

November 2011

16th November 2011

The next 11-car Pendolino for the West Coast Main Line, 390055 was delivered today behind Colas 66744, running from Dollands Moor to Liverpool Edge Hill. As with 390054 (which is currently operating as a standard 9-car set), this new unit does not carry Virgin branding, instead having Alstom lettering and the legend '11-car Pendolino'. It remains to be seen whether 390055 will enter service as an 11-car set or be reduced to 9-cars.

57306 - from Virgin Thunderbird to Network Rail yellow beast



57306 seen at Rugby on 4th May 2006 in its previous guise as Virgin Thunderbird locomotive named *Jeff Tracy*. This view is impossible to recreate following the redevelopment at Rugby which has seen these bay platforms at the north end filled in.

Photo: Mark Richards



Looking very different, 57306 has now received Network Rail yellow livery and branding for its new use on the Wessex, Sussex and Kent Routes for deicing and snow clearing duties.

Note that the Dellner couplers have been removed (from both ends). The loco is awaiting entry into Tonbridge West Yard, having arrived at Tonbridge as 0Z57 from Eastleigh Works, 11th November 2011. **Photo: Mark Richards**

13th November 2011

First Capital Connect and London Overground disruption leads to rare diversions



319422 stands in Platform 8 at London Victoria, shortly after 18.00 on Friday 11th November 2011. **Photo: Mark Richards**

On Friday 11th November 2011 a major signalling problem at West Hampstead PSB seriously disrupted all cross-London Thameslink services with the consequence that the Sevenoaks to Kentish Town service was revised to a half-hourly all-stations shuttle to/from London Victoria via the Catford Loop, providing the rare opportunity to travel into the terminus on a Class 319 unit. It is believed that all the FCC services diverted this way were using Platform 8.

The following day, London Overground services on the North London Line were disrupted due to the overhead wires coming down in the West Hampstead area with the consequence that services were diverted from Camden Road to Willesden Junction via Primrose Hill. The route via Primrose Hill is normally freight only, the passenger service having been withdrawn as long ago as September 1992.

Class 73 convoy

On Friday 11th November, a consist of six Class 73 locomotives ran from St Leonards to Hoo Junction taking a circuitous route via Tonbridge, Hither Green and Dartford. The convoy provided a contrast of liveries as it passed through Tonbridge comprising the following locos in this order:

73204+73206 (in GBRf livery)+73207 (large logo blue)+73141 (First Group livery with GBRf markings)+73208 (plain blue with small logos)+73205 (in intercity livery)

0Z57

Also seen at Tonbridge on Friday was 57306, freshly painted in Network Rail yellow from Eastleigh Works, working as 0Z57. The loco has had the Dellner couplers removed from both ends which does give it a tidier, if slightly odd appearance.

6th November 2011

East Coast Diversions



67003 drags electric set comprising 91125 and 82227 on a diverted East Coast service through a dreary and grey Sleaford, 5th November 2011. **Photo: Mark Richards**

Class 67s were again used this weekend to drag London Kings Cross to Leeds services between Peterborough and Newark due to planned engineering works on the East Coast Main Line.

Noted on 5th November were 67003 hauling 91125+82227 on the diverted 1D15 London Kings Cross to Leeds and 67022 with an unidentified 91 +82225 on 1D17 London Kings Cross to Leeds. Anglo-Scottish services were also sent this way, all being formed of HST sets and Hull Trains Class 180s also used this diversion with some booked to call at Sleaford for operational reasons.

The diverted services only run via Sleaford in the Down direction as in the Up Direction the avoiding line is available for diverted traffic.

WCML Chaos

The West Coast Main Line to and from Euston was severely disrupted on Saturday due to the overhead wires being brought down by a Virgin Pendolino in the Wembley area around 1130. It is understood that the train involved had to be evacuated although it is not known whether it was heading to or from London. The disruption continued until the end of service with heavy delays and cancellations. Customers were recommended to use all reasonable alternative routes (where possible) to complete their journeys. Further delays were experienced on the East Coast Main Line later in the evening when the Class 67 hauling the 1930 Kings Cross to Leeds failed near Werrington Junction, north of Peterborough. This

service and the following one to Newcastle were set back to Peterborough. Road coaches are understood to have then taken passengers forward from there to destinations further north.