

REGIONAL REVIEW: JANUARY 2026

CLASS 455

The last day on which class 455 was working in any quantity was Tuesday 23 December, when ten units were in service working diagrams detailed in the December *Regional Review*.

455870+455873 worked the diagram starting with the 05:54 from Hampton Court and concluding with the 23:04 from Woking.

455721+455732 worked the diagram starting with the 06:00 to Guildford and concluding with the 23:20 to Woking.

455719+455729 worked the morning part of the diagram starting with 06:04 from Guildford. The evening part of the diagram, concluding with the 22:45 from Guildford was worked by 455716+455712.

In addition, 455727+455871 worked 06:18 from Epsom, followed by return trips alternately to Hampton Court and Guildford via Epsom until the 20:45 from Guildford, then 22:23 to Dorking (instead of the 22:06 to Hampton Court, as diagrammed).

Thereafter the 455 diagrams were normally operated by class 450 or 701. Class 455 workings have been:

Sunday 28 December: With a limited service to Waterloo, because of engineering work, 455870+455873 worked the shuttle between Wimbledon and Chessington South all day.

Friday 2 January: 455721+455732 on 21:12 & 23:13 to Shepperton and 22:11 return.

Monday 5 January: 455712+455717 on 16:36 & 21:06 to Hampton Court and 17:24 & 21:54 return, 18:09 to Guildford via Epsom and 19:45 return, 23:00 to Chessington South and 23:42 Chessington South to Wimbledon.

Tuesday 6 January: 455716+455721 on 05:20 to Woking and 06:32 return, 07:36 to Hampton Court and 08:23 return, 09:23 to Dorking and 10:32 return, 17:50 to Reading and 19:39 return and 22:22 to Weybridge.

Wednesday and Thursday 7 & 8 January: 455716+455721 worked all day on the 455 diagram starting with the 05:54 from Hampton Court and finishing with the 23:04 from Woking to Waterloo, also visiting Dorking and Guildford via Cobham during the course of the day.

Friday 9 January: The same diagram was worked by 455712+455717.

Monday 12 January: 455716+455721 on 15:53 & 19:53 to Guildford via Epsom, 16:28 & 21:45 return, 18:06 & 23:06 to Hampton Court, 18:54 return and 23:59 Hampton Court to Wimbledon.

Tuesday 13 January: 455716+455721 worked part of a 458/5 diagram, 1615 Hounslow loop, 1752 & 21:22 to Weybridge, 19:33 return and 23:03 Weybridge to Clapham Junction. Being eight coaches, without selective door opening, the services from Weybridge were unable to call at Virginia Water, because of the short platform.

Friday 16 January: 455721+455732 on 16:07 Hounslow Loop, 17:50 to Reading and 19:39 return.

Saturday 17 January: 455721+455732 on 07:23 to Dorking, 08:32 return, 09:36 to Hampton Court, 10:24 return and repeating every four hours until 23:23 to Dorking.

Tuesday 20 January: No fewer than three pairs of units were out during the afternoon and evening. 455712+455717 were on 14:03 & 19:03 to Guildford via Cobham and 15:34 & 20:34 return, 16:50 & 21:50 to Woking and 18:03 & 23:04 return. 455716+455727 worked 16:07 Hounslow Loop, 17:50 to Reading and 19:39 return, 21:23 to Dorking and 22:32 return and 23:36 to Hampton Court. 455721+455732 worked 17:07 Hounslow Loop, 18:34 & 20:42 to Shepperton and 19:36 & 21:41 return. The unusual switch of 455716+455727 from a Reading service to a Dorking one at Waterloo involved crossing to the up main fast line at Queenstown Road and to the up main slow at Vauxhall. Regulars from the Reading line must have been surprised to find themselves arriving in platform 1 at Waterloo.

Monday 26 January: 455712 & 455717 worked the 455 diagram that starts with 05:54 from Hampton Court and concludes with 23:04 from Woking, having also visited Dorking and Guildford via Cobham. 455721 and 455732 worked 07:20 to Reading and 09:09 return.

