

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 to 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 219

An Important Announcement

We have been aware for a while that some readers are not getting the automatic email to advise that a new edition is available. Having spent quite some time on tracing the error it transpires that the fault is we are no longer classed as European. Our mail server that sends out the email is located in Germany, but no longer wants to play ball with us as although we are as a continent still in Europe, we are no longer in Europe as in the EEC! Yes its another result of Brexit..... And to those who are now thinking well that was years ago - we did point this out, and the response was that although they have still been very happy to take our money, we should have changed years ago. So please bear with us for a bit longer as we try to resolve the issue.

In the news this month, Swiss rail electrification firm opens Nottingham hub to help 'ditch dirty diesel' as Furrer+Frey has chosen Nottingham as the base for its expanding UK operations, saying it will bring highly skilled engineering jobs to the East Midlands.....

The office, warehousing and assembly hub in Beeston joins the family-owned company's global sites including Bern, Berlin, Essen, Halle, Roma, New Delhi and Guangzhou, marking a major expansion in its UK operations from the former regional office in London.

'Nottingham is the ideal spot for us to help the government ditch dirty diesel and run trains on clean, green, home-grown electricity', said Head of UK Projects Noel Dolphin on November 26th. 'The East Midlands has a proud railway heritage, and we're excited to join its green growth mission. The combination of engineering talent and advanced manufacturing capacity in the region makes it the place to be.
While the government's autumn budget offered little on future electrification projects, the industry remains clear that this is the only path to meet the government's net zero and diesel train elimination targets by 2040.'

Also this month, First Group has ordered more Hitachi trains to underpin open access growth ambitions.....

The £500m deal includes maintenance for a 10-year lease period. The Class 80X cars will be formed into 14 five-car trainsets that FirstGroup will use as the basis for its expansion in the open access market. According to the manufacturer, the agreement covers electric, battery-electric and bi-mode (electro-diesel) variants of the design. First Group will lose its remaining contracts to run services on behalf of the government as operators are take back into public hands, and as a result First Group is planning to launch more services under open access regulations. First Group said the lease agreement reached on December 6th would not only give it a homogenous fleet across its open access operations, ensuring flexibility and reliability for customers, but also supports an increase in capacity for these operations. Delivery of the new trains is expected to commence in late 2027. The lease will be financed by Angel Trains, and the trains will be maintained by Hitachi at its depots around the country.

The trains will be used across First's open access portfolio, including the Carmarthen – London route announced on December 5th, and the existing Hull Trains and Lumo services on the East Coast Main Line. The agreement also includes an option for up to 13 more trains worth approximately £460m. This would support the launch of more open access services should FirstGroup's recently submitted open access applications be successful. These include a new Lumo service between London and Rochdale, the extension of the Lumo service between Glasgow and Edinburgh, a service between London and Paignton, and a new Hull Trains service between London and Sheffield via Retford and Worksop.

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

Despite a change of operator the same type of motive power was used for the York based RHTT services this year and on a sunny November 21st, Class 37 175 departs York and crosses the River Ouse with the 09:50 York Thrall Europa and return circular service. *Lee Stanford*

Front Cover

Class 66 099 with the 6H02 Arpley Sidings to Tunstead Sidings passes New Mills South on November 20th.

Brian Dobbs



Class 37 116 and 37 175 top'n'tail the Scarborough bound RHTT working out of York on November 27th. *Jeff Nicholls*

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These issues wouldn't be possible without contributions from:
Ken Abram, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Barry Beeston, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Derek Hopkins, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On November 16th, Ian Riley's Black 5 No. 45407 'The Lancashire Fusilier' works the final steam 'Northern Belle' towards Greenholme and onwards to Carlisle. *Shep Woolley*



Charter Scene Northern Belle

The Settle & Carlisle Steam Special

On November 16th, in chilly conditions and fading light, No. 45407 'The Lancashire Fusilier' speeds through Kirkby Stephen station with the return leg of the 'Northern Belle'.
Shep Woolley



Charter Scene Northern Belle

Northern Belle

Class 57 313 and 57 315 working the 1Z77 Telford Central to Carlisle are seen at Telford on November 16th. *Richard Hargreaves*





Northern Belle

Northern Belle

It was a misty, murky October 25th, that greeted the Northern Belle to North Lincolnshire.

After the usual circuitous route which took it from Leeds via Nottingham and Lincoln, Class 57 313 and 57 601 top and tail 1Z69 through Barnetby on the way to Cleethorpes.

After a short break to savour the bracing East Coast air, Class 57 601 led 1Z70 to Doncaster via Gainsborough and is seen disturbing the peace at Brigg, with 57 313 now on the rear.
Steve Thompson







Charter Scene Vintage Trains

Blackpool Illuminations Express

A rare main line outing for Jubilee No. 45596 ‘Bahamas’ occurred on November 16th, when it worked a Vintage Trains excursion from Birmingham New Street to Blackpool and return. On the outward run it was captured impressively approaching Winwick Junction.
Lee Stanford



Charter Scene Vintage Trains

Blackpool Illuminations Express

Jubilee No. 45596 'Bahamas' covers Winwick Quay with trailing exhaust hauling Vintage Trains' Birmingham to Blackpool 'Illuminations Express' on November 16th. *Paul Senior*



Charter Scene Vintage Trains

Blackpool Illuminations Express

Jubilee Class 4-6-0 No. 45596 'Bahamas' heads Vintage Trains' 'Blackpool Illuminations Express' towards the seaside at Kirkham on November 16th. *Gerald Nicholl*

Vintage Trains

Blackpool Illuminations Express

Jubilee No. 45596 ‘Bahamas’ forges past Standish at the head of a Birmingham - Nuneaton - Blackpool charter on November 16th. *John Sloane*

On November 16th, Jubilee No. 45596 sets off for Farington at Lostock Hall Junction during the turning movement of the Blackpool tour. *John Sloane*

Class 47 773 is seen on the rear of the turning move of the tour at Lostock Hall Junction. *John Sloane*







Charter Scene Saphos Trains

The Christmas White Rose

LNER B1 loco No. 61306 is seen soon after passing Romiley on November 23rd with the LSL operated 05:17 Barrow to York. This service was heavily delayed on its return owing to inclement weather and a broken rail and was finally terminated at Preston as a landslide at Ulverston prevented it reaching Barrow.
Lee Stanford



Charter Scene Saphos Trains

The Christmas White Rose

LNER B1 No. 61306 ‘Mayflower’ takes charge of Saphos Trains’ ‘Christmas White Rose’ from Barrow to York, seen here passing Winwick on a miserable November 23rd, with Class 57 311 at the rear. The train was much delayed on the return journey and failed to make it back to Barrow due to flooding. *Jeff Nicholls*



Charter Scene Saphos Trains

The Christmas White Rose

On November 20th, 'Blue Peter' heads through Ashburys with the Rugby to York charter.
Russell Clarke

Charter Scene Saphos Trains

The Christmas White Rose

LSL Class A2 No, 60532 'Blue Peter' approaches New Mills South Junction with a Saphos Trains excursion from Rugby to York on November 20th. *Brian Dobbs*



Charter Scene Saphos Trains

The Christmas White Rose

With a long blast on the whistle, 'Blue Peter' races through Warrington Bank Quay at the head of November 20th's 'Christmas White Rose' from Rugby to York. *Jeff Nicholls*

Charter Scene Saphos Trains

The Christmas White Rose

Only days after being passed to operate on the main line, LSL utilised 'Blue Peter' (from Crewe) on their 06:00 Rugby to York tour on November 20th. The loco is seen approaching Romiley in almost perfect conditions. *Lee Stanford*



Saphos Trains

The Christmas White Rose

No. 60532 'Blue Peter' passes through Guide Bridge working 'The Christmas White Rose' 1Z82 Rugby - York via Crewe, Manchester and Sheffield with Class 47 810 on the rear. 'Blue Peter' took over the train from Crewe. *Michael Lynam*

'Blue Peter' passes through Hyde North, working 'The Christmas White Rose' 1Z82 Rugby - York having just had a water stop near Guide Bridge. *Michael Lynam*

Class 47 810 is seen on the rear of the charter as it passes through Guide Bridge heading to York via Sheffield. *Michael Lynam*







Charter Scene Saphos Trains

The Christmas White Rose

Emerging from the darkness into the lights of a frosty Walsden station and sounding in fine fettle on a commercial service for the first time in 22 years, A2 Pacific No. 60532 'Blue Peter' hurries Saphos Trains' return charter on November 20th. *Gerald Nicholl*



Charter Scene InterCity

Pennine Peak

On a damp November 8th, LSL's 'Peak' Class 45 118 passes through St. Helens Junction at speed with 1Z66, Liverpool Lime Street to Newcastle excursion. First time for thirty seven years since a loco of that class has worked a loco hauled service over the route.
Brian Dobbs

Charter Scene InterCity

Pennine Peak

On November 8th, Class 45 118 passes Greenfield working 1Z66 Liverpool to Newcastle special.
Russell Clarke



InterCity

Pennine Peak

Recreating scenes from the 1980s, apart from the livery of the coaches, Class 45 118 climbs from Parkside Junction towards Chat Moss with 'The Pennine Peak' on November 8th. *Jeff Nicholls*

Class 45 118 creeps into Earlestown with the 'Pennine Peak' charter from Liverpool to Newcastle on November 8th. *John Sloane*

Class 47 711 is seen at the rear of the 'Pennine Peak' charter as it departs Earlestown for Newcastle on November 8th. *John Sloane*







Charter Scene LSL Private Charter

Private Charter

Class 57 311 and 57 003 pass The Oaks on October 12th with 1Z64 14:32 Crewe - Shrewsbury. Class 57 311 was named earlier at Crewe at a private naming ceremony and then conveyed the invited guests on the charter to Shrewsbury before returning back to Crewe via Telford and Stafford. *Phil Martin*

Charter Scene Railway Touring Company

The Cardiff Christmas Express

Black 5 No. 44871 passes Stratton Green on November 27th working 1Z52 London Victoria - Cardiff Central. Class 47 812 was on the rear.
Ken Mumford



Charter Scene Railway Touring Company

The Cardiff Christmas Express

On November 27th, Black 5 No. 44871 and Class 47 812 top'n'tail the 1Z52 London Victoria - Cardiff Central through Swindon. *Colin Pidgeon*

Charter Scene Railway Touring Company

The Sherbourne Christmas Carol

SR MN Class No. 35028 ‘Clan Line’ thunders towards platform 2 at Andover with the 08:42 London Victoria to Yeovil Heritage Platform ‘The Sherbourne Christmas Carol’ special run by the Railway Touring Company on the December 4th. Class 47 848 assisted at the rear.
David Lindsell

Charter Scene Vintage Trains

The Christmas White Rose

On November 27th, Vintage Trains made one of their regular pre-Christmas tours to York, GWR No. 7029 ‘Clun Castle’ steams into York with 1Z43 from Coleshill Parkway, with Class 47 No. D1755 (47 773) on the rear. *Jeff Nicholls*



Charter Scene Vintage Trains

The Christmas White Rose

On November 27th, Vintage Trains made one of their regular pre-Christmas tours to York, GWR No. 7029 'Clun Castle' forges through Sherburn-in-Elmet on 1Z43 from Coleshill Parkway, with No. D1755 (47 773) on the rear. *Steve Thompson*



Charter Scene Steam Dreams

London to York Christmas Market

York is always a magnate for charter trains and never more so than during the run-up to Christmas. On November 28th, 1Z70 is seen passing through Lincoln Central en-route from London Kings Cross to York, hauled by No. 34046 'Braunton', with Class 57 311 on the rear. *Steve Thompson*



Charter Scene Vintage Trains

The Shakespeare Express

GWR Castle No. 5043 'Earl of Mount Edgcumbe' stands at Birmingham Snow Hill with the 16:18 from Stratford-upon-Avon 'Shakespeare Express' on November 10th. *Chris Morrison*

Charter Scene Vintage Trains

The Polar Express

Vintage Trains' No. 7029 'Clun Castle' passes under the footbridge at Hall Green with the 18:55 Whitlocks End - Birmingham Moor St. 'Polar Express' on November 30th.
Chris Morrison

Charter Scene Railway Touring Company

The Christmas Cheshireman

Black Five No. 44871 is seen passing Stafford with the Railway Touring Company 'Christmas Cheshireman' returning from Chester to London Euston on November 23rd. *Chris Morrison*



Charter Scene 125 Group

The East Lancastrian Warrior

On November 8th, power cars Nos. 43089 and 43159 arrives at Castleton with 1Z43 Derby to Castleton ready to reverse into the goods loop and on to the ELR for their DMU weekend gala.
Russell Clarke

Charter Scene ECS and Light Engine Moves

On November 28th, Ian Riley's Black 5 No. 45407 'The Lancashire Fusilier' works 5Z49 ECS over Docker Viaduct towards Grayrigg and on to Edinburgh Joppa for the 'Polar Express' tours. *Shep Woolley*

Charter Scene ECS and Light Engine Moves

LSL power cars Nos. 43049 and 43059 pass Stockport on November 26th with the late running 5Z47 10:10 Crewe Holding Sidings to Doncaster West Yard. The set was due to work a special the following day from Hull to Edinburgh. *Barry Longson*

Charter Scene ECS and Light Engine Moves

Black 5 No. 45212 calls at Hellifield on November 6th for water during a light engine move from Carnforth - Northallerton as 5Z45.
Michael Lynam

Charter Scene

ECS and Light Engine Moves

Class 57 314, 47 772 and 47 245 pass Haydock Branch Junction on November 13th. *Jeff Nicholls*



A2 No. 60532 'Blue Peter' passes Winwick Junction on November 18th with the returning Preston to Crewe test run which it passed with flying colours. *Lee Stanford*



Locomotive Services' No. D400 (50 050) passes light engine through Preston on November 21st working light engine from Crewe - Carlisle. *Michael Lynam*



Charter Scene

ECS and Light Engine Moves

On a very grey November 15th, black-and-white suits ‘Blue Peter’ as it heads north at Golborne on a test run from Crewe to Preston. Class 57 003 brought up the rear of the motley collection of rolling stock. *Jeff Nicholls*

A very presentable West Coast’s Class 37 706 waits its next duty in York Parcels Sidings on November 21st. *Lee Stanford*

Class 37 403 in large logo blue, passes through Settle on November 6th with three coaches as 5Z44 working from Barrow Hill - Bo’ness *Michael Lynam*







Charter Scene

ECS and Light Engine Moves

On November 18th, Class 57 010 and 47 760 worked an observation coach and a Mk2 BSO from Southall to Carnforth and are seen running past Coppull. *John Sloane*

No. 60532 'Blue Peter' hurries past Euxton with the return test working from Preston to Crewe on November 15th. *John Sloane*

Class 86 401 'Mons Meg' passes Coppull Moor with an empty stock working from Carnforth to London Euston on November 8th. *John Sloane*







Charter Scene

ECS and Light Engine Moves

On November 15th, 'Blue Peter' ran a test from Crewe to Preston and is seen at Lostock Hall Junction prior to reversal into Preston for the return working. *John Sloane*

The test working on November 15th for 'Blue Peter' had Class 57 003 on the rear. Here 57 003 heads the turning movement into Preston at Lostock Hall Junction. *John Sloane*

Class 57 010 and 47 760 ease through Northampton with 5M43 10:19 Southall to Carnforth Steamtown on November 18th. *Derek Elston*







Charter Scene ECS and Light Engine Moves

Class 37 676 'Loch Rannoch' passes Bradley on November 12th with a Carnforth to ELR stock move for Santa specials. *John Sloane*



Charter Scene

ECS and Light Engine Moves

LNER A4 No. 60007 'Sir Nigel Gresley' hammers through Oakham with its support coach and Class 37 No. D6817 in tow running as 5Z60, the 10:17 Crewe H.S. to March positioning move on November 15th. *Derek Elston*

Jubilee No. 45596 'Bahamas' is seen coming off the back line at Farington Jct. with 5Z93 13:29 Blackpool North - Preston ECS on November 16th. *John Balaam*

Class 50 007 'Hercules' running home light engine as 0M50 07:06 Wembley H.S. to Kidderminster S.V.R. is seen passing through Northampton on November 15th. *Derek Elston*







Avanti West Coast

On November 20th, Class 805 004 passes through Rugeley Trent Valley station working the 13:27 Preston to London Euston ECS move. *Barry Longson*

Free water refill points rolled out onboard Avanti West Coast services

Avanti West Coast has rolled out water refill points onboard for customers in a first for the railway industry.

The initiative, part of the company's wider £450 million investment in its fleet, will see complimentary water available for those who are travelling on any service operated by either a Pendolino or Evero train.

The easy to use dispensing points proved to be a big hit with customers in the initial trial, whilst also helping to reduce the amount of single use plastic.

In pre-launch operational testing, customers travelling onboard the Pendolino fleet consumed over 21k litres of water in three months, the equivalent of 42,000 standard sized 500ml plastic water bottles.

Bob Powell, Head of Inclusive Customer Experience at Avanti West Coast said: ""The water refill points are another example of how we are raising the bar for rail travel in the UK.

"With many people now carrying their own water bottle, the opportunity to refill them free of charge, is part of our responsible business commitment to build a cleaner and greener railway, and significantly reduce single use plastic onboard our services."

The water for the Pendolino refill stations is provided by Wenlock Spring, a second generation family business based in Shropshire, and sourced from a protected historic spring, dating back to 1086, which is located near the famous Wenlock Edge.

Matthew Orme, Director at Wenlock Spring, said: "We're proud to have worked on the development of the onboard refill points with Avanti West Coast. The water refill points dispense Wenlock Spring from reuseable bottles, which are returned to us for refilling time and time again."



Avanti West Coast

In the autumn colours, Avanti Pendolino Class 390 134 heads southbound at Winwick with 9M54 Edinburgh to London Euston service on November 20th. *Brian Dobbs*

Class 807 004 speeds northwards alongside the M1 motorway working 1F88 13:05 London Euston to Liverpool Lime Street on November 28th. *Derek Elston*

Class 805 004 stands at Preston station between driver training duties on November 21st. *Michael Lynam*





Avanti West Coast



Although class 805s and 807s are now entering service, Voyagers can still be found working services to North Wales. Here Class 221 101 and 221 102 pass Rugeley TV on November 20th, with the 13:02 London Euston to Chester. *Barry Longson*

Avanti West Coast introduce electric Evero trains as services to Liverpool increase

Avanti West Coast's £350m investment in its new Evero fleet reached an important milestone on November 11th with their first run in service on the Liverpool to London route. Class 807 001 departed Liverpool Lime Street at 09:01, returning later in the day, to supplement the current hourly service. These additional weekday departures are part of Avanti West Coast's plans to run more services between Liverpool and the capital. As well as Liverpool, the new seven carriage trains, each having 451 seats, will also run between London, the West Midlands and Blackpool, with further increases planned as part of December's timetable uplift.

