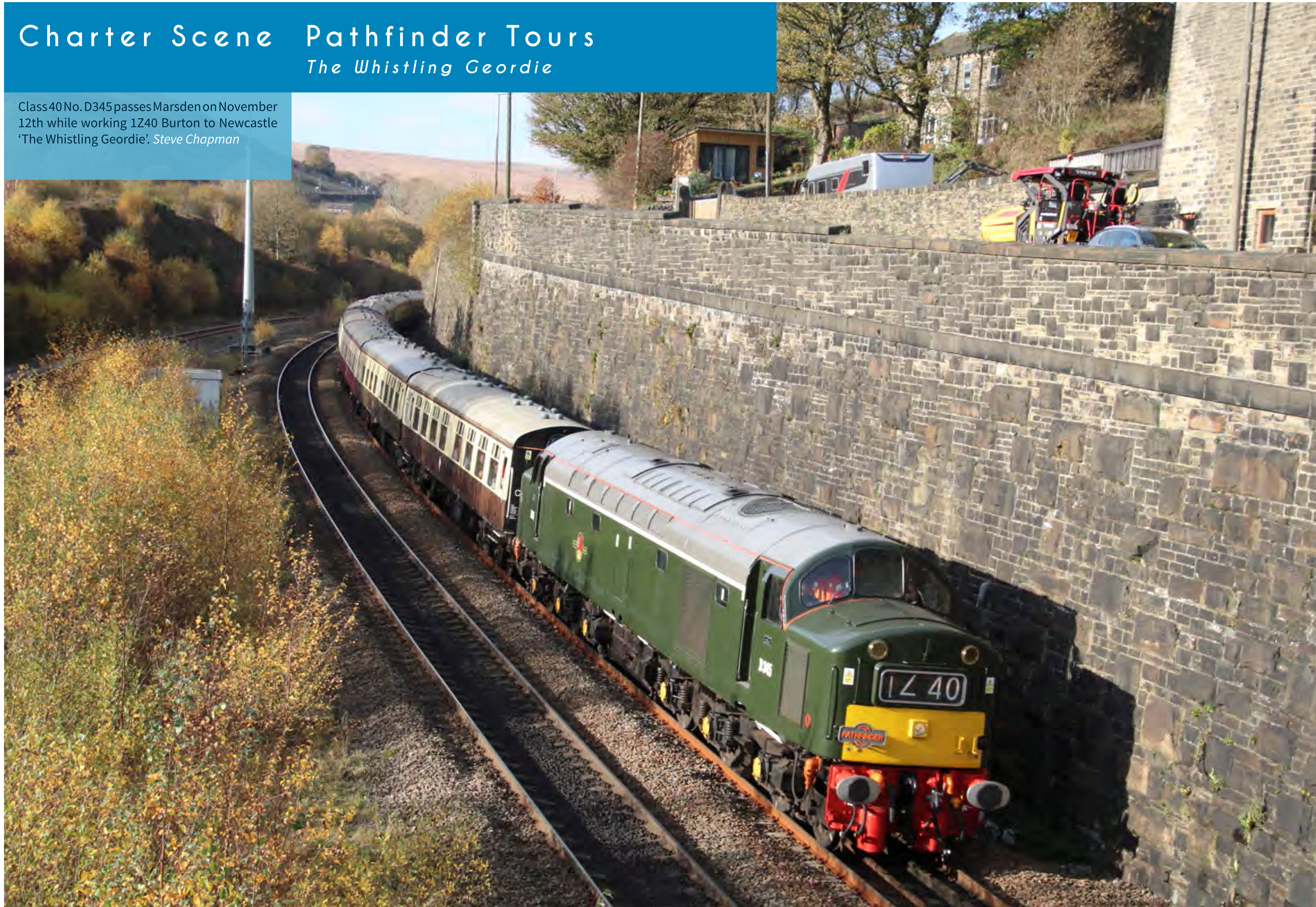
Class 40 No. D345 passes Diggle on November 12th, working 1Z40 Burton-on-Trent to Newcastle. *Russell Clarke*



Charter Scene Pathfinder Tours

The Whistling Geordie

Class 40 No. D345 passes Marsden on November 12th while working 1Z40 Burton to Newcastle 'The Whistling Geordie'. *Steve Chapman*



Pathfinder Tours

The Whistling Geordie

▶ English Electric Class 40 No. D345 passes Newton le Willows with the 07:01 Burton-on-Trent to Newcastle, 'The Whistling Geordie' on November 12th. *Paul Senior*

▶ West Coast's Class 57 010 is seen on the rear of the charter passing Winwick on November 12th. *John Sloane*

▶ Class 40 No. D345 speeds through Moore on November 12th, working 1Z40 Burton-on-Trent to Newcastle. *Mark Enderby*



Charter Scene

Vintage Trains

Private Charter

On November 8th, a private charter brought GWR Castle Class No. 7029 'Clun Castle' working 1Z70 Peterborough to Lincoln with Class 47 773 on the rear. *Steve Thompson*



Charter Scene Vintage Trains

Private Charter

On November 8th, after a stop at Lincoln the private charter is seen departing back to Peterborough, this time via Newark. The 'Castle' is seen getting into its stride with 1Z71, approaching West Holmes, passing between various parts of the University, mostly built on former railway land. *Steve Thompson*



Charter Scene Railway Touring Co.

The Christmas Cheshireman

Jubilee 4-6-0 No. 45596 'Bahamas' passes
Kempsey with 1Z32 07:00 Bristol Temple
Meads - Chester on November 19th.
Keith Davies



Charter Scene Railway Touring Co.

The Christmas Cheshireman

West Coast's Class 47 804 passes Kempseye on the rear of 1Z32 07:00 Bristol Temple Meads to Chester on November 19th. *Keith Davies*



Railway Touring Co.

The Christmas Cheshireman

Jubilee 4-6-0 No. 45596 'Bahamas' stands at Chester, after arriving with the Railway Touring Company's 'The Christmas Cheshireman' from Bristol Temple Meads, on November 19th.

Paul Senior

▲ No. 6233 'Duchess of Sutherland' sits in the goods loop at Chester, having travelled ECS from Tyseley in order to work the special, which is parked alongside, to Chepstow. In the background can be seen 'Bahamas' which had worked the train into Chester. *Jeff Nicholls*

▼ Jubilee 4-6-0 No. 45596 'Bahamas' enters Chester station at the end of its journey from Bristol on November 19th. *Jeff Nicholls*



Charter Scene Railway Touring Company

The Christmas Cheshireman

West Coast's Class 47 804 is seen at Chester on the rear of 'The Christmas Cheshireman' from Bristol Temple Meads, on November 19th.

Paul Senior



Charter Scene Railway Touring Company

The Christmas Cheshireman

Jubilee No. 45596 'Bahamas' arrives at Chester on November 19th working 'The Christmas Cheshireman' tour from Bristol to Chester.

Lee Stanford



Charter Scene Railway Touring Company

The Waverley

Despite the dismal conditions an A4 on the down fast through Doncaster is a sight worth recording and on November 17th, No. 4498 'Sir Nigel Gresley' provided such an opportunity as it heads north with the 07:57 from London King's Cross to York. *Lee Stanford*



Charter Scene Railway Touring Company

The Lindum Fayre

Lincoln Christmas Market time again and on December 3rd, LMS Coronation Class 4-6-2 No. 6233 'Duchess of Sutherland' worked 1Z62 London King's Cross - Lincoln with Class 47 813 on the rear. Here is the 'Duchess' having been turned working 5Z62 back towards East Holmes and Lincoln Central. *Steve Thompson*



Charter Scene Railway Touring Company

The Lindum Fayre

On December 3rd, the departure of 1Z63 Lincoln - London King's Cross was, of course, in darkness, but it was nonetheless a dramatic sight and sound. *Steve Thompson*



Charter Scene Northern Belle

Northern Belle

On November 11th, Class 57 314 and 47 812 top'n'tail the 1Z69 Nottingham to Bath Spa through Swindon . *Colin Pidgeon*



Charter Scene Northern Belle

Northern Belle

Class 57 313 and 57 314 pass Bayston Hill with 1Z90 06:00 Leeds to Cardiff Central on November 19th. *Keith Davies*



Charter Scene Northern Belle

Northern Belle

Class 57 313 and 57 314 top'n'tail the Northern Belle through Culcheth on November 6th.
Jeff Nicholls



Charter Scene Northern Belle

Northern Belle

Class 57 314 passes Bayston Hill on the rear of 1Z90 06:00 Leeds to Cardiff Central on November 19th. *Phil Martin*



Charter Scene Midland Pullman

Bath Christmas Pullman

The 'Blue Pullman' working 1Z60 Leeds to Bath Spa passes through Swindon on December 1st.
Ken Mumford



Railway Touring Co.

The Cardiff Christmas Express

On November 22nd, LMS Coronation Class No. 6233 'Duchess of Sutherland' drifts down towards Swindon with 1Z80 08:22 London Victoria to Cardiff running 71 minutes late due to watering problems at Challow loop. Class 47 813 was idling on the back of the 10 coach train. *David Lindsell*

On November 22nd, LMS Coronation Class No. 6233 'Duchess of Sutherland' drifts down towards Swindon with 1Z80 08:22 London Victoria to Cardiff running 71 minutes late due to watering problems at Challow loop. Class 47 813 was idling on the back of the 10 coach train. *David Lindsell*



Charter Scene

Vintage Trains

The Polar Express

On December 3rd, GWR 'Castle' Class No. 7029 'Clun Castle' and Class 20 189 approach Birmingham Moor Street with a 'Polar Express' working. *Richard Hargreaves*



Charter Scene

Vintage Trains

The Polar Express

On December 3rd, GWR 'Castle' Class No. 7029 'Clun Castle' races through Widney Manor with the 18:49 Dorridge - Birmingham Moor Street 'Polar Express'. *Chris Morrison*



Charter Scene

Vintage Trains

The Polar Express

Class 20 189 passes Widney Manor with the 18:04 Birmingham Moor St. - Dorridge 'Polar Express' on December 3rd. *Chris Morrison*



Charter Scene ECS and Light Engine Movements

On November 24th, Class 20s Nos. D8107 and D8096 pass through Pitsea heading to Shoeburyness on the Southend line.

Charlie Robbins



Charter Scene

ECS and Light Engine Moves

▶ Class 57 314 passes Woolascott with 5Z90 11:00 Steamtown Carnforth - Pengam Sidings on November 15th. *Keith Davies*

▶ Black 5 No. 45231 'The Sherwood Forester' and A4 No. 4498 'Sir Nigel Gresley' double heading the 5Z60 09:21 Crewe H.S. to Southall Loco Services Ltd pass through Northampton on November 15th. *Derek Elston*

▶ LNER A3 No. 60103, now in its 99th year, is seen at Stafford on November 8th during a pathing stop as it makes the long journey from Swanage back to its base at Bury on the East Lancs Railway. *Lee Stanford*



Charter Scene

ECS and Light Engine Moves

English Electric Class 20s Nos. D8107 (20 107) and D8096 (20 096) pass Northampton working 0Z20 08:14 Crewe H.S. to Shoeburyness route learner on November 21st. *Derek Elston*

West Coast's Class 37 676 and 37 668 pass Winwick as they run light from Crewe to Carnforth on November 12th. *John Sloane*

On November 23rd, Class 37 688 approaches Reading working the 5Z30 Crewe HS to Reading Traincare depot. *Richard Hargreaves*



LNER B1 No. 61306 'Mayflower' had been to the Seven Valley Railway for testing its newly fitted air brakes and is seen at Stafford during a sudden downpour on November 8th returning to base at Crewe with Class 20's Nos. D8096 and D8107 providing the power. *Lee Stanford*



Avanti West Coast

Double take as Pendolino Class 390 142 heads south through Stafford on November 8th with classmate 390 011 waiting to depart north. *Lee Stanford*



Start of dynamic testing marks another milestone for Avanti West Coast's new fleet

The first of Avanti West Coast's new fleet of trains has begun dynamic testing at Network Rail's Rail Innovation and Development Centre (RIDC) in Leicestershire.

In a major milestone for the £350m project, the Class 805 bi-mode train, which was built at Hitachi Rail's Newton Aycliffe factory in North East England, will travel under its own power at speed for the very first time.

Unit number 805 001, still sporting its base livery, is expected to remain at RIDC for most of November, before being joined by a second train (805 003) to undergo further testing. Both trains will then move to Oxley depot (in the West Midlands) to begin an intense period of main line testing.

The new fleet will be a mix of ten seven-carriage electric trains and 13 five-carriage bi-mode trains, with the ability to switch seamlessly between electric and diesel power. The electric trains (Class 807) will operate between London, the West Midlands and Liverpool while the bi-mode version will be focused on the London to North Wales route. The new fleet is on course to enter service on the West Coast Main Line in 2023.

Liam Hockings, New Fleet Introduction Manager at Avanti West Coast, said: "The new train looks amazing and we're looking forward to putting it through its paces over the coming months. These new Hitachi trains will help deliver a step change in the travelling experience of our customers and colleagues, along with a much greener and quieter operation."

The new Hitachi trains offer more space and a quieter journey compared to the diesel-only Voyager trains they replace.

This will lead to a 61 percent reduction in carbon emissions. Customers will also enjoy better and more reliable free Wi-Fi, at-seat wireless charging for electronic devices, plug sockets and USB slots; a brand-new catering offer and a real-time passenger information system that can advise customers of connecting rail services.





Avanti West Coast helps restore village Post Office with new pop-up counter at Oxenholme station

Avanti West Coast has helped a Cumbrian community restore its Post Office with a new pop-up counter at Oxenholme station two years after it was deprived of its only service. Working with Tim Farron, MP for Westmorland and Lonsdale, and local Postmaster, Phil Ballantyne, the intercity operator has provided the Cumbrian station it manages as a venue for an outreach Post Office service – where a Postmaster comes to premises within a community for limited hours each week to provide services. It is believed to be the first of its kind on the West Coast Main Line and one of a few Post Offices operating at a railway station in the UK. The pop-up facility will be available in the station's ticket office and hosted by Avanti West Coast – supporting the community's efforts to bring back Post Office services, which were lost when the branch closed in February 2020. Phil, who became a Postmaster in 2002 after taking over his mum and dad's business in Houghton, Cumbria, will make visits on Monday morning and Thursday afternoon to Oxenholme station to provide locals with products and services. These include sending letters, returning parcels, banking, bill payments and changing currency. This service is initially being trialled two days a week to establish if there is demand for a more frequent service in the longer term. Oxenholme station, which is known as the gateway to the Lake District and connects into the 10-mile branch line to Windermere, was put forward by Tim Farron as the most

ideal place to restore the village Post Office because it is within easy reach for most residents. As Postmaster for the Cumbrian market town of Appleby, Phil is a familiar face to locals in the region. For the last eight years, Phil and his team have been providing an outreach service across 10 communities in Cumbria and Lancashire. Oxenholme will be the eleventh location where they offer people in rural places access to Post Office services. Oxenholme is a new location for Phil, and this latest venture will see him visit the station for four hours every week with a counter service between 11:00 – 13:00 on Mondays; and 12:30 - 14:30 on Thursdays.

