

REGIONAL REVIEW: SEPTEMBER 2025

STOCK NOTES

Class 450: Unit 450014 was named *King Athelstan* at Kingston on 4 September, marking 1,100 years since Æthelstan was crowned as King of Mercia and Wessex at Kingston. In 927 he conquered the Viking Kingdom of York, so is widely regarded as the first King of England.

Class 455: Further scrap moves from Wimbledon to Newport have been:

26 August	455741+455903
1 September	455848+455853
8 September	455856+455862
15 September	455724+455851
17 September	455911+455913

Classes 465 and 466: Units 466015+466028 were hauled from Gillingham to Newport for scrapping on 11 September. 465931+465933 made the one-way trip from Ely to Kingsbury (West Midlands) on 16 September.

Class 701: Unit 701039 is named *Ace*, this being a reference to tennis at Wimbledon. Unit 701001 finally made it from Derby to Wimbledon on 10 September and was noted out on test on 18 September.

Class 769: Units 769535 and 769549 (ex 319435 and 319449), which have been converted to carry parcels, made overnight test runs between Leicester and London Euston via Nuneaton on 3 and 4 September. They ran from Leicester to Peterborough and back on 16 September.

TIMETABLES AND DIAGRAMS

Class 701: There were twenty class 701 weekday diagrams from 1 September. Completely new services for the class are:

07:34 and 14:04 from Guildford and 12:33 from Waterloo, all via Cobham;
10:20 and 21:20 Waterloo to Woking and 11:33 and 22:33 return;
10:22, 11:22, 13:52, 14:52 and 20:52 Waterloo to Weybridge via Chertsey and 12:03, 13:03, 15:33, 16:33 and 22:33 return

There are more trains to Chessington, at 06:17, 08:47, 15:17, 16:47, 18:17, 19:47 and 23:00 from Waterloo and 07:04, 09:34, 16:04, 17:31, 19:04, 20:34 and 23:42 return.

Reading workings are 05:26, 05:50, 07:50, 08:50, 09:20, 12:20, 12:50, 16:20, 17:20 and 19:50 from Waterloo and 07:09, 07:39, 09:39, 10:39, 11:09, 14:09, 14:39, 18:09, 19:09 and 21:39 return.

The units still work principally to the Kingston Loop, Shepperton, Windsor and Hampton Court, together with services via Epsom to Dorking and Guildford.

Southeastern: Timetable changes from December 2025 include retiming trains between Charing Cross and Hayes, to give a more regular service from London Bridge. Weekend services between Victoria and Gravesend lengthened to eight coaches. Additional trains, mostly Mondays to Fridays are:

04:35 Orpington to Victoria (so the 04:33 from Swanley can be non-stop from Bromley South to Victoria)
19:23 & 20:23 Dartford to Charing Cross via Bexleyheath and 20:25 & 21:25 return
08:02 Charing Cross to Hayes
07:57 & 18:59 Charing Cross to Maidstone East and 08:44 & 17:44 Maidstone East to Charing Cross
21:55 Victoria to Ashford and 09:28 Ashford to Victoria, both via Maidstone East
20:50 & 21:50 St Pancras to Faversham and 18:30, 19:30 & 20:30 Faversham to St Pancras
10:50 & 17:50 St Pancras to Faversham and 09:30 & 16:30 Faversham to St Pancras on Saturdays

Sheerness-on-Sea: The local Member of Parliament has called on Southeastern to provide through trains between London and Sheerness-on-Sea. The hourly service from Victoria to Sheerness was withdrawn from 7 May 1973, but a few peak

trains continued until 11 May 1990. A peak service was reinstated on 12 January 2015, but was suspended from 23 March 2020, because of Covid, and has not resumed. Kent County Council has reported that Sheerness town centre is the most deprived area in the county. The MP says it is important that local people can more easily access employment.

RAIL BUSINESS

Freightliner: International freight company CMA CGM is acquiring Freightliner Intermodal, the container business, with completion of the purchase expected early in 2026. Genesee & Wyoming is retaining ownership of Freightliner Heavy Haul and Freightliner operations elsewhere in Europe.

