

REGIONAL REVIEW: SEPTEMBER 2026

STOCK NOTES

Class 73: Locomotive 73141 has been repainted in InterCity livery.

Classes 158 & 159: A refresh of South Western Railway's diesel trains is under way at Bournemouth Depot. This includes a full interior repaint and updated seat covers. Curtains and tables in the first class area are being replaced. USB and three pin sockets are being provided throughout, together with improved on-board information systems.

Class 375: Unit 375822 was named *King Harold II* at Hastings station on 15 September. It also carries the text 'Proudly connecting our communities to the Bayeux Tapestry at the British Museum' and sections of the tapestry are shown on bodysides. Marking the fortieth anniversary of electrification via Battle, the '1066 Electrics' device that was then used on trains has been applied to the cab sides of unit 375810. The unit also carries bodyside text 'Celebrating 40 years of the Tonbridge to Hastings Line Electrification'. An event was held at Hastings station on 25 September to mark the anniversary. (Some electric passenger trains ran via Battle from 27 April 1986, with the full electric service from 12 May 1986).

Class 458: Units have continued to appear on Hounslow Loop, Windsor, Weybridge and Reading workings. Units noted in service during September were 458402/04/12/14/15/21/23. Unit 458530 was moved from Wimbledon to Long Marston on 8 September. 458533 followed on 16 September. The class 458/4 units which are out of service remain stored on the South Western network, mostly at Bournemouth.

Class 700: The refresh of class 700 units is to include new, more comfortable seats. All of the seat cushions are to be replaced, as are the seat backs in standard class. Seat back tables will be fitted in the units that do not have them.

Class 701: South Western Railway said that the entire ten-coach fleet was in service in August. However, the last to see passenger use was 701029 on 23 September, when it ran empty from Wimbledon Park to Waterloo to work the 23:48 to Reading. The following day it was on Reading and Weybridge workings, starting with the 06:09 from Reading.

TIMETABLES and DIAGRAMS

Speed Restrictions: The sustained hot, dry weather during the summer has adversely affected the track and earthworks on the Uckfield and Arun Valley lines to the extent that timetable amendments had to be introduced from 1 September. Speed restrictions made it impossible to operate reliably to the regular timetable.

On the Uckfield line the 07:07, 10:07, 13:07, 16:07, 19:07 and 22:07 from London Bridge terminated at Crowborough, with the 08:33, 11:33, 14:33, 17:33 and 20:33 from Uckfield starting there. A rail replacement bus operated between Crowborough and Uckfield in connection with these trains. Tickets to and from Uckfield were accepted at Tunbridge Wells, Three Bridges and Haywards Heath. Following damage to the points at Blackham Junction, between Cowden and Ashurst, the service from 10 September was two hourly from London Bridge 06:07 to 10:07 and 15:07 to 23:07 and from Uckfield 06:03 to 12:03 and 17:03 to 23:03. Numerous buses filled the gaps between trains. An additional round trip from London Bridge at 12:07 and from Uckfield at 14:03 was added from 15 September. From 17 September there was a reversion to the temporary timetable that had applied from 1 September.

From 1 September trains between Portsmouth and Victoria, which are non-stop between Barnham and Horsham, operated hourly, instead of half-hourly, and between Portsmouth Harbour and Barnham only. Those between Victoria and Bognor Regis, which provide the all-stations service via Pulborough, ran more or less as normal. This meant that journeys from Chichester to Victoria took half an hour longer than usual. The shuttle between Bognor Regis and Barnham was cancelled. Normal service resumed on 14 September.

Since 18 September Eastbourne has had no London trains between the peaks, because of speed restrictions. Instead, there are hourly shuttles between Haywards Heath and Eastbourne and between Eastbourne and Ore, in addition to the normal services to and from Brighton, Ore and Ashford. This is expected to continue at least until mid-October.

Bournemouth Line: Walkford substation, between New Milton and Hinton Admiral, is out of commission following the fire there on 7 July. That results in the traction current being weakened in the area, so a temporary timetable applies. In general, up trains depart from stations between Weymouth and Brockenhurst earlier than usual and down trains arrive later. There are a few changes to station stops at peak times.