Speaking of opening a new outreach Post Office service, Phil said: "Working as a Postmaster, I know how important it is for people in rural places to have access to essential Post Office services – not only does it enable them to carry out everyday errands, but it also brings a sense of community and company for some. So, I'm excited to be expanding my operation to serve Oxenholme with Post Office services they need. As a gateway to the Lakes, Oxenholme station will be a great place to meet people from all walks of life and I look forward to saying hello during my weekly visits."

Samuel Williams, Post Office Network Provision Lead, said: "Phil does an

amazing job serving so many communities providing essential services and a friendly face to chat to."

Tim Farron, MP for Westmorland and Lonsdale, said: "After two and a half years of working with Avanti West Coast and local councillors, I'm delighted that we have finally secured a new post office for Oxenholme. This is a key local service that residents have been deprived of ever since the previous post office closed just before the pandemic, so it's great news that it's now open and in a prime location."

Matthew Worman, Regional Growth Manager at Avanti West Coast, said: "We want to make a difference in the communities we serve and support causes that matter most to them, which is why we're proud to be hosting a pop-up Post Office for the village of Oxenholme. Like the Post Office, we connect people, and wanted to play our part to restore access to essential services by utilising space at the station to keep the community connected. It's exciting this facility is the first of its kind on our West Coast route and we'd like to thank Tim Farron MP, Phil Ballantyne, and the community for working with us to make this happen. We're pleased to welcome Phil to Oxenholme and hope to see both new and familiar faces using the services, as well as visitors writing home about their adventures to the Lake District."

Avanti West Coast

▶ Class 390 112 speeds through Charnock Richard on November 14th with a service from London Euston to Glasgow Central. *John Sloane*

▶ On November 9th, Class 390 020 passes through Leyland with a service to Glasgow. *John Sloane*

▶ Class 390 153 heads away from Winwick on November 12th with a service to London Euston. *John Sloane*



Caledonian Sleeper

Discover the North Coast 500 with Caledonian Sleeper



Caledonian Sleeper has entered into a partnership with North Coast 500, voted one of the world's top coastal touring routes. Bringing together more than 500 miles (516 miles, to be exact!) of stunning coastal scenery, the North Coast 500 (NC500) naturally follows the rugged coastal edges of the North Highlands – one of Scotland's best-kept secrets.

The NC500 is so much more than just a driving route; it's all about the journey and the experiences you'll enjoy along the way. With stunning coastal scenery, white sandy beaches, rugged mountains, remote fishing villages, hidden gems, and a wealth of unforgettable experiences, the NC500 is Scotland's ultimate road trip,

offering a truly unique touring experience quite unlike anywhere else in the world!

After waking up refreshed and ready to go in Inverness following an overnight journey with Caledonian Sleeper from London, easy onward travel links to the NC500 route encourage travellers to discover the clean air and breath-taking scenery of Inverness-shire, Easter Ross, Wester Ross, Caithness and Sutherland.

The NC500 route enjoys superb quality hotels, fine restaurants and year-round outdoor activities. There are golf courses, fairy-tale castles, distilleries and historic trails. The winter landscapes are a photographer's dream, the wildlife abounds, and the dark skies offer some of the best stargazing as well as a chance to catch the Northern Lights. All giving visitors reasons to linger longer and enjoy the benefits of off-season travel.

Craig Mills, Chief Operating Officer for NC500 said: "Our greatest attraction is the scenery of this unique part of

the world – from rugged coastlines and remote beaches through to peat bogs and snow-capped mountains – and it takes on a different but no less beautiful character in the autumn and winter. By partnering with the Caledonian Sleeper, we want to encourage visitors to travel overnight and arrive fresh and ready to make the most of what we can offer in and around the NC500. We are so much more than a road trip, and a mini-break that starts with stress-free travel to Scotland would set people up for a slower-paced holiday based in one of our glorious destinations. It is perhaps a new 'sleeper season'."

When travelling with Caledonian Sleeper, guests can enjoy a hassle-free journey without security queues, long treks between the airport and city, nor excess baggage charges. Instead, they are transported from the heart of the city to destinations such as Inverness, the gateway to the NC500.

Steven Marshall, Head of Sales and Marketing at Serco

Caledonian Sleeper, said: "The NC500 is a truly stunning coastal route and we're proud to help open up this destination, allowing more people to experience its beauty. Our overnight rail service connects London with numerous destinations in Scotland, running both north and south across the border. It's fantastic that we can give travellers the opportunity to experience all that Scotland has to offer, from vibrant cities to tranquil rural areas."

Caledonian Sleeper have a Golden Ticket

Caledonian Sleeper have teamed up with Mackie's of Scotland to grant one lucky winner and their plus one an unforgettable railway experience aboard the Caledonian Sleeper and a year's supply of chocolate.

Prize winners will receive a welcome bottle of champagne upon arrival and enjoy a return trip in either a Caledonian Double or Club room between any Caledonian Sleeper destinations of their choice

The prize will also include a Mackie's goodie bag which contains a Gillian Kyle apron, an exclusive Mackie's ice cream scoop, tea towel and tote bag, as well as 52 x 120 g Mackie's chocolate bars to sweeten the deal.

To be in with a chance of winning, participants must submit their entry on Mackie's website by Friday December 23rd. Uploading a photograph with a bar of Mackie's chocolate will grant an additional five entries. All passengers on board Caledonian Sleeper services will receive a ticket with a QR code which links to the competition.



Steven Marshall, Caledonian Sleeper's Head of Sales & Marketing, said "Thanks to Mackie's our guests have been enjoying a sweet taste of Scotland onboard since we launched our partnership earlier this year. We are delighted to be evolving our tie-up with Mackie's and to give a lucky winner the chance to win a fantastic prize which could bookend a beautiful holiday or an overdue visit to family and friends at the other side of the UK."

Stuart Common, Sales and Marketing Director at Mackie's of Scotland, said: "To celebrate Mackie's partnership with Caledonian Sleeper, we've launched this fun competition to give one lucky person the chance to experience a trip on the service. Seeing Mackie's bars of chocolate touring the UK has been fantastic and we're delighted to be providing a taste of Scotland during the trip. If you have an interest in trains, travelling or chocolate then this is the competition for you!"

The competition will run from December 1st to the 23rd.

Colas Rail

▶ Class 70 804, with a temporary number on its front end, stands at Stafford on November 8th with a very short 12:19 Longport LR Colas (formerly Pinnox) to Crewe Basford Hall working. *Lee Stanford*

▶ On November 17th, Class 70 806 working the 6M40 Westbury to Stud Farm heads through Swindon. *Ken Mumford*

▶ On November 26th, Class 70 801 plus one IGA wagon working the 6O26 Hinksey Sidings to Eastleigh East Yard is seen passing Andover. *David Lindsay*





SRSA WRAP UP WORKS AT WADHURST TUNNEL

The South Rail Systems Alliance's (SRSA) Tonbridge division have recently completed a blockade spanning nine days through Wadhurst Tunnel. With the line forming part of the Kent route between Tunbridge Wells and Hastings, our locally based division were best placed to handle the possession scheduled through late October.

Safety was of paramount importance before works commenced, ventilation & lighting was provided throughout the tunnel to ensure our site teams remained safe. Wadhurst Tunnel site and project proved to be a unique challenge for the team, with a single line within a tunnel requiring a full component renewal and full depth excavation required. The team approached the project by starting in the centre of the tunnel and worked in both directions.

Utilising Quattro as the RRV supplier, three panels at a time were loaded onto trailers, and then subsequently

excavated to an RRV fitted with a ballast box.

The materials were then safely loaded and disposed of by strategically placed engineering trains on either side of the tunnel. Once the track was removed and excavated in its entirety, new 60ft panels were installed from the extremities with the help of two Kirow 250 cranes.

Working over five shifts, topstone was installed by autoballasters before Tampers arrived on site to raise the track to the required design. The 60ft closures were removed and continuously welded rail was then installed using iron-men. The site was fully welded, stressed and handed back to the client at linespeed. The original planned Temporary Speed Restriction was removed. The SRSA is comprised of Colas Rail, Network Rail and AECOM, an alliance created to deliver a portfolio of works across the southern region of the UK over a 10-year period.



Colas Rail

▶ Class 70 809 passes Chirk on November 13th with the 6C37 10:30 to Carlisle empty timber working. *Phil Martin*

▶ Class 70 806 approaches St. Cross from Eastleigh with an engineer's working to Hinksey. *John Sloane*

▶ Class 70 806 passes St. Cross hauling the 10:48 engineer's service from Oxford Hinksey to Eastleigh Yard on November 1st. *John Sloane*



CrossCountry

A CrossCountry HST headed by power car No. 43304 approaches Cheltenham at Cloddybridge with the 1S51 12:27 Plymouth - Edinburgh service on November 12th.
Chris Morrison



CrossCountry

Class 221 140 passes Millbrook with the 09:45 Bournemouth to Manchester service on November 1st. *John Sloane*



CrossCountry

On November 9th, Cross Country provided a single 4 car Voyager, Class 220 024, for the 11:27 Manchester Piccadilly to Bournemouth service, seen here departing Stafford.

Barry Longson

Power car No. 43285 is seen departing Bristol Temple Meads on November 16th on the rear of a service to Plymouth.

Richard Hargreaves

On November 10th, Class 221 130 arrives at Leeds working 1S33 Birmingham New Street - Edinburgh.

Steve Thompson



DB Cargo

November 25th saw Class 66 128 used on the 13:15
Trafford Park to London Gateway, seen here on the
approach to Gatley station. *Barry Longson*

www.railtalkmagazine.co.uk



DB Cargo

▶ Class 66 013 has an almost full load in tow with the 10:18 Trafford Park to Southampton, giving the engine a stern test as it passes Stafford on a bright but cold November 9th. *Barry Longson*

▶ Unique liveried Class 90 034 with classmate 90 029 pass Stafford on November 8th with the 13:32 light engine move from Crewe to Daventry. *Lee Stanford*

▶ On November 17th, Class 66 133 working the 6C03 Northolt to Severnside SUEZ train, heads through Swindon. *Ken Mumford*



DB Cargo

▶ The 13:32 light engine move from Crewe to Daventry with Class 90 037 and 90 021 was pathed along the fastline from Crewe on December 2nd and the pair are seen heading south at Stafford. *Lee Stanford*

▶ Class 66 076 leads the 6071 14:47 Daventry International Rft Reception to Dollands Moor Sidings through Northampton 20 minutes behind schedule on November 28th
Derek Elston

▶ Class 60 066 is seen stabled at Swindon on November 17th. *Ken Mumford*



Class 66 089 passes Cloddybridge with the 10:39
Corby - Margam steel empties on November 12th.
Chris Morrison



DB Cargo

▶ On November 3rd, Class 90 020 and 90 037 pass Warrington Bank Quay working the 4M25 Mossend - Daventry intermodal. *Michael Lynam*

▶ As the 2M23 London Waterloo - Chessington South service pulls away from Tolworth station on November 14th, Class 66 199 waits in the headshunt for the passenger train to clear the section before drawing across to the 'up' road with the 6Y08 aggregates empties to Cliffe Brett Marine. *Ian Callander*

▶ Class 66 175 passes Ely on November 25th with the 4L45 Wakefield to Felixstowe intermodal. *Steve Chapman*



DB Cargo

On November 28th, Class 66 207 catches the low sun at Heaton Norris Junction, while in charge of the 10:47 Knowsley to Wilton Efw, loaded waste containers. *Barry Longson*

Class 60 017 runs light engine through Reading on November 23rd as 0Z33 Acton to Theale. *Richard Hargreaves*

As a London Waterloo bound South Western Railway's service passes, frequent Tolworth visitor Class 66 060 pushes its loaded rake of aggregates into the Tolworth facility from the headshunt. *Ian Callander*



DB Cargo

▶ Class 66 061 hurries past St. Cross hauling a Morris Cowley to Southampton car train on November 1st. *John Sloane*

▶ Class 66 086 passes Leyland on November 9th with a Mossend to Seaforth working. *John Sloane*

▶ Class 90 029 and 90 039 are seen at Coppull Moor with the 4M25 service from Mossend to Daventry on November 18th. *John Sloane*



DB Cargo

▶ On November 25th, Class 66 175 hauls the 4L45 10:04 Normanton Wakefield Europort to Felixstowe South through Oakenshaw.

Tim Saunders

▶ Class 66 188 working the 6M45 06:53 Dollands Moor Sidings to Daventry International Railfreight Reception Rfd water train passes through Northampton on November 30th

Derek Elston



DC Rail Freight

▶ Class 60 028 on the 6Z22 Tytherington to Appleford passes through Swindon on November 23rd. *Colin Pidgeon*

▶ On November 15th, Class 60 055 'Thomas Barnado' creeps wagon-by-wagon towards the end of the line, as its load of aggregates, destined for the HS2 project, is offloaded at the recently-reinstated former coal yard at Chessington South, having arrived there from Willesden. *Ian Callander*

▶ Class 60 028 in sun glint working the 6Z22 12:00 Tythering Quarry to Appleford Sidings loaded stone train passes Gypsy Lane footbridge, Swindon on November 22nd. *David Lindsell*



Direct Rail Services

▶ Class 68 002 and 68 007 head away from Winwick with a Mossend to Daventry working on November 12th. *John Sloane*

▶ Class 37 423 'Spirit of the Lakes' is seen at Crewe Gresty Bridge depot on November 5th. *John Sloane*

▶ Class 66 431 and 68 014 seen at Crewe Gresty Bridge depot on November 5th. *John Sloane*



Direct Rail Services

▶ Class 88 005 and 68 007 approach Bradley with 4M27 Mossend to Daventry on November 16th. *John Sloane*

▶ Class 66 422 and 66 427 pass through Leyland on November 9th with a Mossend to Daventry 'Tesco' service. *John Sloane*

▶ Class 68 017 and 68 005 pass Charnock Richard with the 4S44 service from Daventry to Mossend on November 14th. *John Sloane*



Direct Rail Services

▶ Class 37 069 has a very light load, working 4Z69 Warrington Arpley to Daventry through Stafford on November 9th . *Barry Longson*

▶ The 12:22 Crewe to Bescot engineers train passes Stafford on December 2nd, unusually hauled by TransPennine liveried Class 68 019 with Freightliners 66 587 hitching a ride. *Lee Stanford*

▶ Class 37 422 passes Guide Bridge on November 9th as it returns to York to resume RHTT duties following attention at Crewe Gresty Bridge. *Lee Stanford*



Direct Rail Services

Class 68 004 and 68 006 are seen passing Morpeth on October 10th working the 06:07 Carlisle Kingmoor to Nunthorpe RHTT. *Alan Sinclair*



East Midlands Railway

On November 25th, Class 170 532 departs Crewe with the 12:11 service to Newark Castle.

Barry Longson

Class 360 117 is seen being towed through Northampton by Class 47 749 'City of Truro' as 5Q97 10:06 Northampton EMD to Cricklewood South Sidings on November 1st. *Derek Elston*

Class 158 783 arrives at Ely on November 25th with the 11:56 Norwich to Liverpool Lime St. service.