Further moves from Wimbledon to Derby, Litchurch Lane have been:

17 January: 455710+455737

22 January: 455870

STOCK NOTES

Class 458: Units 458530 and 458533 have been working the two 458/5 diagrams quite reliably, with few substitutions, but are expected to be withdrawn from traffic soon. Unit 458535 was last in service on 28 and 30 December working the shuttle between Hampton Court and Surbiton. Unit 458529, which had been out of use for some time, was hauled from Wimbledon to Long Marston on 16 January. SWR expects that class 458/4 units will be going to store later in the year, after more class 701s have entered service. Might they join the miscellany of units working on Southeastern?

Class 465: It is unlikely that Southeastern will be able to place an order for new suburban units before the middle of this year, after which time has to be allowed for construction, commissioning and staff training. With class 465 having to remain in service for some time yet, motor bogies are to be overhauled by Alstom at Crewe over a period of two years. The work includes wheel and traction motor replacement, repainting, replacement of specific bogie components, gearbox overhaul, axle inspection, electrical overhaul and testing of traction packages. Unit 465169 was hauled from Slade Green to Dollands Moor sidings, for storage there, on 24 January.

Class 701: The last unit stored at Marchwood, 701022, was hauled to Wimbledon on 23 December. At the end of 2025 units still in store at Bicester were 701505-07/11/13-16/18/21/23/25-27/30. Those at Long Marston were 701006-08/23/45/49, 701509/12/17/19/20/22. Units 701003 and 701501/02/08/24 were still at Alstom, Derby. Class 701/5 units on the South Western network, though not in service, were 701503/04/10/28/29.

Further moves have been:

7 January: 701007 Long Marston to Worcester Yard (brake problem there)

8 January: 701007 Worcester Yard to Wimbledon Park

14 January: 701006 Long Marston to Wimbledon Park

21 January: 701008 Long Marston to Wimbledon Park

TIMETABLES AND DIAGRAMS

Classes 465 and 466: Diagrammed class 465 passenger workings beyond Gravesend, Swanley and Sevenoaks Mondays to Fridays comprise all trains terminating and starting at Tunbridge Wells, plus:

17:51 Charing Cross to Gillingham

18:07 Cannon Street to Rochester (then empty to Faversham)

00:10, 00:40, 07:12, 07:42, 10:42, 13:42, 16:42, 17:12, 19:42 Victoria to Gillingham

05:49 Faversham to Cannon Street

05:55 Gillingham to Cannon Street

06:44, 07:44 Strood to Charing Cross (empty from Slade Green)

05:45, 06:15, 08:45, 09:15, 12:15, 15:15, 18:15, 21:15, 22:15 Gillingham to Victoria.

Class 466 workings outside the suburban area are those to and from Tunbridge Wells Monday to Friday, plus the 05:55 from Gillingham, 06:44 and 07:44 from Strood and the 17:51 from Charing Cross.

Weekend services outside the suburban area are just the Tunbridge Wells terminators, which only run on Saturday mornings and do not include a class 466.

The only class 465 passenger workings at Blackfriars are 17:28 and 18:28, both Monday to Friday, to Beckenham Junction.

Southeastern class 377: Class 377 units are used on most trains to or via Maidstone East and on many stopping services between Victoria and Gillingham. The Maidstone workings which include class 377 passenger services east of Ashford, all Monday to Friday, are:

06:15 Minster to Victoria via Canterbury West

07:03 Folkestone Central to Victoria

16:55 Victoria to Ramsgate via Canterbury West

Other 377 workings Monday to Friday are:

16:45 Cannon Street to Tonbridge (returns empty to Cannon Street)

18:11 Cannon Street to Ramsgate via Sole Street (then empty to Ashford)

On Saturdays, a pair of class 377 units work via Faversham and Sole Street thus:

06:53, 15:53 Ramsgate to Victoria

09:10, 18:10 Victoria to Dover Priory

11:18, 20:18 Dover Priory to Victoria

13:40, 22:40 Victoria to Ramsgate

INTERESTING WORKINGS

Plumstead: In the early hours of 15 December a rake of empty wagons was propelled into Plumstead carriage sidings. This was to check the time required for the move, in anticipation of aggregate traffic starting later this year. That requires a dedicated siding to be laid on the site of the former Plumstead Yard. The carriage sidings will not be used. The train, operated by DC Rail and hauled by 60046, ran from Willesden via Kensington and Bexleyheath and continued from Plumstead to Angerstein Wharf.

