

## REGIONAL REVIEW

### ISLE OF WIGHT

Units 484002 and 484003 were moved to the Isle of Wight during the last week of August. 20007 and 20205 were used to shunt them from Eastleigh Depot to Eastleigh East Yard, where the vehicles were loaded onto lorries. Delivery was to Sandown via the Fishbourne vehicle ferry. It was originally planned that the line would re-open, with the class 484 trains in service, on 31 March 2021. The latest opening date to be announced is 1 November.

Former Isle of Wight units 483006 and 483008 are to go to the Llanelli & Mynydd Mawr Railway in South Wales and not to the Epping Ongar Railway.

### STOCK NOTES

**Class 201:** Hastings motor coach 60116 has been repainted with a vertical yellow panel in the centre of the cab front. This was an experimental style used when yellow panels were first tried out. The yellow area is between the cab windows and extends to below the unit number.

**Class 375:** The fleet is to be upgraded by Southeastern, though the £10m cost is being met by Eversholt Rail, the units' owner. Existing lighting will be replaced with LEDs and there will be USB charging points for passengers. One unit is to be fitted with a bio-reactor lavatory, as a trial, though an Eversholt unit leased to ScotRail has been running with such a lavatory since 2019. The lavatory uses a macerator to break up solid waste and microbes to treat the liquid. The resulting water can be sterilised and used for flushing. With much of the liquid being recirculated, the servicing interval for lavatories is about monthly, rather than having to empty the tanks of a vacuum lavatory every few days.

**Class 769:** Unit 769928 worked 09:15 Reading Depot to Gatwick Airport and 10:59 return on 27 August. This was a mileage accumulation trip, worked by Colas. Crew training started on 6 September, normally using unit 769928. Two round trips between Reading and Gatwick Airport were scheduled during the middle of the day on Mondays, Wednesdays and Fridays.

### INTERESTING WORKINGS

**Class 73:** A four-day railtour operated by GBRf started from Victoria on 2 September, the train having come empty from Eastleigh. Throughout the day the train was topped and tailed by 73963+73965 (leading from Eastleigh) and 66769. It visited London Gateway (port near Tilbury), Harwich International and Ely, terminating at Euston. 3 September saw 73136+73201 haul the train from Euston to Marchwood via Kew East and Havant. The train then headed for Oban, with the 73s working it as far as Acton Lane via Winchester, Chertsey, Hounslow and Kensington. The tour concluded at Paddington on 5 September, following which the empty stock returned to Eastleigh with 69001, 69002 and 66765 on the front. Following this there was a locomotive convoy on 6 September, when 73136 hauled 69001, 69002 and 73201 from Eastleigh to Tonbridge West Yard via Hove and Redhill.

**Hastings Specials:** Saturday 11 September was a notable day at Hastings. DEMU 1001 worked a short excursion to Canterbury East and Faversham via Ashford and Dover, departing Hastings at 11:05 and scheduled to return at 17:30. The Belmond British Pullman made a trip from Victoria to Hastings, which is not one of its usual destinations. The train was topped and tailed by 67024 and 67021, both in Pullman livery. The Pullman was scheduled to run to Hastings via Redhill Tonbridge and Battle, but the discovery of a body on the line at South Croydon resulted in the train being diverted via Birkbeck and Bat & Ball. There was a circuitous return to Victoria, to allow time for dinner, via Orpington, Lewisham, Denmark Hill, Kensington, Willesden Junction, Kew East and Chiswick. An interesting day at Hastings was complicated by a trespasser entering Bopeep Tunnel about 16:30, resulting in the line being closed until shortly after 18:00. The Pullman had departed before this happened, but the DEMU's return was delayed.

**Class 319:** Parcels unit 319373, still numbered as such, was hauled from Eastleigh to Crewe on 25 August.

**Class 717:** Network Rail has announced that successful ETCS trials have taken place with a Great Northern class 717 unit on the Thameslink core route. Unit 717002, normally found working between Moorgate, Hertford North and Welwyn Garden City, undertook night-time tests between St Pancras and Blackfriars. Can anyone advise exactly when this happened?

## PERFORMANCE and INCIDENTS

Figures show the percentage of trains arriving within 59 seconds of scheduled time, at all monitored stations. The ranking of the companies within the 23 passenger train operators is shown. Eurostar is not included, but open access operators are. MAA = moving annual average.

	25 July to 21 August	MAA to 21 August
All TOCs	75.4%	77.2%
SWR	78.0% (6 <sup>th</sup> )	79.0% (7 <sup>th</sup> )
GTR	76.1% (8 <sup>th</sup> )	77.3% (10 <sup>th</sup> )
SE	75.9% (9 <sup>th</sup> )	75.0% (14 <sup>th</sup> )

**Sunday 22 August:** A herd of cows got onto the line between Berwick and Glynde and one of them was struck by the 16:41 Eastbourne to Brighton. Passenger services did not resume until late evening, after it was confirmed there were no cows still on the line and the damaged train had been removed to Lovers Walk. The 18:47 Brighton to Seaford failed between Newhaven and Bishopstone. The following train was to be used to assist, but that failed as well. The fault was eventually traced to the power supply and there were no further trains for the rest of the day.