Southeastern: Timetable changes in December 2026 include:

- The services between Charing Cross and Tunbridge Wells, Victoria and Ashford via Maidstone East and on the Sheerness branch become half-hourly throughout the day.
- More frequent services on most suburban routes.
- Additional fast trains 08:05 Hastings to Charing Cross and 16:11 return on weekdays, calling at Battle and Tunbridge Wells. The morning train is scheduled 1 hour 28 minutes and the return is 1 hour 31 minutes. There will also be an additional 16:58 Cannon Street to Ashford via Tonbridge.

INTERESTING WORKINGS

Class 20: 20901 and 20905 worked the drain clearance train from Stapleford & Sandiacre to Woking via Kew East on 9 September. The train was operating in the Tulse Hill and Streatham area on Sundays 13 and 27 September.

Class 33: On 23 September 33012 ran light from Swanage to the Bluebell Railway via Chertsey, Hounslow, Herne Hill and Crystal Palace. Next day it hauled locomotive 31210 to Bodmin via Crystal Palace, Herne Hill, Hounslow and Reading. 33012's wanderings continued on 28 September, when it hauled 31210 from Bodmin to Burton-on-Trent. It was scheduled to return to Swanage on 29 September.

Class 68: A Mark 5 push-pull set and locomotive 68021 have been finished in GBR livery at Eastleigh Works, in connection with the Chiltern operation coming within DfT. The train ran from Eastleigh Works to Banbury during the evening on 11 September.

Class 92: Locomotive 92020, suffering from severe wheel flats, was moved from Wembley to Eastleigh Works, topped and tailed by 66687 and 66719. With the locomotive subject to a maximum speed of 10 mph, and 5 mph over points, the journey was spread over three nights. Actual times were 00:27 Wembley Inter City Depot to Woking on 11 September, 04:36 Woking to Basingstoke on 13 September and 00:43 Basingstoke to Eastleigh on 14 September. This is said to be the first appearance of a class 92 on the Bournemouth line. 92020, able to work at normal speed, was hauled back to Wembley by 66725 on 28 September.

Class 180: Unit 180113 was moved from Derby to Eastleigh Depot via Reading on 23 September, followed by 180109 next day. 180111 was moved from Ely to Eastleigh Depot on 28 September. All of these workings were topped and tailed by 93002 and 93007.

Class 201: Four-coach unit 1001 returned from the Bluebell Railway to St Leonards on 8 September. This was operated as a one-way excursion from East Grinstead to Hastings via Sheffield Park, Streatham Common, Herne Hill, London Victoria, Herne Hill, Streatham Common, Redhill, Tonbridge and Battle. 1001+1013 worked a tour from Hastings to Nottingham and Network Rail's High Marnham Test Track on 19 September via Tunbridge Wells, Herne Hill, Kew East and Corby. Nottingham to High Marnham was outward via Radford Junction and Ilkeston and return via Ilkeston and Toton.

Class 416 (2EPB) and 419 (MLV): Unit 5759 was in service at the Bluebell Railway's Diesel Gala on 4 to 6 September, together with motor luggage vans 9001 and 9002. They were hauled from Southall by 33207 on 2 September. The vans and 2EPB were worked top and tail by 73128 and 73133. On all three days the 08:55 Horsted Keynes to Sheffield Park comprised a London & North Western Railway observation saloon hauled by a MLV on battery power. Hastings DEMU 1001, which has been at the Bluebell Railway since 31 July, was also in service. Other visitors included locomotives 31108, 31210, 50026 and 60028.

Class 465: A tour to mark the 40th Anniversary of Network SouthEast ran on 12 September, using NSE-liveried 465908. It was a return trip at 10:23 from Victoria to Dover Priory, outward via Herne Hill, Herne Bay and Deal, and arriving back at 14:40 via Canterbury East and Herne Hill.

Class 80X: Great Western IEP trains continue to receive rectification work at Eastleigh Works. They normally run there from and to North Pole Depot via Reading and Basingstoke. On 2 September train 800032 ran from Eastleigh to Stoke Gifford via Basingstoke (reverse), Salisbury and Westbury. Next day 802112 ran from North Pole to Eastleigh via Westbury, Salisbury and Chandlers Ford. These workings were a convenient way for the driver to retain route knowledge of lines via Salisbury.