Class 20: 20096+20107 hauled locomotive 90002 from Eastleigh Works to Crewe on 14 January. On 16 January 20142+20189 ran light 10:35 from Ashford Crane Depot to Orpington via Hither Green Pre-Assembly Depot and returned the same way from Orpington at 12:39. This appears to have been route learning for Balfour Beatty. They ran light from Ashford to Hither Green on 22 January and returned in the evening with a crane. The following evening they ran with the same crane from Ashford to London Gateway via Catford and Kensington. 20901+20905 ran from Stapleford & Sandiacre to Woking via Kew East and Chertsey with the drain clearance train on 20 January. It visited the Windsor branch in the early hours of 21 January and was working between Weybridge and Hampton Court Junction during the following two nights. The train departed for Swindon via Basingstoke and Reading on 23 January, but returned to Woking on 26 January.

Class 150: Unit 150231, in original Sprinter livery, ran from Derby to Alton via Worcester, Oxford, Basingstoke and Woking on 23 December, for preservation on the Mid-Hants Railway.

Class 159: Units periodically receive attention at Bournemouth Depot. A problem at Branksome on 24 December prevented units 159003+159009 reversing there, so they had to make a rare visit to Poole to do so.

Class 201: Four-coach unit 1001 ran from St Leonards Depot to Hastings station and back during the afternoon on 14 January. This was to clear space at the depot for some shunting. There had been a similar move on 5 November. On 17 January six-coach unit 1013 worked an excursion from Hastings to Windsor via Herne Hill, Waterloo and Richmond.

Class 377: There was a curious working Thursday to Tuesday 8, 9, 12 and 13 January, possibly route learning, comprising an empty class 377 unit, thus:

09:54 Gillingham Depot to Lee via Sole Street and Chislehurst

11:00 Lee to New Cross via Parks Bridge Junction

11:15 New Cross to Hayes via Lewisham

12:06 Hayes to London Bridge via Parks Bridge Junction

12:50 London Bridge to Hayes via Parks Bridge Junction

13:36 Hayes to Cannon Street via Lewisham

15:03 Cannon Street to Lee via Parks Bridge Junction

15:30 Lee to Gillingham Depot via Chislehurst and Sole Street

377514 was used on 8 & 12 January, 377520 on 9 January and 377515 on 13 January. A main line unit at Hayes is most unusual.

Class 379: Unit 379030 was hauled from Hornsey to Selhurst for attention on 12 January.

Class 438 (4TC): The London Transport unit became stranded at Ripple Lane on 27 September 2025, after suffering severe wheel flats on the driving coaches during an empty stock move. The driving coaches had to be moved by road to Southall. The non-driving coaches were in a fit state to be hauled, but in the absence of buffers, motor luggage vans 931091 and 931092 (ex 68001 and 68002) were used as match vehicles, topped and tailed by 47802 and 47812. They ran from Southall via South Tottenham on 9 January and returned that way with the TC vehicles on 12 January.

Excursions: 37407 and 37423 topped and tailed a railtour from Peterborough via Kew East to Chertsey, Wimbledon, Tooting, Victoria, Caterham, Tattenham Corner, South Croydon, East Grinstead and Uckfield on 30 December. The train returned to Peterborough via Kensington.

ENGINEERING WORK

Brighton Line: At weekends from Saturday 10 to Sunday 25 January lines between Purley, Reigate, Tonbridge and Gatwick Airport were closed. Travel arrangements were similar to those on previous occasions. On Saturdays trains ran half-hourly between Victoria and Gatwick Airport, advertised to call at Clapham Junction and Three Bridges, but also stopping at Epsom for staff purposes and at Horsham to reverse. This required the local trains between Dorking and Horsham on Saturday to be replaced by buses. There were trains every 20 minutes between London Bridge and East Grinstead, with road transport from East Grinstead to Gatwick Airport and (separately) Three Bridges. Thameslink operated half-hourly from Gatwick Airport to Brighton. On the return journey trains waited for three minutes at Three Bridges, before continuing as a separate service with a different reporting number to Gatwick Airport. There were half-hourly trains from Gatwick Airport to Portsmouth Harbour, with a portion for Bognor Regis. Littlehampton and Ore had hourly trains from Three Bridges. On Sundays the service was similar, but with South Croydon to Purley also closed. There were rail replacement buses between East Croydon and Tattenham Corner, but passengers for Caterham had to use the regular Transport for London buses. The Portsmouth and Bognor trains ran hourly from Gatwick Airport, supplemented by an hourly Thameslink service between Gatwick Airport and Horsham. This had a 57 minutes turnround at Horsham.

