

REGIONAL REVIEW: SEPTEMBER 2022

LYING IN STATE and FUNERAL of HM THE QUEEN

Additional trains ran Thursday 15 to Monday 19 September in connection with the lying in state and funeral of Her Majesty. Weekend engineering work was cancelled, as were strikes on 15, 17, 26 and 27 September.

Southeastern: Trains from London returned empty to take up the next working. The only additional up trains were 00:25 and 06:46 Gillingham to Victoria on Sunday 18 September. Extra trains departing after 05:00 ran only on 18 September.

St Pancras to Ashford: 02:12, 04:12, 06:19

Victoria to Dartford via Bexleyheath: 01:09, 03:09, 06:09

Victoria to Gillingham: 01:22, 03:22, 05:55

Victoria to Orpington: 02:25, 04:25, 06:25

Victoria to Ashford via Maidstone East: 01:55, 04:35

Charing Cross to Charing Cross via Woolwich and Sidcup: 02:05, 04:05, 06:11

Charing Cross to Tunbridge Wells: 01:45, 03:45, 05:45

Roundabout services via Woolwich and Sidcup run from Cannon Street, but not normally from Charing Cross.

Southern: There were no additional trains on 18 September, because there is a scheduled hourly service between Victoria and Three Bridges in the early hours of Sunday. The extra trains from Victoria all departed two minutes later on 17 and 19 September.

Victoria to Gatwick Airport: 01:08, 02:08, 03:13, 04:08

Gatwick Airport to Victoria: 02:08, 03:08, 04:08, 05:02

South Western Railway: The following ran 15 to 18 September.

Waterloo to Ascot: 01:05 (01:08 Sunday), 03:20

Waterloo to Haslemere: 01:15 (01:20 Sunday)

Waterloo to Portsmouth Harbour: 04:08 (to Fratton on Saturday and Sunday)

Waterloo to Southampton Central: 00:40 (Sat), 00:44 (Sun), 01:05 (Thur & Fri), 03:35

Ascot to Waterloo: 02:10, 04:25 (04:20 Sunday)

Haslemere to Waterloo: 02:18

Portsmouth & Southsea to Waterloo: 23:08 (Weds to Fri)

Winchester to Waterloo: 00:32 (Sunday)

Southampton Central to Waterloo: 01:25 (not Sunday), 02:15 (Sunday), 03:15

Additional trains on the day of the funeral, Monday 19 September, and on Sunday evening were:

Bournemouth to Waterloo: 22:59 (Sunday)

Portsmouth Harbour to Waterloo: 23:24 (Sunday)

Waterloo to Ascot: 01:55, 04:00

Waterloo to Haslemere: 01:10, 04:00

Waterloo to Portsmouth Harbour: 06:01

Waterloo to Southampton Central: 01:05, 03:00

Waterloo to Bournemouth: 05:14

Ascot to Waterloo: 03:00, 05:00

Reading to Waterloo: 03:15

Guildford to Waterloo via Woking: 03:20

Haslemere to Waterloo: 02:05, 04:56

Southampton Central to Waterloo: 00:30, 03:30, 04:35

There were also non-stop trains at 05:55 Aldershot to Waterloo and 23:09 return, 12-coach class 450, for military personnel. The return service actually departed at 22:45 and, thanks to a slack schedule, was 43 minutes early at Aldershot.

On 19 September trains normally between Waterloo and Weybridge via Chertsey were diverted to Windsor and there was a shuttle between Virginia Water and Weybridge. Trains to and from Windsor were subject to delay or cancellation during the afternoon, because priority was given at Datchet level crossing to road traffic to the service in St George's Chapel. Trains were even busier than expected, because overhead line damage at West Drayton caused the Great Western line to be closed. Queuing had to be organised at Waterloo. Short-notice additional trains to Reading ran from Waterloo at 15:35, 16:35, 18:05, 18:35 and 19:05, returning from Reading at 17:08, 17:54, 19:24, 19:54 and 20:24. These were all non-stop, except the 15:35 which served the usual stations and the 18:05 which called at Twickenham.

STOCK NOTES

Class 171: Units 171201/02 and 171401/02 have reverted to three coach formation and are leased to East Midlands Railway (EMR). Unit 171201, has been reunited with centre coach 56421 from 171401, and remains with Southern for the time being, subleased from EMR. The other three units ran from Selhurst to Etches Park, Derby on 7 September and will have their couplers changed from Dellner back to BSI. Most of Southern's remaining class 171s are being reformed as three coach units, with one of the centre coaches from each four coach 171/8 unit being used to augment a two coach 171/7. As there are ten 171/7s and six 171/8s, this will give a fleet of thirteen three coach units (including the one subleased from EMR) and four two coach units. This will enable trains between Eastbourne and Ashford to be formed of three carriages, instead of two.