Steve Chapman



Freightliner

▶ Still carrying its recruitment campaign poster, Class 66 564 passes East Holmes on November 8th, working 4L87 Leeds FLT - Felixstowe liner, overlooked by the magnificent Lincoln Cathedral. *Steve Thompson*

▶ Class 66 420 working a STP London Gateway to Southampton liner passes Grateley on November 26th. *Michael Bennett*

▶ Class 70 011 with a diverted 4029 Crewe to Southampton liner is seen near Grateley on November 26th. *Michael Bennett*



Freightliner

On November 8th, Class 66 618 working the Hardendale - Tunstead stands at Warrington Bank Quay. *Mark Enderby*

The sun glints on the side of Class 66 538 as it passes through Northampton with 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. on November 1st. *Derek Elston*

Class 90 014 'Over the Rainbow' and 90 044 lead the 4M63 09:12 Felixstowe North F.L.T. to Trafford Park F.L.T. through Northampton on November 28th. *Derek Elston*



Freightliner

Class 66 413 'Lest We Forget' squeals to an ear-piercing halt as it approaches the Tolworth Day Aggregates facility on the afternoon of November 2nd. *Ian Callander*

Class 66 415 approaches Reading on November 23rd with the 6M20 Whatley to West Drayton. *Richard Hargreaves*

Class 66 503 'The Railway Magazine' working 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. passes through Northampton on November 30th. *Derek Elston*





Freightliner

Back lit by low winter sun at 12:52 on November 28th, Class 70014 kicks out some exhaust having had a signal check on Stockport viaduct while working the 11:15 Runcorn to Brindle Heath empty waste train and is seen approaching Heaton Norris Junction. *Barry Longson*

Class 59 103 working the 6V18 Allington to Whatley passes through Reading on November 23rd. *Richard Hargreaves*

On November 11th, Freightliner G&W-liveried Class 59 206 'John F Yeoman Rail Pioneer' rides the rollercoaster between Malden Manor and Tolworth Stations, in charge of the 7002 loaded aggregates from Acton. *Ian Callander*



Freightliner

▶ Class 66 547 is seen shunting in Southampton Maritime container terminal on November 1st.
John Sloane

▶ Class 70 010 gets to grips with restarting a Southampton to Trafford Park service away from a signal check at St. Cross on November 1st.
John Sloane

▶ Class 66 514 passes Redbridge on November 1st hauling the 13:41 Chichester to Merehead empty stone train.
John Sloane



Freightliner

Class 70011 is seen at St. Cross hauling the 05:36 from Garston to Southampton on November 1st. *John Sloane*

Class 08 585, 66 531 and 47 830 are seen in the yard of Southampton Maritime depot on November 1st. *John Sloane*

Class 66 531 is being serviced at Southampton Maritime depot on November 1st. *John Sloane*





Freightliner

▶ Class 66 520 and 59 002 working the 7A17 Merehead to Colnbrook pass through Reading on November 23rd. *Richard Hargreaves*

▶ Class 66 559 passes through a foggy Swindon on December 1st working the 4L32 Wentloog to London Gateway. *Ken Mumford*

▶ With the the afternoon sun already fading on November 14th, Aggregate Industries-liveried 59 002 'Alan J Day' brakes the 7002 service from Acton to a halt, awaiting instructions to draw forward into its namesake's aggregates facility at Tolworth. *Ian Callander*



Freightliner

▶ Class 66 614, 66 523 and 66 545 run light engine through Shrewsbury on November 6th, heading to Crewe. *Phil Martin*

▶ Class 66 558 with 66 534 'OOCL Express' DIT leads the 4L99 09:52 Lawley Street FLT to Felixstowe North FLT through Northampton on November 11th. *Derek Elston*

▶ On November 3rd, Class 66 618 passes through Warrington Bank Quay with the 6H51 Hardendale Quarry - Tunstead Sidings rake of empty box wagons. *Michael Lynam*



▶ Class 66 419 working the 4V35 London Gateway to Portbury approaches Bristol Temple Meads on November 12th. *Richard Hargreaves*

▶ Class 66 567 working the 6A60 Whatley Quarry to Oxford Banbury Road passes through Swindon on November 18th. *Colin Pidgeon*

▶ On November 18th, Class 66 517 on 4L32 Wentloog to London Gateway passes through Swindon. *Colin Pidgeon*



▶ November 3rd sees Class 66 739 with a full load, working the 14:18 Trafford Park to Felixstowe North. *Barry Longson*

▶ Class 66 706 'Nene Valley Railway' passes Bamber Bridge with 6F69 12:54 Ribblehead - Tuebrook on November 18th. *John Balaam*

▶ Class 66 793 passes through Reading on November 2nd working 6V32 Tilbury to Trostre. *Richard Hargreaves*





GB RAILFREIGHT ANNOUNCES MAJOR NEW INVESTMENT IN PETERBOROUGH

GB Railfreight (GBRf), operator of Rail Freight Services across the UK and employer of over 1,000 staff, is pleased to announce the investment of £4.7m into new maintenance depot in Peterborough alongside the East Coast Mainline.

The depot – which is being built by Cairn Cross Engineering – will create around 60 jobs in the local area during construction and a further 20 permanent jobs when the project completes next Summer. This continues GBRf's sustained investment in Peterborough and Eastern England following construction of its new £3 million Peterborough HQ last year. The depot is scheduled to open next summer

The state-of-art maintenance hub will play a vital role in GBRf's ambitions to improve safety and reliability across its wagon fleet, using smart sensor technology to quickly analyse wagon conditions and identify faults much earlier quickly and accurately. Through this work, the new Peterborough maintenance hub will support GB Railfreight's ambitious growth plans as it works up to running 75 intermodal services a day by 2025.

John Smith, CEO of GB Railfreight, said: "We are delighted to be strengthening our presence in Peterborough with the construction of our new maintenance hub. Peterborough was a natural choice of location following the opening of our headquarters – GBRf House – here last year.

The city is also one of the most important points on the East Coast Mainline and has a long and illustrious connection to the country's railways. We hope that the hub will provide the local community with new opportunities through high quality jobs and training schemes. This in turn will help bring through a new generation of talent in the rail freight industry, which will be vital to delivering the sector's continued success."

Councillor Wayne Fitzgerald, Leader of Peterborough City Council, said: "This is a welcome investment to Peterborough and one which will create many new jobs for our residents and improve the flow of goods on the city's rail-line. It also proves - once again - that Peterborough is the ideal place for investment."

David Golding, Asset Director, GB Railfreight, said: "The Peterborough maintenance hub is a major investment into the sector and will form an integral part of our infrastructure long into the future. Our ability to service wagons quickly will also allow us to deliver an even more reliable service to our customers, and support GB Railfreight's growth aspirations."

Phil Williamson, Managing Director, Cairn Cross Engineering Ltd, said: "Cairn Cross is delighted to have secured this project in partnership with GBRf at the Peterborough maintenance hub. The project will significantly improve the efficiency of rail freight maintenance in Eastern England."

Super power was used on the 08:29 Hindlow to Hams Hall loaded stone train on November 9th, with Class 66 753 and 66 705 providing the traction as they pass through Stafford.

Barry Longson

Class 66 719 'Metro-Land' passes through a wet Peterborough as 0L76 12:35 March Up Yard - Peterborough Maintenance shed on November 15th.

John Balaam

Class 66 735 is seen at Winwick on November 25th working the 08:43 Clitheroe to Avonmouth loaded cement tanks.

Lee Stanford



▶ Class 66 759 passes All Stretton with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on November 23rd. *Keith Davies*

▶ Class 66 305 now operating with GBRf but carrying base blue livery from its DRS days approaches Winwick Junction on November 25th with the well loaded 10:58 Hams Hall to Mossend Euroterminal. *Lee Stanford*

▶ Celebrity liveried Class 66 779 'Evening Star' barely recognisable as a consequence of its use on RHTT duties, stands at Stafford on December 2nd before departing south with the 11:40 Kings Norton to London Euston. *Lee Stanford*



November 9th saw a number of freights run through Crewe station, rather than via the avoiding lines. Here Class 66 776 gets its train underway in the last of the sun, while working 4Z58 the 11:48 Carlisle New Yard to Rugby UDT signal RN 4184. *Barry Longson*

Class 66 760 passes Bayston Hill with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on November 3rd. *Keith Davies*

Class 66 760 approaches Reading on November 23rd working the 6V32 Tilbury to Trostre. *Richard Hargreaves*



▶ Class 66 761 approaches St. Cross with a Southampton to East Midlands Gateway intermodal on November 1st. *John Sloane*

▶ Class 66 766 comes out of the sun at Coppull with the Wembley to Irvine china clay train on November 16th. *John Sloane*

▶ Class 66 730 is seen at Charnock Richard with a Hams Hall to Mossend intermodal on November 19th. *John Sloane*



▶ Class 66 721 is seen at Coppull Hall on November 16th with a Clitheroe to Avonmouth cement train. *John Sloane*

▶ Class 69 006 passes through Eastleigh with a Mountfield to Southampton working on November 2nd. *John Sloane*

▶ Class 73 963 'Janice' is seen stabled alongside Eastleigh station on November 1st. *John Sloane*



▶ Class 66 720 'Wascosa' works the 6Z69 06:48 Tees Dock to Elderslie, passing Morpeth on September 15th. *Alan Sinclair*

▶ Class 66 760 passes Kempseye with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC on November 2nd. *Keith Davies*

▶ Class 66 760 passes Burgs Lane on November 19th with the 6M76 Margam - Dee Marsh loaded steel. *Phil Martin*



On October 25th, purple Jubilee-liveried Class 66 734 passes Frodingham Junction after setting off from Trent Yard on 6O01 to Eastleigh, conveying long-welded rail on an RDT.

Steve Thompson

Class 66 730 hurtles through Warrington Bank Quay on November 19th with a lightly loaded Hams Hall - Mossend Intermodal. *Jeff Nicholls*

Class 66 793 is seen at Shrewsbury on November 6th working the 6M86 11:16 Margam - Dee Marsh loaded steel. *Phil Martin*



▶ Class 66 784 approaches Millbrook on November 1st with a Mountfield to Southampton working. *John Sloane*

▶ Class 66 755 heads through Palmers Green with a Tilbury to Wakefield intermodal on November 21st. *John Sloane*

▶ On November 9th, Class 66 706 approaches Leyland hauling a Shap to Tuebrook stone train. *John Sloane*



▶ On November 14th, Class 66 793 passes Bayston Hill with 6V75 09:27 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

▶ A wet November 17th sees a work stained Class 66 849 stand in Sheffield on RHTT duties before departing with the 09:28 to Woodburn Junction via Gainsborough. *Lee Stanford*

▶ Despite Industrial action being called off on November 9th many of the contingency revised schedules put in place still operated as planned. One such diversion was the 10:08 Liverpool Biomass Terminal to Drax which ran via Manchester Piccadilly and the Diggle route and was recorded passing Guide Bridge behind Class 60 002. *Lee Stanford*



Class 66 761 passes Stafford in weak sunlight on November 8th working the 12:15 Trafford Park to Felixstowe intermodal. *Lee Stanford*

Class 47 749 'City of Truro' passes through Northampton on November 1st with EMR's Class 360 117 in tow running as 5Q97 10:06 Northampton EMD to Cricklewood South Sidings. *Derek Elston*

Royal Scotsman loco Class 66 743 is seen at Butterwell Bridge near Ulgham Crossing in Northumberland on October 10th working 4K01 10:14 Millerhill S.S. to Tees Dock Intermodal. Class 66 755 was on the rear of the train. *Alan Sinclair*



▶ Plenty of autumn colours still to be seen at Winwick as Class 60 096 nears the end of its journey from Penmaenmawr on November 23rd. *Jeff Nicholls*

▶ Class 66 793 heads through Gobowen on November 10th with the Sundays 6M30 11:16 Margam - Dee Marsh loaded steel. *Phil Martin*

▶ Class 66 761 is seen at Felton Lane Crossing in Northumberland on September 7th working 4E04 11:06 Mossend to Doncaster iPort. *Alan Sinclair*



Greater Anglia

▶ Class 720 115 departs Northampton on November 1st on a mileage accumulation run, 5Q27 08:45 Wembley InterCity Depot to Rugby Udt Signal Rn4184. *Derek Elston*

▶ Class 755 408 on the 11:56 Ipswich to Peterborough service meets CrossCountry's Class 170 638 on the 10:22 Birmingham New Street to Stansted Airport at Ely on November 25th. *Steve Chapman*

▶ Class 755 411 stands at Peterborough waiting to work 2L77 13:50 to Ipswich on November 15th. *John Balaam*



Great Western Railway

On November 9th, Class 802 106 in its new garb is seen at Swindon working a service to London Paddington. *Colin Pidgeon*

Class 802 020 working the 1L68 Cheltenham Spa to London Paddington service departs Swindon on November 18th. *Colin Pidgeon*

Class 158 765 and 158 762 stand at Bristol Temple Meads on November 16th working a service to Frome. *Richard Hargreaves*



Great Western Railway

▶ Power car No. 43170 'Chepstow Castle' is seen at Bristol Temple Meads on November 12th.
Richard Hargreaves

▶ Power cars Nos. 43155 and 43029 approach Bristol Temple Meads on November 12th.
Richard Hargreaves

▶ Power cars Nos. 43010 and 43194 are seen departing Bristol Temple Meads on November 12th.
Richard Hargreaves



Great Western Railway

Shades of green as a GWR Castle HST with power cars Nos. 43029 and 43005 enters Bristol Temple Meads with the 2U22 15:20 Taunton - Cardiff Central on October 22nd.

Chris Morrison

Class 165 132 is seen at Millbrook with the 15:23 from Portsmouth Harbour to Cardiff on November 1st. *John Sloane*

Class 158 747 approaches Millbrook with the 13:30 Cardiff to Portsmouth Harbour service on November 1st. *John Sloane*



Great Western Railway

▶ A 5 car Class 800 rounds the curve on the approach to Castle Cary with a London Paddington - Exeter service on November 9th.
Charlie Robbins

▶ On November 2nd, Class 769 930 approaches Reading.
Richard Hargreaves

▶ Class 802 106 is seen at Reading on November 30th working a service to London Paddington.
Richard Hargreaves





SIGN OF THE TIMES: LNER'S NEW DIGITAL DISPLAY TRIAL MAKES TRAIN TRAVEL EVEN EASIER

London North Eastern Railway (LNER) is pioneering innovative technology aimed at making it simpler for customers to board trains as part of a new digital trial.

In a first for LNER, new digital display screens installed at Doncaster Railway Station will advise customers of the train layouts and where they should wait on the platform to board the correct coach. The technology will be trialled on two platforms for three months with the additional information helping better inform customers of where available seats can be found, where to wait for their booked seat as well as listing calling points and arrival times. It's hoped the signs will make boarding simpler and smoother while further enhancing punctuality. They will also highlight the locations of the onboard Café Bar, bicycle spaces and priority seats. If the trial proves successful, the screens could be rolled out across LNER's eleven managed stations.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "We believe digital innovation and our work to continually improve our customer experience are key parts of LNER's success in leading the industry when it comes to welcoming people back to rail. The new information screens being trialled at Doncaster are just the latest way we are working to make travel simpler and smarter. Our customers can already sign-up for live journey updates via the award-winning LNER app and use a QR code to order refreshments directly to their seat through our 'Let's Eat At Your Seat' service in Standard and we have further exciting digital innovations ahead as we put our customers first."

The LNER app has just clinched the App of the Year Award at the 2022 UK Business Tech Awards. It offers customers greater choice and flexibility over their travel plans, from making fee-free seat reservations to One-Click Delay Repay.

An Edgecasting trial is already underway by LNER enabling customers to stream thousands of shows from the ITV Hub onboard a selected number of LNER Azuma trains. In a first of its kind in the UK, it means passengers can enjoy the on-demand content without it draining their personal data allowance or using the onboard WiFi.