Unfortunately, there was a water supply problem in East Grinstead over the weekend of 10 & 11 January, so Southern Water established a water distribution point in the Sainsbury's car park next to the railway station on Saturday. The resulting traffic congestion caused significant delays to the railway replacement buses and coaches. On 17 January a points failure about 16:20 prevented any trains running between Gatwick Airport and Three Bridges until after 19:00. There was a further points failure about 20:20, interrupting services for a further 1½ hours. Early morning trains were subject to delays and cancellation on Monday 19 January, because the possession over-ran. There were further difficulties on 24 & 25 January. A land slip at Ockley on 23 January required single line working on the up line, so only an hourly service could be provided between Victoria and Gatwick.

Kingston: Renewal of the track support structure on the River Thames bridge at Kingston will be taking place from Saturday 14 until Tuesday 17 February inclusive. Other work being carried out includes signalling maintenance at Shacklegate Junction, renewal of the level crossing surface at Hampton and demolition of redundant signalling buildings at Strawberry Hill and Shepperton. All lines are closed between New Malden, Shepperton and Twickenham over the weekend. On Monday and Tuesday there will be trains between Waterloo and Shepperton via Twickenham.

Dartford: Renewal of Dartford Junction will result in all lines through Dartford being closed from Saturday 14 until Sunday 22 February. During this period, the only weekday off-peak trains on the Dartford lines that run to the normal pattern are Cannon Street to Cannon Street via Greenwich, Slade Green and Bexleyheath, in that direction. Other Southeastern services, all half-hourly, will be:

Cannon Street to Barnehurst, Crayford and Charing Cross
Cannon Street to Lewisham, Woolwich, Barnehurst and Victoria
Charing Cross to Barnehurst, Crayford and Charing Cross
Charing Cross to Crayford, Barnehurst and Charing Cross
Charing Cross to Crayford, Slade Green, Woolwich, Lewisham and Cannon Street
Victoria to Barnehurst, Slade Green, Greenwich and Cannon Street

These services wait a few minutes at the underlined stations and change train identity number there.

Thameslink operates half-hourly between Luton and Plumstead and between Gravesend and Rainham. This gives four trains hourly via Sidcup and six via Bexleyheath. On the Woolwich line there are two via Lewisham and four via Greenwich, of which two terminate at Plumstead. A curiosity is a half hourly service from Crayford to Slade Green, but not in the opposite direction. Road transport will call at all stations between Slade Green and Gravesend, with shuttles from Dartford to Crayford, Barnehurst and Slade Green.

High-speed services to and from St Pancras via Gravesend will operate as normal, but with the Maidstone West trains, most unusually, stopping additionally at Higham. Southeastern will be running additional trains at peak times between Gravesend and Rochester, calling at Higham.

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. It will be noted that South Western Railway continues to lag behind Govia and Southeastern.

P10	7 December to 3 January	MAA to 3 January
GB	65.44%	66.52%
SWR	61.70% (13 th)	64.80% (13 th)
GTR	67.74% (9 th)	67.65% (9 th)
SE	66.23% (10 th)	66.55% (11 th)

Monday 22 December: A bridge carrying the Tulse Hill line over Croxted Road, Herne Hill suffered significant damage when struck by an excavator on a lorry early in the afternoon. A cast iron beam was completely severed, with a large section broken off, resulting in the line being closed until after 21:30. The 12:16 from Sutton terminated at Tulse Hill and the 12:19 and 12:46 from Sutton were diverted via South Bermondsey. Trains from St Albans terminated short, variously at Kentish Town, Elephant & Castle, Loughborough Junction or Herne Hill, or were cancelled entirely. There were no Thameslink trains via Wimbledon and Sutton until the line re-opened. A gas leak at Hampton Court resulted in the 15:36 from Waterloo terminating at Thames Ditton. Services resumed with the 17:06 from Waterloo.