Class 201: Preserved DEMU 1001 is being fitted with controlled emission toilets, so that it can continue to operate on the national network.

Class 701: Unit 701046 was hauled from Worksop to Eastleigh on 25 August, followed by 701024 on 31 August. 701044 was hauled from Derby to Eastleigh on 5 September. It was delayed for three hours by locomotive 47739 failing between Hook and Basingstoke, with 66716 having to come from Westbury to assist.

TIMETABLES and DIAGRAMS

Class 377: There is increasing use of class 377/3 units on Coastway services. 377325 was noted worked the 17:10 Brighton to Southampton and 19:28 return on 5 September.

Gillingham (Dorset): Following two weeks of disrupted services, a temporary timetable took effect on the West of England line from 5 September, because the drought has caused clay embankments to shrink. That has resulted in a 40 mph speed restriction being imposed between Gillingham and Tisbury, where trains would normally be running at up to 80 mph. Running time between the two stations is typically 17 minutes, instead of 10 or 11. This is particularly disruptive because the section of line is single track. Timings between Waterloo and Salisbury are largely unchanged. Trains between Waterloo and Exeter run every two hours, instead of hourly and the journey time is extended by an hour in both directions. As well as the additional running time between Gillingham and Tisbury, there are some lengthy waits at passing loops. There is an hourly service between Waterloo and Yeovil Junction, with alternate trains terminating and starting there. The journey is 15-20 minutes longer than usual. This is expected to continue until the end of October, because repairs cannot start until the embankment has stopped shrinking. There was a planned closure of the line between Axminster and Pinhoe from 19 to 23 September to stabilise cutting slopes at Honiton.

Elizabeth Line: Trains will run seven days a week from 6 November, with through services from Abbey Wood to Heathrow and Reading. With trains running from Shenfield as well, service frequency from Abbey Wood will be cut back from 12 to eight trains per hour off peak, with departures thus:

02 & 32: Heathrow T5
09 & 39: Reading
17 & 47: Heathrow T4
24 & 54: Maidenhead

At peak times there will be departures every six minutes, with the additional trains running to Paddington.

INTERESTING WORKINGS

Class 43: Rail Adventure HST power cars 43468 and 43480 made four return trips between Eastleigh and Fareham during the morning and early afternoon on 21 September.

Class 201: On 3 September unit 1001 was chartered by UK Railtours to run from Tonbridge, Kensington Olympia and Waterloo to Portsmouth Harbour. The outward journey was via Herne Hill and Petersfield and the return was via Eastleigh and Catford.

Class 387: Gatwick Express unit 387212 worked the 07:11 Brighton to West Worthing and 07:52 return on 22 September.

Excursions: The Midland Pullman HST set with power cars 43046 and 43047 worked Eastleigh to Scarborough on 27 August. A trip on 31 August from Wolverhampton to Weymouth via Kemble and Basingstoke was double-headed by 47828 and 47614. 47593 and 47614 topped and tailed an excursion from Poole to Shrewsbury via Eastleigh and Salisbury on 7 September.

STRIKES

Drivers employed by Southeastern, Great Western Railway and CrossCountry are among those who will be striking on 1 and 5 October. Network Rail staff who are RMT members, including signallers, will strike on 1 and 8 October. Services are expected to be similar to those on strike days earlier this year, with trains running between 07:30 and 18:30. Engineering work on 1 October results in there being no trains between Brighton and Three Bridges or Feltham and Windsor. Southeastern is not running any trains when its drivers are on strike.

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 24 passenger train operators is shown. Eurostar is not included, but open access operators are. MAA = moving annual average. Performance is measured against the timetable that each train operator advertised the previous day. Therefore, although very few trains run on strike days there is still a “good performance”, because only a limited timetable was intended.

	24 July to 20 August	MAA to 20 August
All TOCs	66.5%	70.7%
SWR	69.9% (7 th)	71.9% (9 th)
GTR	67.3% (9 th)	72.7% (8 th)
SE	63.0% (12 th)	69.4% (12 th)

Wednesday 24 Aug: A track defect on the down fast line at Earlswood and Salford required trains to be diverted to the down slow or subject to a speed restriction for most of the day. Some down trains missed calls at Earlswood, Salfords and Horley, in order to maximise line capacity and some Great Western services to Gatwick were terminated at

Redhill. A signalling failure at Rye required cables to be replaced, resulting in very few trains running between Ashford and Ore during the afternoon and evening. Southern had great difficulty securing any buses and passengers were advised to travel via Tonbridge.

