

STOCK NOTES

Classes 319 and 769: Rail Operations Group intends to operate ten class 769 bimode units, with nine class 319. Units are adapted for parcels carrying at Eastleigh Works, with bimode conversions undertaken by Brush at Loughborough. Orion's bimode units are to be numbered from 769501, apparently not retaining the last two digits from the class 319 unit number. Orion plans to commence operations in April, with a service between the West Midlands and Scotland. The second class 769 conversion for Great Western, 769943, was delivered from Burton-on-Trent to Reading on 11 March. Great Western expects to introduce class 769 trains on the Reading to Basingstoke service during the course of the May 2021 timetable. There is no indication when class 769 will start working between Reading and Gatwick.

Classes 375 and 377: Southern's first refurbished unit, 377430, returned to traffic on 5 February. Upgrades comprise LED lighting, USB and power points, live information screens, passenger-counting equipment and on-board performance monitoring and fault diagnosis systems. It is the same seats, unfortunately. Southeastern plans to install LED lighting on its class 375 and 377 units and USB power points on class 375.

Class 387: Six Gatwick Express units are to transfer to Great Northern, together with six from c2c, enabling the remaining class 365 units to be taken out of service. The units may return to Gatwick Express later.

Class 395: Overhaul of the fleet starts this year. It will include fitting regenerative braking for use on AC lines and energy metering. Passengers may notice new seat covers and seat foam.

Class 442: Further moves have been:

8 Feb: 442408 Wolverton to Bournemouth; 442406 Bournemouth to Eastleigh

9 Feb: 442406 Eastleigh to Wolverton

23 Feb: 442403 Wolverton to Bournemouth

5 March: 442404 Wolverton to Bournemouth; 442423 Bournemouth to Wolverton

Units fitted with AC motors are: 442402-04/08/11/13-16/18/19/22. Still to be done or with work under way are: 442406/09/10/17/20/23. Units being scrapped at Eastleigh are: 442401/05/07/12/21/24. The contractor started by cutting up all the motor coaches.

Class 465: Southeastern plans that class 707 will replace some Networkers. It is likely that class 465/2 will be first to go, because classes 465/0 and 465/1 were refitted with modern traction equipment from Hitachi.

Class 484: Covid restrictions have delayed conversion and delivery of trains, and infrastructure work on the Isle of Wight. The trains are not expected to enter service on the re-opened line until the middle of May, about six weeks later than first planned. Units 484002 to 484005 are to be tested between Eastleigh and Fareham before being taken by road to the Isle of Wight. It is not possible for them to run on the island while the railway is being upgraded. Island Line drivers are to carry out the testing, so needed to learn the route between Eastleigh and Fareham. Locomotives 20007 and 20142 were hired for this purpose and ran from Kings Norton to Eastleigh Depot on 4 February. Route learning operated on 9 to 11 February, with trips from Eastleigh scheduled at 09:14, 10:15, 11:14, 13:14 and 14:14, though not all ran. Locomotive 20007 is noteworthy for being the oldest diesel registered to work on the national network; it entered service at Devons Road, Bow in September 1957. Further deliveries, by road to Eastleigh East Yard, were 484002 on 23 February, 484003 on 1 March and 484004 on 3 March. They were moved to Eastleigh Depot by the 20s. The London Underground numbers of vehicles used in class 484 were:

131 = 7086 132 = 7068 133 = 7051 134 = 7074 135 = 7124

231 = 7011 232 = 7002 233 = 7083 234 = 7111 235 = 7093

Class 700: Despite having run over one million unit miles and for almost five years, class 700 is still failing to achieve 20,000 miles per technical incident.

Class 701: Unit 701025 was delivered from Derby to Eastleigh on 17 March.