Tuesday 23 December: The 16:15 Hounslow Loop service, units 458415+458402, was delayed by 38 minutes at Hounslow, because of a technical fault. As a result, the 16:33 from Weybridge was diverted via Richmond and the 16:45 from Waterloo terminated at Twickenham. Late evening trains were cancelled or diverted via Crystal Palace after a body was found on the line near Streatham Common. The 22:50 Victoria to East Grinstead, running half an hour late, hit a large tree at Upper Warlingham, causing some damage to unit 377416. Most services were cancelled on Wednesday morning as a result of this. A late evening empty train from Faversham to Dover was involved in a fatality near Canterbury East, resulting in cancellation or diversion of early morning trains on Wednesday.

Wednesday 24 December: Most afternoon trains between Tunbridge Wells and Hastings were cancelled, because of a signalling problem.

Saturday 27 December: After the 18:24 Victoria to Eastbourne was involved in a fatality at Thornton Heath, the slow lines were closed for less than an hour and the fast lines for two hours.

Sunday 28 December: The service between Ascot and Aldershot was suspended during the evening, after a body was found on the line between Ash Vale and Frimley. There were no trains on the Lymington branch after the 20:14 from Lymington Pier, because of a track fault. A car was driven onto the track at Roundstone level crossing, near Angmering, about 20:30, blocking the line for an hour.

Tuesday 30 December: An overhead line fault and a failed Shuttle train in the Channel Tunnel caused severe disruption. Almost all Eurostar services were cancelled. The only ones to operate from London St Pancras were 06:01, 18:01 and 19:01 to Paris, 06:16 to Amsterdam and 15:04, 18:04 and 19:34 to Bruxelles. The only arrivals were 07:12, 07:42, 16:12, 18:12 and 19:12 from Paris and 07:57, 17:56 and 18:52 from Bruxelles. The 07:01 and 08:01 to Paris, 07:04 to Bruxelles and 08:16 to Amsterdam all departed late, but after being held between Ashford and Cheriton, returned to St Pancras early in the afternoon. Le Shuttle was also very badly disrupted, with numerous cancellations. When services resumed in the afternoon, single line working was required for part of the transit through the Channel Tunnel and Eurostar services were delayed by up to three hours.

Friday 2 January: Icy conditions resulted in delays to the first round trip from Brockenhurst to Lymington. The second train from Lymington became stranded and services did not resume until the 15:12 from Brockenhurst, running half an hour late. The 11:20 Waterloo to Woking, unit 701039, failed on departure from Vauxhall. After leaving empty for Wimbledon Depot about 20 minutes later it failed again on the approach to Clapham Junction. It was a further half hour before it was able to continue.

Saturday 3 January: Multiple track circuit failures in the Anerley area about 07:20 caused delays of up to half an hour. Some southbound Thameslink services were diverted via Herne Hill and Selhurst. Normal service resumed about 09:00. The 13.46 Victoria to Littlehampton, units 377145+377452, terminated at Durrington-on-Sea and continued empty after a half hour delay, because of a problem with the doors. The 15:02 Bedford to Three Bridges was involved in a fatality between Coulsdon South and Merstham. Trains in both directions were diverted via the Quarry Line or cancelled for almost two hours.

Sunday 4 January: A points failure about 19:00 on the fast line at Windmill Bridge Junction prevented trains running towards Norwood Junction, but the slow lines were closed for engineering work. Most trains between East Croydon and London Bridge were cancelled. Other engineering work prevented Thameslink diverting via Streatham. Southeastern trains to and from Hastings were diverted via Redhill all day, so were also affected. While working the 18:48 to Shepperton, unit 701012 was delayed by an hour at Teddington, because of a technical fault. This caused significant delays to following trains, which included Reading services diverted because of engineering work between Clapham Junction and Barnes.

Tuesday 6 January: A track circuit failure at Esher required all trains towards London to run via the up slow line for most of the morning, with consequential delays. The 16:15 Charing Cross to Hastings terminated at Stonegate after hitting a deer. A lineside fire meant that there were no SWR trains to Weymouth after the 18:35 from Waterloo. The 19:05 terminated at Moreton, the 19:35 at Wareham and the 20:35 and 21:35 at Bournemouth.