Thursday 25 August: A signal failure between Lee and Hither Green about 05:30 resulted in no trains running until a limited service resumed at 09:00. Services were diverted via Bexleyheath and there was a shuttle between Sidcup and Dartford. Disruption continued for the rest of the morning. There were no trains on the Windsor branch from 07:20, after a tree fell onto the line damaging high voltage cables. The 07:00 from Dover Priory hit a tree between Hildenborough and Sevenoaks, resulting in both lines being blocked for about 1½ hours. Trains were cancelled or diverted via Maidstone East meantime, with consequent late running and cancellations continuing into the afternoon. A tree fell onto the railway at Forest Hill during the afternoon, blocking the down lines. Trains were diverted via Tulse Hill or cancelled.

Friday 26 August: A few trains ran from Windsor during the morning, and an hourly service from early afternoon, with generators providing a power supply for the signals. Replacement of cables was delayed while specialists removed a wasps' nest in the vicinity of the damage.

Saturday 27 August: The 14:03 Ashford to Victoria was delayed for about an hour after hitting an iron bar on the track near East Malling.

Monday 29 August: The 16:55 Victoria to Dorking hit a person on the track at Mitcham Eastfields. The line was closed until about 19:00, with trains cancelled or diverted via West Croydon.

Tuesday 30 August: A track fault at Norbury, a signalling problem at Haywards Heath and a points failure at Brighton disrupted evening services.

Wednesday 31 August: A points failure prevented trains running from Norwood Junction to Crystal Palace for about three hours from 09:00. Services were diverted via Selhurst or to London Bridge. A signal failure between London Bridge and Charing Cross about 20:30 resulted in some trains being diverted to Cannon Street or Victoria, or terminating at London Bridge.

Thursday 1 September: A points failure at Shortlands resulted in all down trains being diverted via Catford from 22:00.

Friday 2 September: The line between Gravesend and Higham was closed for an hour from 12:30, because of a track circuit failure at Hoo Junction.

Sunday 4 September: The 21:25 Ramsgate to Tonbridge was involved in a fatality at Paddock Wood, resulting in all lines being blocked for the rest of the day.

Monday 5 September: Current was isolated on both the Hounslow loop and the main line through Twickenham after the 14:03 from Weybridge was involved in a fatality at Hounslow. It was an hour before power was restored on the main line and a further hour before the Hounslow loop reopened. Electric Control Room staff can only isolate the conductor rail over quite a wide area and local staff are no longer trained to operate hook switches. An authorised person, such as a Mobile Operations Manager, has to be summoned to do that.

Wednesday 7 September: There were no trains between Ryde and Shanklin from 09:00 until 19:00, because of staff sickness. A signalling failure restricted access to platforms 15 to 24 at Waterloo during the evening peak, resulting in delays and cancellations. A displaced conductor rail caused the 22:49 Dover Priory to St Pancras to become stranded between Dover and Folkestone for almost two hours.

Thursday 8 September: A signalling failure prevented use of the up fast line between Weybridge and Hampton Court Junction during the morning. All services had to use the up slow, so no trains to Waterloo stopped at Walton-on-Thames, Hersham and Esher. A landslip at London Road Guildford caused down trains to be diverted via Woking from 09:00 until 13:30. The 18:55 from Basingstoke hit a tree when approaching Woking. Trains were cancelled, delayed or diverted via Havant for the rest of the evening.

Friday 9 September: A tree fell onto the line between Bagshot and Ascot shortly after 07:00. The line was closed, with the 06:49 Farnham to Waterloo held at Camberley from 07:13 until 09:48. The fast lines were closed for 2½ hours after the 08:00 Charing Cross to Tunbridge Wells was involved in a fatality at Hither Green. A few main line trains were diverted to Victoria.

Saturday 10 September: Trains were delayed during the afternoon and some Southern services curtailed or cancelled, because of a signalling failure at Bedhampton.

Monday 12 September: A points failure near Denmark Hill caused extensive disruption for about three hours from 16:30. London Overground was unaffected, but most Southeastern and Thameslink services were diverted via Herne Hill. Trains between Victoria and Dartford were cancelled or diverted to Cannon Street. The train radio system failed in the Canterbury West area about 17:00, resulting in there being no trains until after 20:30.