LNER continues to welcome the most number of customers back to its services when compared with pre-pandemic usage than any other franchised operator according to the latest results published by the Office of Rail and Road (ORR) in October 2022. LNER has topped the table for a record fifth consecutive quarter with passenger numbers now exceeding pre-Covid levels. Data from LNER shows more than 15 million passengers have travelled across its network so far this year, more than double the same period last year.



Following the cancellation of its southbound diagram at Peterborough earlier in the day, Class 803 005 returned north to Doncaster to resume its diagram and makes an unusual sight in platform 8 waiting to depart as the 16:21 Doncaster to Edinburgh on November 11th. *Lee Stanford*



▶ The rail treatment train is captured at Chester on November 19th in warm afternoon light with Class 56 094 leading and 56 049 at the rear.
Brian Dobbs

▶ Class 56 105 and 56 096 head through Shrewsbury on November 6th working the 16:05 Shrewsbury - Worcester Shrub Hill RHTT.
Phil Martin

▶ On November 8th, Class 97 303 and 97 304 working the 3S71 RHTT pass through Chester.
Mark Enderby



Network Rail

▶ Class 56 096 and 56 078 working the 3S31 Swindon Transfer to Worcester Shrub Hill RHTT head through Swindon on November 20th.
Colin Pidgeon

▶ Class 56 078 leads the 3S31 Swindon Transfer to Worcester Shrub Hill RHTT head through Swindon on November 20th, 56 096 was on the rear.
Colin Pidgeon

▶ On December 1st, Class 37 610 and 37 612 top'n'tail a Bristol to Derby test train through Swindon in the fog.
Ken Mumford



On November 2nd, the 3S14 Grimsby Town - York Works passes through Scunthorpe with Class 66 848 looking a bit dingy, while 66 849 on the rear was positively filthy, having been working this since day one!

Steve Thompson

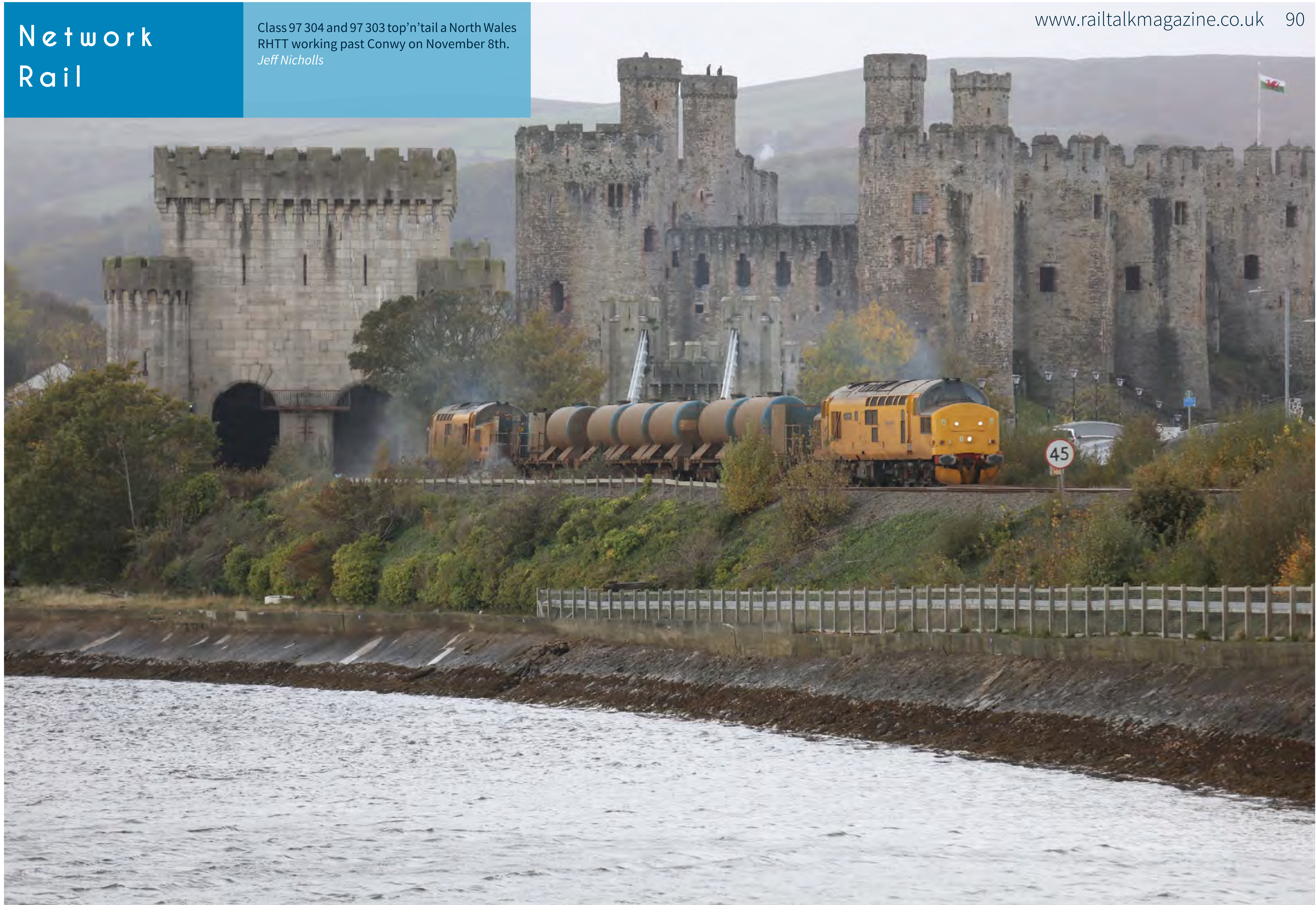
A different view of Class 37 401 at Scarborough on November 29th showing how dirty these locos get when employed on RHTT diagrams.

Lee Stanford

Class 97 302 and 97303 pass Hadnall on November 8th with 3S71 21:13 Coleham - Coleham. *Keith Davies*







▶ Class 66 846 and 66 850 working a Hereford to Swindon RHTT pass through Bristol Temple Meads on November 12th. *Richard Hargreaves*

▶ Class 97 303 passes Conwy with a RHTT working on November 8th. *Jeff Nicholls*

▶ Class 56 096 and 56 078 top'n'tail the 3S32 Cheltenham Lansdowne Loop to Swindon Transfer on November 22nd seen here passing Gypsy Lane footbridge, Swindon. *David Lindsell*



Network Rail

On November 19th, West Coast's Class 37 668 and Colas Rail's Class 66 846 top'n'tail the 3S59 Hereford to Swindon Transfer Yard through Swindon station. *Ken Mumford*

The colourful girders of Chester station contrast with the filthy state of Class 56 094 as it leads 56 049 through the station with a Coleham - Coleham RHTT on November 19th. *Jeff Nicholls*

On November 4th, Class 97 303 and 97 304 working the 3S71 RHTT are seen at Chester. *Mark Enderby*



▶ Class 37 610 heads the monthly 1Q48 Derby RTC - Derby RTC test train via the West Midlands past Wilmcote station on the Shakespeare line on November 29th. Sister loco 37 612 was on the rear. *Chris Morrison*

▶ Network Rail's MPV No. DR98914 heads past St. Cross on November 1st leading a RHTT working. *John Sloane*

▶ Track Recording Unit Viu3 (former EMR Class 153 385) is seen at Redbridge on a Brockenhurst to Micheldever working on November 1st. *John Sloane*



Network Rail

Regional Railways liveried Class 37 425 stands under York's cavernous roof on November 16th waiting for the signal to clear so it can proceed with the 10:00 York Thrall Europa to York RHTT service. *Lee Stanford*

On November 30th, at long last, some relief from the constant Colas 66s on the RHTT as Class 56 105 deputises for the grounded 66 848. It is seen pounding its way through Scunthorpe station on 3S14 Grimsby Town - York Works, 66 847 bringing up the rear. *Steve Thompson*

The 10:00 York Thrall Europa to York RHTT waits time at Bridlington on November 29th behind a reasonably presentable Class 37 425 'Sir Robert McAlpine'. *Lee Stanford*



Surprisingly, Class 56 105 was still on the RHTT circuit on December 2nd and is seen approaching Scunthorpe station on the 3S14 Grimsby Town - York Works, still with 66 847 on the back. *Steve Thompson*

On December 3rd, the 3J87 Worksop - Holton-Le-Moor with Class 66 154 top and tailing with 66 186, looking rather grubby passes through Lincoln. *Steve Thompson*

On November 17th, Class 66 850 and 66 846 are seen working the 3S59 09:11 Hereford to Swindon Transfer Yard through Swindon, with both locos looking sort of clean compared with some of the other RHTT locos! *Ken Mumford*



TransPennine Express

On October 27th, Class 68 024 is seen propelling set TP12 through Scunthorpe on 5B87 Cleethorpes - Doncaster Railport following it's day's training. *Steve Thompson*



TransPennine Express

TransPennine Express use locomotive hauled trains on some of their Scarborough services and in wintry sunshine on November 29th, Class 68 034 is seen at Scarborough having arrived from Liverpool as 68 030 waits to depart to York. *Lee Stanford*

Class 802 201 passes Diggle working the 1P21 Liverpool Lime Street - Newcastle service on November 12th. *Michael Lynam*

On November 17th, Class 68 024 propels empty coaching stock out of Leeds on driver training duties to Longsight depot. *Michael Lynam*



TransPennine Express

Class 802 217 approaches Marsden from the east working the 09:47 Newcastle to Liverpool Lime Street on November 12th.
Lee Stanford



TransPennine Express

▶ Class 185 112 and 185 103 on the 10:35 Manchester Piccadilly to Hull service pass Class 802 216 on the 08:44 Newcastle to Liverpool at Marsden on November 12th. *Steve Chapman*

▶ A Class 397 hurries through Leyland on its way ECS to Manchester Airport on November 9th. *John Sloane*



TransPennine Express

On November 10th, Class 185 141 and 185 107 are seen at Leeds working the 1P62 Redcar Central - Manchester Airport service.
Steve Thompson

Whilst TPE services grind to a halt, the staff training manages to continue running and here on November 30th is Class 68 020 propelling set TP02 away from its stop at Scunthorpe station on 5B73 Cleethorpes - Manchester Piccadilly.
Steve Thompson

On November 10th, Class 185 105 and 185 113 arrive at Leeds working the 1K09 Manchester Piccadilly - Hull service. The design of that circular tower makes it appear to be falling over!
Steve Thompson



Transport for Wales

On November 25th, Class 153 303 and 153 922 speed through Cheadle Hulme, working the 05:45 Carmarthen to Manchester Piccadilly service. *Barry Longson*

Class 197 014 along with several others are seen at Telford Railfreight Terminal on November 27th. *Richard Hargreaves*

Class 158 824 and 158 833 stand at Birmingham International working the 17:06 to Llandudno service on November 23rd. *Richard Hargreaves*



Transport for Wales

▶ Class 153 325 and 153 382 pass Conwy on November 8th. *Jeff Nicholls*

▶ Class 67 014 propels the 11:33 Holyhead to Cardiff away from Chester on a bright November 25th. *Barry Longson*

▶ On November 28th, Class 175 106 stands at Shrewsbury working the 1W70 15:01 Carmarthen - Manchester Piccadilly service. *Phil Martin*



Transport for Wales

▶ Class 67 014 passes Conwy on November 8th with a Cardiff - Holyhead service. *Jeff Nicholls*

▶ Class 158 823 passes the signal box at Llandudno Jct. on November 8th. *Jeff Nicholls*

▶ Class 197 102 is seen stabled at Chester on November 8th. *Mark Enderby*



Transport for Wales

▶ Class 175 112 with the 1D36 Manchester Piccadilly to Llandudno service arrives at Chester on November 19th. *Brian Dobbs*

▶ On November 25th, new units Class 197 101 and 197 007 arrive at Chester on the 11:37 Llandudno test run. *Barry Longson*

▶ Class 175 114 passes Kempseye with 1V39 10:31 Manchester Piccadilly - Milford Haven service on November 2nd. *Keith Davies*



Transport for Wales

▶ Class 67 020 is seen at Shrewsbury on November 11th working the 17:14 Cardiff Central - Holyhead 'TfW Premier' service in its new black livery. *Phil Martin*

▶ Class 67012 stands at Shrewsbury on November 28th working the 1W96 17:16 Cardiff Central - Holyhead service. *Phil Martin*

▶ Class 175 115 passes All Stretton with 1V38 09:31 Manchester Piccadilly - Carmarthen service on November 23rd. *Keith Davies*



Transport for Wales

▶ Class 67 020 and DVT No. 82200 pass Kempseye with 1V96 11:33 Holyhead - Cardiff Central service on November 11th. *Keith Davies*

▶ Class 175 114 stands at Shrewsbury on December 4th working a Shrewsbury - Crewe - Manchester service. *Phil Martin*

▶ DVT No. 82200 passes Kempseye on November 11th leading the 1V96 11:33 Holyhead - Cardiff Central service with Class 67 020 on the rear. *Keith Davies*



Units: DMUs and EMUs

▶ Northern's Class 170 458 working the 12:57 Sheffield to Scarborough service passes TransPennine Express' Class 185 124 on a service from Manchester at Anlaby Road Junction on November 11th. *Lee Stanford*

▶ On November 10th, Northern's Class 333 006 is seen in platform 5 at Leeds, awaiting its next working. *Steve Thompson*

▶ On November 10th, Northern's Class 195 023 is waiting departure on 1L41 to Lincoln. In the event, it was cancelled at Sheffield, shortage of crew apparently, not heard that one before! *Steve Thompson*



Units: DMUs and EMUs

▶ Lurking amongst the shadows at Barnham on November 22nd is Southern's Class 313 210 as it waits to depart with the 14:54 to Bognor Regis. *Lee Stanford*

▶ Merseyrail's Class 508 124 arrives at Birkenhead North with 2W21 11:36 West Kirby - West Kirby service on December 1st. *John Balaam*

▶ Northern's Class 158 794 stands on Botanic Gardens depot at Hull on November 11th waiting its next duties. *Lee Stanford*



Units: DMUs and EMUs

▶ Northern's EMUs Class 331 005 and 331 025 pass Mauldeth Road working the 12:58 Blackpool North to Manchester Airport service on November 3rd. *Barry Longson*

▶ Northern's Class 158 795 departs Leeds on November 10th working the 2F07 to Knottingley service. *Steve Thompson*

▶ West Midlands Class 170 516 and 170 506 call at Telford with a service to Shrewsbury on November 30th. *Richard Hargreaves*



Units: DMUs and EMUs

Northern's Class 323 234 and 150 113 sit inside Manchester Piccadilly on November 7th, awaiting their next turn of duty. *Barry Longson*

Merseyrail's Class 507 009 calls at Liverpool Lime Street on December 1st with 2C30 Chester - Chester service. *John Balaam*

Elizabeth line's Class 345 020 stands at Reading on November 2nd with a service to London Paddington. *Richard Hargreaves*



Units: DMUs and EMUs

▶ South Western Railway's Class 444 033 is seen on the rear of a London Waterloo service as it passes Millbrook and the Queen Mary 2 on November 1st. *John Sloane*

▶ Thameslink's Class 701 125 races through Alexandra Palace with a service from Peterborough on November 22nd. *John Sloane*

▶ South Western Railway's Class 444 029 passes Redbridge Junction with the 14:03 Weymouth to London Waterloo service on November 1st. *John Sloane*



Units: DMUs and EMUs

South Western Railway's Class 444 045 is on the rear of a London Waterloo to Weymouth service at Millbrook on November 1st.