This follows the inaugural Class 807 passenger service between London and Birmingham last month, building on the successful launch of its Class 805 Evero stablemate, which recently celebrated 150 days in service on the West Midlands, Chester and North Wales routes. Maintained at Alstom's Oxley depot in the West Midlands, the 23 strong Evero fleet includes the 10 electric Class 807s as well as the 13 bi-mode Class 805s which are replacing the Voyager trains – offering a greener alternative. They will work alongside the Pendolino trains, which have recently undergone the largest ever fleet upgrade in the UK thanks to a £117m investment. Built by Hitachi at its factory in Newton Aycliffe, County Durham, the Evero fleet is quieter and roomier than its predecessor. Customer benefits include wireless charging for electrical devices, improved Wi-Fi, more seats than the trains they replace and greater legroom thanks to a more ergonomic design, larger luggage racks and more real-time customer information screens which are easier to read.

The new trains also feature improved wheelchair spaces with contrasting carpet and a large accessibility symbol, so customers do not place their luggage in this space. There will be improvements to the accessible toilets compared to the previous fleet as well as Braille and large print labels on seats.

Avanti West Coast managing director Andy Mellors said: "The introduction of the Class 807 Evero on our network marks a significant milestone. The feedback from our people and customers about our new fleet has so far been fantastic and it's created a real buzz about our services. I'm confident these new trains will provide a significant step change in comfort and a much greener way to travel. The challenge we have is to now build on this excitement, which coupled with our recent upturn in performance and plans to run more services, will improve connectivity to the regions we serve and encourage more people to opt for rail."

Steve Rotheram, Mayor of the Liverpool City Region, said: "The launch of the first fully electric Evero service between Liverpool and London is a landmark moment for our region. The £350 million investment in greener, more comfortable trains is not only a step towards a more sustainable future, but also a huge boost for connectivity and the local economy. Here in the Liverpool City Region, we know all about how important good-quality trains are, so it's exciting to see this new fleet offering people more options for travel. The new service will not only make it easier for people to travel between Liverpool and the capital, but it supports our efforts to make the Liverpool City Region a thriving, green economy. I'm excited to see how this will contribute to a more sustainable transport network and help to connect communities across the country."

Paul Cherpeau, Chief Executive of Liverpool Chamber of Commerce C.I.C added: "The enhanced quality and improved frequency of services between Liverpool and London will really benefit businesses and the economy in the Liverpool City Region. We are particularly pleased that the city's call to improve the frequency of services has been listened to and acted upon by Avanti West Coast and partners. Better connected and more frequent rail services for Liverpool will create greater opportunities for our businesses to attract talent from a wider catchment area, will support our outstanding visitor and cultural offer and also enable enhanced onward connectivity with other regions and cities across the country. It is another step towards enabling a well-connected City Region, capable of maximising its growth potential. We fully welcome today's commencement of additional services and look forward to these scaling up in the coming months ahead."

Managing Director of Services at Alstom UK and Ireland, Peter Broadley, said: "Alstom is proud to support Avanti West Coast as we welcome their new trains to our Midlands Traincare Facility in Oxley, where they will be serviced and cleaned around-the-clock. Alongside the newly refurbished Pendolinos, Alstom continues to play a strategic role in helping Avanti West Coast enhance connectivity and rail service quality on this essential UK route."

Avanti West Coast

Class 390 111 heads northbound at Winwick with 1S58 London Euston to Glasgow service on November 27th. *Brian Dobbs*

Class 805 012 and 805 007 hurry through Milton Keynes Central ten minutes down with 1A26, the 08:53 Holyhead to London Euston service on November 7th. *Derek Elston*

Class 390 042 working 1A36, the 12:15 Manchester Piccadilly to London Euston service is seen nearing Weedon on November 28th. *Derek Elston*







Avanti West Coast



Class 390 130 heads northbound at Winwick with 1S37 London Euston to Glasgow service on December 1st. *Brian Dobbs*

Avanti West Coast launches scheme to support community projects for the fifth consecutive year

Avanti West Coast has launched its fifth year of a specialist funding scheme aimed at supporting projects that bring benefits to stations and the communities surrounding them.

The Customer and Community Improvement Fund (CCIF) is designed to make a positive impact across Avanti West Coast's route through new initiatives aimed at stations as well as addressing regeneration challenges and social needs in the surrounding community.

Since its introduction in 2019, multiple projects have been supported by the fund including open-air creative workshops, improved accessible travel in countryside locations and education for young people around the risks involved with anti-social behaviour on the railway.

Charities, organisations and community groups are being encouraged to submit applications for the funding to improve an area local to them, to help create a more inclusive and connected community.

Submissions for projects must be in an area within 10 miles of a station along the West Coast Main Line, which runs between London, Scotland and North Wales.

With the advent of a year-long celebration of 200 years of the modern railway to be marked in 2025, the latest round of funding could also help a project during this historic year. Applications should consider the United Nations' Sustainable Development Goals – a blueprint to achieve a better and more sustainable future for all. This helped shape Avanti West Coast's thinking behind the CCIF to create inclusive, prosperous and connected communities.

One beneficiary of past CCIF funding is the Central Cheshire Buddies Scheme, a local charity that supports children and young people with disabilities, as well as young sibling carers. They secured funding in 2024 and with it, created their 'Train Buddies' initiative, designed to educate the young people into how to navigate stations, what assistance is available during journeys and how to board a train safely.

Some had never been on a train before, so the funding was also used for trips throughout the summer holidays to cities such as Manchester, Chester and Liverpool, as well as sessions to create a piece of artwork celebrating Crewe that will be on permanent display at the station.

Andy Mellors, Managing Director of Avanti West Coast, said: "It's been a rewarding four years watching how our Customer and Community Improvement Fund has made a difference across our route, and we're looking forward to seeing what positivity the initiative brings in 2025, a milestone year for our railways.

"Our communities are at the heart of what we do, and we would encourage local groups, stakeholders and charities to submit their ideas and bid for a share of the funding, so we can continue to build on the positive impact the fund has had within the communities we serve."

Colas Rail

On November 6th, deputising for the usual Class 70, 56 105 was a welcome sight at Scunthorpe on 6D79 LOR - NH fuel tanks.
Steve Thompson

With 5 autoballasters in tow, Class 56 090 passes Northampton running as 6C30 08:09 Milton Keynes Central to Bescot Up Engineers Sidings on November 10th. *Derek Elston*

Class 70 817 heads west with 6Z40 Swindon Transfer to Bristol (St. Philip's Marsh) through Swindon on November 11th. The RHTT tanks apparently going to Bristol for attention.
Ken Mumford







Colas Rail

On October 10th, Class 56 105 passes through Scunthorpe on 6D79 Lindsey - Neville Hill tanks, with its usual substantial load of 2!
Steve Thompson



Colas Rail

November 12th sees a loco re-positioning move heading through Basingstoke towards Eastleigh, consisting of Class 70 815 and 70 807, plus DB Cargo's Class 66 115 and 66 061. *Ian Callander*

CrossCountry

Class 221 135 picks up speed after departing Stockport with the 07:31 Bournemouth to Manchester service and runs past Heaton Norris Junction on November 21st. *Barry Longson*

Class 170 114 stands at Oakham with a late running 1N51 10:27 Stansted Airport to Birmingham New Street service on November 15th. *Derek Elston*

Former Avanti West Coast Voyager Class 221 137, now working for CrossCountry, arrives into Stockport with the 06:15 Southampton to Manchester Piccadilly service on November 18th. *Barry Longson*







CrossCountry

Class 170 114 arrives into Oakham with a late running 1N51 10:27 Stansted Airport to Birmingham New Street service on November 15th. *Derek Elston*

Class 220 005 calls at Stafford on November 30th working a Manchester Piccadilly - Bournemouth service. *Richard Hargreaves*

On November 15th, Class 170 102 arrives at Oakham with 1L38 11:22 Birmingham New Street to Peterborough service. *Derek Elston*







DB Cargo

Seen on the up slow at Rugeley Trent Valley, Class 66 007 has charge of 6O26 the 11:15 Ditton to Dollands Moor on November 20th. *Barry Longson*

DB Cargo

The 05:40 Wilton to Knowsley empty waste train is seen soon after passing Smithy Bridge behind a presentable Class 66 035 on November 12th.
Lee Stanford



DB Cargo

Class 66 244 gets away from the loop at Oakham after being held with 4L38 10:55 East Midlands Gateway Terminal to Felixstowe North on November 15th. *Derek Elston*

Class 66 656 passes Kempseye on November 12th with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

In the low sunlight of a chilly late afternoon on November 12th, Class 66 655 passes through Reading West station at the head of its Theale - Robeston empties run. *Ian Callander*







DB Cargo

Class 66 142 'Maritime No. 3' heads southbound at Winwick with 6E26, Knowsley FLT to Wilton EfW on November 27th. *Brian Dobbs*

Class 66 654 is seen at Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on November 28th. *Keith Davies*

Class 66 017 heads through Crewe on November 30th working 4F66 Trafford Park to Arpley. *Richard Hargreaves*







DB Cargo

Photographed from a passing train, Class 67 013 manoeuvres its way round the Arriva Traincare depot at Crewe on November 20th. *Jeff Nicholls*



Class 66 107 with 6C03 Northolt to Severnside Sita heads through Swindon on November 11th. *Colin Pidgeon*



Running fourteen minutes early, Class 66 059 thrashes through Oakham with 4M85 12:12 Limbury Road to Dowlow Briggs Sidings on November 15th. *Derek Elston*



DB Cargo

Class 66 105 fitted with the Stop/ Start technology, powers through Wigan Wallgate, with the 10:51 Knowsley to Wilton, Domestic and Industrial Waste train on November 21st. *Paul Senior*

DB Cargo

Class 66 654 passes Kempseye with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on November 20th. *Keith Davies*



Class 66 088 on 6C03 Northolt to Severnside passes through Swindon on December 3rd. *Ken Mumford*



DC Rail Freight

Class 60 028 hammers through Oakham running 48mins late working 6L92 11:08 Chaddesden Sidings to Kings Lynn T.C. on November 15th.
Derek Elston



Direct Rail Services

Running almost three hours later than usual, a filthy Class 68 003 leads 68 006 on a Crewe - Sellafield nuclear flask working, seen here passing through Golborne on November 12th. *Jeff Nicholls*

Class 66 421 'Gresty Bridge TMD' hauls 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal through Northampton on November 18th. *Derek Elston*

Class 66 424 passes through Leyland running light engine, working the 0K05 from Carlisle - Crewe via the West Coast main line on November 21st. *Michael Lynam*





Direct Rail Services

Class 66 424 hauls 88 010 through Greenfield heading back to Crewe DRS as 0Z13 from Leeds Balm Road after tyre turning. *Russell Clarke*

Direct Rail Services

Class 66 425 hauling the 4V44 Daventry to Wentloog intermodal heads through Longbridge on November 13th.
Richard Hargreaves

Class 68 003 passes through Preston on November 21st with an intermodal service from Daventry - Coatbridge. *Michael Lynam*

On November 21st, Class 88 010 heads south through Preston with an intermodal service from Coatbridge - Daventry. *Michael Lynam*







Direct Rail Services

Class 88 006 ‘Juno’ speeds northbound at Winwick with 4Z68 Daventry (Tesco) to Coatbridge DRS on December 1st.
Brian Dobbs



Direct Rail Services secures new deal with supermarket giant

Direct Rail Services (DRS) has continued its long-standing partnership with UK’s biggest supermarket chain.

Nuclear Transport Solutions’ rail division has signed a new three-and-a-half-year deal with supermarket giant Tesco.

The new deal means DRS will continue to supply safe, secure and reliable rail operations as part of their established partnership.

DRS will run services between –

Daventry to Mossend
Mossend to Teesport
Daventry to Tilbury x 2
Daventry to Wentloog x 2
Daventry to Teesport via Doncaster
Mossend to Inverness
Daventry to Manchester

Gottfried Eymer, NTS Rail Director, said: “We’re very pleased to continue our long-standing work with Tesco, which has developed over the last 12 years, and demonstrates the fantastic service we provide our customers and the value rail freight can bring. The environmental and socio-economic benefits of using rail are well proven and we are delighted to be working with Tesco for at least another three years.

“Recently, we launched Tesco’s tenth rail freight service, removing thousands of lorries from the road and saving 6,000t CO2e per year. Rail emits 76 percent less CO2 when compared to road and each Tesco train takes around 40 lorries off the road.”

“Every month we transport over 12,000 containers, travelling thousands of miles safely, securely and reliably to ensure vital products are available and shelves are stocked all year round across Great Britain.”

Direct Rail Services

The recently introduced flow from Daventry to Trafford Park is seen approaching Burnage on a dull November 12th unusually hauled by Class 68 007 vice the normal Class 88. *Lee Stanford*

Direct Rail Services

Class 68 018 powers past Coppull at the head of the 4S44 service from Daventry to Mossend on November 18th. *John Sloane*



East Midlands Railway

Class 170 202 leads another class 170 through New Mills South Junction with 1L09 Liverpool Lime Street to Sheffield service on November 20th. *Brian Dobbs*

The low sun glints off the sides of Class 158 799 and 158 810 at Stockport station on November 18th, as they prepare to depart with the 05:49 Norwich to Liverpool Lime Street service. *Barry Longson*





Freightliner

On November 20th, Class 66 614 ‘Poppy’ was seen shunting GBRf wagons in the stone terminal at Ashburys. *Russell Clarke*

With a 4-day track blockade in place further down the line, aggregates traffic through Reading West was severely restricted, but Class 66 534 was one of the few that managed to sneak through on November 12th.
Ian Callander

Class 66 571 and 90 003 head north through Stafford on November 30th.
Richard Hargreaves







Freightliner

Beneath the tangle of ‘knitting’, Class 70 016 arcs into Reading West station with a Southampton-bound intermodal working on November 12th. *Ian Callander*

Class 66 419 ‘Lionesses Roar’ working 4L46, the 11:48 Lawley Street F.L.T. to London Gateway liner heads through Northampton on November 18th. *Derek Elston*

On November 7th, Class 66 415 ‘You Are Never Alone’ runs through Milton Keynes Central working 4R98 10:59 New Bilton (Cemex) to Willesden Euroterminal. *Derek Elston*







Freightliner

On November 21st, Class 66 420 sits in Newquay with 6Y60 22:00 Goonburrow Jct. - Westbury with 66 585 on the rear. *Barry Beeston*

Freightliner

Class 90 045 and newly acquired 90 040 pass Euxton on a test working returning from Carlisle to Crewe on November 15th. *John Sloane*

Freightliner

Class 66 623 ‘Lest We Forget’ leads the 6H50 13:14 Wembley Receptions 1-7 to Tunstead Sidings (Fhh) through Northampton on November 18th. *Derek Elston*



Class 66 533 is seen at the head of a London Gateway to Doncaster service as it passes the chord from the Goblin route on the approach Harringay on November 20th. *John Sloane*



Class 66 603 hauling the 6C48 Appleford to Whatley heads through Swindon on December 3rd. *Colin Pidgeon*



Freightliner

Class 70 015 works through Northampton with 4O38 09:52 Lawley Street F.L.T. to Southampton M.C.T. on November 18th. *Derek Elston*

Class 66 603 waits for a path in Swindon East Loop on November 11th. *Ken Mumford*

Class 66 419 brings up the rear of 6Y61 16:00 Goonburrow Jct. - Westbury while it is passing over Goss Moor with 66 585 leading on November 22nd. *Barry Beeston*







Freightliner

Immaculate and recently named Class 90 010 ‘275 Railway Squadron (Volunteers)’ runs light engine through Northampton as 0L67 11:41 Basford Hall Yard (Fl) to Wembley Receptions 1-7 on November 12th. *Derek Elston*

On November 23rd, Class 66 562 working 6Y44 10:19 Westbury - Goonburrow Jct. passes through Bodmin Parkway with 66 596 on the rear. *Barry Beeston*

Class 66 593 passes light engine through Carlisle on November 27th working from Tyne SS - Carlisle NY. *Michael Lynam*







Class 66 620 passes the site of Warrington Arpley station on its way to Latchford Sidings to run round its train, the empty sand wagons from Ellesmere Port to Crewe on November 20th.
Jeff Nicholls

Freightliner

On November 20th, Class 66 504 rounds the S bend at Rugeley Trent Valley working 4M81 08:01 Felixstowe North to Garston liner. *Barry Longson*

Class 90 005 and 90 042 have 66 558 dead in the consist of 4L67 10:20 Trafford Park F.L.T. to Felixstowe North F.L.T. as it passes through Northampton on November 29th. *Derek Elston*

Running 15mins early through Swindon on November 11th is Class 59 202 with 6A61 Whatley Quarry to West Drayton Frays Sidings. *Ken Mumford*







GBRf

On October 14th, Class 66 310 passes through Scunthorpe on 6X02 Belmont - Ent C, conveying a Kirow crane and associated support vehicles. *Steve Thompson*



Class 66 769 passes Coppull Hall at the head of 6M90 Avonmouth to Clitheroe empty cement working on November 5th. *John Sloane*



Class 66 749 passes Winwick Junction on November 18th with the 11:00 Liverpool to Drax Biomass train. *Lee Stanford*



GBRf

The use of Class 60's on the Biomass flows to/from Liverpool has reduced in recent months but on a bright November 14th, Class 60 056 is seen passing Clegg Hall with the 09:54 Drax to Liverpool empty hoppers. *Lee Stanford*

Class 60 096 passes through Earlestown at the head of a Drax to Liverpool empty Biomass working on November 8th. *John Sloane*

Class 66 716 creeps past Harringay with a Rotherham to London Gateway intermodal on November 20th. *John Sloane*







GBRf

On a dull November 18th, Class 66 310 slows for a signal check at Cheadle Hulme, while working 6G90 09:30 Basford Hall to Ravensthorpe. *Barry Longson*

Class 66 707 passes Hellifield with a rake of empty cement tanks working from Carlisle NY - Clitheroe on November 6th. *Michael Lynam*

Class 66 783 ‘The Flying Dustman’ eases through Stockport with 4H88 08:13 Hams Hall to Hindlow on November 26th. *Barry Longson*







GBRf

On November 13th, Class 66 310 working the 6M05 Tinsley to Coton Hill heads through Oakengates. *Richard Hargreaves*



Class 66 703 heads southbound at Winwick with 6E10 Liverpool Biomass Terminal to Drax on November 27th. *Brian Dobbs*



Class 66 799 slowly passes through platform 1 at Shenfield where the Southend Victoria line connects with the Liverpool Street - Norwich main line, with 66 717 on the rear of the daily RHTT working on November 29th.
Charlie Robbins

GBRf

Recently painted into GBRf livery, Class 60 056 negotiates the first set of points at Heaton Norris Junction, while in charge of 6E09 07:26 Liverpool Biomass Terminal to Drax on November 21st. *Barry Longson*

Class 47 739 hauling 5Q87 Eastleigh TRSMD to Long Marston with SWR Class 701 503 and 701 504 for storage heads through Swindon on December 5th. *Colin Pidgeon*



GBRf

Strange goings-on at Scunthorpe on November 15th. A slightly unusual working saw Class 69 004 top and tail a Kirow Crane with 66 177 on 6X75 Ent C - Up Decoy. The latter was apparently on short-term loan to GBRf and had single-handedly worked 6E15 Eastleigh - Ent C during the night. *Steve Thompson*

GBRf

On October 10th, Class 69 005 passes through Scunthorpe station on 6D74 Belmont - Ent C conveying FEAs loaded with concrete sleepers. *Steve Thompson*



GB RAILFREIGHT RE-LAUNCHES DAILY FELIXSTOWE TO DAVENTRY SERVICE

GB Railfreight (GBRf), one of the country's leading rail freight providers has started a daily service between the Port of Felixstowe and Daventry from Monday November 11th 2024.