Unizone: Southern offers special area season tickets for students studying at participating universities and colleges on the Sussex Coast. There are two Unizone areas. 'Brighton' extends to East Worthing, Preston Park, Seaford, Eastbourne and Plumpton (via Lewes). 'Worthing' covers Shoreham-by-Sea to Littlehampton, Bognor Regis, Chichester and Amberley. Users must have a 16-17 Saver Card or a 16-25 Railcard, plus appropriate identification as a student. A 'Brighton' Unizone ticket costs £22 weekly, £84.50 monthly and £253.59 quarterly. 'Worthing' tickets cost 13.6% more.

INTERESTING WORKINGS

Class 20: Locomotives 20901+20905 ran from Ashford to Effingham Junction shed via Redhill and Guildford on 28 August, for use on route-learning trips, probably in advance of autumn railhead treatment workings. On 2 September they departed at 08:25 for Leatherhead, Horsham, Leatherhead, Effingham Junction, Surbiton, Aldershot, Ascot, Aldershot, Guildford and Effingham Junction. There was a similar working on 3 September, but also including the Hampton Court branch, and the locomotives ran to Woking Up Yard via Guildford the following afternoon. They were working the drain cleaning train in the Wimbledon area on 6 and 7 September during a weekend possession. The train returned to Woking early on 8 September and the locomotives then ran light back to Ashford via Guildford and Redhill to collect an engineer's train. They appear to have been operating engineers' trains from Woking during the following week, but returned to Toton via Kew East on 16 September.

Class 47: 47810 worked a pair of Locomotive Services carriages from Crewe to Eastleigh on 1 September.

Class 50: 50008 made a return trip from Eastleigh to Reading on 30 August with Great Western sleeping cars.

Class 73: Locomotives 73107 and 73136 were hauled from Tonbridge to Bescot by 69015 overnight on 2/3 September, on their way to attend a gala event at the Severn Valley Railway. They returned to Oxford on 8 September.

Class 90: 90026 was hauled from Crewe to Eastleigh Works by 37409 on 22 September.

Class 201: Four-coach unit 1001 returned from the Bluebell Railway to St Leonards on 9 September via Selhurst, Victoria, Selhurst, Edenbridge and Hastings. Passengers were carried from the Bluebell Railway's East Grinstead station to Hastings via Sheffield Park. A trip from Hastings to Oxford, Leamington Spa, Stratford-upon-Avon and Birmingham Moor Street on 20 September was the hundredth railtour run by Hastings Diesels, excluding charters for third parties. The seven coach train ran outward via Herne Hill, Kensington and Ealing Broadway and returned via Ascot, Hounslow and Herne Hill.

Excursions: A trip from Bournemouth to Shrewsbury, via Eastleigh and Salisbury, on 27 August, was topped and tailed by 47593 and 47805. The train had run empty from Southall to the Swanage Railway the previous day, but returned direct to Southall from Bournemouth. An excursion on 18 September from Woking to Shrewsbury via Salisbury and Bristol was worked by 57311 and 57347.

Britannic Explorer: The tour of Wales starting from Victoria on 18 August appears to have been a trial working, with the first successful passenger-carrying service being a trip to the West of England that departed Victoria for the West Somerset Railway via Hounslow and Wokingham on 29 August. It arrived back from Cranmore via Wokingham and Richmond on 1 September.

Mark 5 Carriages: On 29 August a further set of Mark 5 carriages was propelled from Longsight to Eastleigh by 68030, to be prepared for use by Chiltern.

Engineering Work: All lines from Waterloo platforms 1 to 10 to Byfleet Junction were closed from early on Saturday 6 to early on Monday 8 September. Main line services were diverted via Chertsey. There were trains to Kingston and Shepperton via Richmond. Chertsey trains ran to and from Woking on Saturday as well as Sunday. Trains ran half-hourly between Raynes Park and Guildford via Epsom, with pilot working between Motspur Park and platform 1 at Raynes Park. Road replacement transport was provided from Clapham Junction to Chessington South, Surbiton, Hampton Court, Weybridge and Effingham Junction via Cobham. The Surbiton buses were alternately non-stop (but scheduled 50 minutes) and stopping via Kingston. There were also buses between Addlestone and Weybridge. All went reasonably well until there was a signalling problem in the Staines area throughout Sunday afternoon and evening, causing a few cancellations and trains being delayed by up to an hour.

