

REGIONAL REVIEW

SOUTHEASTERN NATIONALISED

The Government is terminating the Southeastern franchise and the service is to be operated by the Department for Transport's own company, SE Trains Limited, from 17 October. The franchise has been held by Govia, a joint venture by Go-Ahead and Keolis. An investigation conducted by the Department for Transport identified evidence that since October 2014 the franchisee had not declared over £25 million of historic taxpayer funding which should have been returned. The Department says that "on the basis of the available evidence, we consider this to be a significant breach of the good faith obligation within the franchise agreement." The £25 million has been recovered and further investigations into the franchise are under way. Go-Ahead's chief financial officer, who was previously the finance and contracts director at Southeastern, has resigned. There may be an investigation by the Serious Fraud Office. Termination of the franchise and transfer to SE Trains Limited does not affect the operation of trains, validity of tickets or the employment of the vast majority of Southeastern's staff.

STOCK NOTES

Carriage numbering: It appears that the six-figure carriage numbers applied to recently-built vehicles are part of the UIC number. So, for example, the full UIC number of class 700 driving motor 401001 is 94 70 0401001-5, where 94 = electric multiple-unit vehicle, 70 = UK registered and 5 is the check digit (using the Luhn algorithm). Rail Industry Standard RIS-2453-RST *Vehicle Registration, Marking and Numbering*, introduced UIC numbering in Great Britain in December 2017. Prior to that it had only been used on vehicles that worked on international services.

Class 465: A further move to store at Worksop was 465241+244 on 27 September. 465242+250 are due to follow on 30 September.

TIMETABLES AND DIAGRAMS

Class 707: Units 707009+010 worked a special service for the media on Friday 24 September, 11:44 Cannon Street to Sevenoaks and 12:24 return. Passenger use of the units by Southeastern started on Monday 27 September, with 707009+707010 working the following diagram.

05:31 Crayford to Cannon Street
06:20, 11:20, 16:20, 21:20 Cannon Street to Orpington
07:11, 12:11, 17:11, 22:11 Orpington to Cannon Street
07:57, 12:57, 17:57, 22:57 Cannon Street to Hayes
08:45, 13:45, 18:45, Hayes to Cannon Street
09:38, 14:38, 19:38 Cannon Street to Cannon Street via Sidcup and Woolwich
23:45 Hayes to Lewisham

707011+707012, which had transferred from SWR on 4 September, were noted on the 15:17 Cannon Street to Cannon Street via Woolwich and Sidcup, having arrived empty from Gillingham Depot, and appear to have continued on the 17:15 and 19:15 Cannon Street loop services, before running to Slade Green Depot.

Southeastern is branding class 707 as City Beam.

INTERESTING WORKINGS

Excursions: 66749 hauled an Eastleigh to Kingswear excursion as far as Gloucester on 25 September.

PERFORMANCE and INCIDENTS

Friday 24 Sept: The 06:31 Selhurst to Victoria became stranded at Balham because of a damaged conductor rail. The up slow line was closed for repairs until early afternoon. Some trains were cancelled or diverted to London Bridge.

Saturday 25 Sept: A tamper failed on the up line between Guildford and Worplesdon about 06:00. A second tamper was summoned from Woking Yard to haul it clear. Up trains were diverted via Cobham until 10:20.

Monday 27 Sept: A short circuit at Seasalter caused severe arcing, resulting in one of the rails on the down line being partly melted. The down line was closed between Faversham and Margate from late afternoon and there were many cancellations on the up line because rolling stock was out of place. Some trains were diverted via Canterbury East, Dover and Deal.

Tuesday 28 Sept: A power failure at Pokesdown caused trains to be cancelled or severely delayed during the afternoon.

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