GBRf will be running five services every week from Felixstowe to Daventry, making this their 17th daily service from the Port and its 54th nationally. This new service by GBRf increases the number of destinations that are connected by rail from Felixstowe, allowing greater flexibility for our customers.

This new service will remove up to 100 long distance HGV movements from the UK's road network per day, alleviating congestion and improving both carbon emissions and road safety.

Julie Garn, Intermodal Director at GB Railfreight said; "We're delighted to be re-introducing this new service to Daventry, increasing the ever-growing volumes and market share that we move from the Port of Felixstowe.

GB Railfreight piloted this service in October 2023 – however, after collaborating with an innovative and proactive customer, we are extremely confident of success and delivering a long-term connection between Felixstowe and Daventry."

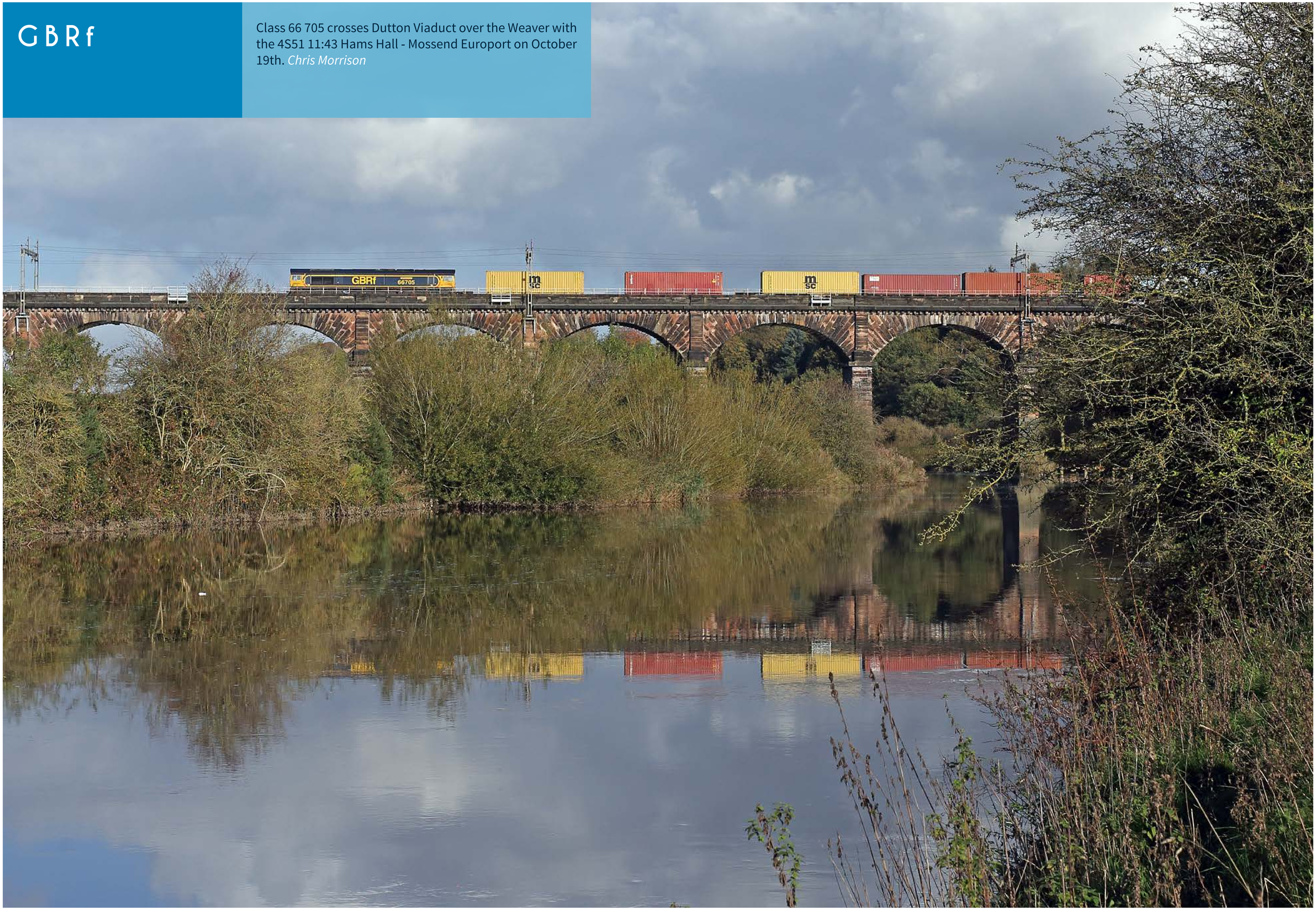
Andrew Malcolm, CEO at W. H. Malcolm Limited said; "It is with great pleasure that we welcome a new daily Intermodal service into our terminal from Felixstowe. We look forward to working with and supporting GB Railfreight on this exciting new initiative.

Additionally, we look forward to offering the customers that use this service a sustainable and robust terminal offering."

Paul Davey, Head of Corporate Affairs at Hutchison Ports said; "We already offer more rail freight services to more destinations than any other UK port and the new GB Railfreight service to Daventry further increases the options for shippers using the Port of Felixstowe to take carbon out of their supply chains."

GBRf

Class 66 705 crosses Dutton Viaduct over the Weaver with the 4S51 11:43 Hams Hall - Mossend Europort on October 19th. *Chris Morrison*



GBRf

Class 60 096 passes through St. Helens Junction with 6M34 Drax to Liverpool Biomass Terminal on a damp November 8th. *Brian Dobbs*

Class 66 722 rumbles through Stafford on a cold but bright November 20th, working 6G92 08:28 Hindlow to Small Heath loaded stone. *Barry Longson*

The unique livery of Class 66 783 merges with the autumnal colours as it approaches Romiley on November 14th working the 08:11 Hams Hall to Hindlow. *Lee Stanford*







GBRf

An absolutely filthy Class 66 715 'Valour' passes Oakham 13mins late with 4L13 11:11 Hams Hall GBRf to Felixstowe South on November 15th. *Derek Elston*

Class 66 716 heads through Harringay towards Finsbury Park with a Rotherham to London Gateway intermodal on November 20th. *John Sloane*

Class 66 779 'Evening Star' working 6X43 09:28 Dagenham Dock Recp GBRf to Garston Car Terminal heads through Milton Keynes Central on November 7th. *Derek Elston*







Grand Central

Class 221 142 approaches Alexandra Palace with the 14:56 London King's Cross to Bradford service on November 20th. *John Sloane*

Great Western Railway

On November 25th, power cars Nos. 43189 with 43187 on the rear, wait to work 2P15 12:50 Penzance - Plymouth, 43186 with 43198 on the rear, wait to work 2P16 13:15 Penzance - Plymouth and 43042 with 43098 on the rear, waiting to work 2P17 13:50 Penzance - Plymouth, all three Castle sets sat in Penzance with Class 150 249 sat in the sidings. *Barry Beeston*

Great Western Railway

Power car No. 43093 sits waiting time at Par with 2P95 19:30 Penzance - Plymouth with 43188 on the rear on November 9th.
Barry Beeston

On November 11th, this was 1H32 Penzance to London Paddington service diverted from the Berks & Hants line. 9-car IET set Class 802 106 passed at a reduced speed via platform 3 some 4 minutes LATE - Paddington obviously hadn't eaten enough of marmalade sandwiches!
Ken Mumford

Class 802 013 and 802 003 pass through Respryn on the approach to Bodmin Parkway whilst operating 1A92 14:15 Penzance - London Paddington on November 22nd.
Barry Beeston







Great Western Railway

Class 800 035 is seen sat awaiting time at Par with 2C51 19:27 Plymouth - Penzance service on November 9th. *Barry Beeston*

Class 802 005 passes through Respryn whilst operating 2C73 10:59 Cardiff Central - Penzance service on November 22nd. *Barry Beeston*

Class 158 767 is silent in platform 2 at Swindon on November 11th. The unit had worked in during that morning and was not due to leave until 17:45 - all the doors were open allowing cold air to get into the carriages! *Ken Mumford*







Great Western Railway

Power car No. 43186 is seen sat awaiting to depart St. Erth with 2P16 13:15 Penzance - Plymouth with 43198 on the rear on November 25th. *Barry Beeston*

Great Western Railway

On November 9th, power car No. 43004 departs St. Columb Road with 2N07 15:10 Newquay - Par with 43187 on the rear.
Barry Beeston



Hull Trains

Class 802 301 speeds through Alexandra Palace with the 12:33 from Hull to London King's Cross service on November 20th.
John Sloane

An Azuma speeds away north through Alexandra Palace on November 20th with a London King's Cross - Harrogate service.
John Sloane



LNER Proud To Partner With Life Changing Bakery

To mark Social Enterprise Day on November 21st, LNER announced a new partnership which will bring life-changing biscuits to the London King's Cross First Class Lounge. The special snacks have been handcrafted by talented bakers at Half the Story, a social enterprise formed by two charities working together to provide employment and help tackle homelessness.

Grace Enterprises and Green Pastures set up Half the Story to offer meaningful job opportunities to people who have experienced barriers to work, such as homelessness and addiction. By providing a Real Living Wage, stable hours and mentoring support, employees can take control of their future and start to move forward in their lives.

Thanks to the new relationship with LNER, eight new part-time roles have been created to produce the tasty provisions for the King's Cross First Class Lounge.

Speaking about the impact of Half the Story, Baker Anthony said: "Half the Story has changed my life. I'd experienced homelessness and addiction problems and found holding down a job difficult.

But Half the Story has not only given me a job, they've provided real and useful support which has enabled me to break away from addiction and live independently. They've set me free, and I can't thank them enough."

Richard Judge, Head of Customer Experience at LNER, said: "We're thrilled to be able to offer Half the Story biscuits to our customers.

Not only are they delicious, but every bite also makes a real difference to someone's life. We're really excited to be working with Half the Story, helping to offer positive employment opportunities."

L.N.E.R.

Class 91 130 propels the 12:02 service from York to London King's Cross through Alexandra Palace on November 20th.
John Sloane



'It's Cool To Be Kind': Railway Colleagues Share Stories For World Kindness Day

To mark World Kindness Day on November 13th 2024, LNER has been working with fourteen other train operators to launch a new film as part of their 'Be Kind' campaign.

The short film highlights the message that railway colleagues are here to help and not to be abused.

Colleagues from across the country have come together as one voice, sharing stories about how they help at stations and onboard trains in ways that aren't often seen and don't always fall into their job role. That could be anything from asking if people are okay to finding something that might have been lost. The film concludes with a reminder that, while railway colleagues often go above and beyond to make sure others are safe, their safety matters too.

LNER first launched the 'Be Kind' campaign in 2021 in a bid to humanise railway colleagues and reduce anti-social behaviour towards them. This latest film comes after the positive reaction to previous work in the campaign, such as the hard-hitting film released for World Social Media Day in June, and the growing collection of 'Be Kind' badges that are worn by colleagues from LNER and several other train operators.

Penny Bond, Digital Engagement Manager at LNER, who leads the Be Kind campaign said: "All of our colleagues have the right to come to work in a safe environment. What we're trying to achieve with our campaign is to get the message across that we understand sometimes things can go wrong, but our colleagues are here to help and not to be abused.

We have zero tolerance across the railway for abuse towards our colleagues and customers, and we want everyone to have a safe journey."

Abu Siddeeq, Customer Experience Director, at c2c said: "People work incredibly hard every day to keep customers safe and moving across the country and are proud of the impact they have on their communities. That's why it's all the more upsetting when those people are subjected to abuse of any kind when they are simply trying their best to help. We needed to be a part of this campaign because we won't tolerate the abuse of our people.
This film helps to remind us of the impact that railway colleagues in all roles have on a daily basis, and why we need to show them the support and appreciation that they deserve."

L.N.E.R.

Azuma Class 801 230 speeds towards Harringay with the 13:00 London King's Cross to Edinburgh service on November 20th.
John Sloane

Loram Rail

Class 37 418 ‘An Comunn Gadheatach’ propells former Southern Railway’s General Manager’s saloon No. 975025 ‘Caroline’ as it makes a rare appearance on the London Liverpool Street - Southend line, seen hurrying through Wickford en route to Southend Victoria on November 13th. *Charlie Robbins*

Loram Rail

It's a while since we had a visit by the inspection saloon, so its appearance was eagerly anticipated. On November 14th, as usual, the loco was Class 37 418, now bearing a somewhat dubious livery, and it is seen hauling 2Z04 through Scunthorpe station to York. The train started from Peterborough and should have gone to Cleethorpes via Lincoln, but stopped at Barnetby and returned to York from there, hence it was some 97 minutes early through Scunthorpe. *Steve Thompson*



Network Rail

On a dull November 2nd, Class 67 023 and 67 027 pass through Gloucester working 3S31 07:10 Swindon to Swindon RHTT service. *Barry Longson*



Class 66 152 is seen working 3J13 08:46 Westbury - St. Blazey on railhead treatment duties with 66 154 on the rear on November 22nd. *Barry Beeston*

Class 37 405 and 37 407 top'n'tail the 1Z33 Canton Taff Vale to Derby RTC test train through Longbridge on November 13th. *Richard Hargreaves*





Network Rail

Class 37 407 is seen in the yard at Chester on October 23rd with a Network Rail test train working. *Brian Battersby*

On October 16th, Class 66 847 and 66 848 arrive at their destination of Grimsby Town on 3S13 from Wrenthorpe. *Steve Thompson*

On October 7th, something stirred in the jungle! Oh, yes, it's Class 950 001 doing it's stuff on the North Lindsey Light Railway, approaching Dawes Lane LC on 2Q08, which started at Derby at some unearthly hour, this being the Barnetby - Roxby leg of the journey.
Steve Thompson







Network Rail

With the temperature at zero (plus a wind chill) Class 66 750 and 66 752 pass Rugeley TV, working 3J01 11:52 King's Norton to Bletchley RHTT on November 20th. *Barry Longson*

Class 37 116 and 37 175 depart York on November 27th with a Scarborough bound RHTT working. *Jeff Nicholls*

Class 66 791 and 66 792 working the 3S29 Moreton-on-Lugg to Swindon Transfer RHTT are seen passing through Swindon on November 11th. *Ken Mumford*







Network Rail

Class 37 508 arrives at Chester on October 23rd having undertaken route learning duties in the north west. *Brian Battersby*



On October 10th, the 'Yellow Peril' returns! Class 950 001 works 2Q08 through Scunthorpe heading from Doncaster to Humber Road Jct., via the Grimsby District Light Railway.
Steve Thompson

On October 7th, a new season of RHTTs, but the same old Colas 66s! Class 66 848 and 66847 top and tail the RHTT through Scunthorpe on 3S13 Wrenthorpe - Grimsby Town. The locos have a fair coating of grime already, and the season had only just started! *Steve Thompson*





Network Rail

On November 19th, the 1Q15 Derby to Swansea via 'the world' consisting of power cars Nos. 43357 (leading) and 43272 (bringing up the rear) speed south Kemble running 15 minutes late. *Ken Mumford*



Back to back HST power cars Nos. 43272 and 43357 are seen on route learning duties at Swindon on December 4th. *Colin Pidgeon*

Class 67 027 and 66 846 working 3S32 Cheltenham (Lansdown Road) to Swindon Transfer Yard via Severn Tunnel Junction, Chepstow, Lydney, Gloucester and Kemble spraying the track to clear the tracks of autumn leaves and dirtying the locomotives! Seen Heading through Kemble on November 19th. *Ken Mumford*





Network Rail

Class 56 090 and 56 113 pass Harlescott with 3S71 21:13 Coleham Lmd - Coleham Lmd on November 13th. *Keith Davies*



Class 68 004 passes through Carlisle on November 27th with 68 024 on the rear working the 3J11 Railhead Cleaner from Carlisle NY - Whitehaven - Carlisle NY. *Michael Lynam*



On December 3rd, Class 67 023 and 67 027 pass through Swindon on 3S32 Cheltenham Lansdown Road to Swindon Transfer. *Ken Mumford*



Network Rail

On November 15th, an unusual working, by today's standards, saw a welcome change from the regular pair of 66s on the RHTT. Class 56 105 substituted for 66 847 and is seen leading 3S14 Grimsby Town - York Works, with 66 848 on the rear. *Steve Thompson*

Network Rail

Power car No. 43303 stands at Northampton on November 7th having arrived with 1Q23 09:14 from Stockport New Measurement train and awaits departure time with 1Q25 13:33 to Stoke-on-Trent. *Derek Elston*



Class 37 405 passes Bradley during a Carlisle to Derby move on November 6th.
John Sloane



Class 66 430 passes through Carlisle with 66 431 on the rear working the 3J78 Railhead Cleaner from Nunthorpe - Carlisle NY on November 27th. *Michael Lynam*



Network Rail

Taken from a foot crossing on November 23rd, Class 37 254 is seen approaching Cottingham with the regular RHTT service from York Thrall Europa.
Lee Stanford



Network Rail

Class 97 302 is seen stabled in Sutton Bridge Junction head shunt on November 20th. *Keith Davies*

Class 56 302 and 56 113 pass The Oaks on October 12th working 3S71 21:13 Coleham - Coleham RHTT.
Phil Martin

Rail Adventure

On November 16th, power cars Nos. 43468 and 43480 are seen stabled at Kidderminster.
Richard Hargreaves

Rail Operations Group/Europhoenix

On November 30th, Class 37 510 arrives at Crewe working 5M56 Crewe South Yard - Castle Donnington stock move. *Richard Hargreaves*



Class 37 611 'Denise' runs light engine through Northampton as 0M57 10:54 Orient Way Carriage Sidings to Leicester on November 18th. *Derek Elston*



Class 37 800 'Cassiopeia' with 323 201 and 323 240 bound for storage in tow passes Northampton with 5Q94 10:03 Wolverton Centre Sidings to Long Marston on November 5th. *Derek Elston*



Rail Operations Group/Europhoenix

Class 37 800 ‘Cassiopeia’ leads 323 215 and 323 204 through Northampton en route into storage as 5Q94 09:59 Wolverton Centre Sidings to Long Marston on November 19th. *Derek Elston*