Wednesday 7 January: The 06:15 Maidstone East to Ashford, the first down train, became stranded short of Harrietsham, because of ice on the conductor rails, and took over an hour to reach the station. The 06.05 Victoria to Ramsgate terminated at Maidstone East and went forward empty to assist, but also failed between Hollingbourne and Harrietsham. The two trains were not coupled and on the move to Ashford until after 10:00. Trains towards Maidstone were able to keep running, but the first passenger train from Maidstone to Ashford was the 10:55 from Victoria. Until then trains terminated at Maidstone or were diverted via Bat & Ball and Tonbridge. The 20:42 Ramsgate to Charing Cross failed between Chelsfield and Orpington. It terminated at Orpington 68 minutes late. Following trains were diverted via Bat & Ball.

Saturday 10 January: A signalling failure at Portsmouth led to severe disruption to late evening services. Trains were delayed and many terminated short of Portsmouth. The problem continued through Sunday morning.

Monday 12 January: Redhill station and all lines through it were closed for about an hour, because of a fire on the 07:00 Gatwick Airport to Reading. Trains were cancelled or diverted via the Quarry line. Locomotive 92044, running light from Dollands Moor to Wembley, lost shoe gear soon after departure just after midday. The line was blocked between Folkestone and Ashford until it could be recovered. Trains were diverted via Deal and Canterbury West, or were cut back to Ashford, until late afternoon.

Tuesday 13 January: A points failure at West Croydon during the morning peak prevented use of bay platform 1, so London Overground services were diverted to Crystal Palace or terminated at New Cross Gate until after 16:00. A limited service operated thereafter, with trains turning back in the reversing siding. A Westbury to Crawley aggregate train, hauled by 59206, failed at Havant Junction about 11:40, blocking all lines except that from Brighton. Locomotive 66518 arrived from Southampton Maritime about 14:30 and hauled the train to Eastleigh. Trains between Waterloo and Portsmouth were diverted via Winchester. Southern services terminated at Chichester, Barnham or Bognor Regis, or were cancelled entirely. With staff and rolling stock displaced, the service was disrupted into the evening. Following a road accident, the cab unit of an articulated lorry ended up on the railway line at Ham Street, shortly after the 13:50 Eastbourne to Ashford had passed. This resulted in there being no further trains between Rye and Ashford for the rest of the day. An electrical fire on the down line at Queens Road, Peckham melted one of the running rails, resulting in the line being closed from about 20:50. Fire crews from Greenwich, New Cross and Old Kent Road attended and the fire was extinguished by 23:30.

Wednesday 14 January: Platform 1 at West Croydon remained out of use, with London Overground operating half-hourly, instead of every 15 minutes, and continuing to use the reversing siding. Defective points at Victoria restricted access to platforms 9 to 13 throughout the day. Trains between Victoria and West Croydon via Crystal Palace were cancelled in order to ease the difficulties at both stations.

Thursday 15 January: The 10:24 Ashford to Eastbourne was delayed for almost two hours at Three Oaks, because of a tree on the line and the 11:24 was held at Rye. Trains from Eastbourne terminated at Hastings until the line was clear. The 14:23 Portsmouth Harbour to Cardiff hit a tree near Swanwick, resulting in the line being blocked for almost three hours. The train was able to continue about 17:30 and terminated at Southampton Central. A few trains could be diverted via Botley, but many were curtailed or cancelled. The 14:15 and 14:33 Portsmouth to Waterloo were diverted via Winchester, because of flooding at Haslemere. Some other up trains were cancelled.

Friday 16 January: The down Windsor slow line was blocked from Waterloo to Clapham Junction for most of the morning, because of a track defect. Down trains had to use the up Windsor line through Queenstown Road, with up trains diverted to the reversible line. Yet another signalling failure in the Portsmouth area caused delays and cancellations during the afternoon.

