



Railtalk Magazine

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Submissions & Contributions

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

Photographic Contributions

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

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

Welcome to Issue 208

A Happy New Year to all our readers and contributors, we begin this month with the news that the ORR has warned ticket sellers over concealed 'drip pricing'

Third-party ticket retailers who quietly add fees to the fares they display to passengers are being warned by the Office of Rail and Road that they must be transparent when quoting prices, and not leave out a booking fee or other charges which will be added to the final fare payable.

The practice of hiding fees is known as 'drip pricing', and some airlines have also been accused of staying silent about charging for such things as allowing passengers to book seats next to each other or taking baggage on board, only revealing the charge when the transaction is almost complete.

The rail regulator has examined the trading practices of 19 third-party retailers who are licensed to sell rail tickets. They are entitled to keep 5 per cent, which is the industry's standard commission rate. But 12 of the retailers examined also charge a fee to passengers in addition to the fare, which ranges from 45p for each ticket to £6.45 for each transaction.

Some also offer to calculate split ticket reductions, but charge a 'finder's fee' for this service, which is typically between 10 and 15 per cent.

The ORR noted that 'consumers are shown an initial price while additional fees are revealed later in the sales process. Consumers are often disproportionately influenced by the first headline price they see', and that 'UK consumer protection law requires retailers to provide people with the information they need to make informed purchase decisions.'

Train operators also sell tickets via the National Rail website, but although they do not charge fees or commission on top of the official fare they can charge for such things as posting paper tickets.

The ORR is calling on all retailers to make sure that any booking or finder's fee is included in the headline price, that there is a clear breakdown at every stage, with appropriate prominence given to any additional charge, and that any additional fees are stated plainly before the booking process begins.

The ORR has written to seven third-party retailers, highlighting its concerns and asking for details on how the company will address the findings. The regulator said it plans to publish its letters and the retailers' responses on the ORR website and will consider any next steps accordingly.

The regulator's report comes at a time when the Department for Business and Trade is expected to publish its

findings of a wider consultation into price transparency that highlights the risks of drip pricing.

The ORR's director of strategy, policy and reform Stephanie Tobyn said: 'Consumers can now purchase rail tickets from a wide variety of websites and apps. This report highlights that some online retailers are not as transparent as they need to be when it comes to how they display or provide information on additional fees.'

'We want to ensure consumers are provided with timely and relevant information when making purchase decisions and that drip pricing does not undermine consumer confidence when purchasing rail tickets online.'

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

Andy



This Page

Class 802 105 operating the 1C75 10:03 London Paddington - Penzance service is seen passing through Hayle on December 23rd. [Barry Beeston](#)

Front Cover

LMS 4-6-0 No. 45690 'Leander' is seen at Buckley Wells loco shed, East Lancs Railway, on November 5th. Photo taken with permission. [Brian Dobbs](#)



GWR Class 802 114 passes over a wet and windy Malvern common with a London Paddington to Hereford service on December 21st. *Neil Pugh*

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With Thanks

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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,

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Charter Scene UK Railtours

Manchester Christmas Markets

Class 50 007 and 50 049 were used by UK Railtours on December 9th, to work 1Z50 07:48 London Euston to Preston charter and are seen passing Cheadle Hulme in rather overcast conditions. *Barry Longson*



Class 50 007 and 50 049 working 1Z50 07:48 London Euston to Preston charter are seen passing through Stockport on December 9th.
Russell Clarke



Charter Scene Saphos Trains

The Christmas White Rose

No. 46100 'Royal Scot' is seen shortly after passing Romiley on a miserable December 12th with 'The Christmas White Rose' which was steam hauled from Crewe to York. *Lee Stanford*



UK Raitours

Another Awkward Week

On December 30th UK Raitours operated 'Another Awkward Week' raitour from Peterborough to Southampton Eastern Docks. It was to have been topped and tailed by Class 66 185 'DB World London Gateway' and 66 028 but 66 185 failed on the empty stock move to Peterborough. The train therefore ran with 66 028 and 66 185 dead in train to Southampton Eastern Docks where 66 158 was sent as a light engine from Eastleigh to Southampton Eastern Docks as a replacement for 66 185.

The ensemble is seen here at Canute Road passing some of the assembled crowd as the special enters and departs Southampton Eastern Docks. *John Goodrich*



Charter Scene Belmond British Pullman

British Pullman

Class 67 021 powers through a murky Grateley with the British Pullman working to Bath on December 6th. *David Lindsell*



Charter Scene Statesman Rail

Settle & Carlisle Circular

Class 47 No. D1924 'Crewe Diesel Depot' tops and tails 47 593 on a Hereford - Appleby special through Winwick on a sunny January 6th.
Jeff Nicholls



Charter Scene UK Raitours

Carols at Sherborne Abbey

Class 67 006 'Royal Sovereign' worked the 9 coach UK Raitours 'Carols at Sherborne Abbey' on December 23rd from Peterborough to Yeovil Junction, seen here passing Andover. *David Lindsell*



Class 67 006 working the 1Z15 Peterborough to Yeovil Christmas carol special passes Grateley on December 23rd. *Michael Bennett*



Charter Scene Pathfinder Railtours

The Chester Christmas Cromptons

West Coast Cromptons Class 33 207 'Jim Martin' and 33 029 are seen at Chester East Junction with the empty stock of Pathfinders 07:00 Eastleigh - Chester tour on December 9th. *Chris Morrison*



Charter Scene Pathfinder Railtours

The Chester Christmas Cromptons

West Coast Railways 'Cromptons' Class 33 207 and 33 029 approach Shrewsbury working 1Z33 Eastleigh to Chester on December 9th.
Richard Hargreaves



Charter Scene Pathfinder Railtours

The Chester Christmas Cromptons

Class 33 207 and 33 029 pass Stapleton with 1Z33 07:00 Eastleigh - Chester charter on December 9th. *Keith Davies*



Charter Scene

Vintage Trains

Blackpool Illuminations Explorer

Loram operated Class 37 418 crosses the River Penk at Penkridge with Vintage Trains' 11:04 Birmingham New Street - Blackpool North illuminations tour on November 11th.
Chris Morrison



Charter Scene

Vintage Trains

The Merchant Venturer

On December 5th, GWR 4073 Class No. 5043 'Earl of Mount Edgcumbe' waits time in the centre road at Swindon station whilst working 1Z43 Solihull to Bristol Temple Meads.

Ken Mumford



Charter Scene

Vintage Trains

The Merchant Venturer

Old and new at Swindon on December 5th as GWR No. 5043 'Earl of Mount Edgcumbe' heading from Bristol back to Solihull passes a modern day Class 800. *Ken Mumford*



Charter Scene ECS and Light Engine Moves

No. 46115 'Scots Guardsman' passes at speed under the wires through Colton Junction, York, with an empty stock working from York Holgate Sidings to Carnforth Steamtown on December 17th. *Neil Scarlett*



Charter Scene ECS and Light Engine Moves

Class 40 No. D345 passes Kempseye with 5Z93
14:07 East Usk Jct. North Yard - Crewe H.S. on
December 17th. *Keith Davies*



LSL chose to pilot Black 5 No. 45231 with Class 47 No. D1924 on its ECS move from Southall to Crewe on December 22nd. The ensemble were captured at Stafford during a pathing stop.
Lee Stanford



There can't be many times that a pair of Class 50s have visited Bolton, but on December 9th, Class 50 007 and 50 049 are seen having worked the 1Z50 London-Manchester Victoria/Preston. The stock being sent here for servicing before returning to Manchester Victoria via Preston.
Michael Lynam



Charter Scene ECS and Light Engine Moves

Class 50 049 'Defiance' and 50 007 masquerading as classmate 50 034 'Furious' pass Northampton with 5Z61 09:25 Wembley Receptions 1-7 to Burton Wetmore Sidings ECS move on December 10th. *Derek Elston*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 805 'Roger Hoskins MA 1925 - 2013' passes through Northampton working 5Z46 12:01 Crewe H.S. to London Paddington on December 20th. *Derek Elston*

▶ Black 5 No. 45231 'The Sherwood Forester' is seen tucked inside Class 47 No. D1924 'Crewe Diesel Depot' at Stafford working 5Z31 08:49 Southall Loco Services Ltd to Crewe H.S. ECS working on December 22nd. *Derek Elston*

▶ On December 6th, Class 37 409 and 37 521 working 3Z42 Crewe LSL to Eastleigh Arlington pause at Stafford. *Richard Hargreaves*



Charter Scene

ECS and Light Engine Moves

▶ Class 47 712 passes Worting Junction with a Crewe to Eastleigh ECS on December 8th.
Michael Bennett

▼ On December 17th, West Coast's Class 47 804 sits in York Holgate Sidings awaiting a return to Carnforth with its stock following a charter working the previous day. *Class47*





Avanti West Coast extends its partnership with Railway Benefit Fund

Avanti West Coast has announced it is extending its partnership with Railway Benefit Fund until the end of September 2024.

The aim of the partnership is to support as well as improve the general and financial wellbeing of current, former, or retired Avanti West Coast employees.

The Crewe based charity, who were founded in 1858, offer bespoke care and advice to railway families. In the past twelve months have helped over 1,000 individuals struggling with hardship.

Working closely with Avanti West Coast's Human Resources team, they will deliver training sessions to colleagues to increase the awareness of grants available to those who find themselves struggling financially.

They will also support Avanti West Coast's Health and Wellbeing activity throughout the year, with attendance at events, and work together to increase the number of volunteer time to support the charity.

The West Coast operator will also support Railway Benefit Fund's Christmas Vouchers for Rail Children appeal, providing 100 youngsters from families supported by charity throughout the year with some extra festive cheer.

Kelly Burton, Health and Wellbeing Partner at Avanti West Coast, said: "The Railway Benefit Fund are the unsung heroes of the industry. They've been supporting our people and the wider railway family for over 160 years. Their work is invaluable, even more so in recent times, and we're proud to continue our partnership with them."

In the previous years, the charity has supported the 'railway family' in many ways, with help ranging from financial assistance to funding of home schooling equipment for children during lockdown.

One of Avanti West Coast's flagship Pendolino trains was also named 'Railway Benefit Fund' in April 2021 to celebrate the partnership.

Jo Kaye, Chief Executive Officer at the Railway Benefit Fund said: "We are delighted to have renewed our partnership with Avanti West Coast for the fourth consecutive year. By working together, we continue to improve the financial wellbeing of current, former and retired railway employees."