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.

P5	20 July to 16 August	MAA to 16 August
GB	68.09%	66.68%
SWR	67.43% (12 th)	64.41% (12 th)
GTR	69.09% (10 th)	67.84% (9 th)
SE	69.45% (9 th)	65.59% (10 th)

London Underground Strikes: London Underground staff were on strike between Sunday 7 and Thursday 11 September. There were also strikes on Docklands Light Railway on 9 and 11 September. Engineering work caused Thameslink to be closed between Finsbury Park and London Bridge on Sunday, but on other strike days trains were unable to call at Farringdon until 07:30. On Monday and Wednesday there were no stops at Farringdon after 22:30, but on Tuesday and Thursdays it was possible to call until midnight. Main line suburban services were busier than usual on strike days, but there were no trains at all from Wimbledon on Sunday, because of engineering work.

Tuesday 26 August: The down fast line was closed between Earlswood and Tinsley Green during the afternoon, for urgent repairs, resulting in delays and cancellations. Disruption continued into the evening. Some Charing Cross trains were diverted to Cannon Street or terminated and started at London Bridge during the afternoon, because of a signalling fault.

Wednesday 27 August: The 12:04 Dalston Junction to Clapham Junction, and subsequent trains until the 13:19, were diverted to Battersea Park, because of a problem with an Angerstein Wharf to Woking freight train at Longhedge Junction. The 14:07 St Albans to Sutton and 14:49 Sutton to St Albans were stranded as a result of a tree on the line at St Helier. The 14:07 was able to go forward almost an hour later, but the 14:49 terminated at Morden South for fitters' attention, after having branches removed from under it. Meantime, trains were diverted via Carshalton. Normal working resumed about 17:00.

Thursday 28 August: The 12:23 Cambridge to Brighton, unit 700135, failed at Blackfriars, with an electrical fault. It was three hours before it could be moved, during which period a greatly reduced service operated on the northbound line, using the reversible signalling. There were just half-hourly trains Bedford - Brighton and St Albans - Sutton and, after the southbound line re-opened about 17:00, numerous cancellations for the rest of the day. A points failure at Maidstone East about 18:30 caused the 17:25 from Victoria to be delayed by over an hour. Other trains were cancelled or diverted via Tonbridge.

Friday 29 August: The 07:00 Victoria to Epsom Downs terminated at Selhurst with a brake fault. There was loss of power to signalling between Gravesend and Strood for two hours from about 12:15. The 10:17 Luton to Rainham was delayed for two hours at Gravesend and following trains terminated at Dartford. The 11:21 Ramsgate to St Pancras terminated at Rochester and the 12:21 was diverted from Faversham via Dover and Ashford. The 12:50 St Pancras to Faversham was diverted via Ashford and Canterbury West. Numerous other trains were cancelled. Services resumed with the 12:17 from Luton and 13:21 from Ramsgate, but there were consequential cancellations, particularly to Thameslink services, into the evening.

Saturday 30 August: The 15:00 Rainham to Luton terminated at Gillingham, because of a brake problem, requiring following trains to be diverted via the up loop. A signal fault about 17:00 prevented trains running from Dartford to Slade

Green for an hour. Southeastern trains were diverted via Sidcup and Thameslink via Bexleyheath. Down trains were unaffected. The 18:45 from Portsmouth Harbour hit a tree that was blocking both lines between Haslemere and Witley. Fortunately, it was able to set back to Haslemere. Several trains were diverted via Winchester, before the line reopened about 21:30. A track circuit failure resulted in some evening trains between Victoria and West Croydon being diverted to and from East Croydon.

Sunday 31 August: The 08:56 Horsham to Bedford, unit 700130, was stranded at Brockley for almost two hours by a technical fault and terminated at London Bridge. Following trains had to use the up slow line, resulting in congestion and delays. Some Thameslink services were diverted via Selhurst and Herne Hill. A points failure at Redhill during the afternoon required trains to be diverted via the Quarry line, prevented Great Western services running to Gatwick Airport and caused Tonbridge trains to be cancelled.