John Sloane

C2C's Class 357 210 passes Shadwell on November 22nd bringing up the rear of a service from London Fenchurch Street.

John Sloane

Great Northern's Class 717 005 heads away from Palmers Green towards Winchmore Hill with a Moorgate to Stevenage service on November 22nd.

John Sloane



Units: DMUs and EMUs

South Western Railway's Class 450 105 passes St. Cross with the 12:49 London Waterloo to Portsmouth Harbour service on November 1st.

John Sloane

SWR's Class 158 883 calls at Redbridge with the 14:56 Salisbury to Romsey service on November 1st.

John Sloane

South Western Railway's Class 450 102 approaches Millbrook with the 08:50 from Poole to Winchester on November 1st.

John Sloane



Units: DMUs and EMUs

▶ South Western Railway's Class 450 064 passes Southampton Maritime on November 1st with a service to Winchester. *John Sloane*

▶ On November 1st, South Western Railway's Class 450 075 heads away from Millbrook with the 09:49 service from Winchester to Bournemouth. *John Sloane*

▶ South Western Railway's Class 701 043 is seen at St. Cross with a mileage accumulation run from London Waterloo to Poole on November 1st. *John Sloane*



Units: DMUs and EMUs

▶ Northern's Class 150 136, fitted with the Real Time Intelligent Train, Time Data Collection Radar Dome..., departs from Chester with the 14:02 service to Manchester Piccadilly on November 19th. *Paul Senior*

▶ Merseyrail's Class 507 032 approaches journeys end at Chester on November 8th. *Jeff Nicholls*

▶ Merseyrail's Class 508 103 stands at Birkenhead North waiting to work 2N25 12:34 to Liverpool and back on December 1st. *John Balaam*



Units: DMUs and EMUs

Merseyrail's Class 507 008 passes Chester North Junction on the final approach to Chester station, while working the 12:26 from Liverpool Central on November 25th. *Barry Longson*

Almost fresh out of the box, West Midlands' Class 730 015 passes Stafford on December 2nd working the 14:42 Crewe to Nuneaton test run. *Lee Stanford*

Merseyrail's Class 507 029 departs Chester working the 13:57 service to Liverpool Central and return on November 25th. *Barry Longson*



Units: DMUs and EMUs

Merseyrail's Class 507 016 arrives at Town Green on November 19th with the 10:19 Ormskirk to Liverpool Central service. *Paul Senior*

Northern's Class 323 232 running as 5Q70 10:52 Allerton Depot to Wolverton Centre Sidings passes Northampton on November 15th. *Derek Elston*

On November 26th, South Western Railway's Class 159 020 leads 159 007 and 159 108 working the 1L44 Axminster to London Waterloo service. *Michael Bennett*



Units: DMUs and EMUs

▶ A sight that will disappear with the timetable change, as Northern's Bi-mode unit Class 769 424 sits in the headshunt at Alderley Edge, having arrived with the 09:16 service from Southport. From December, these units will only run from Southport to Manchester Oxford Road. *Barry Longson*

▶ Northern's Class 331 017 and 331 026 run slow line at Heaton Norris Junction working the 13:02 Hazel Grove to Blackpool North on November 28th. This is another through service from Stockport, due to disappear in the December timetable change. *Barry Longson*

▶ Great Northern's Class 387 111 and 387 129 arrive at Ely with the 12:44 Kings Lynn to London King's Cross on November 25th. The train terminated here with a broken windscreen after a bird strike. *Steve Chapman*



Units: DMUs and EMUs

▶ Beautiful autumn light at Winwick on November 23rd as Northern's Class 195 001 and 195 014 pass by the wet fields with a Leeds - Chester service. *Jeff Nicholls*

▶ West Midlands Trains' Class 730 011 is seen passing through Northampton with 5Q08 09:47 Bletchley TMD to Oxley Car. MD on November 1st. *Derek Elston*

▶ C2C's Class 720 609 and 720 606 pass through Northampton with 5Q91 11:05 Rugby to Wembley Receptions 1-7 mileage accumulation working on November 11th. *Derek Elston*



Units: DMUs and EMUs

▶ Southern's Class 313 216 arrives at Littlehampton working the 11:57 from Portsmouth and Southsea on November 22nd. *Lee Stanford*

▶ Northern's Class 769 434 calls at Manchester Piccadilly working a Southport - Alderley Edge service on November 3rd. *Michael Lynam*

▶ The changing skyline of Salford stands out against a threatening sky on November 18th as Northern's Class 150 003 waits to depart from Salford Central station with the 13:22 Rochdale to Clitheroe service. *Lee Stanford*



Units: DMUs and EMUs

▶ Southern's Class 313 units are now the oldest trains operating in the UK and on a sunny November 22nd, Class 313 216 waits to depart from Bognor Regis with the 14:05 service to Littlehampton. *Lee Stanford*

▶ South Western Railway's Class 158 890 and 158 884 depart Grateley on November 26th working the 1L31 London Waterloo to Salisbury service. *Michael Bennett*

▶ On November 3rd, Northern's Class 150 119 departs Manchester Piccadilly working a service to Chester via Stockport and Altrincham. *Michael Lynam*



Docklands Light Railway

DLR unit No. 58 leads a service calling at Shadwell on November 22nd. *John Sloane*



Colas Rail's No. DR75011 working 6J89 Swindon Transfer Sidings to Honeybourne Sidings passes through Swindon on November 18th.
Colin Pidgeon



Greater Anglia encourages more women to apply for train driver roles

Train operator Greater Anglia has held a special event to encourage more women to become train drivers. Almost 40 women who currently work for the operator in a variety of roles including ticket office staff, conductors and train cleaners attended the bespoke event at Stratford Academy on November 18th. The group found out about life in the depot, tried their hand at driving a train on the simulator, and took part in a Q&A session with nine of Greater Anglia's current female drivers. They also learned about the recruitment process and assessments.

Across the railway, 16% of roles are currently filled by women, a figure which the industry is working to increase. Earlier this year, Greater Anglia held two female driver events on International Women's Day.

Katy Bucknell, Greater Anglia HR Director, said: "Our female driver event is very popular, and we have seen a 67% increase in applications as a result. Every year we are seeing more and more women applying for train driver roles and this event was a great opportunity for people to find out more about what the job entails.

Currently 7% of Greater Anglia's train drivers are female, which has increased from 5% over the last couple of years. We really want to boost this number and attract more women to the industry. Some of our female drivers have been here for decades, but we are always looking to recruit more women. We want women to know that being a train driver is a great career choice – the railway is a great place to work and offers several benefits."

Greater Anglia is working to progress a sex and gender network group following the development of an initial development sessions for all employees.

This included inspirational women in leadership discussions, developmental webinars on imposter syndrome, emotional intelligence, building personal brand and menopause awareness, all of which continue to run throughout the year.

Fares Advice with RailUK

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

Can I get on at a later station?

Q: I have a ticket for the 10:15 Manchester Piccadilly to London Euston train. At the time of booking I had intended to travel into the city centre first, hence getting a ticket from Piccadilly. My plans have changed slightly since booking such that boarding at Stockport instead will be more convenient (the first stop after Piccadilly). Is this OK? And if so, will the ticket barriers at Stockport allow me through?

A: *It depends on the kind of ticket you have. If you have an Advance ticket, then unfortunately break of journey, which includes getting on at a later station, is strictly speaking not permitted. You would have to pay the excess to the cheapest valid walk-up ticket that permits break of journey (i.e. the Off-Peak Single at £68.60, in this case). On the other hand, if you have an Off-Peak or Anytime ticket then starting late at Stockport is fine.*

Whether or not the barriers automatically accept your ticket is a different question from whether it's valid. It's possible that they might accept an Advance that doesn't permit break of journey, or they might they might reject a walk-up ticket that does - it all depends on how they're programmed. Either way, what the barriers do or don't accept isn't deterministic; if rejected, it simply means that you might need to speak to the barrier staff to let you through.

In practice, there is probably a reasonable chance that the barrier staff will show discretion and let you through with an Advance. But you cannot bank on this, and so if you bought your ticket no later than November 30th, then in most cases you would be able to use the 'Book with Confidence' scheme to return it to the retailer you bought it from for a voucher, which you can use to book a future journey.

If you bought your ticket from December 1st onwards, or used a retailer that doesn't offer vouchers for BwC, then I'd advise that you turn up to Stockport in plenty of time for the train and try your ticket in the barriers. If it doesn't work, and the barrier staff aren't willing to let you through, then you can go to the ticket office and pay the excess to the Off-Peak Single.

Alternative routes during strikes

Q: I'm looking to travel from Leicester to Scunthorpe. The obvious way to do this would be the £28.50 standard off-peak return (with railcard), changing at Sheffield. However Unite are striking, which I think only affects EMR, but has significantly reduced their services, so the last trains out of Sheffield to Leicester (either direct or changing at Nottingham) are just after 4pm, earlier than I need to leave. However, there are other viable routes back using other operators much later into the evening, either changing at Doncaster and Peterborough, Sheffield, Tamworth and Nuneaton, or Sheffield and Birmingham New Street.

Does the 'any permitted route' cover situations like this, where the only route available is a more convoluted and long one than you would ordinarily take, using other operators? I believe there is a Leicester to Scunthorpe return via Peterborough ticket, but for a few reasons (it's more expensive, that way takes longer going and meeting friends en route) I would want to travel there using the usual Sheffield route.

A: *It's a difficult one. Operators are, generally, not being particularly helpful with ticket acceptance during strikes. They have frequently refused to give permission to allow people to travel via the available alternative routes.*

Going via Peterborough is less problematic as there is a specific fare covering that route (and you could buy the cheaper Any Permitted fare and excess the relevant portion to via Peterborough for half the difference), but unfortunately routes via Nuneaton or Birmingham aren't permitted and so would require a combination of tickets.

In practice, I would expect staff to show discretion in the circumstances of such industrial action.

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!

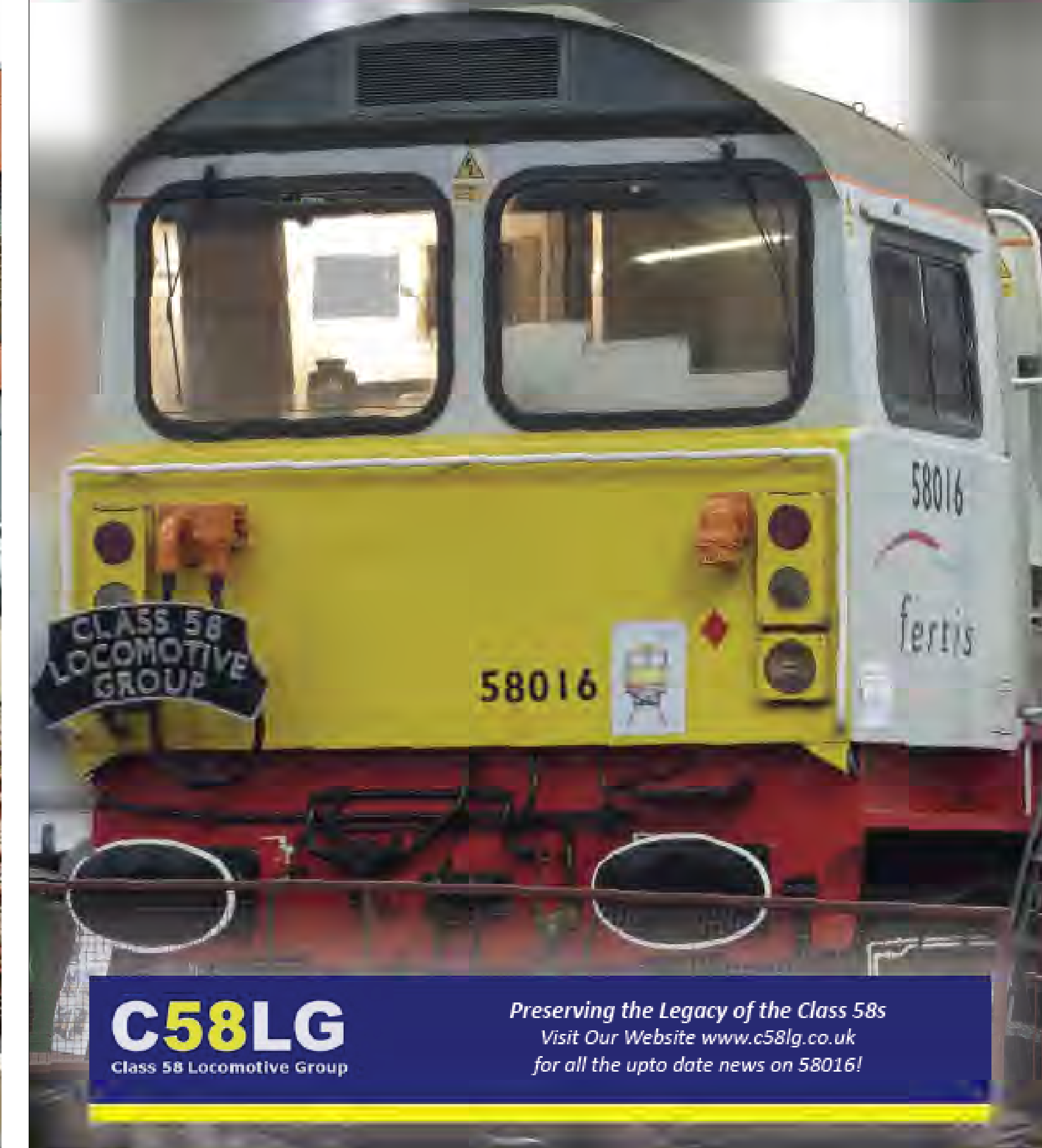
West Coast Railways' Class 37 668 and 37 516 keep company with 68 009, which is normally one of the Chiltern stand by locos, in York Parcels sidings on November 16th. *Lee Stanford*



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!

Work to install new key equipment at Greater Anglia Colchester depot nears completion

Two huge 40,000-litre fuel tanks, a 14-tonne sanding tower and new toilet tanking equipment have been put in at the site near Colchester station. The works at the depot will be used to allow the company's three-carriage bi-mode trains, powered by diesel and electricity, which run on the Marks Tey – Sudbury branch line, to be prepared for service close to the line they serve.

The trains currently have to go as far as Ipswich to refuel or even Norwich's Crown Point depot when refilling of the specialist sanding equipment on-board is needed – all of which take extra time and energy.

Sand is used by all of the Greater Anglia fleet to make the brakes even more effective by giving extra grip in

slippery conditions. Screen wash on the new trains will also be topped up at the depot, while the toilets – which retain their waste rather than flush it out onto the track on all of the company's trains – will be both emptied and refilled with water there too.

Andrew Goodrum, Greater Anglia's client and programme director, said: "The finished works will mean fewer empty miles are run by our trains overnight making it better for the environment, while keeping them close by to the line that they serve which all benefits our customers."