DB
Cargo

Class 66 047 'Maritime Intermodal Two' approaches Rainford with 6E26 Knowsley to Wilton EfW on January 4th. *Brian Dobbs*



Class 60074 is seen at Swindon on January 4th during shunting of the 6V15 Boston Docks to Swindon Stores.
Colin Pidgeon



DB Cargo

Class 66 032 powers hard up grade towards Pemberton station, with 6M16 05:40 Wilton EfW, to Knowsley Freight Terminal Domestic and Industrial Waste empties on a damp and gloomy January 3rd.
Paul Senior



DB Cargo

▶ Looking very smart after a repaint at Toton, Class 66 032 coasts past Alder Lane, Winwick, with 6E26 11:51 Knowsley to Wilton Tees, Domestic and Industrial Waste train on December 16th.
Paul Senior

▶ Class 66 175 is seen at Kempsey with 6Z73 07:14 Margam TC - Liverpool Euro Metals (MDHC) on December 26th. *Keith Davies*

▶ Class 60 062 working the 6H02 Arpley - Tunstead heads through Northwich on December 18th.
Mark Enderby



The last rays of sunshine of December 13th catch the very welcome sight of Class 56 301 on a Ravenhead - Chaddesden rescue mission, seen heading south at Winwick. *Jeff Nicholls*



On December 6th, the previously preserved Class 56 301 has been taken on by DCR and was used on a training run from Chaddesden to Barnetby via Lincoln and return via Scunthorpe. With 18 JNAs in tow, 4Z57 approaches Scunthorpe station on the return leg. In the background is Network Rail's Class 153 376 'VIU 2', which followed, returning as 2Q21 from Immingham to Doncaster CHS. *Steve Thompson*



DC Rail Freight

▶ Class 60 029 passes Kirby Bellars with 6M89
09:01 Middleton Towers to Ravenhead Sidings
sand train on December 16th. *Mark Pichowicz*

▼ Former Fastline Class 56 301 working 4Z43
07:44 Chaddesden Sidings to Wembley
Receptions 1-7 heads through Northampton
on December 14th. *Derek Elston*



Direct Rail Services

▶ Trans Pennine liveried Class 68 019 passes Stafford on December 22nd with the 12:22 Crewe Basford Hall to Bescot engineers working. *Lee Stanford*

▶ Class 88 006 'Juno' leads the 4M27 05:32 Coatbridge (DRS) to Daventry International Railfreight Reception Fl through Stafford on December 22nd. *Derek Elston*

▶ DRS long term hire in Class 66 108 is seen working through Northampton with 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl on December 20th. *Derek Elston*



Direct Rail Services

On December 7th, Class 66 031 working the 4L48 13:37 Daventry DRS (Tesco) to Tilbury2 Container Terminal Fl heads through a dull and damp Northampton. *Derek Elston*



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Direct Rail Services

▶ Class 88 006 'JUNO' passes through Wigan North Western on January 4th with 4S44 12:16 Daventry to Coatbridge intermodal.

Paul Senior

▶ Class 88 002 'Prometheus' leads 4S44 12:16 Daventry Int Rft Recep Fl to Coatbridge (DRS) through a grey Stafford on December 22nd.

Derek Elston

▶ On December 21st, Class 37 425 powers past Diggle working 0Z05 returning Class 37 422, 37 716, 37 419 and 66 425 back to Crewe from York after RHTT use. *Russell Clarke*



Following the cessation of the RHTT operations at York, four of the DRS Class 37 locos involved returned to Crewe Gresty Bridge on a dull December 21st and are seen passing Reddish South with Class 37 425 leading classmates 37 422, 37 716, 37 419 and 66 425 hitching a ride at the rear. *Lee Stanford*



Freightliner

On December 4th, Class 66 711, 70 803 and 66 738 pass through Dean working the 6X01 Westbury to Eastleigh engineers.

Dennis Rowland

Class 90 013 and 90 016 double head the 4L97 the 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. through Northampton on December 12th.

Derek Elston

Class 90 003 and 90 047 head south through Stafford on December 6th with a Felixstowe bound liner. *Richard Hargreaves*



Freightliner

▶ Newly liveried Class 59 101 working the 6C48 Appleford to Whatley passes through Swindon on December 11th. *Colin Pidgeon*

▶ Class 66 613 is held at Wellingborough on December 8th working 6V54 12:54 Radlett Redland Roadstone to East Usk Yard (Fhh). *Derek Elston*

▶ Class 90 011 and 90 042 glide through Northampton working 4L97 06:15 Trafford Park F.L.T. to Felixstowe North F.L.T. on December 15th. *Derek Elston*





Freightliner

Class 70 016 passes Worting with the 4049 Basford Hall to Southampton liner on December 8th. *Michael Bennett*

Class 70 017 passes through Northampton working 4035 10:00 Crewe Basford Hall S.S.M. to Southampton M.C.T. on December 12th. *Derek Elston*

Class 66 557 working the 4L36 Wentloog to Felixstowe heads through Swindon on January 4th. *Colin Pidgeon*



Freightliner

Class 66 546 approaches Swindon on December 5th working the 6C58 Oxford (Banbury Road) to East Usk. *Ken Mumford*



Freightliner

On December 4th, Class 59 101 passes Dean in its brand new livery green 'Heidelberg Materials' livery running as 0Z60 Eastleigh Works to Whatley. *Dennis Rowland*

Class 47 830 'Beechings Legacy' is seen returning the Class 197 barrier vehicles as 4G97 11:01 Wolverton Centre Sidings to Crewe Basford Hall S.S.M. through Northampton on December 14th. *Derek Elston*

Class 66 588 emerges from the morning mist at Stafford on December 6th with a southbound liner. *Richard Hargreave*





The heavy Liverpool to Drax Biomass trains were diverted via the Hope Valley line over the New Year weekend owing to engineering work on their normal route. On December 30th, Class 66 725 needed all its power to move its heavy train over the steeply graded line and is seen passing New Mills South Jct. signal box. *Lee Stanford*



Class 66 747 is seen in the Small Heath LaFarge Yard, Birmingham on December 16th.

John Alsop

On December 6th, Class 66 751 heads through Stafford working a Clitheroe to Avonmouth cement train. *Richard Hargreaves*

Class 66 714 working the 6E09 Liverpool - Drax heads through Northwich on December 18th.

Mark Enderby





Class 66 714 approaches New Mills South Junction on December 30th with the diverted 10:55 Drax to Liverpool empty Biomass hoppers. *Lee Stanford*

Class 66 734 'Platinum Jubilee' runs through Staffordlightengineas0T7008:49Peterborough Maintenance Shed GBRf to Stoke Marcroft Engineering on December 22nd. *Derek Elston*

Class 66 727 'Maritime One' and 66 797 stand at Stafford running as 0M70 07:41 Doncaster Down Decoy GBRf to Longport F.D on December 22nd. *Derek Elston*





▶ Class 47 749 working the 5Q86 Eastleigh TRSMD to Long Marston with Class 701 524 and 701 518 for storage heads through Swindon on January 4th. *Colin Pidgeon*

▶ Class 66 790 passes Kempseye on December 16th with 6V75 09:31 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*

▶ Class 66 749 'Christopher Hopcroft 60 Years Railway Service' eases through Northampton working 4M22 10:36 Felixstowe North GBRf to Trafford Park Euro Terminal GBRf on December 20th. *Derek Elston*



Class 66 717 is seen at Woolascott on December 10th with 6Z40 11:14 Penyffordd Cement - Avonmouth Hanson Sidings. *Keith Davies*

A filthy Class 66 710 'Phil Packer BRIT' hammers through Stafford working 4S57 10:58 Hams Hall GBRf to Mossend Euroterminal GBRf on December 22nd. *Derek Elston*

Class 66 796 'The Green Progressor' leads 6M45 06:53 Dollands Moor (GBRf) to Daventry International Railfreight Reception Rfd through Northampton on December 14th. *Derek Elston*



On November 29th, a change of loco on 6D75, as a scruffy Class 69 007 approaches Scunthorpe Station with a loaded RDT from Entrance C to Doncaster Up Decoy. *Steve Thompson*

Class 66 790 working the 6V75 Dee Marsh to Margam Steel passes through Shrewsbury on December 9th. *Richard Hargreaves*

Class 66 731 passes Meole Brace with 6V75 09:30 Dee Marsh Reception Sidings - Margam TC on December 2nd. *Keith Davies*



Greater Anglia

Class 720 509 is seen out on test at Northampton on December 15th running as 5Q27 08:53 Willesden T.M.D to Rugby Udt Signal Rn4184 via Stafford. *Derek Elston*



Great Western Railway

▶ Class 150 266 operating 2N09 15:10 Newquay - Par passes through Gross Moor Nature Reserve on December 21st. *Barry Beeston*

▶ On December 22nd, power car No, 43156 awaiting to work 2P15 12:50 Penzance - Plymouth with 43004 on the rear is seen alongside No. 43097 which sits on the rear of 2C65 10:42 Plymouth - Penzance with 43186 on the front. *Barry Beeston*

▶ Power car No. 43186 stands waiting time in Bodmin Parkway with 2E27 18:15 Penzance - Exeter St. Davids on December 12th with No. 43029 on the rear. *Barry Beeston*



Great Western Railway

▶ No. 43153 operating 2C68 11:42 Plymouth - Penzance with 43189 on the rear is seen departing Hayle on December 22nd whilst 43097 and 43186 sit in Hayle Station with 2P16 13:15 Penzance - Plymouth. *Barry Beeston*

▶ Power car No. 43156 stands waiting time in Bodmin Parkway with 2P27 18:50 Penzance - Plymouth with 43004 on the rear on December 12th. *Barry Beeston*

▶ Power car No. 43188 operating 2P24 15:15 Penzance - Plymouth arrives into Hayle with 43153 on the rear on December 23rd. *Barry Beeston*



Great Western Railway

▶ Another addition to named ranks of named GWR IETs, Class 800 028 on 1G15 London Paddington to Cheltenham is seen at Swindon on December 19th. *Colin Pidgeon*

▶ On January 1st, Class 387 167 and 387 145 arrive at Swindon working 5L13 Cocklebury Sidings to Swindon station. *Ken Mumford*



Oliver Lovell
Founder Chairman of Cotswold Line Promotion Group





UK FIRST AS LNER INCLUDES BRITISH SIGN LANGUAGE ON DEPARTURE SCREENS

London North Eastern Railway (LNER) is trialling the full integration of British Sign Language (BSL) across its Customer Information Screens (CIS) at Doncaster Railway Station.

In a UK rail industry first, the screens display videos alongside the latest customer information, translating updates into sign language, with the integrated messaging providing true parity of information.

Teams from across LNER are working with Doncaster Deaf Trust and Communication Specialist College Doncaster on the project, which will see the messaging trialled throughout December 2023 with a view to

expanding the initiative across the network should the pilot prove a success.

The videos will be displayed across several information screens found at Doncaster, communicating the departure time of services, the train operator, destination, calling points and platform number. Any changes to departure times or platforms will also be signed, along with updates in the event of delays or cancellations.

Mark Moaby, Acting Chief Digital and Innovation Officer at LNER, said: "Our customers are at the heart of everything we do here at LNER. We are committed to making travel more accessible so everyone can enjoy

the best possible experience when travelling with us. We're delighted to be trialling this innovative technology. The live test at Doncaster is the culmination of the drive and combined vision that D/deaf customers should be able to access information about train services in the same place as hearing customers."