Special Trains: On 15 September the Belmond British Pullman was used for a private charter, for supporters of Kew Gardens, from Victoria to Kew Bridge and back. The train, topped and tailed by 67004 and 67024, ran via Herne Hill, Selhurst, Reigate, Guildford and Addlestone. Arrival at Kew Bridge was at 13:30, with the train continuing empty via Kensington to stable at Acton Yard. The return working from Kew Bridge at 16:26 was as outward, except for running via Crystal Palace instead of Selhurst. Recent excursions have been:

1 September: Norwich to Weymouth via Kew East and Chertsey, topped and tailed by 47712 and 47805.

5 September: Poole to Kingswear via Eastleigh and Westbury, topped and tailed by 57302 and 50050. The train ran empty from Crewe to Eastleigh via Winslow the previous day.

9 September: Horsham to Oxford via Dorking, Herne Hill and Kensington, topped and tailed by 57302 and 50050. Empty stock was from and to Southall via Kensington, Selhurst and Redhill.

17 September: Ludlow to Weymouth via Basingstoke, double-headed by 47712 and 47805.

26 September: Whitchurch (Salop) to Weymouth via Oxford topped and tailed by 47712 and 47593.

Sleeping Cars: On 5 September there was an empty stock working of Great Western sleeping cars 18:30 Reading Traincare Depot to London Euston and 20:30 return via Ascot and Kew East. It was topped and tailed by 57604 and 57605. This was a trial run in preparation for services being diverted from Paddington to Euston during possessions for HS2 work at Old Oak Common.

Battle: On 10 and 11 October there are trains scheduled non-stop between Victoria and Battle, in connection with the Battle of Hastings re-enactment weekend. On both days there are departures from Victoria at 08:38, 09:38 & 10:38 and from Battle at 16:29, 17:29 & 18:29. Journey time is 73 minutes.

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	26 July to 22 August	MAA to 22 August
GB	63.47%	66.02%
SWR	65.68% (8 th)	65.11% (13 th)
GTR	61.19% (13 th)	67.03% (11 th)
SE	64.33% (10 th)	66.64% (12 th)

The significant drop in performance by GTR is very likely the result of speed restrictions and other delays caused by the impact of the extremely hot weather on the track. The Lewes derailment will have had only a limited impact, because punctuality is measured against the currently advertised timetable, including pre-planned alterations, even if short-notice. Delays and temporary line closures, usually short-term while potential track defects are checked, continued into September and were too numerous all to be recorded here.

South Western Improvements: South Western Railway has changed the way it manages disruptive incidents. There is now a single person responsible for managing track and train operations when something goes wrong, leading to faster decisions. A Major Disruption Task Force has been established to look at how services could be recovered faster and how information to passengers can be improved. The number of drivers and guards had been cut to the bare minimum, making rosters complicated and adding to the difficulty in recovering the service following incidents. More staff are being

recruited, including 144 train drivers this year. Drivers and guards will work to common rosters and stay with the same train as far as possible between person needs breaks.

Kenley fatality: The inquest into the death of a boy aged 11, who was hit by a train on Bourneview footpath crossing, near Kenley, on 23 January 2025, heard that he was probably distracted by a video on his mobile phone. He was familiar with the crossing and used it regularly on his way to and from school. A Network Rail representative said that at the time of the incident the crossing was compliant with its standards, but it was closed following a petition from the boy's family. It had been planned to upgrade the crossing with red and green lights, to indicate to pedestrians whether or not it was safe to cross. That work has been carried out, but the crossing remains closed pending further engagement with local schools about rail safety.

Tuesday 25 August: Locomotive 69013 failed at Kew East with a Dagenham Dock to Eastleigh freight shortly before 11:00. The train was taken forward over six hours late by 73119 and 73201. A fire in a timber yard near the railway at Feltham caused the line to be closed from 18:00. Some Reading trains were diverted via Chertsey, but most services were cancelled entirely.

Wednesday 26 August: The 12:07 London Bridge to Uckfield, unit 171810, terminated half an hour late at Crowborough with a brake problem and ran empty to Selhurst Depot. A fire adjacent to the railway caused services via Mitcham Junction to be suspended for about three hours from 18:00. Southern services were diverted via West Croydon and Thameslink services were mostly cancelled. There is no facility for trains from Epsom or Wimbledon to turn back in platform 1 at Sutton.

Thursday 27 August: A track fault between Billingshurst and Horsham resulted in up trains being diverted via Hove during the evening peak.