On November 15th, Class 37 800 with 321 301 as 5Q88 Wolverton Centre Road to Sims Group Newport Docks heads through Swindon. *Colin Pidgeon*

On November 7th, Class 37884 ‘Cepheus’ running light engine through Northampton as 0H82 10:05 Derby R.T.C.(Network Rail) to Wembley H.S. *Derek Elston*







TransPennine Express

On October 16th, Class 185 139 is on the rear of 1B68 Liverpool - Cleethorpes as it awaits departure, hiding away in platform 3 is 66 848, waiting to lead 3S14 RHTT back to York Works. *Steve Thompson*



Class 802 214 passes through Earlestown with the 06:43 Newcastle to Liverpool service on November 8th. *John Sloane*



Class 397 006 arrives at Preston working a Manchester Airport - Edinburgh service on November 21st. *Michael Lynam*



TransPennine Express

Class 397 005 speeds past Coppull Hall with the 07:45 Glasgow to Liverpool Lime St. service on November 5th. *John Sloane*

Transport for Wales

Class 67 015 passes Kempseye with 1V42 12:30 Manchester Piccadilly - Cardiff Central service on November 20th. *Keith Davies*



Class 67 016 is seen at Kempseye on November 21st working the 1W55 08:49 Cardiff Central - Manchester Piccadilly. *Keith Davies*



DVT No. 82201 and 67 013 pass Kempseye with 1W55 08:49 Cardiff Central - Manchester Piccadilly service on November 28th. *Keith Davies*



Transport for Wales

On November 2nd, the 18:55 Cardiff to Manchester Piccadilly service with Class 67 008 in charge, was terminated at Crewe due to problems in the Manchester area.
Barry Longson

Class197111workingthe1V4413.30Manchester Piccadilly - Swansea passes The Oaks, Hadnal, Shrewsbury on October 12th.
Phil Martin

Class 158 835 sits in platform 8 at Crewe, ready to work the 07:19 to Birmingham New Street via Shrewsbury on November 2nd.
Barry Longson







Transport for Wales

On November 26th, Class 67 017 arrives into Stockport with the 14:30 Manchester Piccadilly to Cardiff Central service. *Barry Longson*

Transport for Wales

Class 153 909 and 153 318 pass The Oaks on October 12th working the13:19 Crewe - Shrewsbury stopping service. *Phil Martin*

Transport for Wales

DVT No. 82201 and Class 67 020 passes The Oaks on October 12th working 1W59 12:52 Cardiff Central - Manchester Piccadilly service. *Phil Martin*

Units: DMUs and EMUs

Class 321 334 and 321 428 ease through Northampton and under Weedon Road with ECS working 5Z02 11:20 Northampton T.C. to Wembley InterCity Depot on November 18th. *Derek Elston*



Thameslink's Class 700 116 races towards Harringay with a Brighton to Letchworth service on November 20th. *John Sloane*



Northern's Class 331 012 runs through Earlestown on a Wigan to Liverpool Lime St. service on November 8th. *John Sloane*



Units: DMUs and EMUs

Southern's Class 377 406 stands at London Bridge on November 20th with the 14:10 to Caterham and Tattenham Corner.
John Sloane

SouthEastern's Class 377 523 calls at London Bridge with a Charing Cross to Ashford service on November 20th. *John Sloane*

Merseyrail's dual powered Class 777 146 is seen at Ormskirk on November 12th, covering for non battery fitted Class 777s unit which are currently requiring a high level of maintenance.
Michael Lynam







Units: DMUs and EMUs

Class 455 unit No. 5901 passes Eastleigh on the sunny morning of November 11th working the 09:15 Wimbledon - Bournemouth Depot stock move. *John Goodrich*

Units: DMUs and EMUs

Merseyrail's Class 507 018 was still operating services on October 23rd, seen here at Chester. *Brian Battersby*



Surrounded by Autumn colours, Northern's Class 150 127 cuts a lonely figure as it works the 09:24 Wigan - Liverpool service towards Golborne Junction on November 12th. *Jeff Nicholls*



On October 16th, Northern's Class 150 205 arrives in the station on 2H00 Cleethorpes - Sheffield, the second leg of the only service of the day to run via the Brigg line. *Steve Thompson*



Units: DMUs and EMUs

Northern's Class 195 132 passes New Mills South Junction with 2S78 Manchester Piccadilly to Sheffield service on November 20th. *Brian Dobbs*

On November 12th, Merseyrail's Class 777 041 and 777 017 pass at Birkenhead North, working services to New Brighton and Liverpool Central respectively. *Michael Lynam*

Nocturnal Northern Class 150 144 was captured at Guide Bridge on November 20th working the 16:50 Manchester Piccadilly to Rose Hill (Marple) service. *Lee Stanford*







Units: DMUs and EMUs

The Northern 150 units continue to provide sterling service despite their age and on November 12th, Class 150 122 leads sister 150 128 away from Smithy Bridge working a service from Blackburn to Headstone Lane. *Lee Stanford*



Class 700 006 approaches London Bridge with a northbound Thameslink service on November 20th. *John Sloane*



Merseyrail's Class 507 003 was still in service on November 12th, acting as back up for 777s during a high backlog of repairs. Seen here at New Brighton. *Michael Lynam*



Units: DMUs and EMUs

South Western Railway's Class 458 403 passes Millbrook on a sunny November 28th with the 11:19 test run from Bournemouth Depot to Basingstoke. *John Goodrich*

Merseyrail's Class 777 041 calls at Birkenhead North working a service from New Brighton - Liverpool Central on November 12th.
Michael Lynam

SWR's Class 458 406 is seen at Saxon Road footbridge, Southampton on November 25th as it makes it way to Wimbledon Depot as 11:18 from Bournemouth Depot having completed its series of test runs following refurbishment.
John Goodrich







South Western Railway's Class 444 023 catches the autumn sun on November 11th as it passes Eastleigh working 09:35 London Waterloo - Weymouth. The intermodal service to the left of the train is 09:48 Southampton Western Docks - Birch Coppice which had stopped at the station. No. 5901 can just be seen in the station on 09:15 Wimbledon - Bournemouth Depot waiting for the Weymouth service to pass. To the right, 450 025 is the rear unit of 09:55 Portsmouth Harbour - London Waterloo entering the station. *John Goodrich*

Units: DMUs and EMUs

West Midlands' Class 730 029 and 730 008 head through Longbridge on November 13th with a Four Oaks service. *Richard Hargreaves*



Northern's Class 158 909 and 158 849 are seen soon after passing Smithy Bridge on November 12th with the hourly Leeds to Wigan service. *Lee Stanford*



Northern continues to operate its small fleet of Class 155 units and on a sunny November 21st Class 155 342 is seen approaching Cottingham with a Bridlington to York service. *Lee Stanford*



Units: DMUs and EMUs

Northern's Class 150 103 stands at Romiley on November 26th, working the 12:21 Manchester Piccadilly to Rose Hill, Marple service. Built in 1985, it will be celebrating 40 years service in 2025. *Barry Longson*



Northern's Class 195 023 calls at Guide Bridge working a Manchester Piccadilly - Rose Hill service on November 20th. *Michael Lynam*



Northern's Class 158 844 calls at Settle on November 6th working a Leeds - Carlisle service. *Michael Lynam*



Units: DMUs and EMUs

Merseyrail's Class 507 003 again saw service on November 16th calling at Green Lane with the 16:27 Chester - Liverpool Central. The remaining 507s were withdrawn at the end of November. *Chris Morrison*

Northern's Class 323 234 departs Guide Bridge working a Manchester Piccadilly - Hadfield via Glossop service on November 20th.
Michael Lynam

On November 26th, Northern's Class 195 132 slows for its booked stop while working the 12:48 Manchester to Sheffield local service. On the left is Romiley signalbox which is currently being held upright by scaffolding, even though it is no longer in use, as control has been past onto Manchester ROC. *Barry Longson*







Units: DMUs and EMUs

Northern's (ex West Midlands') Class 323 207 is seen stabled in the disused parcels platform at Preston on November 21st between driver training duties. *Michael Lynam*

The new order on Merseyside as Stadler built Class 777 022 calls at Green Lane with a Liverpool Central - Chester service on November 16th. *Chris Morrison*

Merseyrail's Class 507 003 was in action on November 9th substituting for a Class 777 on the 14:53 New Brighton - New Brighton service, seen here calling at James Street. *Chris Morrison*







Units: DMUs and EMUs

Thameslink's Class 700 131 and 700 046 approach Blackfriars station on November 20th. *John Sloane*



Running ECS as 5Z51 11:40 Wolverton Centre Sidings to Bletchley T.M.D., Class 150 141 passes through Milton Keynes Central on November 7th. *Derek Elston*



Class 321 428 and 321 334 ease through Northampton with ECS working 5Z02, the 11:20 Northampton T.C. to Wembley InterCity Depot on November 18th. *Derek Elston*



Units: DMUs and EMUs

Merseyrail's Class 777 144 approaches Ormskirk with a service from Hunts Cross on November 3rd. *John Sloane*



LNW Class 730 203 eases through platform 2 at Northampton running as 2Q85 11:54 Crewe to Wembley InterCity Depot on November 29th. *Derek Elston*



Varamis Rail's Class 321 334, 321 419 and 321 429 working ECS move 5Z01, the 12:26 Willesden PRDC to Northampton T.C. head through Northampton on November 12th. *Derek Elston*



Units: DMUs and EMUs

Great Northern's Class 717 025 calls at Palmers Green on November 20th with a train from Moorgate. *John Sloane*



Thameslink's Class 700 102 emerges from the Clerkenwell tunnels into Farringdon station with a southbound Thameslink service on November 20th. *John Sloane*

South Eastern's Class 376 032 and 376 007 are seen outside London Bridge station on November 20th. *John Sloane*





Units: DMUs and EMUs

SouthEastern's Class 707 019 calls at London Bridge with the 13:55 Charing Cross to Gravesend service on November 20th. *John Sloane*

Thameslink Class 700 140 heads out of London Bridge past Southwark Cathedral on its way to Peterborough on November 20th. *John Sloane*

Great Northern's Class 717 022 approaches Harringay with a train from Moorgate on November 20th. *John Sloane*







Units: DMUs and EMUs

SouthEastern's Class 465 004 is seen departing London Bridge on November 20th. *John Sloane*



Southern's Class 377 406 departs London Bridge on November 20th with a service to Caterham and Tattenham Corner. *John Sloane*



Southern's Class 171 201 departs London Bridge with the 14:07 service to Uckfield on November 20th. *John Sloane*



Scotrail

Class 170 403 stands at Leven on October 31st waiting to depart with 2K66 13:10 to Edinburgh. *John Balaam*

Scotrail

Class 385 037 calls at Haymarket with 1Y81 11:56 Edinburgh - Glasgow Central service on October 31st. *John Balaam*

Going Underground

A Metropolitan Line service arrives at the London Transport side of Farringdon station on November 20th. *John Sloane*



Blackpool Trams

On November 27th, tram No. 012 travels along Talbot Road on the new link to Blackpool North station en route to Star Gate. *Michael Lynam*

Tram No. 003 arrives from Fleetwood at the new Blackpool North station interchange. *Michael Lynam*

Tram No. 008 stands at the new Blackpool North station interchange waiting to depart for Star Gate. *Michael Lynam*







Edinburgh Trams

Edinburgh tram No. 251 is seen at Haymarket with a service to Newhaven on October 31st.
John Balaam

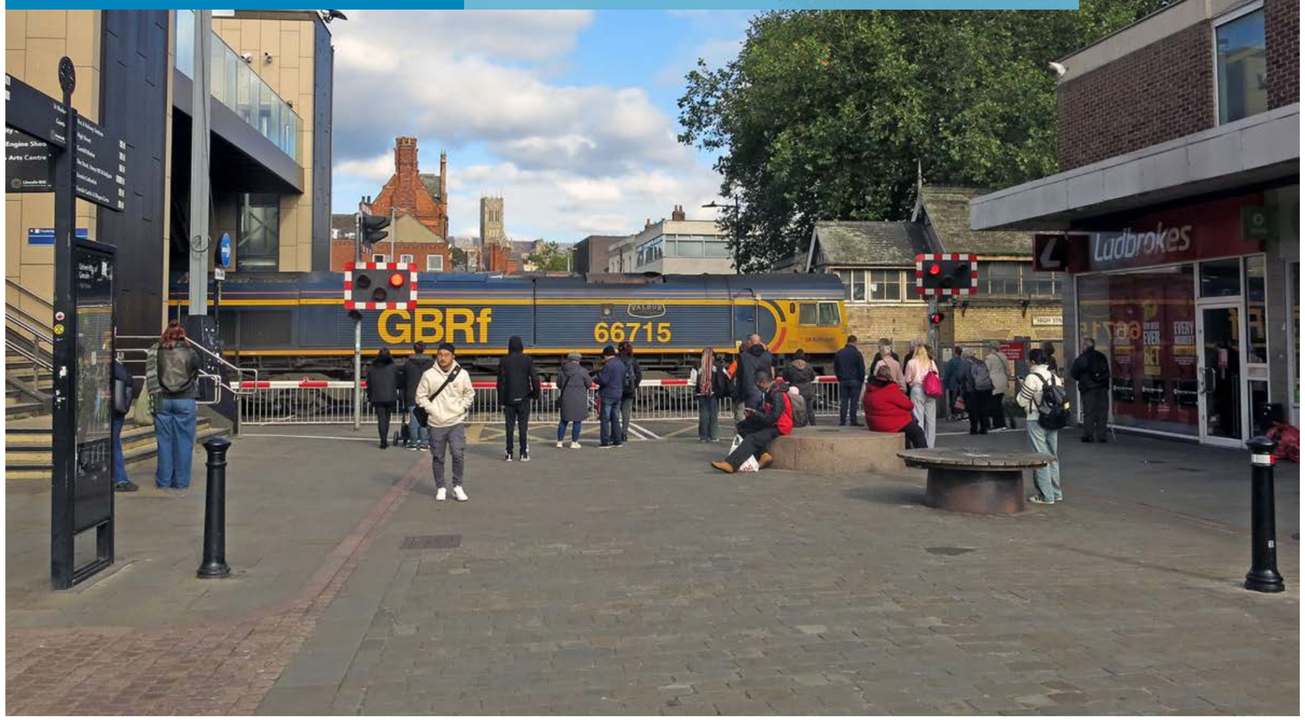




Edinburgh tram No. 258 is seen at Haymarket with a service to Airport on October 31st.
John Balaam

National Rail

A trip over to Lincoln on October 14th, produced this view of Class 66 715 on 4L11 Masborough - Felixstowe containers crossing High Street LC. *Steve Thompson*



Water refill points upgraded at all Greater Anglia rail stations

Water refill points at Greater Anglia rail stations have been upgraded to improve facilities for customers.

In total, 23 machines have received full refurbishment to ensure that they look smart, are hygienic and in working order.

Since the new machines were installed this year, over 20,000 water bottles have been refilled, helping save plastic waste from polluting landfill and oceans.

Simone Bailey, Greater Anglia's Asset Management Director, said: "After reviewing customer feedback and as part of our continuous drive for improvement, we've invested in upgrading the water refill points. We are pleased to offer our passengers access to free water, helping to keep them hydrated while travelling, and reducing the amount of single use plastic that ends up in landfill or in the ocean."

Water dispensers are installed at Billericay, Bishop's Stortford, Broxbourne, Cambridge, Cambridge North, Chelmsford, Cheshunt, Colchester, Ely, Great Yarmouth, Harlow Town, Hertford East, Ipswich, Lowestoft, Marks Tey, Norwich, Wickford, Witham, Rochford, Shenfield, Tottenham Hale and Waltham Cross stations.

In 2019, Greater Anglia became one of the first train operators in England to offer free water to passengers as part of a drive to reduce the number of single-use plastic bottles.

Fares Advice with RailUK

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

Legal obligation for ticket machines to give correct information?…

Q: I've been travelling using various stations along the Milton Keynes- Euston line, using a West Midlands Trains (LNR), such as Berkhamsted, Tring etc on weekend mornings to travel into Euston. Every time I buy an off-peak day return from the ticket machine, it has a pop up which advises me that this ticket isn't valid before 10am. This is wrong though, as this restriction only applies on weekdays, but there's nothing stated anywhere while buying the ticket that the restriction only applies on weekdays. I told LNR about this a while ago but it's been this way for a couple of years now. I feel bad for people who might be unnecessarily trusting the ticket machine or not wanting to risk buying a ticket that's potentially not valid especially people occasionally travelling into London at the weekend who might not know much about ticket prices. I'm wondering if there's any legal obligation for the machines to give correct information?

A: I'm not surprised that these sort of things still happen. I've also had similar issues at my local station for a number of years. The rail industry launched a TVM price promise to much fanfare a few years ago but even though the industry likes to say this sort of thing the reality on the ground is often different. Sadly there is no effective ombudsman to hold the rail industry to account and I doubt things will change under GBR. There is no excuse for this. It isn't remotely difficult for such a statement on a TVM to state that the restriction only applies on weekdays. Hard to see as anything but laziness in issuing the specification for the wording.

Changes to industry arrangements for cancelled trains

Q: I've heard on the grapevine that there is coming down the track some sort of code of practice (or similar sort of thing) regarding passengers rights when their train is cancelled. I'm lead to believe that it intends to clarify that passengers with a cancelled train can catch either two trains before or two trains after there cancelled train (with some provision for flexibility in cases of infrequent services, including the option to travel on the same day the following week!). It appears that there's some clarification around your rights when using different types of tickets as well with the implication I took being that if, for instance, the last off-peak train before the evening peak was cancelled then you'd be able to use the following two services with an off-peak ticket even though they might usually be barred on your ticket type. It also made clear that split tickets also being covered by this (though requiring you to stick to operator or route restrictions imposed by the splitting). This appears to apply to things that are cancelled more than 48 hours in advance (so I would guess strike action for instance or if there's a big weather event known about in advance) as well as things that happen at shorter notice.

There's also been a big push, it seems, behind the scenes to improve the provision of information about cancellations so that retailers can contact their customers when changes occur 48 hours in advance or more to inform them of the change and then provide them with a clear indication of what their alternative trains will be. It's also made clear that even if you're not contacted in advance your rights remain the same as someone who is! There was quite a lot more to it but the big take away that stood out to me was that clarification that it's up to two before or two after the booked train.