Natalie Pollard, BSL Manager at Doncaster Deaf Trust, said; "We were really pleased to be invited by LNER to work with them on the new screens. It is so important for our D/deaf community to be kept up to date with the latest travel information as people make their journeys and the new displays will make a difference."

If the trial proves successful LNER is looking to introduce the full integration of BSL into further screens across its network.

FARE'S FAIR - LNER'S USE OF INDUSTRY LEADING TECH BENEFITS NATIONAL CHILDREN'S CHARITY

The honed investigation skills and industry leading tech expertise of LNER colleagues have led to a children's charity receiving a generous donation.

Ambitious about Autism, a national charity for autistic children and young people, has received a £10,000 donation thanks to LNER's use of cutting-edge technology which uncovers unusual ticket purchase patterns and spots potential fraudsters.

The Rail Delivery Group, which represents train companies, estimates that around £240 million a year is lost through fare evasion. With train operators, rail passengers and taxpayers ultimately subsidising the journeys of those who deliberately dodge fares, it makes financial sense to detect and deter those who try and cheat the system.

The LNER Risk and Assurance team was already successful at identifying fraudulent tickets, but by working together with LNER's first ever Machine Learning team

and harnessing the power of Artificial Intelligence (AI), they found they could find the fraudsters even quicker.

A pilot project began in early 2023 and the system immediately identified a previously compliant customer, who through the systematic abuse of the ticketing system had failed to pay for £10,000 worth of travel. Using information uncovered by the new technology, the team built a case which resulted in the customer repaying the full loss to LNER.

Paul Larder, Head of Risk and Assurance at LNER, said: "Applying machine learning has been a real game changer for us. Previously, we've relied on the talent of our Revenue Protection Team to identify customers who deliberately purchase incorrect tickets for travelling on our services. By using AI, we can accurately analyse large amounts of information quickly and identify patterns that our skilled team can investigate further. In essence, it's helped us make even more of our own luck!"

Following the recovery of the fares, the decision was made to donate the sum to Ambitious about Autism, an organisation which champions the rights of autistic young people and children. The charity, which offers specialist education services and an award-winning employment programme, had previously received funding through LNER's Customer and Community Investment Fund, so seemed the perfect fit.

LNER's donation will benefit the charity's learner and family services team which delivers vital support to the families of hundreds of autistic children and young people.

Danae Leaman-Hill, Director of External Affairs and Development at Ambitious about Autism, said: "We are hugely grateful to LNER for this generous donation which will help us support vulnerable families of autistic children and young people before they reach crisis point. Our dedicated team supports those families, often from low-income households, who are particularly impacted

by the cost-of-living crisis. From housing to transport issues, our team helps them overcome challenges so that their children can feel secure, go to school, and reach their potential.

NOT ALL DEER CAN FLY: LNER AND NETWORK RAIL INNOVATE TO PROTECT DEER

LNER and Network Rail are proud to announce the expansion of an innovative project that steers deer away from the East Coast Main Line, protecting the animals and rail services.

Teams are working hard to make sure customer journeys run smoothly, with more than 400,000 bookings made with LNER so far over the Christmas and New Year period. Unlike Santa's reindeer, not all deer can fly so LNER and Network Rail have made it their mission to protect the animals in their natural habitat, while reducing the effects of deer strikes on the railway this festive season and beyond.

The number of deer has increased significantly across the UK; doubling in some regions over the last 20 years, particularly during COVID lockdowns when many people stayed at home. As the population continues to thrive, LNER's Innovation Team partnered with Network Rail to develop an AI-powered Automated Deer Deterrent System (ADDS) – a first for the rail industry.

Following a successful trial, the system is being introduced into new areas along the route. The ADDS rivals existing methods of deterring deer from railway tracks, which have previously relied on solutions such as deer whistles on top of trains, which have proven to be unreliable, and high fencing, which takes much longer to install than the ADDS and has proven costly. LNER's automated system boasts cutting-edge technology with intelligent sound and vision sensors that can not only detect deer movements, but also classify them when attempting to cross tracks. When a deer is detected, a variety of audible and visual alarms are activated, deterring the animal with an AI camera monitoring its movement until it has been diverted to safety. Since testing began in May, data from Network Rail has showed an average of 50 deer a week moving on, and only one deer collision has been recorded. This is a significant reduction on the average of eight collisions across a comparable time period before the implementation of ADDS.

Given the strong results of the first phase of testing, LNER and Network Rail have identified further hotspots to deploy the system. Future activities will also look at ways of attracting deer to less risky locations, such as bridges or feeding stations, encouraging deer to roam protected in their natural habitat.

Danny Gonzalez, Chief Digital and Innovation Officer at LNER, said: "Whether our customers are heading home to see loved ones, visiting a Christmas market, or going to a festive catch-up with friends, travelling this Christmas should be stress free and safe for all – including deer. This new technology brings a novel approach to deterring deer away from train tracks, helping not only LNER, but also the many other train operators that travel along the same route."

Jo Priestly, Route Engineer for Network Rail, said: "We're really happy to have partnered with LNER on this trial, which will help to better protect deer from coming to harm on the railway, as well as reducing disruption and delays for passengers.

"The results from this trial have been very positive, and we look forward to rolling out this technology at further locations on the East Coast route."

Charles Smith-Jones, Technical Advisor to the UK's leading deer charity The British Deer Society, said: "There is little doubt that deer numbers have increased in many parts of the UK over recent years. As a result, deer and humans are crossing paths even more frequently and, more than ever, it is crucial that we work to co-exist harmoniously. Any project that takes us closer to this goal can only be applauded. The early results of this new technology are highly encouraging, and we look forward to seeing it brought to yet more locations along train tracks."

Network Rail

December 8th was the final RHTT day of the season in the area with grime-encrusted, ever-present Class 66 847 and 66 849 top and tailing the 3S14 Grimsby Town - York Works through Scunthorpe. *Steve Thompson*



Network Rail

Class 67 023 and 67 027 are seen with one of the final RHTT working of the 2023 season at Swindon on December 5th.
Ken Mumford



Network Rail

▶ Class 66 305 and 66 304 working the 3J01 London Euston to Kings Norton RHTT pass Aston on December 14th. *Richard Hargreaves*

▶ Power car No. 43277 is seen on the rear of the departing 1Q25 13:33 to Stoke on Trent worked by 43013 'Mark Carne CBE' as it departs a gloomy Northampton on December 7th. *Derek Elston*

▶ Power cars Nos. 43013 and 43277 pass All Stretton with 1Q20 05:22 Derby RTC - Derby RTC on December 1st. *Keith Davies*



Network Rail

Power cars Nos. 43277 and 43013 working the 1Q27 Crewe to Derby pass through Stafford on December 6th. *Richard Hargreaves*

Class 66 850 and 66 848 on 3S59 Hereford to Swindon Transfer head through Swindon on December 11th. *Colin Pidgeon*

On December 6th, Network Rail's Class 153 376 'VIU 2', passes Scunthorpe working 2Q21 from Immingham to Doncaster CHS. *Steve Thompson*



Rail Adventure

▶ Power cars Nos. 43465 and 43484 lead 6Q79 13:31 DB Cargo Fan A and B Sidings to Walton Old Junction M.S.C. Sidings conveying new Merseyrail unit No. 777 022 through Northampton on December 7th.
Derek Elston

▼ Rail Adventure HST power cars Nos. 43468 and 43480 work a York Holgate Sidings to Wembley Yard barrier wagon movement through Colton Junction, York, on December 17th.
Neil Scarlett



Rail Operations Group

▶ Class 37 601 hauling a Northern Class 331 EMU from Allerton to Neville Hill is seen on December 8th. *Russell Clarke*

▼ Class 37 901 'Mirlees Pioneer' drags stone blowers Nos. DR80301 and DR80303 across the Marston Vale line as 6E15 08:32 Woking Up Yard Recp. to Darlington Down Sidings on December 8th. *Derek Elston*



Class 37 800 approaches Heyrod on a dismal December 28th with Northern's CAF unit Class 331 101 in tow, this move completed the transfer of the 4 car Class 331 units from Neville Hill to Allerton. *Lee Stanford*



TransPennine Express

The 11:35 TransPennine Express service from Manchester Piccadilly to Scarborough on December 9th was the last one to use Mk5 stock out of Manchester and is seen at a damp Guide Bridge being propelled by Class 68 030 'Black Douglas'. *Lee Stanford*



Transport for Wales

▶ Class 197002 and 192016 are seen at All Stretton with 1W92 09:22 Cardiff Central - Holyhead on December 1st. *Keith Davies*

▶ On December 23rd, Class 196 105 waits at Crewe working the 1D54 10:21 to Chester. *Richard Hargreaves*

▶ Class 150230 stands at Shrewsbury on December 23rd working the 2K47 08:19 Shrewsbury to Crewe local service. *Richard Hargreaves*



Transport for Wales

▶ Class 67 022 working the 1W55 Cardiff to Manchester Piccadilly service calls at Shrewsbury on December 9th.

Richard Hargreaves

▶ DVT No. 82201 leads a cancelled short 1V46 14:30 from Manchester Piccadilly away from Crewe propelled by Class 67 015 on December 22nd. *Derek Elston*

▶ Class 67 014 passes Kempseye with 1W57 10:52 Cardiff Central - Manchester Piccadilly service on December 14th. *Keith Davies*



Transport for Wales

▶ Class 197 015 reflects in one of the many 'ponds' at Winwick with the 14:25 Manchester Airport - Llandudno service on December 13th. *Jeff Nicholls*

▶ Class 67 014 passes Upper Battlefield with 1V42 12:30 Manchester Piccadilly - Cardiff Central service on December 15th. *Keith Davies*

▶ Class 197 106 passes Winwick Quay with 1H87 11:43 Llandudno to Manchester Airport service on December 16th. *Paul Senior*



Transport for Wales

▶ The 1W13 05:36 Swansea to Manchester Piccadilly was entrusted to Class 67 008 on December 23rd, seen here at Shrewsbury.
Richard Hargreaves

▼ DVT No. 82227 passes All Stretton on December 1st with 1V37 08:30 Manchester Piccadilly - Cardiff Central service. *Keith Davies*



Transport for Wales

On December 1st, Class 67 015 passes All Stretton with
1W55 08:49 Cardiff Central - Manchester Piccadilly service.
Keith Davies



Units: DMUs and EMUs

▶ South Western Railway's Class 444 033 leads the 1L27 London Waterloo to Bournemouth service past Worting on December 8th. *Michael Bennett*

▶ Northern's Class 150 145 approaches Kearsley working a Rochdale - Blackburn service on December 9th. *Michael Lynam*

▶ SWR's Class 444 001 with the 1W18 Bournemouth to London Waterloo service passes Worting Junction on December 8th. *Michael Bennett*



Units: DMUs and EMUs

▶ South Western Railway's Class 450 014 leads a London Waterloo to Portsmouth service past Worting on December 8th. *Michael Bennett*