Monday 1 September: All signals between Gillingham and Newington failed about 10:00 resulting in there being no trains between Gillingham and Faversham for seven hours. Limited shuttle services operated from Faversham to Ramsgate and Dover and on the Sheerness branch. A very limited service operated east of Gillingham during the evening.

Tuesday 2 September: Southeastern was again hit by a major signalling failure, with trains in the Ashford area brought to a halt about 09:20. Only Eurostar was unaffected. Services were on the move again from 10:40, but disruption continued into the afternoon. A points failure at Waterloo about 11:00 meant that trains from platform 10 upwards were unable to depart on the main lines for the rest of the day. Some were diverted to lower-numbered platforms, but others had to use the Windsor lines and cross to the main lines at Queenstown Road. Excellent work by the Wimbledon signallers resulted in few delays, even during the evening peak. A line closure to allow repairs to the points would have been far more disruptive, so this work was undertaken overnight.

Wednesday 3 September: The 05:31 from Uckfield was delayed for 2¼ hours after hitting a tree south of Eridge and the 05:20 from East Croydon was detained at Ashurst. The Epsom Downs branch was blocked for two hours from 07:30, also because of a tree on the line. Trains were diverted via Sidcup during the afternoon because of a tree on the line at Falconwood. The 13:45 Charing Cross to Hastings struck tree branches north of Wells Tunnel, as did the 14:44 from Alton between Bentley and Farnham. Both trains were able to proceed after branches had been removed. A conductor rail defect put the up fast line out of use from Balham to Battersea Pier Junction from 16:50 until after 21:00. The 15:12 from Littlehampton was stranded at Clapham Junction. All up trains had to use the slow line, resulting in significant congestion and late running. Some trains were cancelled or terminated short.

Friday 5 September: A signalling failure affecting all four lines between Victoria and Clapham Junction caused delays throughout the morning. Gatwick Express was cancelled, as were Reigate trains and some Sutton and Epsom services. A broken rail found at Crofton Park shortly after 07:00 required trains running towards London to be diverted via Herne Hill. The 06:22 Sevenoaks to Welwyn Garden City had to set back from Catford, but could not do so until the 06:15 from Gillingham had turned back at Bellingham. Both trains reversed at Bromley South, before continuing via Herne Hill. The Gillingham train was only half an hour late at Victoria, but the Welwyn Garden City train terminated at Blackfriars 76 minutes late. Down trains were also diverted from 10:30, to allow repairs to be carried out and normal working resumed about 12:30. The 19:30 Waterloo to Portsmouth Harbour terminated at Clapham Junction with a fault on unit 444008.

Saturday 6 September: Services via Crawley were disrupted from 17:20 by a track circuit failure at Three Bridges.

Sunday 7 September: Services through Sutton were suspended for the rest of the day after the 22:00 Epsom to Victoria was involved in a fatality.

Monday 8 September: There were significant delays and cancellations during the evening peak after a bicycle was thrown onto the line between Staines and Ashford. The 18:28 Blackfriars to Beckenham Junction, units 466003+465186, terminated at Loughborough Junction with a brake problem.

Tuesday 9 September: The 07:30 Victoria to Epsom Downs failed at Belmont and departed empty to Stewarts Lane at 09:48. Following trains were diverted to Epsom and normal service resumed with the 09:30 from Victoria. A Dollands Moor to Daventry freight, hauled by 66694, was delayed near Beckenham Hill for about half an hour, because of a fault, resulting in the 14:22 from Sevenoaks and 14:15 from Gillingham being diverted via Herne Hill.

Wednesday 10 September: Morning peak services were disrupted by a signalling failure between Brighton and Hove. The 08:12 Victoria to Orpington failed at Petts Wood and had to be assisted to Orpington by another unit about 10:30. A traction current fault between Winchester and Micheldever resulted in the up line being blocked to electric traction for about two hours from 08:45. A 16 year old boy was fatally stabbed at Seaford station late in the afternoon, resulting in the station being closed for the rest of the day. The 16:36 from Brighton and subsequent trains terminated at Newhaven

Harbour. The line did not reopen until Thursday afternoon, following police investigations. Two youths, aged 14 and 16, have been arrested in connection with the stabbing.