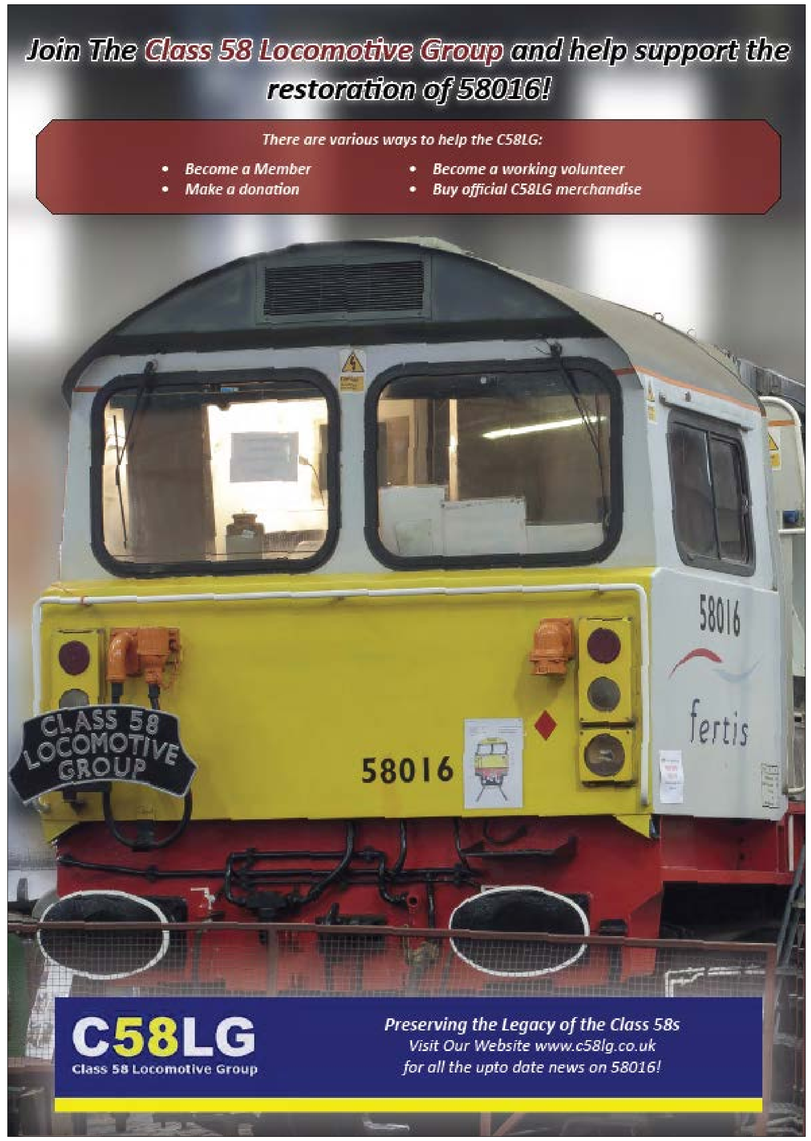
A: The two trains before and two trains after thing is something LNER have been advertising in the last couple of days when they've either cancelled or terminated a train short of its destination. I did wonder if this was a new policy being implemented. Which makes the CoP next to useless for a significant number of people. Grand Central train cancelled? Great news! You can travel 2 or 5 hours earlier, or 3 or 5 hours later. But not half an hour before or after. The industry seems to have no intention whatsoever of complying with the PRO re-routing requirement. It pays mere lip service to it in the NRCoT but does nothing to actually translate that vague phrase ("arrangements will be made") into reality. The new CoP may also be taken by some staff/companies to mean that this is the extent of your PRO rights, which absolutely isn't the case. Very disappointing, though quite unsurprising.

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!

Black 5 No. 44871 stands at Swindon on November 27th working a Cardiff - London return charter. *Ken Mumford*





Life-saving bleed control kits installed across Greater Anglia's Hertfordshire stations

Bleed control kits have been donated and installed at Greater Anglia train stations across Hertfordshire thanks to the work of the Hearts for Herts charity. In the presence of the MP for Broxbourne, Lewis Cocking, and the Mayor of Broxbourne, Councillor Sherrie McDaid, the charity Hearts for Herts donated nine bleed control kits to Greater Anglia stations at a special unveiling on Thursday, November 7th. The kits are designed for use on any extreme bleeding likely to cause death within minutes if not treated. They contain a tourniquet to restrict blood flow, haemostatic gauze that helps stop bleeding rapidly, a trauma dressing, gloves, and a chest seal.

They have already been installed at Broxbourne, Cheshunt, Hertford East, Rye House, St Margarets, Waltham Cross, and Ware stations. Bishop's Stortford and Sawbridgeworth stations are also scheduled to have bleed control kits installed in due course. At each station, the bleed control kit is stored in a secure locked cabinet that already contains an automatic external defibrillator.

Each location is registered with East of England Ambulance Service control staff, who can quickly direct a 999 caller to the nearest kit by phone and give them the code. This helps any member of the public or staff give vital treatment before paramedics arrive.

The kits are already in schools, fire stations, community centres, libraries, businesses, and faith buildings across the county.

Georgia Payne, Greater Anglia's Safeguarding and Community Safety Manager, said: "The new bleed control kits at a number of our stations across Hertfordshire add to the many already found in various venues around towns in the county. It will be vital in an emergency, where any time saved could help save a life. We are the first train company that serves Hertfordshire to have these installed and are grateful to Hearts for Herts charity for providing us with the kits."

Lewis Cocking, MP for Broxbourne, said: "I'm grateful that this essential equipment is now in place at train stations used by thousands of local residents every day. Combined with the defibrillators already in place, the new kits will help save even more lives in an emergency. I commend the dedication of Hearts for Herts, a brilliant local charity, and thank Greater Anglia for their support."

Justin Honey-Jones, who is a paramedic and the Chair of Hearts for Herts charity, said: "Public access bleed control kits save lives, where seconds in an emergency are vital. We are rolling out over 300 lifesaving kits across the county and we are so pleased that these kits are at the very busy Greater Anglia stations across Hertfordshire, where they are easily publicly accessible, but hopefully will never need to be used."

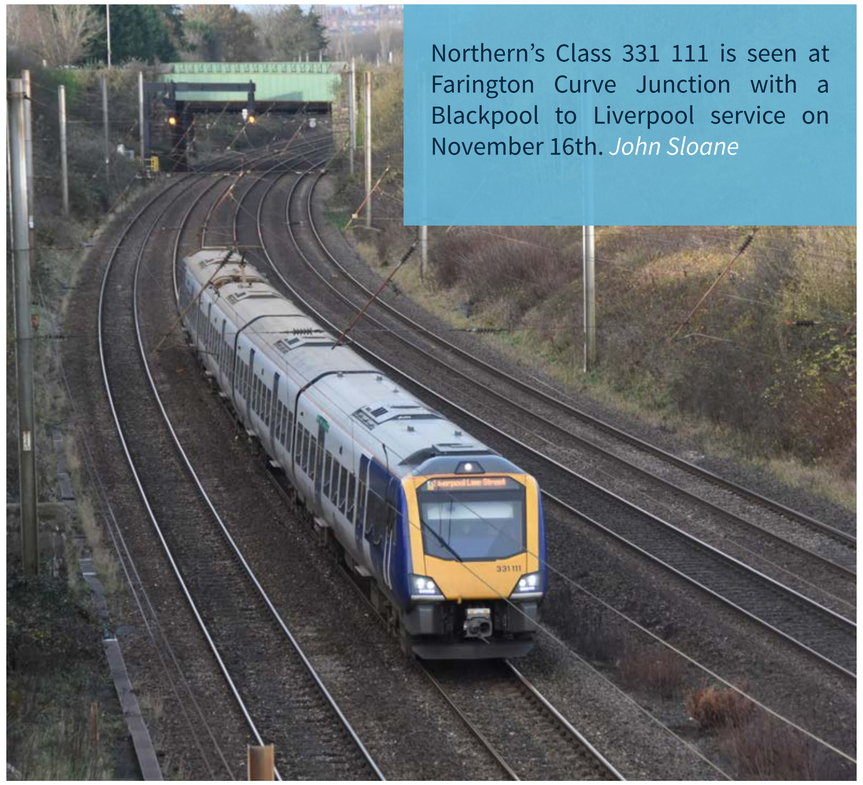
Greater Anglia commended for efforts to protect vulnerable passengers

The train operator for the East of England, Greater Anglia, has been recognised for its work to protect customers when they are in vulnerable situations. The organisation has been certified to the BSI Kitemark for inclusive service, proving compliance with ISO 22458, which demonstrates how organisations develop and deliver transparent and flexible services that are inclusive to all users.

The certification includes the design and development of inclusive services, the organisation's culture and tone, and how to spot and treat vulnerable customers or those with additional needs. Assessors commended Greater Anglia for its safeguarding training and customer journey mapping. The operator was also noted as having passionate and friendly station staff and a good collaborative approach with other organisations, including British Transport Police. As part of the assessment process, auditors visited stations, interviewed staff, and inspected the Greater Anglia and Stansted Express websites.

Matt Wakefield, Head of Safety, Security & Sustainability, Greater Anglia, said: "We are very pleased to be the first rail operator in the country to achieve the BSI Kitemark for Inclusive Service. The certification demonstrates through our people, policies and processes that we care about all of our customers, especially those who are in vulnerable circumstances or who need assistance when travelling with us. At Greater Anglia we are always looking to offer the best possible services to all of our customers, so it's great to be recognised for our efforts."

Victoria Brennan, Global Certification Director – Product Certification, BSI said: "By putting protections in place for vulnerable consumers, organizations are taking meaningful steps toward a fairer and more equitable society. I am thrilled that Greater Anglia has achieved the BSI Kitemark for Inclusive Service, showcasing their commitment to providing an inclusive service for everyone. "At BSI, we are delighted to celebrate Greater Anglia's achievement as they benefit from a Kitemark certification that is already protecting millions of us across the British Isles."



Northern's Class 331 111 is seen at Farington Curve Junction with a Blackpool to Liverpool service on November 16th. *John Sloane*

Greater Anglia wins 'most reliable train' accolade for fourth year

Greater Anglia's Class 755 four-carriage bi-mode trains were named the most reliable "second generation new diesel" train at the Modern Railways Fourth Friday Club Golden Spanners Awards held on November 22nd, completing a hat trick of wins, after the operator's Class 755 three-carriage bi-mode trains received the award in 2021. The Golden Spanners Awards are made purely on the statistical reliability of every single type of train over the past 12 months up to September 15th 2024.

Those train types with the fewest faults, and are therefore the most reliable, receive the awards and, to provide a level playing field, similar types of trains are compared against each other. The four-carriage Class 755 trains, which operate on rural lines in Norfolk, Suffolk, Essex and Cambridgeshire, were named the most reliable train of their type in England, Scotland and Wales with 23,889 miles between faults.

In addition, Greater Anglia's Class 745/1 Stansted Express trains, which operate Stansted Airport and London, as well as on some intercity services between Norwich, Ipswich, Colchester and London, and its Class 720 trains, which operate between London Liverpool Street and Southend Victoria, Southminster, Braintree, Clacton, Ipswich, Colchester Town, Cambridge and Hertford East, picked up Silver Spanner awards, meaning they are the most improved train of their type, with a 97.4% and 98.4% year-on-year improvement respectively.

Martin Beable, Managing Director, Greater Anglia, said: "Our new trains have transformed rail travel in the region, and we're thrilled that they have been recognised again with these awards. This excellent result is a tribute to the work of both our teams and the teams at Alstom and Stadler who work round the clock keeping our trains running and further improving their performance.

We are committed to maintaining these excellent performance standards, to complement the transformation in the journey experience brought by our new trains, with their greater comfort, better facilities (including plug/USB points and Wi-Fi), increased seating capacity and better accessibility."

Paul Patrick, Managing Director, Stadler Rail Service UK, added: "We were delighted to see trains built and maintained by Stadler win not one, but two awards at this year's Golden Spanners. The fleet that we manufactured for Greater Anglia has always been special to us. It is our first to operate on the UK mainline. These trains are FLIRTs, one of our most popular and versatile models; and we're responsible for providing full service for them in Norwich. We're thrilled to see them go from strength to strength, and are committed to continued partnership-working with our client, which has been critical to these trains' success."

Peter Broadley, Managing Director Services, UK and Ireland, for Alstom, said, "At Alstom, we take immense pride in the role these trains have played in transforming passenger services across the Greater Anglia network. The Aventra Class 720 trains – designed and built in Derby – are delivering strong performance improvements since their introduction into passenger service, as recognised by this Silver Spanner. This achievement underscores our commitment to providing sustainable, reliable and passenger-focused solutions for customers in the UK and around the world."

Roger Ford, Modern Railways Industry & Technology Editor, who is responsible for the awards said, "The focus of the Golden Spanners has always been on improving reliability - so for two of Greater Anglia fleets to double their reliability over the last year is particularly impressive."

The very good performance of Greater Anglia's fleet has been a key factor in its excellent overall performance record. Greater Anglia has been the most punctual UK operator for over 18 months now, with seven routes achieving annual punctuality of over 95%.

Performance for the last 4-week period (ending November 9th 2024) saw punctuality across the Greater Anglia network averaging an impressive 94.7% - using the long-standing public performance measure (PPM), which measures arrival times at destination stations for each service.

The GA moving annual average PPM figure is now at 94.3% - continuing the historically high results being delivered by the train operator for over four years. Great Eastern services across Essex, serving destinations such as Southend, Chelmsford, Braintree, Colchester, Clacton, Harwich, and up to Ipswich in Suffolk, have an annual average of 96.0%. Rural services across Norfolk, Suffolk and Cambridgeshire, plus the Marks Tey to Sudbury line, are averaging 94.7% Intercity services between Norwich, Ipswich, Colchester, Chelmsford and London are averaging 94.0%. West Anglia services to destinations including Hertford East, Harlow, Bishops Stortford, Cambridge and Ely are averaging 92.9% and Stansted Express services are averaging 90.7%.

The impressive results are also evident using the more challenging "Time to 3" performance measure – which measures the arrival within 3 minutes of every single train at every single station it serves. On this measure GA's annual performance is 94.2%.



Colas Rail's track machine No. DR75016 working 6Q75 Swindon Transfer to Slough heads through Swindon on November 29th. *Ken Mumford*

Greater Anglia launches second "Lest we forget" Poppy Train livery dedicated to fallen veterans

Greater Anglia has unveiled a second special livery on a suburban train dedicated to fallen veterans in armed conflicts,and all those who give so much in service of their country, ahead of Remembrance Day.

The livery was launched during the Royal British Legion's Poppy Appeal which saw poppies on sale at a number of Greater Anglia stations across the rail network in East Anglia.

The livery, which has been applied to an Alstom-built 'class 720' suburban train (number 720111), includes the words 'Lest We Forget' surrounded by poppies, towards both ends and on both sides of the five-carriage train.

The livery will remain on the train year-round as it operates services operates between London Liverpool Street and Cambridge/Ely, between London Liverpool Street and Southend, Chelmsford, Colchester, Clacton, Harwich, and Ipswich, and on many other Greater Anglia routes across much of Essex and Hertfordshire. The new livery also includes more poppies towards the front of the train and was launched at a special ceremony at Colchester station on Thursday November 7th.

Martin Beable, Greater Anglia's Managing Director, said: "This special livery is dedicated to veterans and recognises their service and sacrifice, along with all those who give so much in service of their country. The train will pass through communities across East Anglia to honour those who have fallen in armed conflicts, and we are proud to unveil this livery alongside local veterans and representatives from the Royal British Legion."

Two other Greater Anglia trains have also received the special livery - an intercity Class 745 electric train and a regional Class 755 bi-mode train - so it will be seen right across the Greater Anglia network. The inspiration behind the poppy train livery came from a Greater Anglia driver, Stephen Drake. From 2003 to 2013, Stephen was heavily involved in his local Royal British Legion branch in Great Wakering near Southend. Stephen presented the concept of a poppy train livery to a Greater Anglia ideas panel in early 2024 and he has been instrumental in its delivery.

Stephen Drake, a Greater Anglia driver based at Ilford, said: "The livery is beautiful and is a sincere tribute to everyone who has lost their lives in armed conflicts around the world. I had family members in both the RAF and Army, and I am truly proud that my idea has now resulted in this special livery that will be seen by people right across our network."

The Royal British Legion's Director of the Poppy Appeal, Lucy Inskip, said: "The Royal British Legion's Poppy Appeal 2024 highlights the mental scars that can be left for some from their experiences in military service. From risking their lives in warzones to the struggle of upheaval for family members and children and being away from loved ones, the mental health needs of the Armed Forces community are complex.

"Seeing members of the public wear a poppy means so much to our Armed Forces community and donations raised help the Royal British Legion to continue its vital work. Every day, ex-serving personnel who suffer from the demands and pressures of having served their country come to the RBL for expert advice and practical support. From recovery to finances and camaraderie, your poppy will help the RBL to support the Armed Forces community."

Photo: Poppy Train livery at Colchester station ©Greater Anglia



National Rail



Black 5 No. 44871 eases into Northampton with 1Z71 06:51 London Euston to Chester 'The Christmas Cheshireman' on November 23rd.
Derek Elston

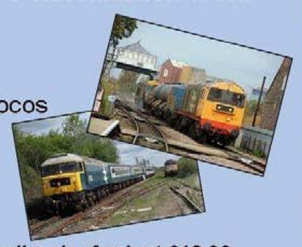
Loco Fleet List Ten

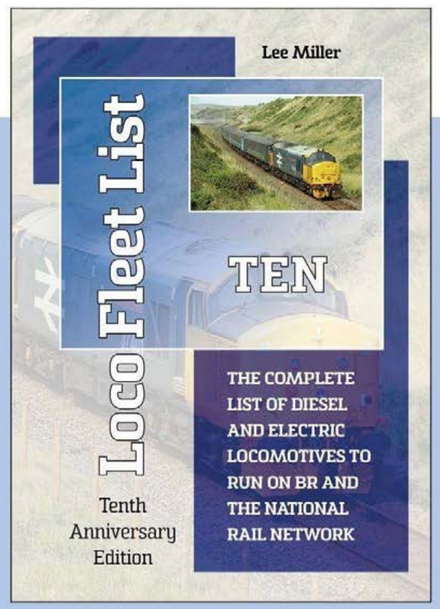
This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

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

Giant suitcase raising awareness of bag thefts at King's Cross



A super-sized suitcase is helping to remind passengers at King's Cross to beware of bag thieves – as the station returns to pre-Covid visitor numbers.

The larger-than-life luggage is being regularly wheeled around the concourse to raise awareness around the importance of remaining alert and taking care of belongings when at the station.

It follows a rise in thefts and coincides with passenger numbers at King's Cross reaching pre-pandemic levels, with footfall averaging more than one million people a week in November. The suitcase, which stands about two metres tall, is fashioned from an old milk trolley encased in plywood and covered in vinyl branding.

It features warning messages in eight languages reminding passengers to keep a close eye on their belongings – and features destination travel stickers for added authenticity. Its introduction also coincides with new public address system announcements reminding people never to leave bags unattended.

Helen Cavanagh, Network Rail's head of passenger experience, East Coast route, said:"We're pleased to unveil this eye-catching new feature at King's Cross, which will help deliver a vital security message and keep passengers' belongings safe. With the station returning to how busy it was before Covid, it's important that people do not leave their bags unattended, and report anything suspicious to staff.

"Our giant suitcase will provide a prominent reminder of these important messages and help passengers to have an enjoyable journey experience.