▶ Now looking work stained, battery powered Merseyrail's Class 777 148 slows for its the stop at Headbolt Lane, Kirkby, on a frosty December 6th. *Paul Senior*

▶ Royal Mail liveried Class 325 012 stands in platform 6 at Stafford on December 22nd before heading back to Crewe on a proving run. *Lee Stanford*



Units: DMUs and EMUs

▶ Northern's Class 195 106 is seen at Frodsham on December 20th with a service to Chester.
Mark Enderby

▶ South Western Railway's Class 159 105 passes Worting with the 1L44 Salisbury to Basingstoke service on December 8th.
Michael Bennett

▶ Retro liveried Merseyrail unit Class 507 001, now the oldest EMU in service, arrives at Birkenhead North with a service from New Brighton to Liverpool on December 19th.
Lee Stanford



Units: DMUs and EMUs

▶ In the build up to Christmas, Northern used two EMUs, in the form of Class 331 024 and 331 022 to work the 11:55 Stoke to Manchester Piccadilly service, seen at Cheadle Hulme on December 9th. *Barry Longson*

▶ Merseyrail's Class 507 016 is seen departing from Conway Park on December 19th with a service for West Kirby. *Lee Stanford*

▶ SWR's Class 159 105 passes through Worting with a Basingstoke to Salisbury local service on December 8th. *Michael Bennett*



Units: DMUs and EMUs

The driver of Merseyrail's Stadlerbuilt Class 777 150, waits to depart Headbolt Lane with the 17:41 service to Liverpool Central, on a cold December 6th. *Paul Senior*



Units: DMUs and EMUs

▶ Royal Mail's Class 325 008 pauses at Warrington Bank Quay on December 20th before heading northwards. *Mark Enderby*

▶ The new order of Stadler units are now a familiar sight at Chester and on a cold evening on December 19th, Class 777 007 departs Chester with a service to Liverpool Central. *Lee Stanford*

▶ LNWR's Class 350 104 leads the 1Y30 10:06 Birmingham New Street to London Euston service into Northampton on December 14th. Rear unit, Class 350 404 was detached here due to a fault. *Derek Elston*



Units: DMUs and EMUs

On December 2nd, Merseyrail's Class 507 001 approaches Bidston with a Liverpool bound service. *Richard Hargreaves*

LNWR's Class 350 123 passes through Aston on December 14th with a service to Northampton. *Richard Hargreaves*

West Midlands' Class 323 243 approaches Aston on December 14th with a Cross-City line service. *Richard Hargreaves*



Units: DMUs and EMUs

Merseyrail's Class 777 010 stands at James Street out of service on December 2nd.
Richard Hargreaves

Merseyrail's Class 507 004 stands at Hamilton Square on December 2nd working a service to Liverpool Central.
Richard Hargreaves

Merseyrail's Class 507 001 arrives at Hamilton Square on December 2nd with a service to West Kirby.
Richard Hargreaves



Units: DMUs and EMUs

On December 9th, South Western Railway's Class 450 115, 701 028, 701 512 and 701 014 are seen stabled for the weekend in the yard at Clapham Junction.
Derek Elston





Midland Metro

On December 14th, tram No. 51 passes a festive Town Hall whilst working a service to Edgbaston Village. *Richard Hargreaves*

On December 14th, tram No. 56 is seen at Five Ways whilst working a service to Edgbaston Village. *Richard Hargreaves*

Tram No. 24 is seen at Brindley Place with a service to Wolverhampton station. *Richard Hargreaves*





All-day, 15-minute frequency for Stansted Express services reintroduced

Greater Anglia (GA) has reintroduced an all day, 4 trains per hour Stansted Express service, 7 days a week. The increased frequency, which came into effect on Sunday December 10th 2023, is part of GA's ongoing actions to improve train services and timetables in line with recovering customer demand after the pandemic. After reintroducing a weekday, peak time, 4 trains per hour frequency for Stansted Express services in May this year, airport passenger numbers have continued to increase, so the "every 15 minutes" frequency has now been restored during off peak periods and at weekends.

As a result, the Stansted Express service schedule is now as follows:

Monday to Saturdays: London Liverpool Street depart: 03.40, 04.10, 04.40, 05.10, then every 15 minutes to 22.55, then 23.25

Stansted Airport depart: 05.30, 06.00, then every 15 minutes to 23.59, then 00.30

Sundays: London Liverpool Street depart: 04.10, 04.40, 05.10, 05.40, 06.10, then every 15 minutes to 22.55, then

23.25

Stansted Airport depart: 05.30, 06.00, 06.30, 07.00, then every 15 minutes to 23.59, then 00.30

Journey times are also slightly quicker, averaging 48 minutes, with most off-peak services scheduled for 47 minutes, as Greater Anglia is able to take full advantage of now operating new trains, with improved performance capabilities, on all its services.

Jamie Burles, Managing Director, Greater Anglia said:

"We are pleased to be providing 4 trains per hour to Stansted Airport all day, 7 days a week again, benefitting air travellers and commuters alike. "With new trains right across our network, we are transforming rail travel in our region, offering an excellent travel experience, more seats, and a more punctual and reliable service. We will continue to adjust our timetable in line with emerging demand and look to make further improvements where practical and appropriate."

Fares Advice with RailUK

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

Delay repay with two tickets, separate train companies

Q: I travelled from London Euston to Oxenholme lake district. Due to complications, I had to book two separate tickets. One from London Euston to Manchester Piccadilly (Avanti) and one from Manchester Piccadilly to Oxenholme (Transpenine express). I left 16 minutes to change. However, the train from Euston to Manchester was delayed by 14 minutes, meaning I only had 2 minutes to change. Although I ran through the station I missed the train! I was advised to wait for the next transpenine express train which wasn't due to arrive at Oxenholme until 2 hours 3 mins after my booked train. Am i entitled to any delay repay compensation here?

A: You are entitled to delay repay compensation for the full delay from Avanti West Coast. You should claim from them.

But expecting you to wait over two hours for the following service if a taxi or alternative route was available is (i) unacceptable from a customer service standpoint and (ii) likely unlawful. Unfortunately, it is all too common.

The legislation to back up a customer requesting a TOC to provide a taxi and does it state any particular length of time until the next service that would be deemed unreasonable for a passenger is part of the pre-Brexit EU Regulation No 1371/2007.

Where it is reasonably to be expected that the delay in the arrival at the final destination under the transport contract will be more than 60 minutes, the passenger shall immediately have the choice between:

...
(b) continuation or re-routing, under comparable transport conditions, to the final destination at the earliest opportunity

...
Whether a taxi will be "earliest opportunity" or not is down to the individual situation at the time.

I would say that it is debatable whether a taxi meets the description of "comparable transport conditions". The assertion that a taxi should be provided is based on opinion, and nothing more. As it happens, it is what train companies tend to do when they run out of other options, but the entitlement (to a taxi, specifically) is

far from clear - the obligation is to get the passenger to their destination and if they choose to do that by providing a minibus to move several people there are no clear grounds to object.

As with all EU law and judgments in force on 31 December 2020, it was automatically retained post-Brexit by virtue of the EU Exit Act. It hasn't been amended or repealed in any way since then and thus remains in place.

Customers are entitled to request re-routing - technically speaking, unlike the right to refreshments and overnight accommodation (where applicable) there is no obligation on TOCs to proactively offer it. There is no automatic compensation for breach of the right to re-routing (although of course if you accept whatever inferior option the TOC offers, that may increase their delay compensation liability). This is why the best way of handling such situations is usually to get the refusal to re-route in writing (e.g. through social media) and then keep the receipts for any reasonable costs you incur in re-routing yourself. You can then claim back those costs.

It's undoubtedly a breach of the PRO obligations to fail to arrange ticket acceptance (or the equivalent, such as buying passengers new Any Permitted tickets) with other rail operators, but as mentioned above your recourse is effectively limited to the relevant delay compensation and being reimbursed any reasonable expenses you incur in re-routing yourself.

With other modes of transport it is perhaps a little more contentious; I would have said that other land-based modes of public transport can certainly qualify as "comparable transport conditions" indeed the new version of the PRO (that now applies in the EU) says as much - explicitly entitling passengers to claim back reasonable expenses for rebooking themselves on alternative rail, bus or coach operators.

But if there are no land-based public transport options within a reasonable period of time, then alternatives such as taxis or (in limited cases) air travel could be recoverable.

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!

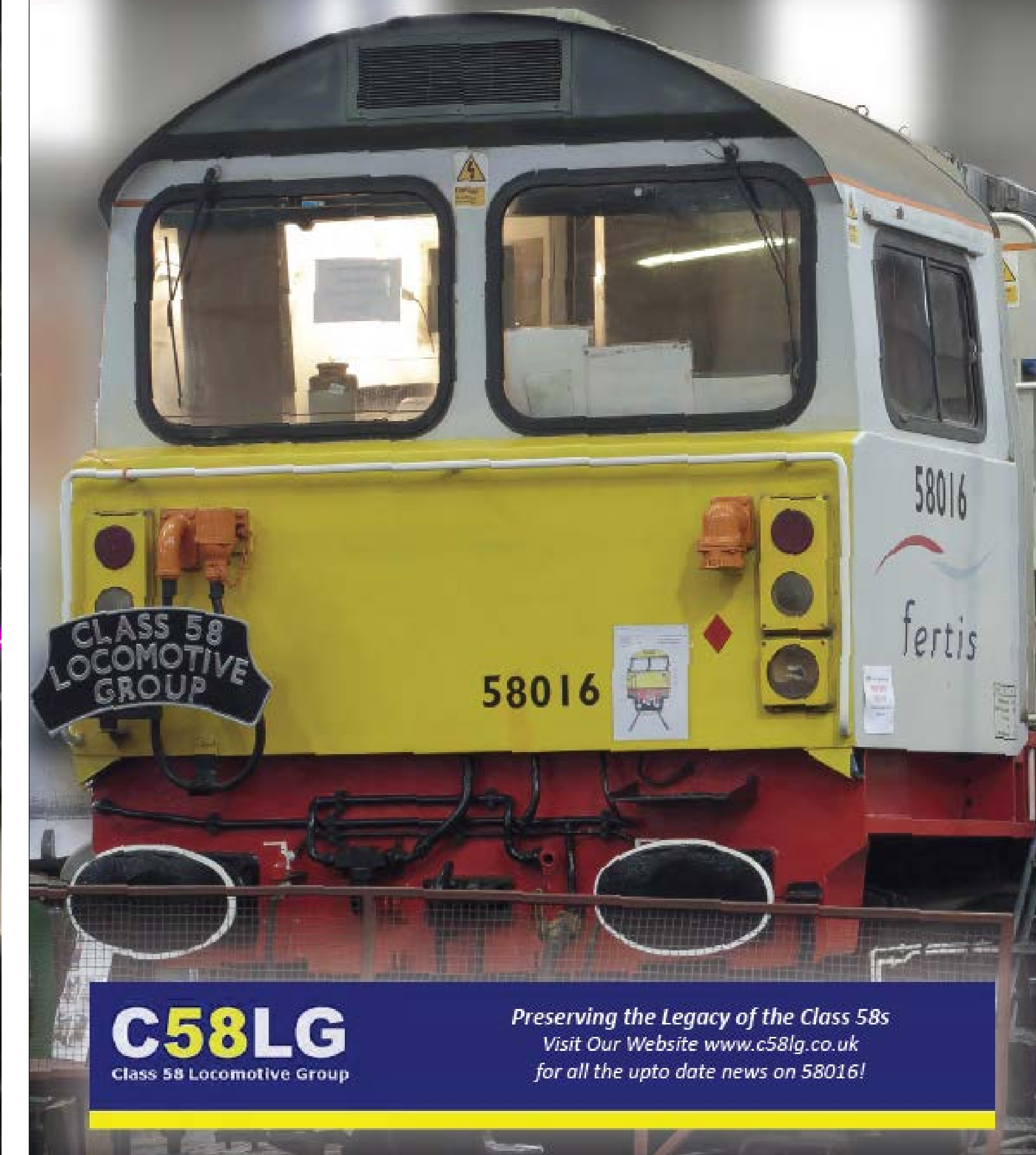
LMS 4-6-0 No. 46100 is seen at Newton-le-Willows station with a returning 'Saphos Trains' tour from York to Rugby on December 12th. *Brian Dobbs*