**Monday 23 August:** A points failure at Streatham North Junction about 09:00 prevented trains using the fast lines for 2½ hours. That caused delays and cancellations, with a few trains diverted via Crystal Palace or to London Bridge. A track circuit failure at Redhill restricted use of the layout from mid-afternoon onwards. Many Great Western services and trains to and from Tonbridge were cancelled.

**Thursday 26 August:** A signalling failure prevented trains running via Moreton for about five hours from shortly after 10:00. London trains terminated and started at Wool and there was a limited shuttle between Weymouth and Dorchester South. The 13:33 Weybridge to Waterloo became stranded at Syon Lane, because of loss of power. Trains from Weybridge were diverted via Twickenham and 'clockwise' Hounslow loop services were cancelled until power could be restored early in the evening. Down trains were unaffected.

**Tuesday 31 August:** There were no trains on the Lymington branch between the 09:44 from Lymington Pier and the 12:12 from Brockenhurst, because a tree fell onto the line. The train to form the 18:31 West Croydon to Highbury & Islington failed before departure, blocking the bay platform. Other London Overground services were diverted to Crystal Palace until the failure could be run empty to Silwood Sidings. Normal service resumed with the 19:17 from Highbury.

**Wednesday 1 Sept:** A points failure at Wokingham caused afternoon services to be delayed or cancelled.

**Thursday 2 Sept:** Unit 450127 failed at Bagshot while working the 10:30 from Aldershot and was delayed there for almost two hours. With crews displaced, only a limited service operated during the afternoon.

**Friday 3 Sept:** A signalling failure at Lewes about 09:00 prevented trains running between Brighton and the Eastbourne and Seaford lines. The problem was resolved within an hour, but the service was disrupted for the rest of the morning.

**Saturday 4 Sept:** The 12:01 Brighton to Ore terminated at Pevensey & Westham, because of a brake problem.

**Sunday 5 Sept:** A points failure between Waterloo and Vauxhall resulted in the main fast lines being out of use until after 10:00. A unit running empty from Lovers Walk to Selhurst failed in Balcombe Tunnel during the afternoon. The bi-directional signalling was used to allow a limited service to operate in both directions on the down line for almost two hours, until the failed train could be assisted forward.

**Monday 6 Sept:** The 06:41 to Dartford became stranded outside Victoria, having lost shoegear. At the same time a track circuit fault put platforms 6, 7 and 8 out of use. Trains were severely delayed, with some diverted to Cannon Street or

Blackfriars. Normal service resumed by early afternoon, save for trains between Victoria and Dartford being cancelled for the rest of the day. The 15:00 Caterham to London Bridge failed at Norbury and terminated there.

**Tuesday 7 Sept:** The 09:41 Dartford to Charing Cross terminated at Woolwich Arsenal, because of a door fault, blocking the line until after 11:00. The 14:54 from Hampton Court also had a door problem and terminated at Clapham Junction. The 1915 Victoria to Littlehampton was involved in a fatality at East Worthing, resulting in the line being closed until after 22:00.

**Wednesday 8 Sept:** The 05:37 Staines to Waterloo was delayed by two hours after hitting engineering equipments between Whitton and Twickenham. Up trains were diverted via Hounslow meantime.

**Thursday 9 Sept:** An early morning empty train from Feltham Depot to Hounslow hit a shopping trolley on the line, resulting in the up Hounslow loop being blocked for almost two hours. A track circuit failure between Southampton Central and St Denys caused delays and cancellations during the evening peak.

**Friday 10 Sept:** The line was closed between Strood and Maidstone West for most of the afternoon after scrap metal and other objects were thrown onto the track near Cuxton. Evening peak services were delayed by an axle counter failure at Richmond.

**Sunday 12 Sept:** Late in the evening locomotive 66554 derailed at Lee Loop Junction during engineering work, while hauling a works train. As a result of this, the Sidcup line was blocked until the middle of Tuesday afternoon. Trains were diverted via Bexleyheath or cancelled; a shuttle operated between Sidcup and Dartford.

**Monday 13 Sept:** A track circuit failure at Anerley about 10:00 required all up trains to use the up slow line. Some Thameslink services were diverted via Tulse Hill. Normal working resumed early in the afternoon, but the track circuit failed again, disrupting the evening peak service. Urgent track repairs on the Portsmouth Direct line required trains from Waterloo at 10:45, 11:30 and 11:45 to be diverted via Winchester. The 14:17 Waterloo to Chessington was involved in a fatality at Wimbledon. All lines except the down slow re-opened within an hour, but SWR and Thameslink trains were not calling at Wimbledon until later in the afternoon.