"Feedback so far has been very positive. Passengers at the station have certainly taken notice, and it has even prompted some to chat with staff about their experiences."

A spokesperson for LNER, the primary train operator at King's Cross station, said: "Our main priority is to keep our customers safe and help them feel secure when they're travelling with us. We frequently remind customers of the importance of taking care of their belongings during all parts of their journey through on train announcements and initiatives at stations across the network."The giant suitcase at King's Cross provides an unmissable visual and thought-provoking reminder of these vital messages."

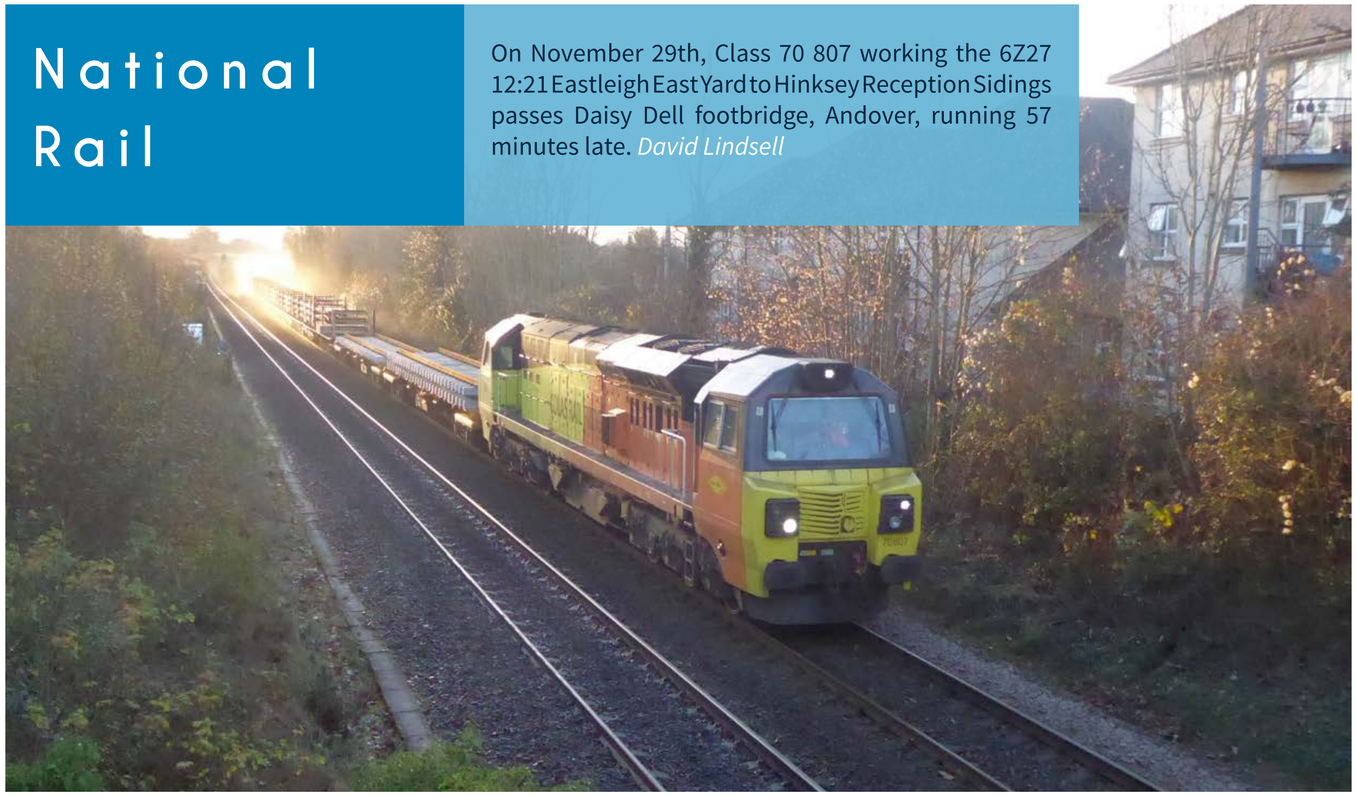
Richard Dronfield, British Transport Police's force lead for theft of passenger property, said:"British Transport Police welcome this initiative. We know that criminals target the travelling public, both on busy trains and at stations often while they are distracted.

"We would encourage all passengers to be aware of their tactics, to keep belongings close and be aware of those around you."

Do not let luggage thieves ruin your journey. Always remain vigilant for anything that seems out of place or unusual on trains or at stations. Report concerns to staff or contact British Transport Police by calling 0800 40 50 40 or texting 61016.

Photo: Shift station manager Arfaan Pinjara and station customer experience manager Toby Meadows. © Network Rail

National Rail



On November 29th, Class 70 807 working the 6Z27 12:21 Eastleigh East Yard to Hinksey Reception Sidings passes Daisy Dell footbridge, Andover, running 57 minutes late. *David Lindsell*



Classic 'High Speed Train' in main line digital signalling run

A familiar and classic train became a new addition to digital signalling in-cab testing runs on the East Coast Main Line recently. The iconic High Speed Train (HST), a symbol of British rail heritage, has become the first older generation train to participate in main line digital signalling testing.

Two Class 43 power cars, each fitted with ETCS (European Train Control System) equipment on board, have taken part in testing between Welwyn Garden City and Hitchin on the East Coast Main Line.

The main line testing is part of the £1.4 billion East Coast Digital Programme (ECDP) that will transform rail operations by replacing traditional, lineside signals with continuous information displayed inside drivers' cabs, delivering a more punctual and reliable railway. The HST testing demonstrated the extensive collaboration involved with ECDP. The on-board Hitachi equipment was tested with the Siemens Mobility wayside system, with testing engineers from both companies involved. The train was driven and operated by specialist European rail operator RailAdventure.

Govia Thameslink Railway (GTR), who provided the test train officer for the testing, has provided ETCS training for RailAdventure's drivers, on both the Northern City Line and the Thameslink route through central London.

The power cars (at the front and rear of the train) involved are normally part of Network Rail's New Measurement Train (NMT). The NMT, affectionately known as the Flying Banana, uses technology to proactively measure the condition of the tracks. On this occasion, however, the train featured four carriages provided by RailAdventure.

Ricky Barsby, Network Rail's head of access integration, ECDP, said: "The HST provides fond railway memories for many of us. For decades HSTs were carrying millions of passengers up and down the East Coast Main Line. Now it's back again to help us prepare for a digital future with better and more reliable journeys for all users of this vital route. It's great to have the HST as the first older train to be part of main line testing, where we check that all aspects of the digital system are integrating and working well together."

Tank Porteous, Hitachi Rail's programme director, said: "The successful integration of our ETCS technology on the iconic HST marks an important step forward in realising the East Coast Digital Programme's vision. By bridging generations of rolling stock with cutting-edge digital systems, Hitachi Rail is helping to modernise the railway for a more reliable, efficient, and sustainable future. This achievement underscores the critical role of collaboration in delivering transformative change across the UK's rail network."

Ben Lane, Siemens Mobility's train control partner project director, said: "I'm excited to see that we've reached another significant milestone using digital signalling technology on HST to transform rail travel. We undergo testing at our state-of-the-art facility in Chippenham to ensure our ETCS technology works smoothly on iconic trains such as the Class 43. This achievement highlights the exceptional collaboration among our cross-industry partners."

Matthew Teller, GTR's head of systems integration and test train officer for the HST, said: "This testing exemplifies how the rail industry is working together to deliver digital signalling to the East Coast Main Line. We were delighted to support ETCS testing for the iconic HST. By training RailAdventure's drivers in ETCS and acting as test train officer on the night, we are sharing our knowledge of implementing and operating ETCS with the wider industry – something we're passionate about doing to ensure ECDP's success."

Kevin Walker, RailAdventure's managing director, said: "The Class 43 is RailAdventure UK's core traction. When the opportunity of supporting the ECDP project through becoming the operator for testing came along, it was an easy decision for us to become involved. We did not underestimate the size of the task in front of us to upskill our team to be ETCS competent or amend all of our systems and processes to be ETCS compliant; we are incredibly grateful for the support we received to achieve this from all parts of the project team and especially GTR."

National Rail

Multi Purpose Vehicle No. DR98970 catches the low autumn sun on November 25th as it approaches Saxon Road Footbridge, Southampton, working 06:16 Effingham Junction - Effingham Junction via Warminster, Totton, and Guildford railhead treatment train circuit. *John Goodrich*

Colas's No. DR77910 passes Sutton Bridge Jct. with 6Q10 09:30 Bangor C.S.- Bristol Kingsland Road on November 20th. *Keith Davies*

Taken on November 15th, Oakham level crossing signal box. *Derek Elston*







Huddersfield station in the midst of generational change

Almost a year since work began, progress at Huddersfield station as part of the Transpennine Route Upgrade (TRU) continues. The plans to deliver major upgrades to the station posed a challenge for the programme, having to navigate the difficulties involved in bringing what is a key transport hub for the North up to modern standards, whilst preserving the rich cultural heritage of the Grade 1 listed building.

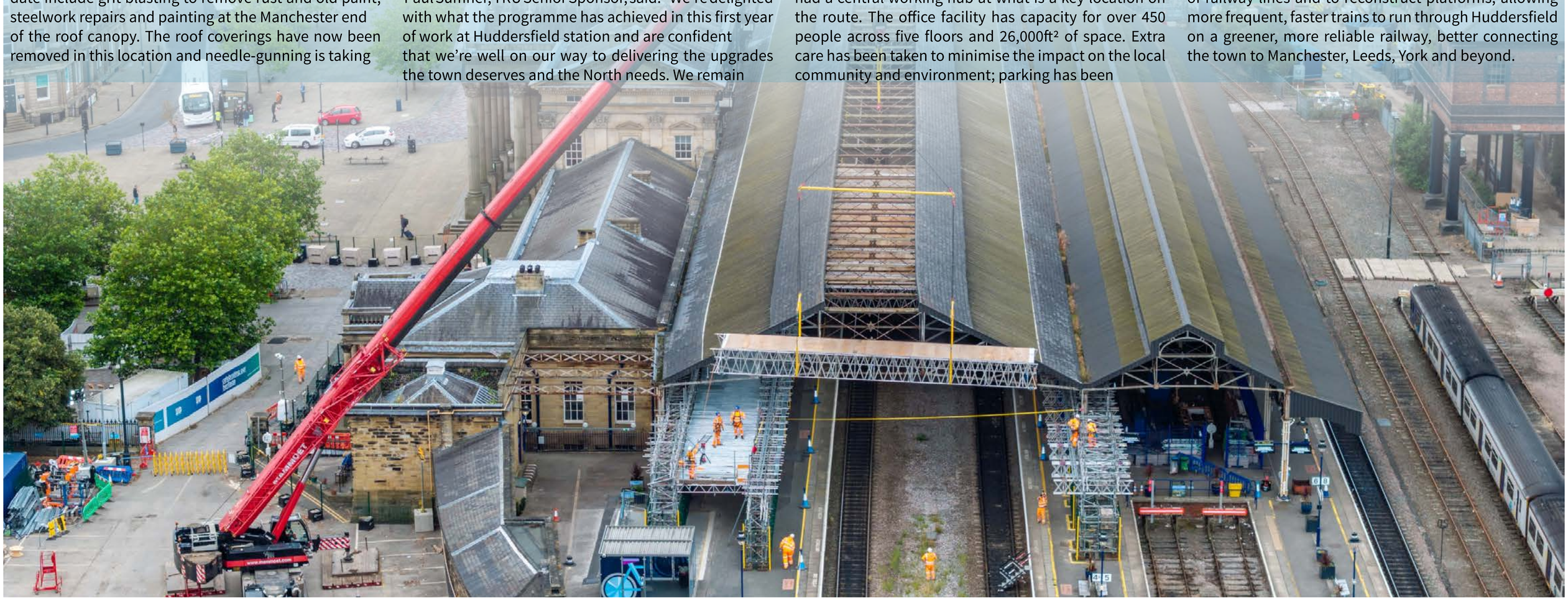
Perhaps the most complex aspect of the Huddersfield station upgrade is the ongoing roof restoration work. One of the few remaining 'Euston style' roofs on the operational railway today, the trainshed canopy will be carefully preserved. One year on, the sympathetic restoration of the roof canopy over platforms one and four is progressing well - scaffold towers and a raised working platform are currently in place at the station to enable the team to carry out this work. The raised platform has been encapsulated and includes sound proofing measures to reduce disruption to train services, passengers and lineside neighbours. Works to date include grit blasting to remove rust and old paint, steelwork repairs and painting at the Manchester end of the roof canopy. The roof coverings have now been removed in this location and needle-gunning is taking place to further clean the roof canopy. Grit blasting has concluded on the Leeds end of the enclosed roof canopy, with steel strengthening and repair now taking place on this section. A new lantern structure will also be reinstated along the length of the roof to replicate the original which had been removed some time ago. Another project that has been meticulously carried out within the historic station structure is the dismantling of the Grade II listed tearoom on the island platform – built in 1886 – ahead of its slight relocation.

Primarily consisting of timber match-boarded panels – making it one of the few remaining timber railway buildings still in use – it was recently taken down in 8,000 different pieces and is now being carefully stored before being reinstated on the remodelled platform. The relocation of the tearoom was necessary to accommodate the station re-design, and its accessibility and prominence on the platform is to be enhanced by rotating it 180 degrees upon reinstatement.

Paul Sumner, TRU Senior Sponsor, said: "We're delighted with what the programme has achieved in this first year of work at Huddersfield station and are confident that we're well on our way to delivering the upgrades the town deserves and the North needs. We remain committed to ensuring the station can serve the people of Huddersfield and beyond for years to come, whilst protecting its historic significance."

Chris Nutton, Major Projects & TRU Director at TransPennine Express, said: "The work at Huddersfield really shows what TRU is all about, with major upgrades across the board, like the start of the restoration of the iconic roof canopy, but also with train operating companies, Network Rail and specialist contractors all working hand in hand to transform this historic station. We'd like to thank all the people that have played a part in the coming together of this massive project, and I couldn't be more excited about the changes we will see happen over the years to come. These changes will truly benefit our customers and make our 177-year-old station ready for its next chapter."

Given the scale of work being completed at the station, a new, purpose-built office compound was recently opened at the rear of the station site so the programme had a central working hub at what is a key location on the route. The office facility has capacity for over 450 people across five floors and 26,000ft² of space. Extra care has been taken to minimise the impact on the local community and environment; parking has been arranged off site with shuttle buses to the compound ensuring fewer vehicles on the nearby roads, all lighting runs on PIR sensors which turn off at night to minimise light pollution, and access barriers are solar powered to lessen noise pollution. Just to the north of the station at Hillhouse, TRU will build a light maintenance depot and future freight site to replace the current station sidings. The work includes the installation of five lines of track and welfare facilities, providing new and improved facilities so that staff can undertake the cleaning and maintenance of trains. It will be a fully electrified facility, enabling better flexibility and growth for the railway with capacity to hold approximately 24 carriages. The depot is a key part of the TRU programme, supporting wider plans across West Yorkshire by also facilitating engineering trains that will be used to deliver upgrades elsewhere, as well as the storage of materials and fabrication of parts which can be loaded onto the engineering trains and taken to where they're needed. Upgrades to the station roof and tearoom coupled with the creation of HD1 and the Hillhouse depot will enable TRU to increase the number of railway lines and to reconstruct platforms, allowing more frequent, faster trains to run through Huddersfield on a greener, more reliable railway, better connecting the town to Manchester, Leeds, York and beyond.



National Rail

Glenfinnan rail line to benefit from £500,000 fencing investment

Network Rail is set to renew over five kilometres of lineside fencing near the iconic Glenfinnan Viaduct in a project worth £500,000

The work will see life-expired boundary fencing – which separates the track from public areas – replaced to help keep the public safely separated from the line.

Located on the Mallaig branch of the West Highland Line, the viaduct is a hugely popular tourist attraction which can cause issues with trespass from those seeking to take photographs of the scenery and passing trains.

The fencing that will be installed will not only secure the railway but will also be sympathetic to the scenic nature of the local area.

Tree and vegetation management around the existing boundary fence will be needed ahead of the renewal and this will also improve the public's view of the viaduct.

Train services will not be affected by the fencing project. In addition to the new fencing, Network Rail is also currently completing a £3.5m project to refurbish the viaduct itself carrying our repairs to the concrete structure and improving the track bed and drainage.

Hayley Simpson, Network Rail scheme project manager, said: "The investment we are making in renewing the fencing in Glenfinnan will help secure the railway and keep the public safe as they enjoy the world-famous views of the viaduct and surrounding scenery.

"The work will be delivered without disrupting tarin services and the fencing we will install will be sympathetic to the natural landscape through which the line runs and not affect people's enjoyment of the many walking trails and the spectacular views."



Network Rail joins forces with TfW and Avanti West Coast to launch local railway unit dedicated to North Wales

Network Rail has joined forces with Transport for Wales and Avanti West Coast to launch a local railway unit dedicated to North Wales: Rheilffordd Gogledd Cymru.

Rheilffordd Gogledd Cymru – or North Wales Railway – was launched in Llandudno, with colleagues from the three organisations getting together across two days to work collaboratively on ways to improve the railway in North Wales. The launch of Rheilffordd Gogledd Cymru in the north of Network Rail's Wales and Borders route follows the success of the Cambrian Local Railway and the Central & West Wales Local Railway elsewhere in Wales – and leaders from those organisations were in Llandudno to provide insight.

The new local railway unit broadly covers the area served by the North Wales Coast and Conwy Valley Lines – and will draw on the experience and ideas of those already working in the area, notably the frontline staff who work on the track, trains, and stations in North Wales.

The primary aim is to regularly bring together local teams – from across organisational boundaries – and give them the tools and support they need to deliver benefits for the local area, with passengers and staff alike ultimately benefiting from the collaboration.

Heledd Walters, Network Rail programme manager for Rheilffordd Gogledd Cymru, said: "We had a well-attended and productive launch event in Llandudno, where we got all three organisations together in the same room and talked about the different challenges we experience in the North Wales area.

"It's really encouraging that we're already seeing similar themes emerge from all three partners; it's good to see we're already getting that alignment and direction.

"The whole purpose of a local railways business model is to bring together people who know the challenges of the local area better than anyone else. It's about empowering decision making, everything from customer experience to train performance.

"It's really exciting to be working together to make positive change in North Wales."

Gwyn Rees, Network Rail Wales and Borders performance and transformation director, said: "We've been operating the Cambrian Local Railway for about 18 months, and we've been delivering lots of small, incremental improvements that have really had a positive impact on staff engagement, customer service and train performance.

"The biggest thing we can do for our customers is to make sure the train performance is as good as it can be. On the Cambrian, we've been able to make some subtle improvements to the timetable that help our trains operate on time, and that is something the team in North Wales can also look to achieve.

"But we've also found that to give good customer service, you must have an engaged workforce, and we've created an environment where those local teams are heard and have a framework to make local decisions."