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

There are various ways to help the C58LG:

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



Greater Anglia's fleet of regional trains set to save thousands of litres of diesel a year

The bi-mode trains used by Greater Anglia on its regional routes are set to save thousands of litres of diesel a year, now that they are able to change power supply on the move. The 38 trains, built by Stadler, which first started entering service in July 2019, run primarily on the company's routes between Norwich and Great Yarmouth, Lowestoft, Sheringham and Cambridge/Stansted Airport, and between Ipswich and Cambridge, Felixstowe, Lowestoft and Peterborough, along with the Marks Tey - Sudbury branch, most of which are non-electrified.

However, the Ely North Junction to Cambridge/Stansted Airport section of the Norwich to Cambridge route and the Ipswich to Haughley Junction section of the Ipswich

to Cambridge/Peterborough route are electrified and the whole of the Great Eastern Main Line, by which bi-mode trains may be travelling to/from some of the non-electrified routes, is also electrified. That means there are significant opportunities to take greater advantage of electric power, especially if you can do so at the first point you reach it, rather than only from the nearest station to the "changeover point".

The bi-mode trains, known as 'Class 755s' can run using either diesel or electricity from the overhead wires – but previously were restricted to changing over their power supply in station platforms. Thanks to special zones that have recently been put in place on the network, drivers can press a button to allow the power supply to

change between diesel and electric while on the move. This will save at least 91,000 litres of diesel a year, as well as stopping more than 240,000 kilograms of Co² being emitted – enough to power more than 30 homes for a year.

The power supply can now be changed on the move at four locations:

Ely North Junction, on the line between Norwich and Cambridge
Haughley Junction near Stowmarket, on the route between Ipswich and Cambridge/Peterborough
Lakenham near Norwich heading towards Ipswich
Marks Tey coming on and off the branch line for Sudbury for trains coming to/from the stabling and maintenance

point at Colchester

The Stadler-built trains are more environmentally friendly than the ones they replaced, which ran entirely on diesel, in a number of other ways. They also come with regenerative braking, which delivers energy back into the electrical supply network, rather than wasting the energy through heat as is the case with conventional systems.

Greater Anglia's final phase of its new trains project is now underway, with 113 of its 133 new commuter trains, built by Alstom, accepted for passenger service on its network.

Welcome to Brent Cross West!

Barnet Council and its partners have celebrated a milestone moment as London's newest train station throws open its doors. Eager passengers braved a chilly December morning to be the first to arrive at Brent Cross West, the first new mainline station to be built in London in over a decade. The impressive new Thameslink station in North London can be found between Cricklewood and Hendon stations on the Midland Main Line and is the gateway to new neighbourhood Brent Cross Town. The major milestone marks years of hard work by teams led by Barnet Council who is one of the first local authorities in England to deliver a rail infrastructure project. As well as connecting central London to Brent Cross in as little as 12 minutes, a key feature of the station includes a new, public overbridge, which provides the first pedestrian access across this stretch of the Midland Main Line since it was first built in the 19th century.

Leader of Barnet Council, Barry Rawlings, said: "The opening of Brent Cross West marks the end of a significant journey for Barnet Council and our partners and is a huge achievement. For existing communities, it provides new ways to get around the area and more sustainable travel options, while also unlocking the opportunity to bring much needed homes and jobs to the area."

As well as rail enthusiasts, hundreds of people turned out to celebrate the opening of Brent Cross West with

Barnet Council arranging music and family-friendly activities to mark the occasion. Including some of the 100 plus Barnet residents who have been employed as part of the construction of the station. Mayor of London Sadiq Khan joined the celebrations to officially open Brent Cross West and congratulate Barnet Council and its partners of the successful delivery of the project.

He said: "Brent Cross West station, the first major new mainline station in London in over a decade, will be transformative for northwest London, better connecting Brent Cross with the rest of the capital and unlocking wider development in the area. The station will serve as a gateway to a Brent Cross Town, a brand-new neighbourhood delivering new homes, creating jobs, and aiming to be net zero by 2030. Investment in London and in London's transport network is critical in driving economic recovery in both the capital and the rest of the country. That's why I'm delighted about the opening of this new station and development, which supports my aim to continue building a better, more prosperous London for everyone."

Barnet Council secured £419 million of government funding from the Department of Levelling Up, Housing and Communities to allow the project to be delivered. They have been supported by Mace, who has project managed the programme. The station has been built

by VolkerFitzpatrick, with Network Rail a key delivery partner. As well as delivering the 7000 square foot station, hundreds of metres of tracks were reconfigured, and new modern railway sidings delivered, to allow Brent Cross West to be built. Teams navigated the complexities of working on a live railway, as well as challenges faced by the Covid-19 pandemic, managing to find safe ways to continue to progress the project.

Mark Pavlides, Interim Chief Customer Officer for Govia Thameslink Railway, said: "A huge 'thank you' to Barnet Council for leading the construction of this magnificent station, and to all the development partners we've worked with to ensure it meets the area's needs sustainably. We're excited and honoured to be welcoming customers here, and providing fast, frequent trains to whisk people into central London and beyond. Welcome also to everyone using the public footbridge that now connects Barnet and Brent - we're really looking forward to becoming part of the local community."

Jake Kelly, Regional Managing Director for Network Rail's Eastern Region, added: "We're thrilled to see the opening of Brent Cross West station, allowing more people to sustainably travel to and from the centre of London and beyond. We have worked closely with Barnet Council and other key stakeholders to deliver this incredible project and I believe that the finished station

is something that the local community can be proud of." Brent Cross West is part of the biggest redevelopment and growth programme Barnet Council has ever undertaken and one of the most ambitious in Europe. It is essential to unlocking wider development in the area and has been designed as a gateway to a new neighbourhood called Brent Cross Town, a 180-acre, net zero development being delivered in partnership between Barnet Council and Related Argent.

Brent Cross Town will deliver 6,700 new homes, 3 million sq ft of offices creating space for 25,000 employees, along with a new high street.

André Gibbs, Partner of Related Argent said: "The opening of the new Brent Cross West station is a major milestone for Brent Cross Town, one of Europe's largest new net zero neighbourhoods. There are six buildings currently under construction including close to 1,000 new homes with the first residents set to move in from the middle of 2024. The station will be a major gateway to the new business and innovation district connecting Brent Cross Town to the Knowledge Quarter in King's Cross and the Oxford-Cambridge Arc, with 5.2 million working people within a 60-minute commute. Congratulations to Barnet Council and the delivery team who have provided a key station for London's growth."



Greater Anglia upgrades ticket machines for new barcoded ticket trial

East Anglia's train operator, Greater Anglia, is upgrading some of its ticket vending machines to enable a new type of ticket to be trialed on its network. Ticket machines at 18 stations will be upgraded to enable them to print a barcode onto tickets, which means that tickets can then be scanned at ticket barriers, rather than being inserted.

The stations to be involved in the trial are Acle, Brundall, Cambridge, Cambridge North, Cromer, Ely, Gunton, Hoveton & Wroxham, Lingwood, North Walsham, Norwich, Oulton Broad, North, Reedham, Roughton Road, Sheringham, Stansted Airport, West Runton, and Worstead.

The trial commenced in mid-December and lasts for three months to investigate whether it is feasible to make scannable tickets widely available via ticket vending machines.

Malcolm Cotter, Greater Anglia's Head of Retail Systems, said: "Passengers may notice tickets from the ticket machines looking a little different than they usually do. They will be on plain white paper, instead of the usual orange, and will contain a barcode. These must be scanned at the ticket barriers instead of being inserted. Staff on the trains and at the ticket gates will be able to provide assistance and advice while we carry out this trial and we would be

grateful for any feedback from passengers who use them."

Smartcards, e-tickets and mobile tickets purchased online can already be scanned at Greater Anglia ticket barriers.

The trial will determine whether tickets bought from ticket vending machines can also be brought in line with this more convenient and faster method of passing through the ticket barriers.

Class 325 001 stands at the old Royal Mail platform at Stafford with the return 5K21 12:28 Stafford to Crewe T.M.D. (E) test run on December 22nd. *Derek Elston*



Bedford depot's massive solar roof helps Thameslink on way to a carbon net zero future

932 solar panels form part of Govia Thameslink Railway's carbon net zero strategy
Money raised from sale of surplus electricity will help fund community projects

Work has begun installing one of Bedford's biggest solar arrays – on the roof of Govia Thameslink Railway's (GTR's) train depot, in Cauldwell Walk.

Almost 1,000 photovoltaic panels (932) will generate 322 MWh of electricity a year – enough to power 120 homes every year, saving more than 66 tonnes of CO₂e. They form part of GTR's commitment to become carbon 'net zero' for all its energy needs by 2050. The solar roof – one of four at different depots across GTR's vast 11 county network – is being installed by not-for-profit community climate action group Energy Garden. When it comes online in the New Year, Energy Garden will sell half the solar electricity to GTR to power the depots and plough profits from selling what's left over into community development projects – Energy Garden already works with more than 50 community groups.

Jason Brooker, Head of Environment at GTR, said: "We're in the middle of a climate crisis and everyone has a job to do to minimise their carbon footprint. Our electric trains are already the most sustainable way to get around on public transport but as the UK's largest operator, we want our customers to know that we're committed to doing even more. This new solar roof at Bedford Cauldwell Walk Depot, along with a raft of other initiatives, will cut our carbon footprint still further in the short to medium term and in the long-term help eradicate it altogether. And it's fabulous that it's also going to help community projects."