**Wednesday 15 Sept:** A signalling problem on the down line between Twickenham and Whitton resulted in trains to Reading being diverted via Hounslow until mid-morning. Locomotive 70006 failed on a northbound freight between north of Winchester about 13:30, but was able to go forward into Wallers Ash loop after about an hour. Use was made of the bidirectional signalling to allow passenger trains to overtake the failure. A track circuit failure at Redhill disrupted evening peak services, with some trains diverted via the Quarry Line.

**Thursday 16 Sept:** The 07:58 Waterloo to Windsor was involved in a fatality at Queenstown Road. A points failure on the up fast line at New Malden caused delays later in the morning.

**Friday 17 Sept:** Morning peak services through Lewisham were delayed by a track circuit failure, with some trains diverted via Greenwich or Sidcup and Parks Bridge Junction.

**Saturday 18 Sept:** A points failure at Sydenham required all up trains to use the fast line from 08:00 until early afternoon, so stations from Anerley to Brockley were served only by down trains. London Overground services terminated and started at New Cross Gate and some Southern trains were cancelled or diverted to ease congestion. Some Thameslink services were also diverted.

**Sunday 19 Sept:** A signalling failure on the fast lines at New Cross caused disruption throughout the afternoon. Planned engineering work prevented use of the slow lines, so there were many cancellations.

**Monday 20 Sept:** An over-running possession on lines through Swanley resulted in early morning trains being diverted via Dartford. Thameslink services to Sevenoaks were diverted to Orpington.

**Tuesday 21 Sept:** A defective cable caused loss of power to the Up Chatham Slow line at Bickley Junction, resulting in the 09:18 from Dover Priory becoming stranded. Other trains were able to run, with some delays, but all lines had to be blocked, with power off, while passengers were evacuated from the stranded train early in the afternoon.

## AROUND THE REGION

**Hastings Line:** The railway is closed between Tunbridge Wells and Bopeep Junction, St Leonards from 23 to 29 October. This is to allow earthworks stabilisation work to be carried out near Frant, Stonegate and Battle and in the cuttings approaching Strawberry Hill and Wadhurst Tunnels.

**Angerstein Wharf:** Network Rail has abandoned plans to close the Fairthorn Road foot crossing over the Angerstein Wharf branch, following significant protests. It did not help their case that NR claimed the crossing was the “most

dangerous” on its Kent route, when their data showed that was not the case. Repairs to the crossing, including a new surface, are to be carried out, and Network Rail is encouraging local people to report any vandalism or misuse to them.

**Peckham Rye:** Network Rail plans major improvements to Peckham Rye station, where the Southern and Southeastern routes run on separate viaducts, with a considerable gap between them. Part of the area between the viaducts will be used to create a new concourse, with new stairs and lifts to the platforms. A planning application is to be submitted by the end of the year. This is in addition to ongoing work to renovate the historic station building and Southwark Council’s scheme to demolish the buildings in front of it, to recreate the forecourt.

**Denmark Hill:** A ceremony on 2 September marked completion of improvements to Denmark Hill station. These provide greater passenger capacity and include a new entrance to Windsor Walk, on the north side of the railway. There is an 85-space cycle-hub and extended platform canopies. Photo-voltaic film is applied to the glazed roofs. This produces more electricity than the station uses, with the surplus passed to the grid.

**Brighton:** A mobile segregation unit, which segregates, washes, bales, weighs and tags waste, has been provided at Brighton. The station and trains arriving there produce 650 tonnes of waste annually and the new unit will allow about 95% of it to be recycled.

**Bicycles:** GTR has installed additional cycle parking at many of its stations. Southern ones include Appledore, Ashted, Balcombe, Bexhill, Bognor Regis, Carshalton, Carshalton Beeches, Cheam, Collington, Cooksbridge, Cowden, Dormans, Durrington-on-Sea, Falmer, Holmwood, Horsham, Norbury, Normans Bay, Ockley, Penshurst, Reedham, Rye, Three Oaks, Wandsworth Common, Warnham and Winchelsea. This is largely financed through the Passenger Benefit Fund, so GTR also proposes to finance cycle parking at Deptford and Shortlands, which are Southeastern stations that are served by Thameslink. South Western Railway has recently provided more cycle parking spaces at Bournemouth, Dorchester South, Gillingham (Dorset), Parkstone, Wareham and Weymouth.

**Liphook:** The old footbridge was removed and the new one came into use in September. The lifts forming part of the footbridge will be operational from November.

**Hythe Pier,** including the electric railway, has been designated a Grade II listed building.

**Bournemouth Line:** The railway is closed for engineering work between Redbridge and Bournemouth on Monday 1 November and between Brockenhurst and Bournemouth on Tuesday 2 to Friday 5 November. Work to be carried out includes:

- Drainage improvements at Sway, where the line often floods
- Track renewal between Hinton Admiral and Christchurch
- Bridge maintenance at Christchurch

Signalling and track maintenance will be carried out at various locations along the line.

**Andover:** Andover sidings are being remodelled to provide a more convenient layout and allow a significant area of land to be released for housing.

**CREDITS:** Colin Duff, John Goodrich, Stuart Hicks