Colin Lea, Transport for Wales planning and performance director, said: "Local railway is about getting the local management teams together – in this case Network Rail, TfW and Avanti West Coast – to make the railway better through local ideas and innovations. There are challenges out there, but we'll find ways through that, and we're now in a process of prioritising some of the great ideas shared at the launch in Llandudno.

"There are long-term goals but also some short-term wins as well, such as improving performance along the North Wales Coast; looking at marginal gains we can make through the timetables; thinking about how we can provide better customer service, and accessibility.

"We all work for the railway. We've effectively put our name badges aside and are one team, here to improve the railway for everyone."

Owain Morgan, Avanti West Coast route performance manager (North West & Wales), said: "We're committed to working with our industry partners to improve the service we offer to our customers. Central to that is our ability to share the challenges, and most importantly agree solutions locally that will deliver those incremental gains that will lead to a more reliable railway for customers travelling on the North Wales route."

National Rail

Class 89 001 ‘Avocet’ shivers outside its home at Crewe on November 20th. *Jeff Nicholls*



Northern are building a new training room on the platform at Wigan Wallgate. The near complete structure was photographed on November 21st. *Paul Senior*

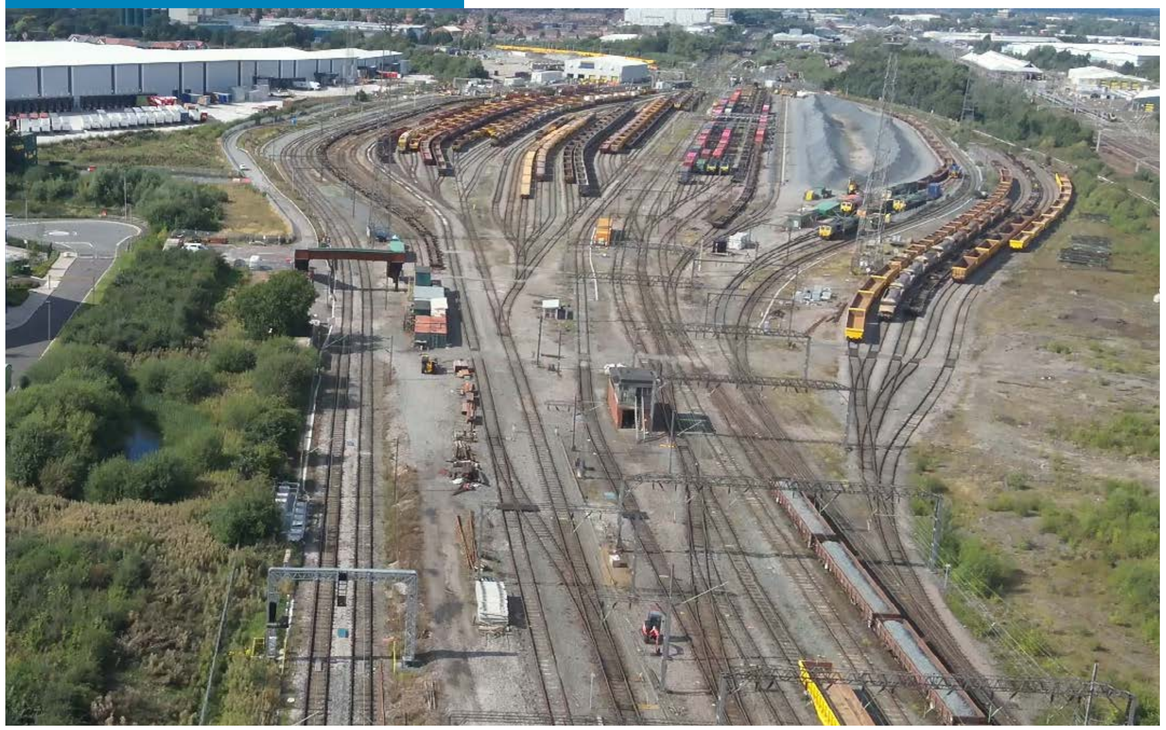


On December 5th, Colas Rail’s No. DR75017 is seen arriving at Swindon from Bristol Kingsland Road heading to Swindon Transfer. *Colin Pidgeon*



National Rail

Passengers advised of major rail upgrades in Crewe over Christmas



The final stages of work to improve freight services on the West Coast main line means changes to trains over Christmas.

Network Rail has invested almost £200m to upgrade the Crewe Basford Hall independent lines on the West Coast main line.

The Basford Hall independent lines in Crewe take freight trains around Crewe station and back onto the West Coast main line, so services can efficiently transport essential goods up and down the country.

The infrastructure has been upgraded to make sure cargo can be delivered safely and reliably for years to come. There has been important drainage and track work, and a full resignalling in the area, to modernise the "traffic" system.

Over the past two years, 65 new signals, 49km of cables, and 5km of new drainage has been installed to the independent lines.

Other essential parts of the work included new buildings to accommodate the signalling system, new track equipment and structures, and upgrades to the track itself.

The signalling upgrade also means that three signal boxes will close, and control of the traffic will move to the Manchester rail operating centre (ROC). The work will be completed over Christmas and involves significant railway closures to make sure the work can be carried out safely and efficiently.

Passengers are advised that there will be changes to train timetables between Tuesday December 24th and Thursday January 3rd.

Jamie Morris, Network Rail programme manager, said: "The signalling upgrade work at the Basford Hall independent lines means that essential goods can travel by freight up and down the country safely and efficiently for years to come."

"Food and construction materials are just some of the tens of thousands of goods transported every month by our freight network.

"I'd urge passengers to check before they travel from December 24th until January 2nd as there are changes to services to, from and through Crewe over the Christmas period. We have worked hard to reduce the impact on passengers as much as possible, which means there is a different timetable on different days during this time.

"I am grateful to passengers and the community of Crewe for their patience during this important work."

Network Rail is working closely with train operating colleagues to keep passengers safely on the move.

Taryn Banks, Avanti West Coast station manager at Crewe, said: "While this major work takes place, there'll be changes to all services in and around the Crewe area. On Friday December 27th, no trains will run to or from Crewe, but replacement buses will connect customers to nearby stations. From Saturday December 28th to Thursday January 2nd, we'll be operating an amended timetable with a reduced service to Manchester and no direct trains to Liverpool on Wednesday January 1st and Thursday 2nd. Anyone travelling on these dates is strongly advised to plan their journey, make a reservation, and check with their train operator as well as the National Rail website for the latest updates."

The work will be completed in January 2025.

Not quite the end of the line for old railway assets



Historic railway equipment destined for the scrap yard has been saved by three groups of enthusiasts in Northumberland.

As part of the multi-million upgrade of the Northumberland Line – which will see passengers services restored to the line for the first time in over 60 years between Ashington and Newcastle – signalling will no longer be controlled from lineside signal boxes but instead from a state-of-the-art centre in Newcastle.

While kit that could be used for spares in other locations was sent safely into Network Rail storage, it meant lots of old pieces of equipment were destined to be lost from the railway – until the three groups stepped in.

Thanks to close partnership working with Northumberland County Council, the groups – Woodhorn Narrow Gauge Railway, Northumberland Line Heritage Community Group and Choppington Parish Council – jumped at the chance to grab a piece of history, with each claiming various items from the old signal boxes at Marcheys House and North Seaton.

Fiona Blyth, sponsor for Network Rail's North and East route said: "There's always a clamour to get hold of pieces of railway heritage, particularly in the north east, and while for practical and operational reasons we can't keep or donate every piece of equipment that comes out of now-redundant signal boxes, we're always thrilled when we can pass items over to groups who will lovingly preserve them."

Councillor Richard Wearmouth, Deputy Leader of Northumberland County Council, added: "While the Northumberland Line is very much looking to the future, it's important to remember the proud history and heritage of the railway both in our county and the wider North-East.

"We're pleased to have been able to help these three local groups secure items from the old signal box as we look ahead to passenger trains running along the line once again in the very near future."

National Rail



Class 57 002 wearing its new black livery heads home as 5Z67 09:50 Eastleigh Arlington (Zg) to Crewe H.S. through Northampton on November 18th.
Derek Elston

Clubs and Societies Apparel

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



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



Softshell, from £27.00 each, minimal order of 2.



Morf's (neckwear), starting from £9.00 each, minimal order of 3.



Gymsacs, starting from £5.00 each, minimal order of 3.



We have a broad range of bags, from shoppers, courier bags to messenger bags.



Promotional print T-shirt, £10.50 each minimal order of 2.



Hi-Vis, starting from £7.50 each, minimal order of 2



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



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Branded T-shirts starting from £8.70 each, minimal order of 5.



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Did you Know - *Ken Mumford*

Some more of the nations oddities this month:

Disappointing Leaders

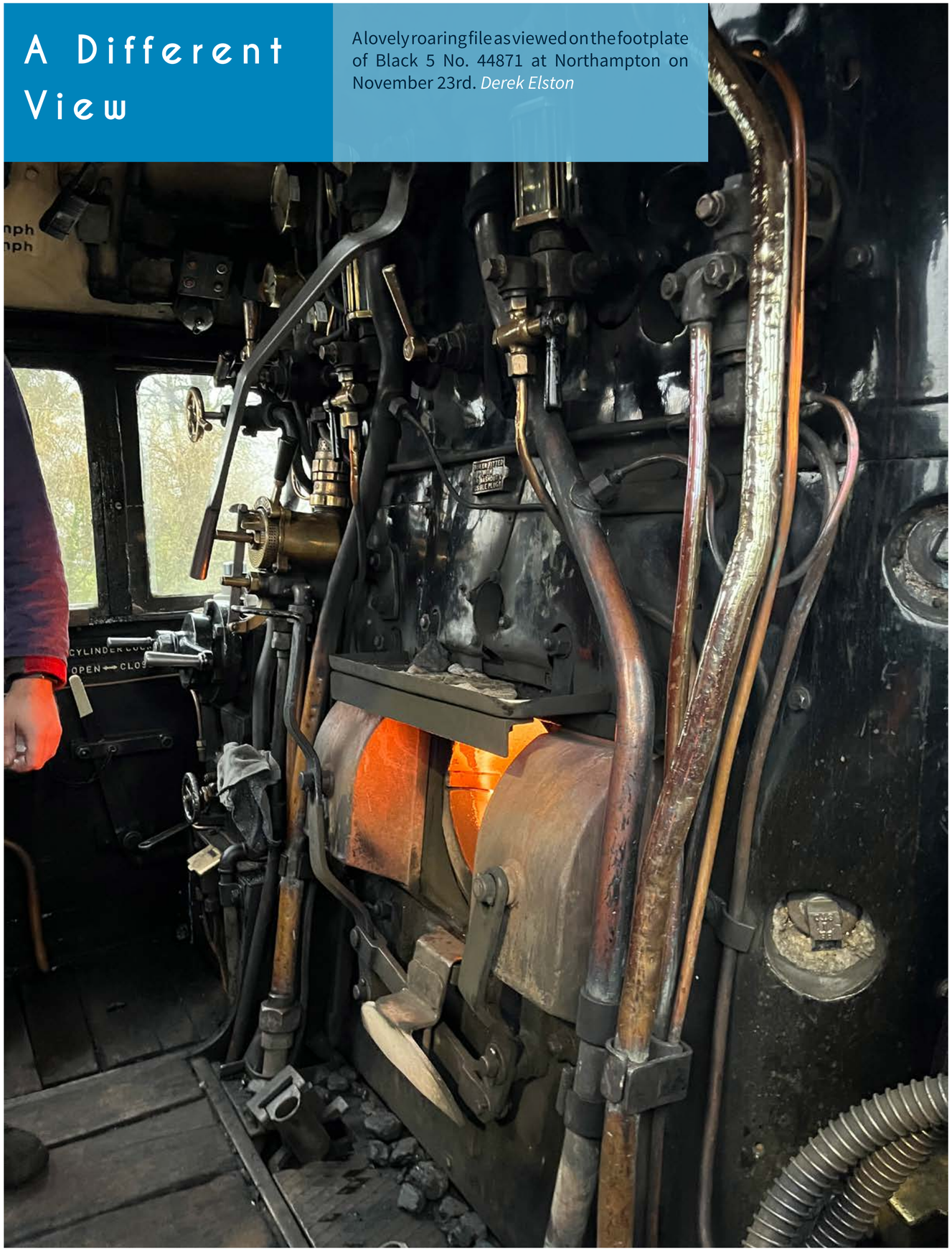
36001	Never ran in revenue-earning service Confined to trial runs - light engine or hauling empty stock Livery was shop-grey with black lining Fitted with Bulleid-Walschaerts valve gear Cylinder -12¾in x 15in Wheel diameter - 5ft 1in Complete at Brighton Works in June 1949 First trial run - 22nd June - many teething problems By June 1950 loco proved so far from serviceable that it was given *one last chance* So tests began with the ex-N.E.R. dynameter car which involved working between Eastleigh and Woking During the fortnight of this *last chance*, its performance was compared with a Maunsell U 2-6-0 working the same load a fortnight later. Inadequate and unbearable working conditions for the fireman - oil-firng reduce the discomfort? Fireman force to wear protective sacking over his legs November 1950 - work + test on 36001 to cease 36001 left out in the open at Eastleigh before being dismantled in 1951
36002 36003 36004 36005	In the hands of BR the order was given on 19th November 1949 to stop work on these four locomotives in the erecting shop at Brighton



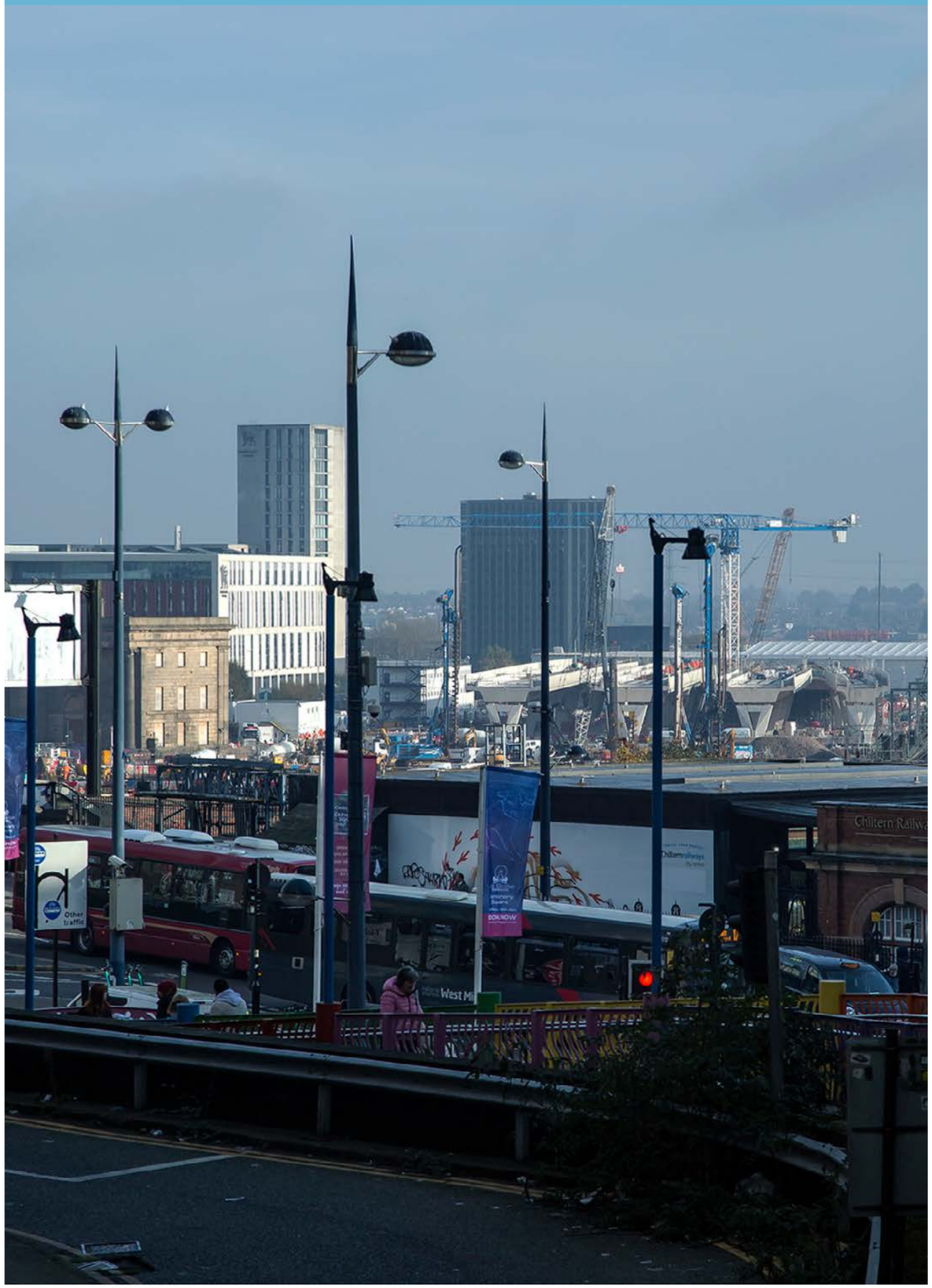
36002	Just TWO DAYS from completion! WD from construction and stored at New Cross Gate
36003	Fairy well advanced. Stored at New Cross Gate
36004 36005	Withdrawn while they were being built

A Different View

A lovely roaring file as viewed on the footplate of Black 5 No. 44871 at Northampton on November 23rd. *Derek Elston*



A view of the new HS2 station that is taking shape at Curzon Street, Birmingham on November 13th. *Richard Hargreaves*



A Different View

Class 390 148 calls at Warrington Bank Quay, its last stop before London Euston, with the 09:36 from Glasgow Central on a bright but cold November 20th. *Jeff Nicholls*

The large station sign at Lydney Junction as seen on November 2nd.
Barry Longson





During a recent visit to Carlisle on November 27th, it would appear that Christmas has arrived a little early, with an appropriately decorated Post Box! This has been created by the UK Postbox toppers. *Michael Lynam*

Preserved Railways

Bance Alumi Cart Mk II - Two Seater Trolley

The Rail Trolley Trust



The Trust had been aware of a dismantled Bance Trolley at the Nene Valley Railway (https://www.nvr.org.uk/) for many years.

The Trolley in question was Bance Alumi Cart Mk II Two-Seater Trolley – Works No. 023 of 1995.

At the end of February 2024, the Trust contacted the previous private owners of the Trolley and subsequently agreed a deal to purchase the Trolley.

Roger Bance of R. Bance & Co. Ltd. (https://bance.com/) has supplied us with the following information about this Trolley: "This vehicle was designed for single person operation, used a 4 HP Briggs & Stratton or Honda petrol engine, ran at 20 mph forward direction only; for the return journey it was turned by one operative on its self-contained pivot and for lightness its transmission used a torque converter. There was also a similar lightweight trailer available."

On October 5th 2024, our Chair collected all the surviving parts of the Trolley from Wansford Shed at the Nene Valley Railway, and these are now in short term store in his garage pending relocation to one of our bases for restoration. The Trust is interested any photos and videos of this Trolley, as very few seem to exist. If anyone has any, please contact the Trust.