Saturday 17 January: The 08:40 from London Bridge was delayed by 69 minutes at Tadworth by a track circuit failure and following trains terminated at Coulsdon Town. Normal service resumed with the 10:40 from London Bridge, but with only platform 3 in use at Tattenham Corner. A broken rail at Longfield caused the down line to be closed from 13:30 for the rest of the day. Trains were cancelled or diverted via Dartford. The 16:15 from Portsmouth Harbour hit a tree at Godalming and terminated at Guildford 163 minutes late. While the line was blocked, trains were cancelled or diverted via Winchester.

Sunday 18 January: The 11:35 Waterloo to Weymouth, units 444004+444025 failed between Esher and Hersham. About 13:00 it was able to set back to Surbiton, where the train terminated. The 22:38 Gatwick Airport to Victoria terminated at Ewell East, after being involved in a fatality there.

Monday 19 January: A signalling failure at South Croydon about 13:45 restricted the service that could be operated for over two hours. East Grinstead and Uckfield services only ran south of Oxted. Gatwick Express was cancelled. Trains between London Bridge and Tattenham Corner and Caterham ran non-stop between East Croydon and Purley and those between Bedford and Three Bridges did not stop at South Croydon.

Tuesday 20 January: Early morning London Overground trains were cancelled because of a tree on the line at Honor Oak Park. A fire on the line at Norwood Junction during the morning peak caused further disruption.

Wednesday 21 January: High seas resulted in there being no trains at Ryde Pier Head between the 11:26 departure and the 16:34 arrival. Trains terminated and started at Ryde Esplanade. A signalling failure at Micheldever caused significant disruption to late evening trains. The 21:35 Waterloo to Weymouth and 20:06 Weymouth to Waterloo were in the area at the time and were delayed while being talked past multiple signals. The 22:05 Waterloo to Bournemouth and 22:08 Waterloo to Portsmouth turned back at Basingstoke and were diverted via Havant. The 22:35 to Poole and 23:05 to Southampton Central were also diverted via Havant. The 23:35 to Southampton, being the last passenger train of the day, ran via Micheldever, but was delayed by 49 minutes. The 21:00 Weymouth to Woking terminated at Southampton and the train from Manchester due at Southampton at 23:45 terminated at Reading. Freight trains were cancelled or suffered long delays.

Thursday 22 January: A signal failure at Horley put the down slow line out of use during the early afternoon. Gatwick Express was cancelled, trains from Reading terminated at Redhill and other services were delayed. The 18:07 Waterloo to Portsmouth Harbour, 3x450, failed between Esher and Hersham. The 18:15 to Fareham was stranded behind it and returned to Surbiton, where it terminated. The failed train was eventually able to continue to Woking, where it terminated 81 minutes late. Until then, following trains had to run via the down slow line from Hampton Court Junction to Weybridge. That was followed by the 20:05 Waterloo to Bournemouth, unit 444004, failing at Queenstown Road. After unsuccessful attempts to overcome the problem, a rescue unit coupled to the rear to transfer passengers, who were conveyed back to Waterloo about 22:30. It was possible to move the failed unit to Clapham Yard about midnight.

Friday 23 January: A track defect at Rochester resulted in delays and cancellations until the middle of the afternoon. A signalling problem at Old Kent Road Junction caused most trains between Dalston Junction and Clapham Junction to be cancelled until early afternoon. Southern services via Peckham Rye were subject to delay. Just as the service had recovered, a security alert at Peckham Rye shortly after 15:00 caused trains to be delayed, diverted or cancelled for about an hour. There were no trains between Dorking and Horsham after the 14:41 from Victoria, because of an embankment slip. The line was closed from 26 January, for at least five days, to allow repairs.

Saturday 24 January: There were repeated signal failures between Christchurch and New Milton throughout the day, with extended periods when no trains could operate at all, or only a very limited service.

Sunday 25 January: There were no trains to Shepperton after the 18:48 from Waterloo was involved in a fatality between Fulwell and Hampton.