Friday 28 August: Star Lane level crossing near Wokingham failed, resulting in the 05:39 from Reading terminating at Wokingham and the 06:09 from Reading being delayed by an hour. The first two trains to Reading turned back at Bracknell.

Saturday 31 August: Trains were delayed during the afternoon by a tree on the line at Nutbourne. The 17:24 from Ashford International hit a tree near Three Oaks, but was able to return to Rye over two hours later.

Sunday 30 August: There were delays and cancellations during the afternoon, because of a track defect between Bracknell and Ascot.

Monday 31 August: A signalling failure resulted in there being no trains between Hurst Green and Uckfield all day.

Wednesday 2 September: It was not a good day at Peckham Rye. Early morning trains between Dalston Junction and Clapham Junction were cancelled, because of over-running engineering work. A points failure about 16:30 resulted in cancellation of London Overground services until late evening. Southern trains between London Bridge and Beckenham Junction were cancelled until 21:00 and others were diverted via Forest Hill.

Thursday 3 September: The 17:35 Victoria to Bognor Regis terminated at Horley, because of a brake defect.

Friday 4 September: Morning peak services to Cannon Street were subject to delays or diversion to Charing Cross, because of a fire on the line. A fire by the line between Victoria and Factory Junction caused delays to Southeastern trains during the evening and soon after 21:00 all were diverted via Stewarts Lane for the rest of the day.

Saturday 5 September: A track fault on the Quarry Line caused early morning trains to be diverted via Redhill. Trains between Victoria and Eastbourne were cancelled or terminated short during the afternoon, because of a track defect between Keymer Junction and Lewes. A track defect and signalling problems in the New Malden area caused delays through the afternoon and evening. Adding to the problems, the 19:20 Waterloo to Exeter became stranded near New Malden with a brake fault and was immobile until after 22:00. All trains had to use the down slow line and those to Shepperton were diverted via Richmond.

Sunday 6 September: Unit 701024 failed at Shepperton resulting in the 15:11 to Waterloo being cancelled and the 14:48 from Waterloo terminating at Fulwell. The unit was able to depart empty at 16:20 allowing normal service to resume with the 15:48 from Waterloo.

Monday 7 September: A major signalling failure at Havant caused severe disruption throughout the morning. Many South Western Railway services were diverted via Winchester, with others cancelled or badly delayed. Southern services terminated at Barnham or Chichester.

Tuesday 8 September: The Lymington branch service was suspended after the 07:59 from Brockenhurst, because a lorry hit a bridge, distorting the track. Trains resumed running at 16:50. The 10:25 Horsham to Peterborough, unit 700117, terminated at City Thameslink, having failed to operate on AC. It departed empty to Three Bridges Depot at 12:10, with

following trains delayed by up to 40 minutes. The empty stock to form the 15:59 to Maidstone East, units 375603+375622, failed in platform 5 at Charing Cross and did not depart to Ramsgate Depot until 22:30. The platforms at Charing Cross are intensively used and there is no spare capacity, so trains were delayed or cancelled and some were diverted to Cannon Street or Victoria. A cable fire at Selhurst depot prevented trains from departing to take up evening peak services.

Thursday 10 September: The Southern Controllers had an especially busy day. Defective points at Blackham Junction, between Cowden and Ashurst, resulted in all trains to Uckfield being cancelled, apart from two round trips in the evening. A track maintenance machine returning to Horsham Yard failed on the down fast line between Salfords and Horley shortly after 07:00. Trains had to be diverted to the down slow until another machine was able to haul to failure to Horsham about 10:30. Southern and Thameslink services were subject to delay, with some Thameslink cancellations. Gatwick Express was cancelled until late afternoon and Great Western services terminated and started at Redhill for the rest of the day. Up trains via Sidcup were diverted for about two hours from 09:00, because of a track defect. All lines were closed until early afternoon after the 08:53 Peterborough to Horsham was involved in a fatality at Anerley. Many Thameslink trains and a few Southern ones were diverted via Tulse Hill where possible. Otherwise, services were cancelled. The 14:57 Portsmouth & Southsea to Brighton, unit 377305, failed at Angmering with a brake fault. Following attention from fitters it was able to run empty to Lovers Walk, departing at 17:57. Trains from Littlehampton were cancelled or diverted via Crawley. Others, that were not cancelled, terminated at Barnham or were diverted to Littlehampton or Bognor Regis.