Thursday 11 September: The 13:20 Waterloo to Clapham Junction, units 458413+412, terminated at Clapham Junction with a traction fault. Trees were blown onto the line at Earlsfield, Lee and St Mary Cray during the afternoon. The 12:54 Victoria to Hastings suffered a traction fault at Collington and terminated there. It was four hours before it was able to depart empty for Lovers Walk.

Friday 12 September: Trains were diverted via Bat & Ball after the 15:20 from Hastings was involved in a fatality at Knockholt. Normal working resumed about 19:30. The 18:12 Victoria to Gillingham became stranded between Farningham Road and Longfield, because of a power failure on the down line. Passengers were evacuated to a train on the up line. Services were cancelled or diverted via Dartford until after midnight.

Saturday 13 September: A signalling fault shortly after 08:00 resulted in no trains being able to run between Arundel and Ford for about three hours. Trains between Angmering and Barnham were subject to significant delays. A Belmond British Pullman excursion from Victoria to Chichester was diverted via Reigate, Guildford and Havant, but was able to return via Hove, as scheduled. The service remained disrupted into the evening.

Sunday 14 September: The down line at Slade Green was blocked for two hours from 11:45 in order to allow urgent repairs to a set of points. Trains were cancelled or diverted via Sidcup.

Monday 15 September: High winds caused problems during the day. Trains hitting trees were the 04:20 Fareham to Southampton at Bursledon, the 08:35 Dartford to Charing Cross between Mottingham and Lee, the 13:39 Dartford to Cannon Street between Plumstead and Woolwich Arsenal, the 14:50 from Hastings at Battle and the 21.05 Waterloo to Bournemouth between Beaulieu Road and Brockenhurst. There were also trees on the line at Chilham, Blackheath and Higham during the afternoon and at Hampton in the evening. There was also a precarious tree that caused the Windsor branch to be closed for most of the afternoon. Concern about cladding on the footbridge at Hove resulted in delays and cancellations from 16:00. Some trains between Victoria and Littlehampton were diverted via Crawley. There were no trains to or from Seaford from 18:00, because of damage to the station roof. Trains turned back at Newhaven Harbour or were cancelled entirely. There were delays and cancellations throughout the day, because of a problem with an engineer's train that was stranded on the down fast line at Putney. A points failure at Aldershot North Junction early in the morning caused Alton trains to be diverted via Guildford. Ascot trains and most of those between Guildford and Farnham were cancelled. Alton trains reverted to their normal route from 08:30, but it was a further hour before other services started. The 15:04 Charing Cross to Ramsgate terminated at Folkestone Central, because of a severe wheel flat.

Tuesday 16 September: A signal failure at Dorchester South resulted in alternate trains turning back at Wareham throughout the day. The 06:44 from Basingstoke terminated at Farnborough Main, because of a problem with the doors. A points failure at Brighton during the morning peak caused services via Worthing to terminate and start at Hove. The 13:04 Portsmouth Harbour to Victoria and 13:26 Bognor to Victoria were diverted via Hove after a train hit an obstruction near Pulborough. The 13:05 Victoria to Bognor and Portsmouth ran complete to Bognor via Hove. A points failure at Portsmouth Harbour and a signalling problem at Robertsbridge caused delays and cancellations during the afternoon.

Wednesday 17 September: A further failure of the same set of points at Portsmouth Harbour put platforms 4 and 5 out of use for most of the day, leaving just 1 and 3 available (platform 2 was taken out of use thirty years ago). A few morning peak trains ran, but the station was then entirely closed until the middle of the afternoon to allow repairs, which were unsuccessful. Services were cancelled or cut back to Portsmouth & Southsea, Fratton or Havant, with some Southern trains diverted to Bognor Regis. Waterloo trains resumed running to Portsmouth Harbour during the afternoon, but others continued to be curtailed. The 09:46 Victoria to Littlehampton terminated at Hove, because of a signal failure and the 10:15 was diverted via Crawley. The 11:43 Brighton to Southampton failed between Portslade and Shoreham-by-Sea, blocking the line until the middle of the afternoon. Further Victoria to Littlehampton trains were diverted via Crawley and other services were cancelled. A signalling problem at Otford prevented trains running to or from Maidstone East for about two hours from 20:30. Trains were diverted via Tonbridge or cancelled.