Monday 26 January: Locomotive 66501 suffered a failed traction motor while hauling the 02:53 Southampton Maritime to Leeds freight near Wallers Ash. It was able to proceed at 10 mph, but came to a stand short of Worting Junction. The train was able to continue to Basingstoke two hours later, arriving about 07:00. A locomotive came from Southampton to return the wagons there, leaving 66501 in sidings at Basingstoke. Early morning trains to Waterloo had to be diverted via Havant. A points failure at Arundel Junction caused major disruption. The 06:13 Brighton to Southampton was detained at Angmering for two hours before being diverted to Littlehampton. The 06:40 Littlehampton to Victoria via Hove was delayed for an hour and then diverted via Crawley. Thereafter, a few trains were able to run from Barnham towards Horsham. Other services were suspended and there were no trains at all through the junction from 09:15 until a limited service started after 15:00. Most services via Horsham terminated there, but there were a few trains that turned back at Arundel. Most trains west from Brighton were cancelled, but a few ran to West Worthing or Angmering. There were a few trains between Barnham and Portsmouth and a shuttle to Littlehampton during the afternoon. A reasonably normal service was running during the evening, but with some delays. The 07:28 Lee to Cannon Street, units 465919+465047, became stranded on the Crayford Spur, with a brake fault. After a delay of about 50 minutes it was able to proceed, but became gapped across Slade Green Junction. A unit had to come from the depot to assist the train to Slade Green station, where it came out of service. Meantime, up trains had to be diverted via Bexleyheath or Sidcup.

AROUND THE REGION

Access for All: The Department for Transport has issued an update on Access for All projects, which make it easier to use railway stations by provision of lifts and other means. The only Southern station 'progressing to delivery' is Ash Vale. Projects progressing to detailed design include Battle, Dorchester South, Esher, High Brooms, Kidbrooke, Marden, Raynes Park, Swanwick and Yeovil Junction. Projects announced by the previous Government, but not being progressed, include Maidstone West, South Croydon and Wivelsfield. Projects currently under construction, such as the ambitious scheme at Hither Green, are not included in the DfT lists.

Flooding: Cameras have been installed to monitor sections of line in Kent that are prone to flooding. These are at Lower Sydenham, Sevenoaks, Hildenborough, Wadhurst, Stonegate and Selling. Railway staff can access images through a web browser or a mobile app.

Grain: Reconstruction of the level crossing taking the railway over the A228 at Grain requires it to be closed to vehicular traffic on Sunday 15 February and until 05:00 on Monday 16 February. This is the only public road leading to Isle of Grain village. Buses from Chatham will terminate at the level crossing, with a minibus connection to and from the village on the other side of the railway. Emergency services will be escorted through the BP Oil Terminal to use a private level crossing there. A temporary car park is being provided on the landward side of the level crossing, for residents who wish to leave their vehicle there during the closure. The work includes provision of cable ducts under the road, for use in a planned scheme to upgrade the signalling at Grain. Currently, there is key token working between Cliffe and Grain. The signaller at Ashford can remotely operate the key token machine at Cliffe, allowing the train driver to withdraw a token. The token is surrendered to the person-in-charge at Grain, who has a key token machine in the level crossing box.

South Bermondsey: Reconstruction of the island platform took longer than planned and the station re-opened a day late, on Tuesday 6 January.

Wandsworth Town: To facilitate the installation of lifts to the platforms at Wandsworth Town, down trains will not stop 11:00 to 14:00 Mondays to Thursdays 11 May to 16 July. Up trains will not stop at the same times from 27 July until 11 October.

Hounslow: The Mayor of London's 2026/27 budget includes £400,000 to develop the business case for a London Overground line from Hounslow to Hendon. This would utilise the existing freight lines from Kew to South Acton and from Acton Wells Junction to Hendon. The estimated cost of implementing the scheme is £700 million. There is a significant volume of freight traffic through Acton Wells Junction, as well as the London Overground service to Richmond, so providing sufficient capacity for an additional, frequent passenger service will be a challenge.

Lymington: A land slip in an embankment at Battramsley, north of Lymington, resulted in a 20 mph speed restriction being imposed and the service was reduced to hourly from 1 January. A line closure was planned for the weekend of 17 & 18 January, to allow repairs, but this was brought forward to start on Friday 16th, after heavy rain caused further movement. The line re-opened on 19 January after steel piles had been installed, but further work was required to restore the track alignment, so trains remained hourly. A further problem with the track on 21 January resulted in the 07:59 from Brockenhurst and subsequent services being cancelled. The hourly timetable resumed with the 14:12 from Brockenhurst. The usual half-hourly service operated from 22 January.

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