Photo: © Greater Anglia



National Rail

Class 37 800 sporting it's new Rail Operations Group paint job leads the 5Q57 11:59 DB Cargo Fan A and B Sidings to Derby Litchurch Lane running 148 minutes late, through Northampton on November 28th.
Derek Elston



Driving home for Christmas? These rail fares will make you reconsider!



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



UK's largest rail operator has released Advance Fares for the festive period. Previously only available on Southern Rail, the operator has extended the offering to Thameslink – saving people up to 45% compared to buying on the day.

As the cost-of-living crisis takes hold, Govia Thameslink Railway (GTR) is encouraging savvy consumers to save money with Advance Tickets, which have now been released for all of December. Already available on Southern, the rail operator has extended its advance offering to Thameslink too, giving savings on journeys from Brighton all the way up to Cambridge.

Road traffic in the lead up to Christmas can waste valuable time and fuel. Not only is taking the train a greener way to travel, it's more sociable and gives people an excuse to break into the festive treats early! Southern offers adult tickets as low as £5.50 on selected routes, with this price available for a journey from London Victoria to Worthing or Chichester ahead of Christmas Eve. But customers need to be quick as tickets at these prices are limited.

Advance Fares are up for grabs on even more GTR routes, with Thameslink now part of the offering. This means students heading home from Brighton to Stevenage for the holidays can get there for just £12.30 with their

railcard – and thanks to the far-reaching Thameslink network, that's a journey time of under two hours with no changes. Plenty of time to get through a Christmas movie. The rail operator has over 65,000 Advance Fares on sale every week, so it really is best to plan ahead to get the best savings. Tickets bought in advance could save as much as 45% compared with buying on the day.

Dominic Morrow, Head of Marketing at Govia Thameslink Railway, said: "Christmas can be a very expensive time of year and we know this winter is going to be tough for many households. If you know when and where you'll be travelling, Advance Fares are an easy way to cut costs on rail travel. After two years of Christmases plagued by Covid – it's great that so many people will be able to see their loved ones this winter; and getting the train is the perfect way to unwind and get into the festive spirit."

With a rail network stretching over 11 counties, those travelling with GTR this winter can also take advantage of festive activities at destinations easily reachable by train. Choose from Christmas markets in Hertfordshire, to the pantomime production of Mother Goose at the Theatre Royal in Brighton. Family fun can be had at Tulleys Christmas Experience, or book tickets for the Anglesey Abbey Winter Lights experience to dazzle children and adults alike.

National Rail

On October 27th, Blackpool Tram No. 011 is seen at Fleetwood.
Mark Enderby



Airport station upgrade allows faster journeys in GTR's winter timetable



SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



www.southerncountiesrailwaysociety.co.uk

Govia Thameslink Railway (GTR) has announced timetable changes to be introduced from Sunday December 11th 2022. While changes to individual services will be small, a large proportion of the operator's trains will have slightly different departure times, particularly on Southern, Gatwick Express and Thameslink, so it will be very important that customers check their journeys in advance of travel.

Platform and track improvements at Gatwick Airport station, due for completion early next year will provide an opportunity to shorten journey times and boost punctuality on most routes using the Brighton Main Line. To take full advantage, the times of all trains serving the Airport station will be adjusted to "clock-face" patterns – that is, with departures at the same times each hour throughout the day. About 700 trains - a quarter of GTR's total weekday services - will be affected by these slight changes. As a result, peak-hour journey times between Brighton and London Bridge will reduce by up to 10 minutes.

The times of Thameslink's Luton to Rainham, Luton to Orpington and St Albans to Sutton services will also be adjusted slightly, in readiness for the opening of the new Brent Cross West station expected later in 2023.

Some additional changes build on improvements made earlier this year to match services with new patterns of demand since the impact of the Covid pandemic.

For instance: between East Grinstead and London Bridge, two additional Thameslink services will run in the morning and evening peaks; all Bedford to Gatwick Airport services will be extended through to Three Bridges, and will call additionally at South Croydon, providing an all-day Thameslink service there for the first time; more Peterborough-London and Cambridge-London midweek peak-time Great Northern services will run with 12 carriages instead of eight.

Angie Doll, GTR's Chief Operating Officer, said: "This new timetable brings improvements on several fronts. Many of our customers can look forward to faster and more punctual trains, and some routes will have more capacity at busier times. Many departure times will change by a few minutes, so if you're planning to travel after December 11th, please check the new timetable in advance. We'll continue to monitor how passengers are using our services, and we'll make more adjustments to balance demand and resources across the network when and where practical."

Morley's new accessible station set to open in summer 2023

A new, fully accessible station is set to open in Morley, Leeds in summer 2023 to make way for longer trains, more seats, and better journeys as part of the Transpennine Route Upgrade. As a multi-million-pound investment, the new station will boast longer platforms to provide space for faster, more frequent, greener trains with more seats available for passengers travelling between Manchester, Huddersfield, Leeds and York.

The new, remodelled station will sit 75 metres away from the existing station and be fully accessible, with a footbridge and lifts connecting the two platforms.

Moving the station opens up opportunities to transform the platforms and track layout while installing the overhead wires needed to power electric and hybrid trains in the future. It also means that the current station can largely remain open for passengers whilst the new one is built.

Rob McIntosh, Managing Director for Network Rail's Eastern region said: "A brand-new fully accessible station in Morley will reinvigorate rail in the area and unlock better connections to jobs, events, and opportunities between Manchester and York for many more people. It's just one element of a massive, multi-billion-pound programme of improvements we're delivering across the north to create a faster, greener railway that people can confidently rely on to get them where they need to

be, on time."

Secretary of State for Transport, Mark Harper commented: "As the Chancellor has rightly set out, delivering core Northern Powerhouse Rail is essential if we're going to drive investment, grow the economy and unlock potential across the North of England. The Transpennine Route and Morley Station upgrades embodies this and our multibillion pound investment will pave the way for first-rate connectivity including more frequent, faster and greener trains running on a more reliable railway."

To complete a key section of this work safely, this part of the railway will be closed from Saturday December 31st until Monday January 2nd (inclusive). There will be changes to services between Leeds and Huddersfield

with bus replacements and diversions in place. Passengers can find the latest travel advice at National Rail Enquiries.

There will also be eight days of service changes between Saturday February 4th and Sunday 12th (inclusive) 2023, while major work to realign the track and install a new platform takes place.

The Transpennine Route Upgrade is set to revolutionise rail across the north of England by delivering a fully electrified railway between Manchester and York, improving stations along the route and upgrading a number of bridges and level crossings.

Major upgrades at Bridlington station are now underway

Bridlington station is now a hive of activity as a multi-million-pound overhaul to offer a better experience for passengers and make the station more accessible gets underway.

By Summer 2023, there will be a revamped footbridge with lifts to make it easier for passengers with limited mobility, pushchairs, bikes or heavy luggage to make the most of Bridlington's rail connections.

Over the next few weeks, Network Rail engineers will be building a base at the station and getting everything ready for a temporary footbridge to be installed in December. This will allow passengers to continue to access the station's platforms while the work is carried out.

The £4.6m investment has been majority funded by the Department for Transport's Access for All programme.

An additional £1.3m will also be invested to refurbish the station's roof, completing this major upgrade which will deliver a better experience for passengers.

Anna Weeks, Principal Programme Sponsor for Network Rail said: "People can expect to see a lot more activity at Bridlington station, as we get ready to deliver an accessible footbridge and key station improvements to improve the customer experience. We're working with our partners at Northern and the Department for Transport to transform the station with the minimum impact on passengers.

I'm looking forward to seeing the improved bridge start to take shape and officially open next Summer."

Rail Minister Huw Merriman said: "We're making this investment in Bridlington Station to ensure those with additional needs can travel with confidence. Our Access for All programme is improving hundreds of stations across the country, so local passengers can make the most of our rail network."

Tony Baxter, Regional Director for Northern, said: "We are working closely with Network Rail and the Department of Transport on this project which will improve the facilities at Bridlington for our customers. We want to make our stations, trains – and our wider network – as accessible as possible, and this scheme is the next step in the journey to deliver a Northern that works for everyone and makes a positive difference."

Photo: Bridlington station - platforms 5 and 6 ©Northern



Rail upgrades power ahead in the East Midlands this December

This December, Network Rail is investing in the East Midlands' railway to bring better stations, more reliable journeys and to power ahead with the Midland Main Line electrification scheme.

On December 3rd and 4th, the brand-new second footbridge was lifted in at St Albans station to make it easier for passengers to move around during busy times.

On December 10th and 11th engineers will also be making progress on the multi-million-pound Midland Main Line electrification scheme, which will see the train-powering overhead line equipment upgraded south of Bedford.

Major work is also taking place to lower the tracks through Main Street bridge in Market Harborough to

clear the way for overhead electric wires to be installed in the future.

The programme supports the Government's ambitions for decarbonisation and will ultimately deliver a more reliable, greener railway.

This will mean changes to services between Luton and London St Pancras across both weekends, as well as replacement buses between Leicester and Kettering via Market Harborough on December 10th and 11th.

Gary Walsh, East Midlands Route Director for Network Rail said: "Over those weekends, we'll be powering ahead with improvements across the East Midlands to deliver a better railway for passengers and improve St.

Albans station. We've worked with our train operating colleagues to keep as many people moving as we can by using road replacements and diversions, so passengers should check before travelling and allow extra time for their journey."

Jenny Saunders, Customer Services Director for Thameslink and Great Northern said: "Network Rail's investment along this important route will bring a range of benefits for our customers, and we've worked closely together to minimise the short-term inconvenience over these weekends. Replacement buses will be operating to help people complete their journeys, so please plan ahead and allow plenty of extra time."

The RMT has also announced strike action across eight dates in December and January, which is likely to cause significant disruption. Passengers can find the latest updates by visiting [networkrail.co.uk/industrial-action](https://www.networkrail.co.uk/industrial-action).

Neil Grabham, Customer Services Director for EMR said: "We are asking any customers planning to travel to or from London over the next few weekends to plan ahead and allow plenty of time to complete their journeys."

We would like to thank our passengers for their patience whilst Network Rail make progress on the electrification of the Midland Main Line and strike action is taking place."



Network Rail joins industry experts for pilot programme aimed at keeping passengers moving in adverse weather

Network Rail has teamed up with Newcastle University, Met Office and MetDesk to run a Weather Academy pilot programme, bringing together rail operations staff, asset engineers and meteorology experts to identify ways of delivering a safer, more reliable service for passengers during adverse and extreme weather. Following the recommendations of world-renowned meteorology expert Dame Julia Slingo, Professor Paul Davies (Met Office) and Professor Hayley Fowler (Newcastle University) on how the railway could better manage weather and climate risk, Network Rail is working closely with industry experts to empower railway workers with the right knowledge to improve mitigation against the impacts of adverse weather conditions so passengers

and freight can continue to move safely and reliably. Network Rail staff worked through practical case studies, interactive tuition and scenario-based exercises to improve the management of weather risks, arming them with the knowledge and skills required to improve how these risks are managed and mitigated. Further workshops are being planned to take place next year.

Dame Julia Slingo, lead author of the Weather Advisory Task Force report, said: "This is a landmark event. This is the first time, in the transport sector at least, that we got people together to think about how you manage the considerable risks to operations that you face from adverse weather and related hazards."

Matthew Shelton, Network Rail Asset Engineer said: "I found the workshop illuminating, fascinating and extremely useful. The level of information provided enhanced my knowledge and broadened my understanding of several critical areas of the business. I will be a more effective, more aware and more empathic risk manager as a result."

Network Rail has committed to running a safe, affordable and more reliable service for passengers during adverse and extreme weather as a key pillar of its' wide-reaching Environmental Sustainability strategy. More frequent and more extreme weather conditions caused by climate change are increasingly impacting the ability to

run the railway safely and on time. As well as improving workers' knowledge on how to counteract these risks, embedding resilience into the way that railway assets are designed, built, operated and maintained will play a key role in keeping the railway running in adverse conditions. Network Rail also announced in July that a new extreme weather taskforce was being launched following the unprecedented weather conditions this summer. The taskforce will consider four key areas, each led by an independent expert in their field. Three of these areas will be focused on gathering insights from other countries and making comparisons with international rail networks that are more used to dealing with extreme heat and fluctuations in temperature.

Breath-taking aerial footage shows entirety of new Reading Green Park Station

Reading Green Park Station – the first station to open in Reading since Reading West in July 1906 - is scheduled to open in early 2023, once the necessary government commissioning process is complete. The station, being delivered by Reading Borough Council, Network Rail and Great Western Railway (GWR), features:

- Two 150m platforms;
- A new fully accessible station building;
- A fully accessible overbridge, providing access to both platforms, via stairs and lifts;
- A bus interchange, taxi rank and cycle parking facilities;
- Two car parks, including 12 blue badge spaces and drop-off parking and long-stay parking for commuters.

It will sit on the Reading to Basingstoke line, providing a half-hourly service north to Reading and south to Basingstoke through the day. When open in the new year, the new station will help to alleviate queues on the busy A33 by offering an alternative, sustainable mode of travel. It will significantly improve accessibility to the south Reading area where large-scale development is taking place, including the expansion of Green Park Business Park and Green Park Village. The new station will provide another sustainable way for Reading FC fans to travel to home matches.

A detailed commissioning and safety validation process has now commenced and must be completed and

approved by the Office of Rail and Road before the station can welcome its first trains and serve passengers. The next key milestone of this major project will come in January 2023, when the Application to Enter into Service is submitted to the Office of Road and Rail (ORR).

Tony Page, Reading Borough Council's lead councillor for strategic environment, planning and transport, said: "It is impressive to see the totality of what has been achieved at Reading Green Park Station, to date, in our latest drone footage. With the station construction complete, it now enters the commissioning period, which will come to fruition early next year. As with any project of this scale, we have faced many challenges on the schedule - early on from material shortages and, more recently, with unforeseen power supply issues. The completion of the building work is a significant step forward and we now turn our sights to early 2023, when the application to open will be submitted to the Office of Road and Rail. When operational, Reading Green Park Station will form an integral part of Reading's ever-growing sustainable transport infrastructure with more homes, businesses and leisure developments planned in the south of the borough. It will also be another option for football fans heading to the Stadium on match days, again taking the pressure off our busy roads."

GWR business development director, Tom Pierpoint, said: "We are working closely with the Council and

Network Rail to deliver half-hourly services, better connecting the communities we serve. Reading is a key destination on our network and this new station will help to secure the economic prosperity of the region as we seek to build back better from the pandemic."

Joanna Grew, Network Rail industry programme director – Heathrow & Thames Valley, said: "Once in service, Reading Green Park Station will play an important role in connecting communities between Reading and Basingstoke through regular and reliable sustainable transport while reducing the level of traffic on the A33. The safety of passengers and our staff is our number one priority and now construction is complete, we will be working closely with GWR to complete a detailed safety evaluation to ensure the station is safe and ready to welcome its first trains and passengers next year."

In addition to Green Park Station, Reading's public transport offer continues to go from strength to strength, with work on the transformation of Reading West Station continuing at pace and also due to complete next year and the recently completed Elizabeth

Line now offering travellers to and from Reading modern trains, faster commutes and a seamless transition into central or east London without having to change to the tube at Paddington.

Reading Council has also submitted a £20m transport bid for Government 'Levelling Up' funding to breathe new life into Reading's transport network. The transport bid proposes investment in sustainable transport infrastructure, particularly for walking, cycling and public transport, focusing on South and West Reading. This funding would complement the £26m Bus Services Improvement Plan investment that has also recently been secured.