Agamemnon Otero, Founder and CEO of Energy Garden, said: "The partnership between GTR and Energy Garden has changed the UK railway for ever. Transport is the biggest single growing emissions sector in the UK. Energy Garden is a movement of people power who are supporting the decarbonisation of the rail." Bedford Cauldwell Walk is used for servicing and stabling Class 700 Thameslink trains and maintaining and stabling Class 360 EMR trains (by EMR technicians).



Displaced TPE Class 68 019 'Brutus' passes through Stafford with 6G94 12:22 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings on December 22nd. *Derek Elston*



Network Rail engineers carried out extensive railway upgrade work in North Yorkshire over Christmas

Hundreds of Network Rail engineers have given up their Christmases to deliver major upgrades to the railway in North Yorkshire.

Teams have carried out work at York railway station and to the tracks between Skelton and Beningbrough to deliver smoother, more reliable and more frequent journeys for passengers as they travel by train in North Yorkshire.

Engineers have worked around the clock from late on Christmas Eve to early morning on December 27th to deliver upgrades and improvements to the railway network.

Through York station, engineers completed vital track renewals, including replacing switches and crossings, the specialist pieces of equipment allowing trains to move from one track to another. Work was also completed on the station's overhead electric wires.

Between Skelton and Beningbrough, Network Rail teams installed new track and ballast, the specialist stones which rails sit on. As a result of both projects, passengers can experience smoother journeys on a more reliable railway.

Network Rail completed the work over the Christmas period as no trains run on Christmas Day and Boxing Day, allowing the work to be carried out without impacting on passengers' journeys.

Paul Rutter, Route Director for Network Rail's East Coast route, said: "Our teams have completed some major improvements to the railway in North Yorkshire which will enable passengers to enjoy better experiences when travelling by train."



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.

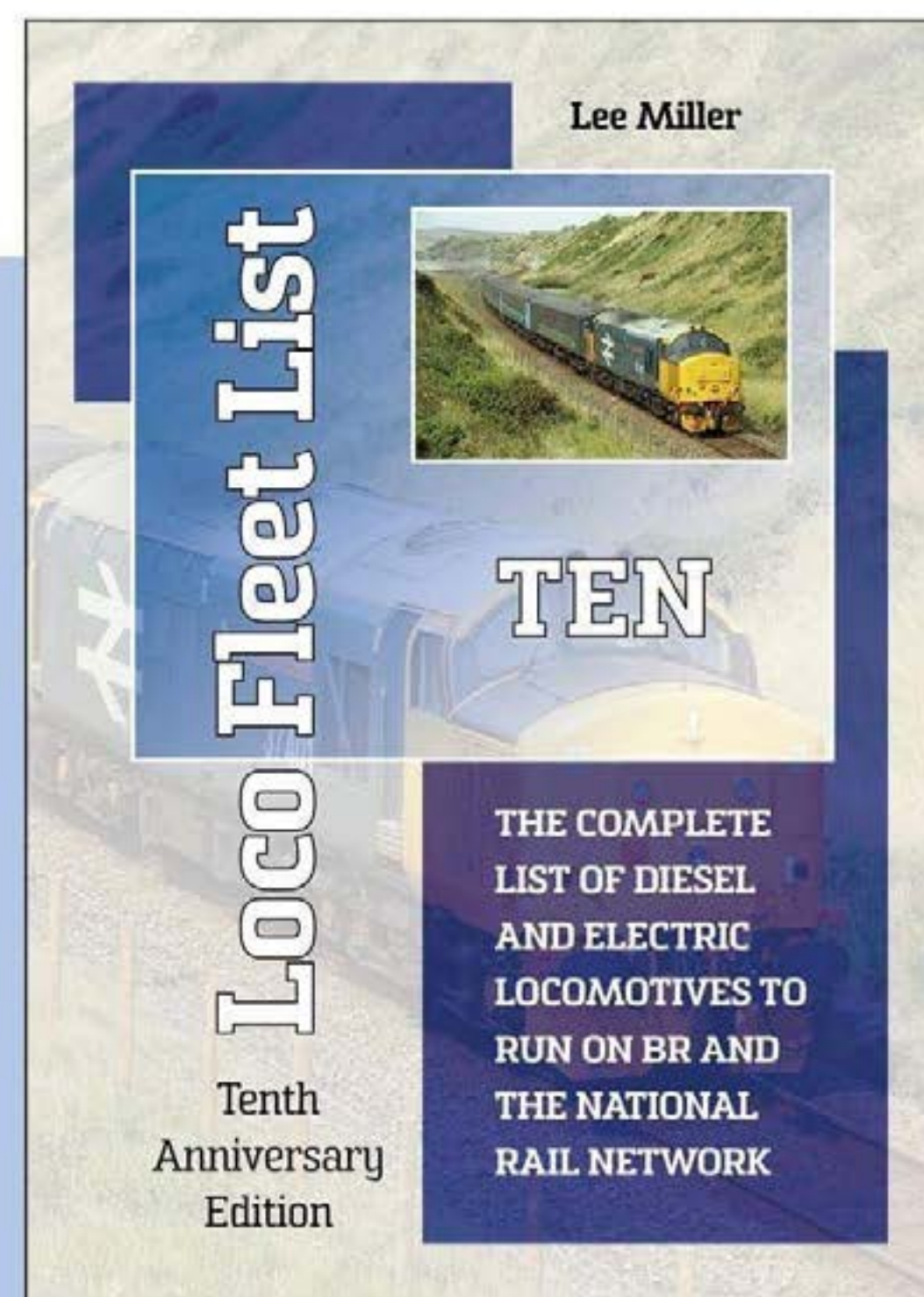
Features:

- 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



National Rail

On December 30th, UK Railtour's 'Another Awkward Week Adventure' railtour did not get off to a very good start as Class 66 185 'DB World London Gateway' failed on the ECS at Peterborough which meant a 1 hour late departure but 45 minutes had been clawed back by the time the tour passed Micheldever with Class 66 028 leading with 66 185 DIT and 10 coaches. The destination was Southampton Eastern Docks. *David Lindsell*



Final track installed to remove Hope Valley bottleneck



SOUTHERN COUNTIES RAILWAY SOCIETY

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



www.southerncountiesrailwaysociety.co.uk

The final pieces of rail track have been installed to help relieve a long-standing bottleneck on the Hope Valley railway line, providing faster and more reliable rail journeys for passengers. Totalling 850m in length, the track forms part of a new passing loop between Bamford and Hathersage stations to allow passenger trains to pass slower freight trains on the route. The work is part of the Hope Valley Railway Upgrade, which will improve journeys between Manchester and Sheffield.

Construction of the passing loop has taken place over the past year, including during two full weekend line closures where engineers worked around the clock to complete major elements of work. A total of 1323 sleepers were installed for the new track along with 3600 tonnes of ballast for the bottom and top stone. A number of structures have also been extended by the team to facilitate the work, including a bridge and three culverts, which allow water to run beneath the railway. The passing loop is expected to be operational from Spring 2024, on completion of signalling work along the route.

Graeme Whitehead, Senior Sponsor for Network Rail, said: "It's fantastic to see another important milestone reached on the Hope Valley Railway Upgrade.

This is an important step that will allow us to improve journeys for those travelling via rail between Manchester and Sheffield for years to come."

James Goldsby, Project Director for the VolkerRailStory joint venture, said: "We're very pleased to say that the major elements of track work for the Bamford loop have been completed. It's taken a large amount of work and planning to get here and we are looking forward to completing the final signalling elements to allow the benefits for passengers to be realised".

A total of 3923 metres of new track have now been installed along the Hope Valley line to provide additional passing places for trains and improve the reliability of services.

This includes in Dore & Topley, where work has also been taking place to upgrade the station with a new, accessible footbridge and a second platform.

Preparation for track replacement work in Grindleford is also underway, which will be completed in the new year as part of the modernisation of the signalling systems in the area.

Network Rail's No. DR79102, 79103, 79104 and 79105 working 6Q01 Carmarthen to Reading Triangle Sidings heads through Swindon on December 11th. *Colin Pidgeon*



Virtual reality keeps Birmingham's iconic power signal box alive

Virtual reality tours inside Birmingham's iconic signal box are now online a year on from the much-loved building moving its last trains through New Street station. In September, Network Rail gave special access to the University of Birmingham to completely scan the insides of the Power Signal Box (PSB) so it could be recorded forever. It involved making a series of 3D laser scans and taking panoramic images over two floors, including the relay room, and signalling panel.

These were then stitched together to build a fully interactive online model compatible with virtual reality headsets, which is now freely accessible to anyone on the internet.

On December 19th, this has gone live as a Christmas present to architecture and railway enthusiasts, ahead of the first anniversary of the signal box being decommissioned.

The 1960s building was integral to the smooth running of tens of millions of trains over its 56 years in operation. At its peak up to 1,200 trains were directed by its team of dedicated signallers every day.

That came to an end on Christmas Eve 2022, when its 1960s analogue technology made way for digital and control for all train movements through Britain's busiest station outside of London was passed over to the West Midlands Signalling Centre in east Birmingham.

John Korbes, Network Rail local operations manager, said: "Having worked at Birmingham Power Signal Box for many years, I'm not alone in saying we all had heavy hearts when we said goodbye to a building which had been integral to the smooth running of the national railway network. In its day, the technology inside was cutting edge, and until the very end it worked reliably, day in, day out, getting millions of passengers and millions of tonnes of goods to where they needed to be, over six decades.

So now, nearly a year on from that emotional day, it fills me with great pride and satisfaction that the team at University of Birmingham have recorded the signal box, nearly exactly as it was when it was powered down, as a permanent reminder of the huge role it played in our railway's history."

Bob Stone, emeritus professor in eXtended Realities at the University of Birmingham, said: "It's been a real privilege to capture the New Street PSB digitally before its historical contents were dismantled and lost forever. Being able to use sophisticated 3D scanning technology to record such a complex installation in less than half a day just goes to show how powerful it is in helping to preserve important regional and national railway heritage assets, leaving a legacy to be enjoyed by future generations, young and old".

Work is now underway to convert the insides of the building into a training academy for the railway signallers of the future.

The exterior of the signal box however is Grade II listed and will not be subject to change. It was given listed building status in 1995 because of its 'dramatic and exceptional architectural quality' and 'strongly sculptural form'.

It's applauded for being one of Birmingham's best surviving examples of Brutalist architecture – defined by imposing facades built from pre-cast concrete.

Its insides were also unique too, as the only surviving signal box to use the Westpac Mk 1 signalling system until it closed.

Built as part of the West Coast main line route modernisation, the Birmingham PSB was one of four power signal boxes in the West Midlands, replacing 64 manually operated signal boxes in the 1960s.

Rail Minister celebrates start of ECDP digitally signalled passenger services

On December 11th, Rail Minister Huw Merriman celebrated the recent start of digitally signalled passenger services on a busy London commuter line. Digital signalling on Great Northern's Northern City Line (NCL), from Finsbury Park to Moorgate in the City of London, is the first stage in the pioneering £1.4bn East Coast Digital Programme (ECDP). ECDP is progressively introducing a digital railway, where traditional 'lights on sticks' will be removed and technology delivers more reliable and more punctual journeys on one of Britain's leading intercity routes.