Thursday 18 September: The 06:45 to St Pancras came to a halt with a brake fault upon departing Margate. After a delay of about half an hour, the driver was able to take the train forward to Broadstairs, where it terminated and ran empty to Ramsgate Depot. Sadly, there were two fatalities during the day. The first, at Rainham about 08:00, involved an empty train to Faversham. The second involved the 13:52 Ore to Brighton on the up line at Hampden Park. It terminated at Polegate 75 minutes late. A signal failure at London Bridge delayed northbound Thameslink services throughout the day. Some trains were diverted via Selhurst and Streatham. Additional disruption was caused when the 07:07 St Albans to Sutton failed at City Thameslink with a brake fault, but it was able to run empty to Cricklewood after a fairly short delay. A points failure at Victoria disrupted Southern services from 08:30 until the middle of the afternoon. There were no

Gatwick Express departures from 10:00 until 14:29. There was yet another brake problem, this time with the 12:20 East Croydon to London Bridge at Thornton Heath. After about 1¼ hours the train was able to depart empty for Selhurst Depot.

Friday 19 September: A points failure at Farlington Junction about 09:00 caused disruption for the rest of the morning. Trains were cancelled or delayed, with some between Waterloo and Portsmouth diverted via Winchester. A tree fell onto the line at Bagshot during the afternoon. The 14:50 Hastings to Charing Cross got no further than St Leonards Warrior Square, because of a problem with the doors.

Saturday 20 September: Unit 465007 hit a ballast bag at Peckham Rye while working the 18:19 Gravesend to Victoria, delaying the two following trains by over an hour. Others were diverted via Herne Hill. The 18:49 from Gravesend was to be diverted to Cannon Street, but became gapped across the junction at Lewisham. The following 18:26 Cannon Street roundabout service terminated at Lewisham and was used to assist the train forward, clearing the junction about 21:25. During the afternoon and evening trees were blown onto the line between East Grinstead and Dormans, Fareham and Swanwick and at Selling.

Monday 22 September: Over-running engineering work and a signalling failure at Tonbridge caused delays and cancellations throughout the morning. A signalling problem at Crystal Palace resulted in London Overground services being cancelled for most of the afternoon. A lineside fire near Herne Hill caused most Southeastern trains to be diverted via Catford during the afternoon. The 17:24 Ashford to Eastbourne terminated at Rye, because of a points failure, resulting in the 18:24 from Ashford being held at Appledore. The 17:50 from Eastbourne terminated at Hastings. Services were able to resume about 19:30.

AROUND THE REGION

Dungeness Branch: The former open level crossing where the Dungeness branch crosses the A259 at Brookland has been converted to one with automatic barriers.

Bexley: The subway at Bexley station, which is in poor condition, was permanently closed from 6 September and is to be infilled. Access between the platforms is by means of the new footbridge, with lifts, which came into use in 2024. The four car stop marks have been adjusted so that the middle of the train stops adjacent to the stairs and lift.

Cannon Street station was an unlikely winner in Southeastern's 'In Bloom' station garden competition. The station is mostly located underneath an office block, but the platforms extend onto the bridge over the Thames. Station staff have established plants tubs in an area by the tracks south of the station roof. Other winners were Deal and Rochester stations, Ramsgate Traincrew Depot and a biodiversity haven created by the Ashford Revenue, Crime & Enforcement Team.

Richmond: The painstaking renovation of Richmond station building was completed in September, after almost two years' work. The final stages concentrated on the interior of the booking hall, including chandeliers inspired by the original Art Deco light fittings, new oak shopfronts for retail units and green enamel signage, some of which is original and some reproduction of Southern Railway designs. The work was funded by Network Rail, Railway Heritage Trust and London Borough of Richmond upon Thames, and was carried out by a wide variety of specialist contractors and craftspeople.

Fawley: Network Rail has determined that the line from Marchwood to Fawley is officially out of use. The last train to run to Fawley appears to have been a test trip on 11 January 2023.

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