172-year-old railway siding unearthed in Huddersfield

used and how the sidings helped transport goods around the UK.”

Delicately extracted samples of the brick and mortar will now help the team of experts to learn as much as they can about the site.

Kevin Moon, Project Manager at ASWYAS said: “As part of the planned development of Hillhouse Sidings, ASWYAS investigated the remains of the mid-19th century railway sidings underlying the modern industrial buildings on the site.

During the project, the team of archaeologists uncovered two train turntables and a series of brick-built engine sheds, providing valuable information on the early development of the railway system in Huddersfield.”

A long-forgotten railway siding, dating back to the 19th Century has been discovered in Huddersfield, as the Transpennine Route Upgrade gains traction.

The siding at Hillhouse – used for harbouring off-duty trains – was unearthed while teams studied maps from 1850 to help inform a multi-billion-pound rail upgrade set to transform the region.

It is thought that the siding, which composed of train sheds and railway turntables, was used to house and maintain trains, as well as transport cattle, coal and other materials across the UK when the line formed part of the Manchester & Huddersfield Railway.

Over the last three months, Network Rail has been carefully uncovering the historic site, near Alder Street, to ready the route for twice as many tracks in the future. This will unlock the ambitions of the Transpennine Route Upgrade, making way for faster, more frequent trains running along a greener, electrified railway.

A programme of survey work was carried out with support from the Archaeological Services WYAS. The results confirmed that the foundations of the old sidings were buried just below the surface, spurring the specialists to bring the area back to how it would have looked over 172 years ago.

Hannah Lomas, Principal Programme Sponsor at Network Rail said: “This is an amazing insight into what the siding would have looked like over a century ago. Understanding the history and makeup of the railway along the Transpennine route is key to delivering a better, more reliable railway capable of running faster, more frequent trains in the future. Working closely with ASWYAS has allowed us to carefully excavate the site at a much faster speed while also providing useful information about the origin of the materials



High-definition departure boards for Euston station passengers

High-definition passenger information screens are being installed at London Euston station over the coming weeks so real-time testing can take place. The new £1.5m electronic departure and arrivals boards will be positioned in the middle of the station concourse and will quadruple the number of screens available for passengers. Instead of one set of overhead LED screens above the entrances to platforms, two double-sided banks of full-colour displays are being built on posts.

Computer modelling has taken place to analyse how shifting passengers' focus from the front to the centre of the concourse can improve people flow at the West Coast main line's London terminus.

But over the coming months this will be tested live when the new screens are put into action for trials.

State-of-the-art LIDAR cameras will monitor passenger movements in real time and the data collected will be studied to see how repositioning the boards affects the routes people take between the concourse and trains.

James Dean, Network Rail's West Coast South route director, said: "There's been a huge amount of work in recent years to make more space for passengers at London Euston, all in preparation for this latest exciting phase to overhaul our departure and arrivals boards.

"This will be a big change for passengers which is why we're trialling the boards first and then listen to feedback from station users. The high-definition displays have been really successful in other stations, so it'll be great to get them in position and see how they work for the thousands of passengers who use Euston every day."

The new screens are clearer to read and information can be quickly changed in times of disruption. They also work on a traffic light system to give more information about when trains are ready to board, are delayed or are cancelled. They will eventually replace the outdated LED departure and arrivals boards which are over two decades old.

Similar screens have already been installed in stations including Manchester Piccadilly and London Victoria stations where passengers have praised how easy they are to read and follow.

Restoration for historic station footbridge on the Cumbrian Coast line

Passengers will soon benefit from the major overhaul of an historic station footbridge on the Cumbrian Coast line. Network Rail is investing £450,000 to lovingly restore the railway crossing at Harrington station on the picturesque route between Workington and Whitehaven. As part of the investment, the Victorian stairs and overbridge will be strengthened, and the steel will be grit blasted and fully repainted in its heritage colours by contractor Taziker.

Regular maintenance has kept the 19th century railway crossing in good condition over the years, but the bridge is now in need of a complete restoration. So it has been lifted away for the 12-week repairs to take place at Taziker's factory in St Helen's.

Reece Holland, scheme project manager at Network Rail, said: "Harrington station's 19th century footbridge is a key historic feature of the station and this major investment will ensure it remains safe and reliable for passengers for decades to come. Whenever we carry out work like this we take great care to make sure it's done sensitively and is in keeping with the railway's heritage. This wouldn't have been possible without the close partnership with Community Rail Cumbria to make sure that the paint work is in-keeping with the original design."

Warren Birch, community rail partnership officer from Community Rail Cumbria, said: "Community Rail Cumbria welcomes the recent investment to Harrington railway station and the benefits this will bring to rail passengers and local residents, these ongoing improvements are crucial to the Cumbrian Coast line and the towns and

villages it serves. It's been a pleasure to work in collaboration with the station adopters from West House and contractors Taziker, creating a biodiversity area within the railway station that will start to flourish in the spring of 2023."

Passengers will be able to use a temporary footbridge to access both platforms while the work takes place.

Chris Jackson, regional director at Northern, said: "It's great to see a historic feature of the station being so sensitively restored. Along with our customers, I look forward to seeing the much-loved footbridge return to the Cumbrian Coast line very soon."

Mark Jenkinson, MP for Workington, said: "I welcome this £450k investment to refurbish an important piece of Harrington's railway heritage for future generations to enjoy. The work complements projects underway across my constituency to sensitively conserve our historic landmarks, including multi-million pound investments in Maryport via the High Street Heritage Action Zone (HAZ) and the Future High Street Funds. I have always been a staunch defender of our heritage from the Duffield Beacon to Christ Church in Maryport. The need to save Grade I listed Workington Hall was one of the main reasons why I decided to go into politics in the first place."

No trains will be disrupted while the work is carried out.

The footbridge will be put back in pride of place in January 2023 for locals and tourists alike to enjoy.



National Rail

LNER A3 No. 60103 'Flying Scotsman' along with support coach passes through Micheldever station on November 8th working 5Z75 07:05 Swanage Railway to Bury East Lancashire Railway. *David Lindsell*



On October 27th, Blackpool Tram No. 018 calls at North Pier. *Mark Enderby*



Most bashed bridges in Britain revealed

More than 1,800 bridges were hit in 2021/22, with the most bashed - Stonea Road bridge in Cambridgeshire - struck 33 times

Bridge strikes cost Network Rail almost £12 million in delay and cancellation fees in 2021/22

Network Rail has released a new animation urging lorry drivers to 'Wise Up, Size Up' by knowing the height of their vehicles and choosing suitable routes before they head out on journeys. With the Black Friday and Christmas delivery rush fast approaching, and more large vehicles on Britain's roads, Network Rail has revealed the most-struck railway bridges in the country as it urges lorry drivers and haulage operators to 'Wise Up, Size Up'.

The Stonea Road bridge on the B1098 has the unflattering title of the most bashed bridge in Britain. Located in Cambridgeshire, the bridge was struck 33 times in the year ending March 2022, amounting to £10,526 in unnecessary train delay and cancellation costs. The other "big hitters" on the list include Lower Downs Road in Wimbledon, South West London, and Harlaxton Road bridge, Lincolnshire - struck 18 and 17 times respectively.

The latest figures come as Network Rail launches a new animation as part of its ongoing 'Wise Up, Size Up' campaign, reminding lorry drivers and haulage operators to take better care by knowing the height of their vehicles and choosing suitable routes before they head out on journeys. The retro-inspired cartoon centres on three high-sided vehicles navigating a low bridge in increasingly wacky ways, from pole-vaulting over it, to tunnelling underneath it. The animation is designed to warn HGV drivers that life is not like the cartoons and to take a moment to think before taking a risk when approaching low bridges.

Network Rail works with a number of railway industry partners to tackle bridge strikes, including Highways England, the Driver and Vehicle Standards Agency (DVSA) and hauliers. While incidents have reduced in recent years, numbers have steadily started to creep up again - coinciding with an estimated increase in traffic volume on Britain's roads. Overall, provisional estimates show motor vehicles travelled 318.6 billion vehicle miles in Great Britain from April 2021 to March 2022 - a 29.7% increase compared to the year ending March 2021. Lorry traffic, in particular, increased by 10.1% to 17.8 billion vehicle miles.*

Sir Peter Hendy CBE, chair of Network Rail said: "Bridge bashers cause serious safety issues on the transport network for both road and rail users. Every incident can delay tens of thousands of passengers while we inspect the bridge and repair any damage - creating a huge cost from public funds. During this very busy time of year for deliveries, we urge operators and drivers to properly plan their routes, know the height of their vehicles and be vigilant for road signs showing the height of bridges. We will report those who don't to the Traffic Commissioners, and they risk losing their licenses and livelihoods. Network Rail always looks to recover the entire repair and delay costs from the driver and the operator."

Network Rail's 4E's initiative - education, engineering, enablement and enforcement - aims to ensure haulage companies and their drivers are provided with the knowledge and tools they need to avoid striking bridges. As part of this ongoing initiative, Network Rail has a team of bridge strike 'champions' covering each route across Britain, who raise awareness of the issue by visiting haulage companies and lead in managing bridge strike risk locally.

Most struck railway bridges in Britain 2021/22:

Stonea Road, Stonea, Cambridgeshire 33 strikes

Lower Down's Road, Wimbledon, London 18 strikes

Harlaxton Road, Grantham, Lincolnshire 17 strikes

Abbey Farm, Thetford, Norfolk 15 strikes

Stuntney Road, Ely, Cambridgeshire 12 strikes

Harefield Road, Brakespeare Road South, West Ruislip, London 12 strikes

Station Road B4105, Berkswell, Solihull 12 strikes

Station Road, Langley, Berkshire 12 strikes

St John's Street, Lichfield, Staffordshire 11 strikes

Coddenham Road, Needham Market, Suffolk 10 strikes

National Rail

London Northwestern's Class 230 005 arrives at Bletchley with 2S08, the 08:48 from Bedford on December 1st.
Andy Pratt



130-year-old embankment in Morpeth successfully stabilised

Network Rail engineers have completed a £13.2m project to secure a railway embankment near Morpeth station on the East Coast Main Line, protecting the line for years to come. Trains in Northumberland have been running at reduced speeds since February 2021, after movements in the ground caused a landslide, weakening the embankment which supports the railway.

running at normal speed once again. Passengers travelling on the East Coast Main line can now look forward to smoother, more reliable journeys in Northumberland, and I would like to thank everyone for bearing with us throughout the duration of the project.”

Between May and October 2022, over 4000m of steel and more than 4000 tonnes of concrete was installed as part of the piling process - which involves driving foundations, or piles, deep into the ground - making sure that the embankment remains strong and stable for years to come. With the stabilisation work now finished, trains can now run at normal speeds once more, helping passengers to get where they need to be on time and reducing delays.

Jonny Ham, Lead Portfolio Manager for Network Rail's East Coast route, said: "I'm very pleased that this essential work is now complete, allowing the embankment to remain safe with trains



Carstairs festive work to minimise passenger disruption

Network Rail will be working over both Christmas and New Year to deliver part of a key investment project to upgrade and remodel Carstairs Junction.

The activity is one of 560 projects and part of £90m of upgrade work being delivered across the UK network over the festive period when passenger trains are not running.

Working continuously from late evening on Christmas Eve through until the start of service on Tuesday, December 27th the team at Carstairs will install structures for signals, run overhead wires and remove redundant masts and equipment from across the project site.

The following week, the team will then work continuously from late on Hogmanay through until 13.00 on Monday January 2nd to progress work on signalling, drainage and electrification equipment.

It is part of a phased programme of investment in the key junction on the West Coast Main

Line which will simplify and upgrade the track-layout to clear an existing bottleneck on the network and enable the separation of non-stop passenger and freight trains from those stopping at the station.

Work delivered to date at Carstairs represents an investment of more than £100m in the junction to rationalise and simplify the track layout and modernise the signalling through one of the most critical sections of the Scottish rail network.

The installation of new sections of track and modern signalling will also speed up journeys between Glasgow and Edinburgh and will accommodate the longest freight trains on our network.

Extensive renewal and simplification of the layout was seen as the best long-term solution to deliver the reliable and resilient network needed at this key junction.

Jim McCleary, programme manager at Network Rail said: "Work over both

Christmas and New Year will keep us on track with our preparations for the construction of the new track layout in 2023. This includes 10 kilometres of track and 27 new sets of switches and crossings, which allow trains to move between tracks.

"Access to the railway at this critical junction is very limited, but the team has worked hard with the wider industry to balance the needs of train operators with the longer-term benefits that will come from modernising the track, signalling and overhead line equipment.

Working over the festive period helps us to protect the programme and deliver a significant volume of work at a time when trains are not running and with no disruption to passenger services."



National Rail

Blasting the rails, MPV No. D98901 passes south through Warrington Bank Quay with a Wigan - Wigan via most of Merseyside RHTT on November 19th. *Jeff Nicholls*



Chesterfield station's platform canopies shown some 'TLC'

Work is underway to fully refurbish Chesterfield station's platform canopies and revitalise the station for the thousands of passengers who use it each year.

The existing canopies on both platforms will be replaced with new fascia boards made from a stronger, more durable material and the metal work will be cleaned and repainted. The 19th Century style canopies will also be repainted to offer a bright, refreshed look.

When complete, passengers will have an updated place to keep dry and sheltered as they wait for trains headed towards Leeds, Nottingham, London, Glasgow, Sheffield and more.

Until Summer 2023, engineers will work through the night to deliver this transformation allowing trains to continue to run as normal during the day.

Craig Hall, Senior Programme Manager for Network Rail said: "This project will make a huge difference to the thousands of passengers who use Chesterfield station each year.

We've planned this work carefully to give the canopies the TLC they need, while keeping their traditional look.

Our teams will be working during the night until Summer 2023 to transform the station without impacting train services. I'd like to thank our partners, passengers and the community for their continued support."

Lisa Angus, Transitions and Projects Director for EMR said: "We're really excited to see the canopies at Chesterfield be renovated. Restoring them will transform the look and feel of the station, making it brighter and more inviting for our customers.

We're working closely with Network Rail to keep disruption to a minimum and we would like to thank our customers in advance for their patience whilst the works are taking place."

More repairs added for iconic Royal Border Bridge

Major multi-million-pound repairs to the iconic Royal Border Bridge are being extended into 2023 to make the centuries-old structure strong and reliable for future generations to enjoy.

Network Rail engineers have risen to the challenge of working with the 170-year-old landmark so far. With over 2.5 million bricks stretching up to 40 metres high, the full extent of the repairs was hard to pinpoint from the ground.

Upon close inspection, specialist engineers have decided to grasp the opportunity to carry out even more repairs, improving efficiency and helping the bridge look its best for years to come. This does mean that the renovations are now expected to last until spring 2023.

Work began at the start of this year to repair all 28 arches of the Grade I listed bridge, which sits across the River Tweed and transports freight goods and passengers between England and Scotland along the East Coast Main Line.

Innovatively, teams have used a rope access system to save time and millions of pounds, rather than building bulky and extensive scaffolding spanning the length and height of the bridge. Periods of industrial action and delays in getting the listed building consent have also contributed to the project's extension.

Ben Brooks, Portfolio Delivery Director for Network Rail said: "We're making great progress so far on the Royal Border Bridge repairs, but we've spotted the opportunity to go even further. We'll be carrying out additional repairs to bring the famous bridge back to its former glory, and it'll mean that we won't need to complete any major maintenance work on it for the next 30 years.