Huw saw the ETCS (European Train Control System) technology first hand as he travelled in the cab of the 10:07 Finsbury Park to Moorgate service, before visiting Great

Northern's Hornsey depot in north London. He saw the simulator facilities where drivers are being trained on ETCS, and he thanked the combined Network Rail, Govia Thameslink Railway (GTR) and Siemens project team that have delivered the ground breaking transition. The start of migration to ETCS on the NCL follows various phases of testing and a series of regulatory approvals. It has been the highlight of a year of progress on ECDP, including:

Progressing the installation of new equipment and technology between Welwyn and Hitchin, ready for the introduction of the first ETCS services on the East Coast Main Line in Phase Two of the ECDP
Retrofitting ETCS to the first freight train in a national programme, and the first commuter

train from the large 'Electrostar' fleet
Awarding a contract for the upgrade of Britain's largest train fleet, the Siemens Class 700, to the latest version of ETCS. This is a key enabler to rolling out digital signalling on other key routes like the Brighton Main Line and Midland Main Line
Delivering an extensive range of 'full cab' and desk top based driver simulators with digital signalling capability, to enable nearly 3,000 train drivers to be trained to drive with digital signalling

Rail Minister Huw Merriman said: "This achievement marks a significant milestone in this Government's ambitious £1.4 billion East Coast Digital Programme, which is paving the way for a safer and more reliable network for millions of passengers. We are

committed to investing in infrastructure and modernising all aspects of our railways. This is a huge step towards doing that, building the skills of thousands of drivers and replacing Victorian infrastructure across the country with new cutting-edge technology to futureproof the network."

Toufic Machnouk, Network Rail's Director, Industry Partnership for Digital Railway, said: "Digital signalling will enable a more reliable, and more capable and resilient railway. The Northern City Line is a vital 'pathfinder' project, not just for the ECDP, but for the wider deployment of the digital signalling masterplan across the network. It is showing the value of our collaborative cross industry delivery model, and we are 'learning by doing' as it progresses."

Keith Jipps, Infrastructure Director at GTR, said: "Switching on ETCS digital signalling on our Great Northern Moorgate services was a fantastic moment for our customers, who can look forward to improved reliability, as well as the industry project team because this paves the way for its wider roll-out on the vital artery of the East Coast Main Line. We can now press ahead with training our drivers in the cutting-edge technology."
Ben Lane, Siemens Mobility's Project Director for ECDP, said: "Having the Rail Minister join us is testament to the importance of the project to the industry and the magnitude of running trains in ETCS on the Northern City Line. Collaborating with GTR and Network Rail has allowed us to effectively implement Siemens Mobility's skills and technology to achieve this fantastic milestone

Network Rail launches Cardiff masterplanning for key city centre regeneration opportunity

Network Rail is launching its masterplanning process around Cardiff Central Station, which will see the comprehensive design and redevelopment of over 10 acres of railway land and the delivery of new homes.

Cardiff Central currently attracts 13 million passengers a year and the station is a vital gateway to the city centre.

The masterplanning process, led by Network Rail, working alongside Cardiff Council, Transport for Wales and Rightacres, aims to regenerate and open up the site, improve connectivity and deliver homes within a new mixed-use neighbourhood creating a new entrance gateway for the Welsh capital.

One of the last parcels of land to be regenerated in the city centre, the Network Rail land has been a barrier to investment for other parts of the city for many years. The regeneration and integration of this strategic parcel with the wider Cardiff Central Quay creates a catalyst to unlock future development opportunities to the south of the City and to Cardiff Bay. The scheme will improve the area for pedestrians, enhance transport connectivity and the customer experience, whilst making the most of its riverside location.

Network Rail has recently appointed Cardiff-based developer Rightacres to deliver a new 695-space car park on the adjacent Central Quay development. Consolidating the car parking to its new site, unlocks the former surface car park land and other areas around the station to become part of the masterplan area and deliver a comprehensive vision for the station neighbourhood.

Network Rail has selected a masterplanning team led by Hawkins Brown. The full masterplanning team has extensive experience working on both rail and regional projects. These include Tottenham Court Road, the Elizabeth Line and Over Station Development in London, alongside regional successes such as the sbarc/spark campus, Cardiff Central Square and many of its new buildings including BBC Wales.

A period of stakeholder and community consultation, followed by an initial design phase will take place over the coming months with the ambition to submit an outline planning application during 2024.

Alongside the masterplan creation, major improvements to the station are also underway. Transport for Wales is leading a £139m investment programme, funded by the

Department for Transport, the Welsh Government and Cardiff Capital Region, which will improve the passenger experience at the station.

To the south-side of the station, Rightacres has commenced initial phases of the 1.5m sq ft Central Quay development, a regeneration of the former Brain's Brewery site which will see hotel, commercial and leisure space and up to 2,000 waterfront homes.

Robin Dobson, Group Property Director at Network Rail, said: "Unlocking our strategic land holdings in Cardiff has been a long-time in the making and by working with our partners at Transport for Wales, Welsh Government and the City Region we are now in position to regenerate this important brownfield site, with much needed housing, a wide mix of uses and public space. The introduction of Hawkins Brown and the wider team means we are perfectly placed to deliver a vision for a world-class welcome to Wales' capital and new neighbourhoods, enabled by integrated transport infrastructure."

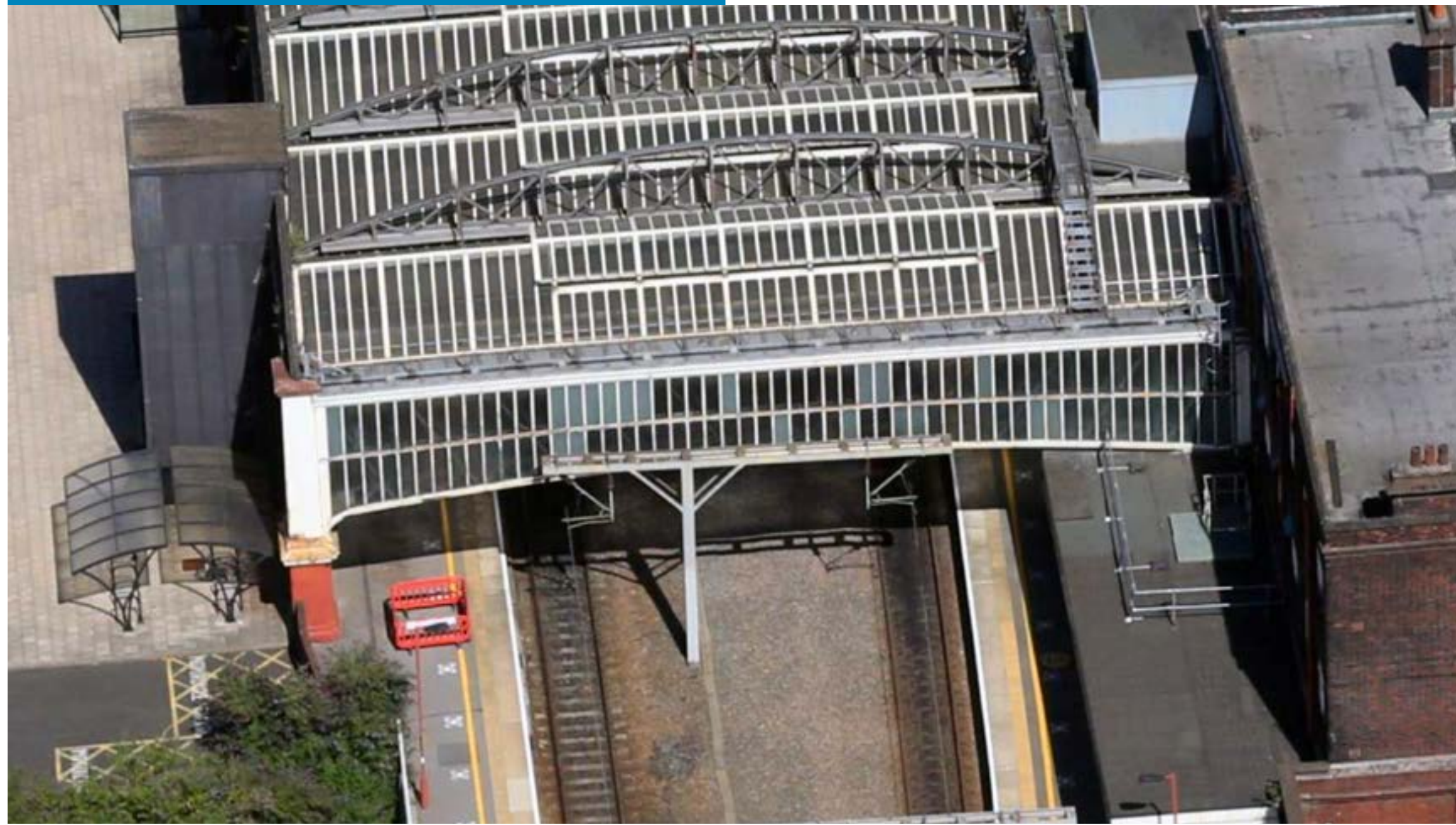
Iain Cochran, Partner at Hawkins Brown, said: "We're excited to be working once again with Network Rail, to set the development framework for this mixed-use

scheme around Cardiff Central Station. Working closely with our multi-disciplinary team and stakeholders, we will deliver a new place at the centre of the city, connecting the surrounding sites to create a capital welcome."

Paul McCarthy Chief Executive Officer, Rightacres Property Co. Ltd., added: "We are looking forward to working with the Network Rail team to regenerate this prime piece of the Cardiff jigsaw. The Southern Gateway to the City is becoming increasingly important as Cardiff Indoor Arena, the Sports Village and Cardiff Bay move forward."

Alexia Course, Chief Commercial Officer, Transport for Wales, said: "TfW is delighted to be supporting Network Rail in developing the south side of Cardiff Central alongside TfW's £140M Cardiff Central Enhancement Scheme, ensuring a holistic regeneration of this prime commercial site alongside Wales' largest transport Interchange and bringing long-term benefits to the city region."

Stoke-on-Trent station's glazing to get once in a generation overhaul



both gable ends

Repositioning the overhead line supports which power trains to allow for the work to take place

The modern materials used have been agreed with the council and will match the look of the original Victorian features, but will be much more durable and last for decades with minimal maintenance needed.

The timber will be painted in heritage colours to match the rest of the station, with the work expected to be complete by autumn 2024.

Andrew Magee, Network Rail principal route engineer, said: "Stoke-on-Trent station is a beautiful example of Victorian railway architecture, so we've been working really hard to achieve a balance between maintaining the original visual appearance of the building whilst incorporating modern materials and construction techniques. This will ensure the new glazed gables remain functional and in top condition for years to come. The original wooden-framed gables have been battered by the elements for many years, so now need a 21st century solution to keep them protected.