The Trust is currently working on plans to develop a Battery Powered Drive System, which can be fitted to any of the various Trolleys that the Trust owns. This is primarily being developed for the trolleys which no longer have their original engines and transmissions. Initially this system will be able to be moved between Trolleys as required, but as funds allow further systems will be built, to return as many trolleys as possible to service. The Trust will be looking at suitable renewable charging

The Trust continues to appeal for funds towards the £10k target we set ourselves last year and hopes that as we are able to share more positive news, more donations will be forthcoming to enable us to move more of our collection to our secure locations, provide further suitable storage accommodation for some of our older & more historic vehicles and make some significant progress on several restoration projects.

Donations can be made in various ways and all details can be found on our website:

https://www.railtrolleytrust.co.uk/help-us-donate.html

Preserved Railways

GREAT CENTRAL RAILWAY'S WINTER STEAM GALA TO WELCOME THE NEW YEAR WITH A TRIO OF GUEST LOCOS



The Great Central Railway is thrilled to announce three very special guest locos to help blow away the January blues at its much-anticipated Winter Steam Gala, one of the country's biggest railway shows, which will run from the January 23rd - 26th 2025.

Visiting the Great Central Railway Winter Steam Gala will be Great Western Railway Collett Tank No. 6995, visiting from the Swindon and Cricklade Railway, Great Western Railway Heavy Freight No. 3850, from the Gloucester and Warwickshire Railway and joining them will be a brand new loco - Great Western 'Grange' Class No. 6880, 'Betton Grange' which was only completed last year when dedicated enthusiasts completed a dream to rebuild the class of locomotive after all the originals were scrapped.

With passenger and freight trains running all day, as well as a special twilight train service, the Winter Gala is designed to delight enthusiasts and families alike. The three guests will join the Great Central Railway's home fleet meaning there will be up to eight locomotives steamed up.

General Manager of the Great Central Railway, Malcolm Holmes, said, "What a way to start the year! Three large guest locomotives all representing different eras of the Great Western Railway plus our handsome home fleet. We hope to welcome thousands of people to Leicestershire over the four-day event providing a real boost to the local economy.

Thank you to all the railways and locomotive owning groups who have allowed us to put together a once in a lifetime lineup."

A celebration of steam power featuring an exciting lineup of locomotives and action-packed timetables, the Winter Steam Gala promises a spectacular display of heritage railway action on GCR's unique award-winning double track line. With frequent services from all the GCRs heritage stations, displays and gala attractions, its perfect for both railway enthusiasts and families looking to enjoy a unique weekend experience.

The Winter Steam Gala will run from the January 23rd - 26th. For more information and to buy tickets visit www.gcrailway.co.uk

All attractions appear subject to availability.

GWR Collett tank loco No. 6695 will be visiting courtesy of 6695 Locomotive Ltd and the Swindon & Cricklade Railway https://swindon-cricklade-railway.org/steam/

GWR heavy freight loco No. 3850 with thanks to Dinmore Manor Locomotive Limited and the Gloucester & Warwickshire Railway https://www.gwsr.com/our-trains/3850

Photo: With the early morning goods No. 3850 departs Gotherington on October 27th

Preserved Railways

Class 47 diesel locomotive arrives at Wensleydale Railway





Class 47 714 diesel locomotive has arrived at the Wensleydale Railway and joins its growing fleet of heritage diesel locomotives.

The railway purchased the locomotive from The Harry Needle Railroad Company in Derbyshire, and it arrived at Leeming Bar on November 11th. It was delivered by Class 50 008 'Thunderer' from Hanson & Hall Rail Services Solutions Limited. The railway's Class 37 loco (37 250) brought it onto their line from Castle Hills Junction at Northallerton to Leeming Bar Station.

The railway's diesel traction team staff and volunteers have carried out a series of mechanical and electrical inspections and tests, and the loco was successfully started up for the first time at the railway on Sunday November 17th.

Tim Williamson, Director of Engineering and Rolling Stock at Wensleydale Railway PLC said: "The purchase of this locomotive improves our operational capabilities. It has electric train-heating capacity which will allow us to heat our carriages during the cold winter months.

Our immediate focus is to get 47 714 fully operational and available as a back-up for 33 035, which is currently in use for this year's THE POLAR EXPRESS™ Train Rides. We will begin bodywork repairs in the New Year and aim to have it repainted for the Summer."

Nick Keegan, Marketing and Fundraising Manager at Wensleydale Railway said: "It was fantastic to see the loco start up, first time, at our railway. There is much work still to be done, but we are fortunate to have a great team of dedicated staff and volunteers managing this project. They did a superb job of the recent repairs and repainting of 37 250, so 47 714 is in safe hands!"

47 714 is a British Rail Class 47 or Brush Type 4 diesel. The design was developed in the 1960s by Brush Traction in Loughborough. 512 class 47 locomotives were built between 1962 and 1968 at Brush's factory in Loughborough and also the British Railways' factory in Crewe.

Steam and diesel Mince Pie Special trains return to Wensleydale Railway this Christmas!

Wensleydale Railway will once again be operating its Mince Pie Specials train services between Christmas and New Year. Visiting Black Five steam locomotive No. 45212 will be operating two-days of steam services between Leeming Bar and Leyburn on December 28th and 29th 2024. On 30th December, the railway will operate a heritage diesel service, using its newly purchased class 47 locomotive (47 714). This will be the first time that the locomotive has operated a public service on the railway, since its arrival in November.

Preserved Railways

ANOTHER AWARD WIN FOR HOPETOWN DARLINGTON!

Hopetown Darlington



Hopetown Darlington has won the highly prestigious North East Culture Award for Best Museum or Cultural Venue.

The award recognised the impact Hopetown Darlington has had in both Darlington and the wider region, and is a testament to all of the staff and partners who tell the story of Darlington's pioneering railway heritage.

The North East Culture Awards are an annual celebration of the thriving arts and cultural scene in the North East of England. They are organised by Reach plc, one of Britain's biggest newspaper groups.
Other nominees in the Best Museum or Cultural Venue category included Beamish the Living Museum of the North, Laurels and The Story.

The quality of submissions was high, and the impressive level of entries meant there was much debate at an intense session for the panel of judges drawn from arts and culture organisations across the region.

This award follows on from Hopetown's recently awarded Visitor Attraction Quality Assurance Scheme accolade and the Welcome accolade, both awarded by VisitEngland.

Leona White-Hannant, Hopetown Darlington's Development Director, said: "I am delighted that Hopetown Darlington has won the North East Culture Award for Best Museum 2024. It is fantastic that our new visitor attraction, which only opened in July of this year, has been acknowledged by the panel as the best museum in the region. It is a testament to all the hard work from the whole team to not only give visitors the best experience, but to help celebrate and promote our railway heritage."

Councillor Libby McCollom, Cabinet Member for Local Services, said: "I am incredibly proud of this fantastic achievement for Hopetown Darlington. This award shows that Hopetown is excelling in its mission to tell Darlington's pioneering railway heritage to all generations through playful and innovative ways. Hopetown Darlington is special jewel in the crown for tourism in Darlington and the wider region."

The award ceremony, which was headline partnered by Sunderland City Council and the University of Sunderland - and supported by Arts Council England - was held at the Fire Station venue in Sunderland.

Visitors can plan their visit to Hopetown Darlington by visiting hopetowndarlington.co.uk. Site admission is free. Some exhibitions, events and activities carry a separate charge. Pre-booking online is recommended.

Hopetown Darlington opened on Tuesday July 16th and has been made possible with funding from Darlington Borough Council, Tees Valley Combined Authority, National Lottery Heritage Fund, Arts Council England, Historic England, the Railway Heritage Trust and Art Fund.

Within the Carriage Works, the Exhibition Hall is sponsored by Darlington Building Society and The Stores is sponsored by Bussey & Armstrong. Wagon Woods is sponsored by Homes by Esh.

Hopetown Darlington is home to a number of onsite partners including A1 Steam Locomotive Trust who occupy the Darlington Locomotive Works, Darlington Railway Preservation Society and North Eastern Locomotive Preservation Group who occupy North Road Locomotive Works (formerly the 1861 Shed).

Dean Forest Railway

GWR 4500 Class 2-6-2 No. 5541 has a final check at Lydney Junction, before departing with the 11:15 freight to Norchard on November 2nd. *Barry Longson*

Dean Forest Railway

Shunters Class 09 019, 09 006 and 09 106 were to be found stabled near the signal box at Lydney Junction on November 2nd.
Barry Longson

Dean Forest Railway

GWR 5700 Class No. 9681 arrives into Lydney Junction with the 11:20 service from Parkend on November 2nd. *Barry Longson*

Dean Forest Railway

Former York based shunter in BR days, Class 08 769 looks very smart in BR blue, seen stabled in the yard at Norchard on November 2nd. *Barry Longson*



Ribble Steam Railway

Recently returned to traffic at the Ribble Steam Railway after a major overhaul is 0-4-0 Well Tank 'The King'. This loco was built in 1906 by Edward Borrows of Providence Works, St. Helens, and saw use at the United Glass Bottle Works at St. Helens and London. It was taken out of service in the nineteen sixties and sold into preservation. Having been stored at a number of preserved railways, it found a new home on the Ribble Steam Railway. It has undergone a complete restoration to full working order. Only its second outing, 'The King' is seen carrying out shunting movements on a private visit to the railway. It was paired up with an original wooden plank wagon from the nineteen twenties that saw service at Pilkington Brothers Cowley Hill Works, also in St.Helens, so an historic recreation from the era. Photographs taken with permission and under supervision. *Brian Dobbs*



East Lancs Railway

Class 40 012 ‘Andania’ heads towards Bury with a ‘DMU drag’, hauling the Class 104 during the East Lancs’ DMU Gala on November 9th. *Jeff Nicholls*

East Lancs Railway

On a dreary day, brightened only by autumn colours in the foreground, Class 144 009 drifts towards Bury, crossing the River Roch, with a Heywood - Rawtenstall service on November 9th, first day of the East Lancs DMU Gala. *Jeff Nicholls*

The East Lancs' Cravens 105 unit crosses Brooksbottom Viaduct on its way from Heywood to Rawtenstall on a gloomy November 9th. *Jeff Nicholls*

Class 50 015 heads towards Ramsbottom on November 2nd. *Jeff Nicholls*





East Lancs Railway

A strange sight on the East Lancs Railway as power car No. 43089 tops and tails with 43159 during the East Lancs DMU Gala. Photographed on the outskirts of Bury, the train was a non-stop Rawtenstall - Heywood service on November 9th. *Jeff Nicholls*

HST Group's Nos. 43159 and 43089 depart Irwell Vale with a service to Rawtenstall. *Michael Lynam*

Class 105 Cravens DMU Nos. E56121 and SC51485 approaches Irwell Vale en route to Bury on November 9th. *Michael Lynam*







East Lancs Railway

The 125 Group's main line registered HST was a visitor to the ELR DMU gala and makes an unusual sight as it approaches Burrs Country Park led by power car No. 43089 on November 10th with the advertised non stop run along the railway to Heywood. *Lee Stanford*

125 Group's Nos. 43159 and 43089 depart Irwell Vale heading to Rawtenstall on November 9th *Michael Lynam*



East Lancs Railway

Despite the dire weather the East Lancs Railway DMU gala was a well supported event with the DMU drags being very popular. On November 10th, Class 40 012 approaches Burrs Country Park hauling the lines Class 104 unit simulating a DMU failure. *Lee Stanford*



Midland Mainline liveried power car No. 43159 calls at Ramsbottom whilst working the 1J83 14:40 Heywood - Rawtenstall service on November 9th. *Phil Martin*



Cravens Class 105 DMU Nos. E56121 and SC51485 and Gloucester unit No. W55001 depart Burrs Country Park en route to Rawtenstall. *Michael Lynam*



East Lancs Railway

Class 105 Cravens unit Nos. E56121 and SC51485 approaches Summerseat en route to Rawtenstall on November 9th. *Michael Lynam*



Class 40 012 approaches Summersest dragging Class 104 DMU Nos. M50455 and M50517. *Michael Lynam*



Class 50 015 with two coaches departs Sumerseat heading for Bury on November 9th. *Michael Lynam*



East Lancs Railway

On November 9th, Class 50 015 stands at Ramsbottom with the 2J84 16:54 Rawtenstall - Heywood service. *Phil Martin*



The lines Class 105 DMU stands at Ramsbottom working the 2J89 Heywood - Rawtenstall service. *Phil Martin*



Class 144 009 is seen at Ramsbottom on November 9th working the 2J54 09:00 Rawtenstall - Heywood service. *Phil Martin*



East Lancs Railway

Cravens Class 105 DMU Nos. E56121 and SC51485 stands at Ramsbottom on November 9th with a Heywood - Rawtenstall service. *Phil Martin*

Battlefield Line

Class 37 906 is seen part way through bodyside restoration in the yard at Battlefield on November 27th. *John Alsop*



Battlefield Line

Great Western new build No. 6880 'Betton Grange' is seen arriving at the Battlefield Line on November 27th. The loco had arrived for use on Santa specials. *John Alsop*

Swindon and Cricklade Railway

Polish built 0-6-0 Tank engine No. 3135 'Spartan' owned by S&CR, is currently undergoing a 10 yearly overhaul. *Ken Mumford*

Plasser TASC (Track and Service Car) No. 98504, a useful vehicle with side tipping bed and HiAb hoist. *Ken Mumford*

The Vintage train Project, continues to restore and old Cambrian Railway carriage - 1st/3rd semi corridor No. 110. *Ken Mumford*







Swindon and Cricklade Railway

Gloucester RC&W Class 119 DMU Nos. W51104 and W51074 are seen in store. *Ken Mumford*

A new shop, constructed by the building and works team will soon be finished and will replace the current shop seen to the left, a life-expired portakabin. *Ken Mumford*

In preparation for the Christmas season, the Norwegian coaches at Blunsdon, Café and refreshment room gain some decorations. *Ken Mumford*







Severn Valley Railway

Great Western power cars Nos. 43094 and 43122 had a running day at the line on November 16th, seen here awaiting departure from to Bridgnorth heading to Kidderminster. *Richard Hargreaves*

Severn Valley Railway

Great Western power cars Nos. 43094 and 43122 had a running day at the line on November 16th, seen here awaiting departure from to Bridgnorth heading to Kidderminster. *Richard Hargreaves*

Keighley & Worth Valley Railway

On the first day of the Keighley and Worth Valley Railway's 'Elf Explorer' seasonal timetable, and with Class 37 075 and visiting Black 5 No. 44932 on the main seasonal trains, the lines Class 101 DMU was on the public timetable. On November 23rd, the unit is seen on the first Keighley-bound service of the day, waiting for the crossing at Damems. *Ben Bucki*

Keighley & Worth Valley Railway

On November 23rd, Class 37 075 heads a Keighley-bound service (with visiting Black 5 No. 44932 bringing up the rear of the train) at Damems. *Ben Bucki*

On November 23rd, the lines Class 101 DMU was operating the public timetable. The unit is seen on a Keighley-bound ECS service as it pulls away from Damems. *Ben Bucki*

Visiting Black 5 No. 44932 heads an Oxenhope bound service (with 37 075 bringing up the rear) at Damems on November 23rd. *Ben Bucki*







Keighley & Worth Valley Railway

On November 16th, during the last regular week of the year, before the Christmas season trains start running, W&M Railbus No. M79964 heads away from Damems with a service to Keighley. *Ben Bucki*

On November 23rd, the Class 101 DMU was on the public timetable and the unit is seen on an Oxenhope-bound service between Ingrow and Damems. *Ben Bucki*

During the last regular week of the year for the line, before the Christmas season trains start running, visiting Black 5 No. 44932 steams towards Damems with a morning train from Keighley. The loco is substituting for No. 45212, which is due to haul excursions this winter in London. *Ben Bucki*







Gloucestershire and Warwickshire

Class 20 137 working the 15:08 Broadway - Cheltenham service is seen departing Toddington. *Phil Martin*



On October 26th, SR No. 35006 stands at Toddington working the 09:11 Toddington - Cheltenham service. *Phil Martin*



GWR No. 3850 departs Toddington on October 26th with the 16:02 Toddington - Cheltenham service. *Phil Martin*



Gloucestershire and Warwickshire

GWR No. 2807 is seen at Toddington on October 26th with the 16:10 freight from Broadway.
Phil Martin



GWR Manor Class No. 7820 ‘Dinmore Manor’ hauling the 14:00 Broadway - Cheltenham, works one of its last trains before overhaul.
Phil Martin



The lines Class 117 DMU departs Toddington on October 26th working the 13:58 Toddington - Winchcombe. The unit was having a last run out before its move to Scotland.
Phil Martin



From the Archives

Class 60 002 passes Micklewood Crossing with 6V61 Irvine - ECC Burngullow china clay on November 2nd 1999. *Keith Davies*



From the Archives

A mixed variety of locos lined up at Guide Bridge on January 1981. *Brian Hewertson*

Class 45s, 20s and 47s are seen under repair at Tinsley on May 1981. *Brian Hewertson*

The scene inside Longsight depot in December 1981 with plenty of Class 08s being serviced. *Brian Hewertson*







From the Archives

Class 31 146 and 31 166 pass Sutton Bridge with 2J23 09:25 SO Birmingham New St. - Pwllheli service on June 10th 1992. *Keith Davies*



Class 31 405 is seen on Crewe Bank with a diverted Manchester Piccadilly - Poole service in February 1989. *Keith Davies*



Class 86 039, 86 221, 86 222 and 81 014 are seen lined up at Longsight on December 25th 1979. *Brian Hewertson*



From the Archives

Class 56 057 passes Kempseye with 6V78 15:10 Dee Marsh Yard - Margam on July 16th 1998. *Keith Davies*



On September 25th 1993, Class 60 093 crosses Sutton Bridge Jct. with 6V75 09:30 Dee Marsh Reception Sidings - Margam. *Keith Davies*



Class 58 011 passes Denchworth with 6V10 12:20 Furzebrook - Hallen Marsh on October 27th 1995. *Keith Davies*



From the Archives

Class 31 439 passes Kempseye with 5V69 12:17 FO Edge Hill - Cardiff Canton on November 6th 1992. *Keith Davies*



From the Archives

On a misty autumn day and in a scene reminiscent of the Somerset and Dorset line in the 1960s, BR Class 9F No. 92214 departs Irwell Vale for Rawtenstall on November 29th 2005. *Jeff Nicholls*



From the Archives

Class 56 115 passes Sutton Park with 6V75 09:25 Dee Marsh - Llanwern on November 5th 1997. *Keith Davies*



On May 19th 1989, Class 56 053 passes Haston with 6M69 14:18 Cardiff Tidal - Arpley.
Keith Davies



Class 89 001 prepares to depart Crewe on a test train to Carlisle on August 4th 1987.
Jeff Nicholls