Friday 11 September: An empty train became gapped on departing Grove Park Sidings shortly after 07:00, blocking the fast lines. An assisting train hauled it back into the sidings after about an hour. There were some delays and a few cancellations while all trains had to use the slow lines. The 13:53 from Windsor, units 458404+458423, terminated at Clapham Junction, because of a problem with the traction equipment. The 12:58 from Weymouth was detained for an hour at Southampton Airport Parkway after a passenger claimed there was a bomb on board. Police arrested the person and the train had to be searched before it could continue. The 14:45 Bournemouth to Manchester Piccadilly reversed at Southampton and was diverted via Laverstock. Other trains were delayed. Some trains were diverted via Nunhead and Chislehurst after the 16:40 Victoria to Ramsgate was involved in a fatality at Bickley, but a limited service via Bickley was possible by 18:00. Some evening Arun Valley trains diverted via Hove, because of a track defect.

Sunday 13 September: Over-running engineering work on the Windsor line between Waterloo and Barnes resulted in delays and a few cancellations until mid-morning. Some trains were diverted via Kingston.

Monday 14 September: An axle counter failure on the southbound line between St Pancras and Blackfriars resulted in a reduced service being operated throughout the day. The 15:50 Southampton Central to Brighton terminated at Netley, because of a track defect, and following trains were diverted via Botley or cancelled until 19:30. A signalling fault between Tonbridge and Sevenoaks caused cancellations and delays during the evening. The 17:36 Ramsgate to Charing Cross was diverted via Maidstone East.

Tuesday 15 September: The 06:40 Victoria to Ramsgate was involved in a fatality at Herne Bay, resulting in the line being closed for about 2½ hours.

Thursday 17 September: Platform 1 at East Croydon was closed for about three hours from about 09:50, because of a cable fire. There were delays and cancellations as a result, with Gatwick Express being suspended until the middle of the afternoon. The line was blocked for 2½ hours after the 13:40 Littlehampton to Victoria was involved in a fatality at Southwick. There were extended delays and many cancellations during the evening, because of a person in a precarious position on an overbridge at Woking.

Friday 18 September: A signalling fault during the morning between Waterloo and Clapham Junction meant that some services were unable to call at Queenstown Road. Other alterations included trains from Waterloo to Woking and to Guildford via Cobham running fast to Surbiton. The 12:04 from St Pancras was delayed by 75 minutes after hitting a bicycle on the track near Walmer.

Sunday 20 September: Services through Guildford were suspended for about two hours after the 11:02 Waterloo to Portsmouth Harbour was involved in a fatality. Some trains were diverted via Winchester. Just as the service was recovering, a signalling failure at Haslemere blocked the line and there were further diversions via Winchester. The line re-opened for late evening trains.

Monday 21 September: Following the 12:15 Portsmouth Harbour to Waterloo being involved in a fatality at Hilsea, the line was closed until 15:00. Consequential disruption continued into the evening. The 17:00 Tonbridge to Redhill was detained for over two hours at Godstone, because of a fire near the railway at Edenbridge and other trains were cancelled entirely. A horse bolted through Whitehall level crossing, between Chartham and Canterbury West, knocking one of the

barriers onto the line. The barrier was hit by the 18:40 St Pancras to Margate, which was delayed by about half an hour. The 19:46 Margate to St Pancras and the 18:34 Charing Cross to Ramsgate were diverted via Deal.

Wednesday 23 September: A signalling communications failure affecting most lines in Sussex caused delays and cancellations during the morning. A lineside fire between Waterloo and Vauxhall, which damaged signalling cables, disrupted the evening service. Alterations including no trains stopping at Queenstown Road, Shepperton trains being diverted via Richmond and West of England services terminating and starting at Basingstoke. The 19:58 Brighton to Bedford, unit 700125, failed near Balcombe with a brake fault. After about 1½ hours it was able to return to Haywards Heath and terminated there. This caused significant delays and cancellations.