"We worked closely with Stoke-on-Trent City Council's conservation teams to make sure our upgrade strikes that right balance. We'll now get cracking with the renovations, and I'd like to thank passengers in advance for their patience while the scaffolding goes up over the coming months and we're working above the trains to get the gable ends looking as good as new."

Laura Harper, Avanti West Coast station manager at Stoke-on-Trent, said: "It's great news that the station will be treated to a present of its own this Christmas with the beginning of renovation work to make the gable ends as good as new. Stoke-on-Trent has a rich railway history of which the station is a key part of, so we're pleased it is being preserved to ensure it can be enjoyed for many more years. We would like to thank our customers in advance for their patience and understanding while Network Rail sympathetically restore this beautiful feature in keeping with the station's heritage."

Additional work in the New Year will also see the continuation of repairs to the historic stonework across the station building.

This follows on from the temporary removal of decorative stone 'finials' on the station roof in August 2022. Stoke-on-Trent station is Grade II* listed and was originally built between 1846 and 1848. It was designed by H.A Hunt in a Neo-Jacobean Manor House style and built by the North Staffordshire Railway Company (NSR). The building was first listed in 1972.

A major project to upgrade the large expanses of glazing at both ends of Stoke-on-Trent station has commenced. As part of a multi-million-pound investment, Network Rail will replace the glazed walls known as 'gable ends', which span 25-metres over the tracks on the North and South sides of the Victorian-built train shed. Exposed to the elements for decades, over time the Grade II* listed wooden and wrought iron frames which are designed hold more than 200 glass panels, have started to deteriorate, leading to some of the glazing being removed in recent times. Now, after many months of planning and consultation with heritage experts and consent from Stoke-on-Trent city council, work will start to fully replace the gable ends during the annual festive shutdown of the West Coast main line.

With no trains running on Christmas Day or Boxing Day, it was the perfect time to turn off the 25,000-volt overhead electric lines which power trains, so scaffolding specialists can start covering both gable ends with a temporary work platform above the tracks. This scaffolding is crucial as it will give the project team aerial access throughout 2024 to carry out the essential upgrades, while allowing freight and passenger trains to keep running as normal beneath the workers. Completing this complex project while causing the least disruption possible to trains, on one of the busiest mixed-used passenger and freight rail routes in Europe, has been a major priority. For that reason, both gable ends will be overhauled in one go, in a once in a generation opportunity to get them looking as good as new.

The work throughout 2024 will see:

- The timber frames replaced with Accoya wood, a specially treated timber which has a longer life-span than traditional softwood
- All 220 panes of glass replaced
- Cleaning, repairs and repainting of the wrought iron support frames of

£5m property upgrade for Glasgow Central Station



The first phase of a year-long project to upgrade the retail provision at Glasgow Central station is underway.

It's a £5m investment and is the first of a three-phase project which will see the layout of several existing retail units on the station concourse changing.

As part of the programme, existing tenants will relocate, new retail units will be created, and the office accommodation will be refurbished.

Three retail units on the concourse are already closed in preparation for remodelling work, with the removal of signage, illuminated advertising boards and the photo booth to follow.

Work will also see the end of pay phone provision at the station with the removal of the telephone booths on the concourse.

Caledonian Chambers will be updated, with scaffolding for the work being erected on the outside of the building between 81 and 101 Union Street from January until the end of September 2024.

During the project, access to shops will be maintained and pedestrians will be able to walk under both scaffolding towers, which will be fully boarded with a protected tunnel and lighting.

To enable the scaffolding to be positioned, a section of taxi parking bays to the south of the Union Street entrance to Glasgow Central station, will be temporarily closed.

Conor McLaughlin, Network Rail's project manager for the work at Glasgow Central, said: "We're excited to be progressing this multi-million-pound investment to improve the retail offering for passengers at Glasgow Central.

"We'll work with stakeholders throughout this project to deliver the work and we will do what we can to minimise any inconvenience both inside and outside of the station.

"We'd like to thank passengers and lineside neighbours for their patience while this work is ongoing."

National Rail

Network Rail MPV's Nos. DR98967 and DR98917 on a RHTT working pass through Aston on December 14th. *Richard Hargreaves*



Did you Know - Ken Mumford

Some more of the nations oddities this month:

Why so Slow?



The up 'RED DRAGON' left Carmarthen at 7-30 a.m. behind a 'Castle' 4-6-0 to Swansea.

Here a reversal took place and another 'Castle' 4-6-0 took over for the Swansea to Cardiff section.

At Cardiff the 'Castle' would hand over to a Cardiff (Canton) 'Britannia pacific [seen above at the first stop after Cardiff i.e. Newport] - Creative Commons Licence - which the crew took from Cardiff to Paddington where it arrived at 1 p.m.

BUT WHY THE SLOW JOURNEY??
This was because the restaurant car requirements were that all diners had finished their meals, paid and made their way back to their seats on that train before the train reached Paddington.

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.



Branded merchandise, Draw bags, mouse mats, coasters.



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



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

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A Different View

On the Keighley and Worth Valley Railway, the popular 'Elf Explorer' Christmas trains have been operating on December weekends, and regular motive power mid-month has been BR 4MT No. 76079, top and tailed with Class 37 075. The Type 3 is seen bringing up the rear of a morning service returning from Keighley to Oxenhope on December 17th. *Ben Bucki*



East Lancs Railway

Running out the rest of its certificate on the ELR, Jubilee Class 4-6-0 No. 45690 'Leander' tops the 1 in 150 climb to Townsend Fold with a 'Mince Pie Special' on Boxing Day 2023. *Gerald Nicholl*



East Lancs Railway

LMS 4-6-0 No. 45690 'Leander' is seen in charge of ELR's 'Whisky Chaser Special' to Rawtenstall on New Years Day 2024.
Gerald Nicholl



BR/EE Class '08' 400 hp 0-6-0 shunter No. 604 (ex-08 064; D3771) 'Phantom' in BR Rail Blue livery with black & yellow wasp ends is seen in the yard at Didcot on January 1st. *Colin Pidgeon*



GWR 2900 'Saint' Class No. 2999 'Lady of Legend', a 4-6-0 steam locomotive completed in 2019 to a design by George Jackson Churchward was based on the frames and boiler of 4900 Hall Class No. 4942 'Maindy Hall'. Seen here in the yard at Didcot on January 1st. *Colin Pidgeon*



GWS Didcot

One of a batch of four built by Hunslet in 1957, DL26 was fitted with a National diesel engine suitable for mechanical or hydraulic transmission. This was to provide more power than the 204hp Gardner-engined locomotives built for steel works, collieries and British Railways. *Colin Pidgeon*



Severn Valley Railway

On December 30th, Class 37 263 stands at Bewdley with DMU Nos. 51941 and 52064 working a 'DMU drag' service.

Richard Hargreaves

Class 33 108 runs round its service at Bridgnorth on December 30th. *Richard Hargreaves*

On December 30th, Class 50 035 and Class 17 No. D8568 are seen stabled at Kidderminster.

Richard Hargreaves



Severn Valley Railway

Class 46 No. D182 is seen moving off
Bridgnorth shed on December 30th ready to
work a service to Kidderminster.
Richard Hargreaves



Keighley & Worth Valley Railway

The lines W&M Railbus pulls away from Ingrow with the last round trip to Keighley on New Years Day, and in fact this will be the final passenger service to the terminus for some time. The shared KWVR/Mainline station will be undergoing significant and much-needed refurbishment over the spring, and Ingrow will temporarily become the new northerly terminus for the next couple of months. *Ben Bucki*



Keighley & Worth Valley Railway

Black 5 No. 45212 runs-round at Keighley station in the early afternoon on January 1st. The New Years Day trains will be the last to use the station for some time, as the shared KWVR/Mainline station is about to undergo much-needed refurbishment and repairs, and Ingrow (the next station up the line) will form a temporary terminus for passenger workings. *Ben Bucki*



Keighley & Worth Valley Railway

With the 'Elf Explorer' trains in the hands of Standard No. 75078 and Class 37 075, the 'public' trains were being operated by Pacer Class 144 011. On December 3rd, the unit is seen heading north at Damems, with a mid-day train for Keighley. *Ben Bucki*



Keighley & Worth Valley Railway

The Class 101 DMU (recently repainted into BR blue livery) was in charge of public services alongside the 'Elf Explorer' seasonal trains on the weekend of the 16th and 17th December. The Met-Cam unit is pictured here heading south away from Damems, with a morning train for Oxenhope on December 16th. *Ben Bucki*



Keighley & Worth Valley Railway

On December 3rd, with the remains of the weeks snowfall still scattered around, the lines 'Elf Explorer' service was being headed by Standard 4MT No. 75078 (with the long and heavy train being banked by diesel Class 37075). The loco is seen working hard on the southbound climb at Damems, on a midday return working to Oxenhope. *Ben Bucki*



Swindon and Cricklade Railway

Merchant Navy Class locomotive No. 35011 'General Steam Navigation' is continuing its slow progress to convert the locomotive to its 1950s specification before the class were rebuilt into the more conventional form by British Railways. This includes restoring the iconic air smoothed casing along with Bulleid's oil bath encased valve gear incorporating chain drive. Once complete, General Steam Navigation will be the first engine to be restored to as-built condition within the ranks of preserved Merchant Navy class locomotives.

The boiler and frames are seen here on December 13th at Blunston. *Ken Mumford*



From the Archives

BR Blue liveried Class 56 006 is seen in Burrs Cutting on July 8th 2016 with the 14:20 Rawtenstall to Bury Bolton Street service.
Paul Senior



From the Archives

Run by Northern, using DRS locomotives and stock, Class 37 409 pauses at Barrow-in-Furness with the 09:48 Preston to Carlisle service on July 27th 2016. *Paul Senior*

Hauling the Red Rose from Tyseley to Blackburn, GWR Castle Class No. 5043 'Earl of Mount Edgcumbe' storms past Astley on the Chat Moss route on April 16th 2011. Was this the first ever Castle hauled train on this historic route? *Jeff Nicholls*

Class 87 028 races past Springs Branch with a southbound mail train on September 21st 2007. *John Sloane*



From the Archives

▶ The Class 319s are now being withdrawn by Northern, but on August 15th 2016 in the then smart 'Northern Electrics' livery, Class 319 363 speeds past Bradley, north of Wigan, with a Blackpool North to Liverpool Lime Street service. *Paul Senior*

▶ Probably in its last days of working, GWR 0-6-2 tank No. 5677 dashes light engine through Wrexham station early in 1965. *Jeff Nicholl*

▶ LNER A4 No. 4498 'Sir Nigel Gresley' is held by signals at Lindal whilst working a Cumbrian Coast Express on August 28th 1979. *Jeff Nicholls*



From the Archives

Split-Box Class 40 No. D339 is seen outside
Wigan Springs Branch yard in 1968.

John Sloane