Tuesday 13 September: All lines were closed after the 11:15 Victoria to Littlehampton was involved in a fatality at Three Bridges. Services to and from Horsham resumed by 13:00 and there was a limited service on the main line about half an hour later. All lines were open from 16:15, but the service was disrupted into the evening.

Thursday 15 September: Defective points at Arundel Junction prevented trains running towards Horsham. Trains terminated and started at Arundel all day, because a daytime possession to undertake repairs would have required all services through the junction to be cancelled. A points failure at Redhill about 16:00 prevented access to platform 2 (up loop) and the Tonbridge line. Various trains were cancelled or diverted via the Quarry line. Platform 2 was back in use by 19:30, but trains between Redhill and Tonbridge were cancelled for the rest of the day, apart from one round trip by the last scheduled service. A signalling fault at Denmark Hill resulted in there being no trains between Surrey Quays and Clapham Junction after 16:20.

Friday 16 September: The brakes seized on the wagon of an engineer's train at Kearsney during the night, resulting in there being no trains between Shepherds Well and Dover until the 13:10 from Victoria.

Sunday 18 September: Services were suspended for 1½ hours after a tree fell onto the Chessington branch during the afternoon.

Monday 19 September: A signalling failure at Charing about 10:00 prevented any trains running for five hours. Services were cancelled, diverted via Tonbridge or terminated at Lenham.

Tuesday 20 September: The 05:20 Havant to Victoria failed between Billingshurst and Christs Hospital, with loss of shoe gear, blocking the line for most of the morning. The 10:56 from Bognor Regis was the first up train to run through. Meantime, services were cancelled or diverted via Hove.

Thursday 22 September: There was only a limited service between Farnham and Alton for five hours from 09:30 because of a signal failure. The 13:55 to Peterborough failed immediately after leaving Horsham, because of a problem with the brakes. It was not able to return to the station for almost an hour. All lines were blocked after the 15:25 Brighton to Bedford was involved in a fatality at Horley. The slow lines soon reopened, but the fast lines remained closed until 18:30. The 15:56 from Bognor Regis (which started from Barnham) and the 16:23 were diverted via Dorking. Other trains were delayed or cancelled. The 17:52 Ramsgate to Charing Cross failed at Folkestone Central blocking the line. There were no trains from Dover to Ashford until after 22:00; meantime up services were diverted via Canterbury West or started from Ashford.

Friday 23 September: The monitoring equipment at Sevington (east of Ashford) detected a wheel flat on the 06:53 Dollands Moor to Daventry, a DB Cargo intermodal freight. The train was required to continue at no more than 20 mph and was eventually put into the loop between Kemsing and Otford Junction. By that time it was an hour late. The 06:40 from Ramsgate and 07:34 from Folkestone were diverted via Tonbridge and Bat & Ball, in order to avoid being delayed.

Saturday 24 September: A person was struck by the 10:55 Margate to St Pancras at Chartham, resulting in the line being closed until the middle of the afternoon. Trains were diverted via Deal meantime. The 15:18 Dover Priory to Victoria terminated at Gillingham, because of a problem with the doors. All lines were blocked after the 17:56 London Bridge to Ore was involved in a fatality at Three Bridges. The fast lines reopened about 20:00, but the slow lines remained closed for the rest of the evening.

Sunday 25 September: A power failure at Swanley disrupted signalling during the afternoon and evening. Trains were delayed and Thameslink services to Sevenoaks were cancelled.

AROUND THE REGION

Hastings Line: The line will be closed between Tunbridge Wells and Bopeep Junction, St Leonards from 22 to 30 October for track renewals.

Streatham: Lifts down to the platforms are being installed at Streatham station.

East Grinstead: The new fully-accessible station footbridge was formally inaugurated on 2 September. The Bluebell Railway's O1 steam locomotive, 65, steamed into the station to mark the occasion, this being its first venture onto the main line railway since 1963.

Ryde: The railway pier at Ryde is to be closed for renovation and strengthening from 30 October and will not re-open until spring 2023. The vague re-opening date is probably because the winter weather could determine how long the work takes. Construction of the pier started in 1878 and the railway between Ryde Esplanade and Ryde Pier Head opened on 12 July 1880. The pier has previously been closed for major repairs in 1966 and 1967. It is not of uniform construction, being divided into six distinct sections over its 686 metres length. Some components can be renovated, but others will need to be replaced.

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