Friday 25 September: The 07:28 London Bridge to Victoria, units 377139+377425, failed between Leigham Junction and Streatham Hill. Passengers were evacuated onto a train on the adjacent track by 10:00, but it was almost midday before the failure could proceed to Streatham Hill Depot. Meantime, trains between London Bridge and Victoria were cancelled or diverted via East Croydon (reverse) and Selhurst. The line was blocked between Poole and Bournemouth after a body was found near Branksome about 09:00. A very limited service operated between Poole and Weymouth and other trains terminated and started at Bournemouth. The line re-opened early in the afternoon, but the service remained severely disrupted for several hours after that. A late afternoon track circuit failure at Herne Hill caused delays to Southeastern services and some diversions via Catford. There were numerous Thameslink cancellations, but the service recovered during the evening.

Sunday 27 & Monday 28 September: A fire at Longhedge Junction during Sunday afternoon caused serious damage to signalling cables, affecting the Ludgate and Brighton lines. Services between Victoria and Clapham Junction were suspended shortly after 14:00. A very few trains operated via the slow lines during the evening. London Overground services via Denmark Hill were cancelled or diverted to Battersea Park. Cable repairs were still under way on Monday. London Overground was able to operate as normal, but there were hardly any trains to and from Victoria until the afternoon. Many were completely cancelled, but some terminated at East Croydon or were diverted to London Bridge. Even with all lines re-opened, displaced rolling stock and crews caused the service to be disrupted for the rest of the day. On top of the huge disruption caused by the Longhedge Junction fire, a signalling fault at Streatham delayed up trains throughout Monday. Services from East Croydon to London Bridge via Selhurst were diverted via Crystal Palace.

AROUND THE REGION

Maidstone East to Ashford: Kent Community Rail Partnership has installed Information boards promoting the North Downs Way at Hollingbourne, Harrietsham, Lenham and Charing stations.

Hastings Line: The line between Tonbridge and Wadhurst is to be closed from 24 October until 1 November, with the closure extended to Battle on the final day. This is principally for replacing the concrete slab track in Grove Hill Tunnel, immediately south of Tunbridge Wells station. The opportunity will be taken to carry out vegetation clearance, routine track maintenance and inspect structures. Elsewhere on the line, new power equipment is being installed at Etchingham.

Hither Green: The new footbridge comes into use on 5 October, but initially only for interchange between platforms. The new station entrances follow later.

St Johns: A memorial plaque has been erected at St Johns station remembering the 90 people who died and the many more injured in the train crash on 4 December 1957, and the rescue efforts of local services and residents. In dense fog, the late running 4.56pm Cannon Street to Ramsgate, hauled by an unrebuilt Bulleid Pacific, violently collided with the rear of 5.18pm Charing Cross to Hayes, which has halted at a signal. The bridge carrying the line from Nunhead to Lewisham partly collapsed onto the wreckage, as a result of the Ramsgate train hitting one of its supports. The plaque was funded by the St John's Society and the Railway Heritage Trust.

Peckham Rye: In an effort to reduce congestion at Peckham Rye station, two additional ticket gates have come into use. Extra departure screens have been installed along the platforms used by London Overground and Southern, in the hope that this will reduce crowding, thereby speeding the boarding of trains. The station's CCTV system has been upgraded. Further work getting under way includes opening up two new street entrances.

West London Orbital: Transport for London has launched a public consultation about the proposed London Overground service between Hounslow and Hendon via South Acton. There would be new stations at Lionel Road (between Old Kew Junction and Kew East Junction), Old Oak Common Lane, Harlesden and Neasden. Infrastructure works would include provision of an additional pair of tracks at Acton Wells Junction, requiring a new bridge over the Central Line. Turnback sidings are planned at Lionel Road and Hounslow. Electrification options are under consideration, with full or partial battery operation being considered. Transport for London says it expects to install overhead electrification from Old Oak Common to Hendon. Nothing is said about the non-electrified route between Old Kew Junction and South Acton, which links conductor rail routes at both ends. Presumably, the ORR presumption against third rail electrification means that battery operation will be necessary here, unless it is decided to extend the overhead lines from Acton Central to Lionel Road. There are three level crossings on the route, which would be closed to road traffic more than is the case at present. Details of the consultation are at <https://haveyoursay.tfl.gov.uk/west-london-orbital> with responses accepted until 18 November.

Kingston: A mural reflecting the town's railway history has been unveiled on platform 1 at Kingston.

Berrylands: With reconstruction of the platforms complete, Berrylands station re-opened to trains on Monday 28 September.

CREDITS: Colin Duff, John Goodrich, Stuart Hicks