

## In The News | 26th January 2024 | Latest Rail News

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A rail union boss has warned of no end to strikes ahead of a fresh wave of industrial action.

An article in The Mirror says Mick Whelan, general secretary of train drivers union ASLEF, said it had a “rolling mandate” from members to stage walkouts in a row over pay and working conditions that has already dragged on for 18 months.

It comes ahead of strikes starting next Monday, impacting train services across England. A combination of stoppages and an overtime ban will continue until February 6. Passengers are being urged to check before they travel.

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West Midlands Mayor Andy Street and his counterpart in Greater Manchester Andy Burnham are due to meet the Transport Secretary next week to discuss plans for a replacement for the cancelled HS2 leg between Birmingham and Manchester.

An article on the Building Design website says the pair were prominent critics of last autumn’s decision by prime minister Rishi Sunak to pull the scheme, with Street at one point reportedly set to quit the Conservative party in protest.

Mr Street was also responsible for putting together a last-ditch bid to save the line which featured several private sector companies including Siemens and Arup. The group proposed alternative solutions to build the route between Crewe and Manchester including bringing in private finance and commercialising high-speed rail stations.

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The Hope Valley line improvements are nearing completion following significant track and signalling work completed this weekend, as team Hope Valley Route Upgrade (HVRU) battled through harsh weather to

deliver the upgrades.

The work is part of a scheme to improve the reliability of passenger journeys travelling between Manchester and Sheffield.

Between Stockport and New Mills, a new signalling system covering over 13 miles of track was commissioned into service.

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Ahead of the entry into service of the new Tyne and Metro trains, Stadler has completed the project to construct a new depot at Gosforth in Newcastle.

The purpose-built facility features inspection roads and pits, a separate wheel lathe building and a wash-plant to clean train exteriors. There is a storage areas for spare parts and materials, as well as office space for training and support functions.

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*Photo credit: Network Rail*