"Unfortunately, this does mean that we'll be working until spring 2023. We're continuing to work with our partners to minimise any disturbance to the community and the footpath will remain open throughout."



National Rail

DB Class 60 066 and Colas Rail Class 70 801 are seen at Swindon on December 1st. *Ken Mumford*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

No Crossing Gate

DID YOU KNOW?

The 2nd November 1963 was the last day of trains on the Hayling Island branch. Just beyond Langston station was a level crossing. One of its gates had been badly damaged in a recent accident but it was not repaired or replaced because of the line's soon to be closure date.

Safety Valve Tragedy

Have I told you this?

'J' class locomotive of the Rhymney Railway No. 97 achieved immortality in 1909 when it blew up because the cow tail lever on the Ramsbottom safety valve had been put together upside down prevented the boiler 'blowing off.' The resulting explosion tore the locomotive apart and killing three men who were trying to discover what was wrong with it. After this Ross pop valves were fitted to all new boilers.

AVRS EDITOR - According to 'THE RHYMNEY RAILWAY' by R. W. Kidner [pages 55 and 57 details of the 'J' class are as follows;- They were 0-6-0STs, number 45 to 56 {Rhymney Railway number} built in 1884 by Sharp Stewart [Works numbers 3174 - 3185]. 45 to 47 were withdrawn before 1922 with the remainder withdrawn 1925 - 1927. An additional note states that 46 and 47 became 046 and 047 in 1921. These locos had 4ft 7½in driving wheels, 17½ x 24 in cylinders, boiler pressure was 150 lbs per sq. in. Water capacity was 1,200 gallons and a coal capacity of 2 ton 15 cwt. These locos tipped the scales in working order at 44 tons 14 cwt.

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10+ Price: £25.50 EACH

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A Different View

▶ A pair of Scammells are seen at Quorn and Woodhouse on the Great Central Railway on November 19th. *Richard Hargreaves*

▶ Track workers with their equipment make their way from the access point towards Crofton West Junction on November 25th. *Tim Saunders*

▶ Salford Central station is due to close in January for improvement work, but at the moment this mural depicting the City of Salford and the trains associated with it can be found on platform 1. *Lee Stanford*



A Different View

On October 29th, Class 46 010 rests for the weekend in a layby near M1 Jct.30 on its way from Ruddington to Barrow Hill for repairs. *Mark Pichowicz*



EVOCATIVE STEAM AND LIGHTS TRAINS TO BRING FESTIVE CHEER TO YOUNG AND OLD THANKS TO DEDICATED VOLUNTEERS



Ten days of evocative Christmas Steam and Lights trains – featuring refreshed lineside and station lighting displays – will be bringing festive cheer to passengers young and old during December thanks to the work of dedicated Swanage Railway volunteers.

Also operating during the festive period are Christmas luncheon steam trains and the Swanage Railway's popular Christmas Belle using its luxurious 1940s Pullman observation carriage featuring large glass windows on three sides.

Operating on ten selected days, with two evening trains a day from Swanage at 5.15pm and 7.15pm, the pre-

booked Steam and Lights trains start and end at Swanage station and do not feature Father Christmas.

Steam and Lights trains run on selected days between Saturday December 3rd, and Friday December 23rd, inclusive – with the steam locomotive and carriages covered in brightly coloured lights as they run through the Isle of Purbeck in the dark of the evening.

There will also be refreshed lighting displays at stations, as well as at other locations along the five and a half mile heritage line, as the steam train runs from Swanage to Corfe Castle and Norden on the one-hour return trip.

The interiors of the cosy steam-heated carriages will also be festively decorated for the trip which will see on-board music synchronised to lineside lighting displays passing the carriage windows.

Before passengers board the 'Steam and Lights' train at Swanage station for their magical journey, there will be a dramatic switch-on of the train lights at the platform.

Swanage station will only be open to 'Steam and Lights' train passengers while Herston Halt, Harman's Cross, Corfe Castle and Norden stations will be closed to the public.

Robert Patterson - the volunteer chairman of the Swanage Railway Company which runs the trains for the Swanage Railway Trust – said: "We are very excited to

be running the third year of our popular festive 'Steam and Lights' trains in the run-up to Christmas.

The service is very special and out of this world – it's colourful, evocative and dramatic.

Last year's 'Steam and Lights' train services were very popular and we are looking forward to this year's festive and colourful trains tremendously because they have a lovely atmosphere all of their own.

"With the help of an experienced and reputable company specialising in synchronised lighting and music, we have been working very hard to design a special festive train service that will make wonderful and magical memories for children and adults in the run-up to Christmas."

"It takes a lot of detailed planning and commitment to organise and run our popular steam and lights trains. I would like to thank the many dedicated volunteers whose work enables those trains to happen – bringing festive cheer to both children and adults alike at this special time of year," added Robert who is also a volunteer station porter on the Swanage Railway.

The special Steam and Lights trains operate on the first three weekends of December as well as on December 21st, 22nd and 23rd 2022.

Seats on the Steam and Lights trains must be booked in advance and can only be joined at Swanage station where the brightly lit festive trains start and end their journeys.

Swanage station shop will be open when the 'Steam and Lights' trains are running – as well as a kiosk at Swanage station serving hot drinks and light snacks – subject to volunteer availability,

The Steam and Lights trains are not open to pets because of the flashing lights and music.

The Swanage Railway welcomes new volunteers and anyone interested in finding out more should contact the Swanage Railway volunteer recruitment and retention office on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

To book on the Swanage Railway's steam and lights trains – as well as the heritage line's festive Christmas lunch and Christmas Belle Pullman observation carriage services – visit swanagerailway.co.uk/events/christmas.

Photo: © ANDREW P.M. WRIGHT

IT'S FULL STEAM AHEAD FOR THE NEW YEAR AT THE SPA VALLEY RAILWAY



Visit the Spa Valley Railway in Tunbridge Wells in the New Year to experience a wonderful steam train journey through beautiful countryside on December 31st 2022 and again on January 1st and 2nd 2023.

This will be an opportunity to take a trip behind impressive visiting locomotive Bulleid Pacific No. 34072 '257 Squadron' (pictured above).

of eateries to pop into for a spot of lunch or coffee and cake!

'257 Squadron' was built at Brighton Works in 1948 and mainly worked the continental boat trains from London to Dover as well as working on local services between the Kent Coast and Charing Cross until the electrification of the Kent coast lines in 1958.

A special Winter Steam Up event will also take place on January 7th and 8th 2023 which will be the last opportunity to travel behind visiting Bulleid Pacific 34072 '257 Squadron'.

No. 34072 will be joined by Hunslet Austerity 2890 'Douglas' and one of the railway's own heritage diesel locomotives.

Whatever the weather, everyone can enjoy a relaxing a train ride through the Wealden countryside between Tunbridge Wells West and Eridge, calling at High Rocks and Groombridge. You can hop on and off the trains all day and enjoy the sights along the way or why not visit one of the pubs which are located within walking distance of the stations.

There is plenty to see and do along the train line including visiting the delightful spa town of Royal Tunbridge Wells. This famous Spa town has something for everyone with delightful walks over the picturesque common where you will find the interesting Wellington rocks and strolling up the picturesque High Street or along the historic Georgian Colonnade known as the Pantiles. There is shopping to enjoy all around the town and plenty

High Rocks Station is home to High Rocks Inn and High Rocks themselves (under 18s must be accompanied on the rocks). Opening times vary so please check their website before travelling if you plan to explore the Rocks or visit the Inn).

Groombridge is an historic village with two great pubs, The Junction Inn and the Crown Inn. You can also hire a bike from Groombridge Station to explore the Forest Way. When the attraction is open, you can also visit Groombridge Place which is famous as the location of the Bennet House in the Pride and Prejudice film with Keira Knightley.

Eridge Station is a great starting point to enjoy some lovely walks and there is also The Huntsman Pub for a bite to eat. Nearby Wildwood Vineyard offers wine tasting combined with a steam train ride.

Normal Fares: Adult - £15, Senior (60+) - £14, Child (2-15yrs) - £7.50, Family (2A+2C) - £38.

Fares for the Special Winter Steam Up Event on 7 and 8 January 2023: Adult - £20.00, Senior (60+) - £19.00, Child (2-15yrs) - £10.00, Family (2A+2C) - £45.00.

During this event the railway will be operating their standard two train timetable between 09:30 and 16:15 each day.

To book in advance visit www.spavalleyrailway.co.uk

Spa Valley Railway, West Station, Nevill Terrace, Royal Tunbridge Wells, Kent, TN2 5QY.



Telford Steam Railway

'Swordfish' is seen at Horsehay on November 19th being prepared for the 'Polar Express' season. *Phil Martin*



Great Central Railway

Visiting from the Mid Hants Railway, Ivatt tank No. 41312 passes Kinchley Lane with the 13:15 Loughborough - Rothley local on October 2nd. *Mark Pichowicz*



Great Central Railway

BR Standard Class 5 No. 73156 approaches
Quorn and Woodhouse station on November
19th. *Richard Hargreaves*



Great Central Railway

BR Class 9F No. 92214 storms towards Quorn and Woodhouse on November 19th with a rake of mineral wagons. *Richard Hargreaves*

Class 33 No. D6535 (33 116) ambles through the Leicestershire countryside with a local service to Rothley on November 19th. *Richard Hargreaves*

BR 1956 built Derby Lightweight Single Car DMBS No. M79900 'Iris' approaches Quorn on November 19th. *Richard Hargreaves*



Great Central Railway

BR Standard 2MT 2-6-0 Nos. 78019 and 78018
approach Quorn on November 19th with a
Loughborough to Leicester North service.
Richard Hargreaves



East Lancs Railway

▶ Class 144 009 approaches the northern end of the line at Rawtenstall on November 12th.
Jeff Nicholls

▶ Class 14 No. D9531 hauls the Class 105 DMU into Rawtenstall on November 12th.
Jeff Nicholls

▶ The lines resident Class 104 DMU is seen at Ramsbottom on November 12th working the 16:05 Rawtenstall - Heywood service.
Phil Martin



East Lancs Railway

L&Y 0-6-0s Nos. 52044 and 51456 are seen at Rawtenstall during the autumn steam gala on October 16th. *Mark Pichowicz*





East Lancs Railway

Cravens Class 105 DMU working the 16:50
Rawtenstall - Bury service is seen at
Ramsbottom on November 12th. *Phil Martin*



East Lincs Railway

On November 12th, Class 122 'Bubble Car' No. W55001 departs Irwell Vale heading for Rawtenstall with a BSK coach in tow.

Michael Lynam

Class 14 'Teddy Bear' No. D9531 and the line's Class 105 DMU are seen at Ramsbotton on November 12th working the 14:25 Rawtenstall - Heywood service. *Phil Martin*

Pacer Class 144 009 is now part of the East Lincs Railway active DMU fleet and still carries its fictitious livery from a past filming contract. On November 13th, it was captured at Rawtenstall before departing with the 13:55 to Heywood.

Lee Stanford



Lakeside & Haverthwaite

On November 11th, BRCW Class 110 DMU, built in 1950, Nos. 52071 and 52077 are seen in service. *Michael Lynam*

LMS Class 4MT 2-6-4T No. 42073 is seen alongside Class 20 214 in the shed. *Michael Lynam*

Andrew Barclay's works No. 1245, built in 1911, No. 14 'Carron Iron Works' and Andrew Barclay's works No. 2333 'DAVID' built 1953. No. 14 'Millom Iron Works' are seen in the shed on November 11th. *Michael Lynam*



Severn Valley Railway

Class 20 096 and 20 107 are seen ready to depart Kidderminster on November 8th, hauling LNER B1 No. 61306 'Mayflower' back to LSL Crewe after the steam loco had been at the line. *John Alsop*



Battlefield Line Railway

▶ BRCW Class 33 053 is seen at Shackerstone on November 6th with the 12:15 departure to Shenton. *Lee Stanford*

▶ Looking very tidy in the yard at Shackerstone on November 6th is Class 20 087, with 33 201 for company. *Lee Stanford*

▶ Having run round its train, green Class 20 No. D8110 stands at Shenton on November 6th with the 11:35 service to Shackerstone. *Lee Stanford*



From the Archives

▶ 'Blue train' Class 303 090 arrives at Glasgow Central with a Cathcart Outer Circle train on March 14th 1977. *John Sloane*

▶ An unidentified Class 86 speeds through Winwick on September 15th 1990. *John Sloane*

▶ Class 73 004 'The Bluebell Railway' is seen at Bescot on May 6th 1990. *John Sloane*



From the Archives

▶ A sad sight at Salisbury on July 1st 1980: a row of faded and condemned 33s sits alongside the station. The leading one was 33 210 if I remember rightly. *Jeff Nicholls*

▶ Class 86 426 in newly applied RES livery is seen at Doncaster Works on July 12th 1992. *John Sloane*

▶ Black 5 No. 45013 stands at the east end of Edge Hill shed on February 4th 1967. *John Sloane*



From the Archives

▶ Contrasting front ends at Bolton shed as Nos. 45260, 73069 and an 8F await their next duties on July 8th 1967. *John Sloane*

▶ On an unknown date in the early '80s, Class 25 198 passes the site of the former Kenyon Junction on the Liverpool - Manchester line with a delightful parcels train consisting mainly of old Southern four-wheelers. *Jeff Nicholls*

▶ Class 33 044 passes through Sherrington with a Portsmouth to Cardiff train in the late eighties. *Michael Bennett*



From the Archives

▶ Class 47 483 on a London Paddington to Bristol parcel train passes lower Basildon in the eighties. *Michael Bennett*

▶ Stobart Rail liveried Class 92 017 passes Bradley with a southbound intermodal from Mossend on October 15th 2011. *John Sloane*

▶ Class 25 218 passes the site of Kenyon Junction on the Liverpool - Manchester line with a train load of ballast on March 17th 1981. The site is now occupied by a recycling depot. *Jeff Nicholls*



From the Archives

▶ Class 40 155 is seen at Ashburys with a short freight on February 25th 1983. *John Sloane*

▶ Class 50 044 passes Cogload Junction on a London Paddington to Penzance service in the eighties. *Michael Bennett*

▶ On November 13th 2006, GNER HST power car No. 43099 is seen at York on an east coast service. *Steve Thompson*



From the Archives

▶ Class 50 043 'Eagle' races through Grateley with a Exeter to London Waterloo service in the late eighties. *Michael Bennett*

▶ Class 50 013 'Agincourt' passes Aller Junction with a Plymouth to London Paddington service on September 13th 1980. *John Sloane*

▶ On October 6th 1984, the old steam shed at Northwich sees two pairs of 20s stabled up, Class 20 032 with 20 031 and 20 199 with 20 182 whilst 47 366 is just visible inside the shed. *Jeff Nicholls*



From the Archives

▶ Grand Central HST, with power car No. 43467 leading, speeds past Appleton Roebuck near York, with the 16:03 London King's Cross to Sunderland service on August 8th 2015.

Paul Senior

▶ Class 33116 on the London Waterloo to Salisbury 'Crompton Push-Pull Farewell' railtour passes Monxton in the eighties. *Michael Bennett*

▶ National Power liveried Class 59 201 is seen at Crewe during an open day on August 27th 1995. *John Sloane*

