

Passenger Train Services over Unusual Lines

1968-9

This page updated 14 June 2021

6 May 1968 until 4 May 1969 (Córas Iompair Éireann 10 June 1968 until 8 June 1969). Unless otherwise indicated, trains operated on Mondays to Saturdays only. SUN denotes Sunday trains.

Rather than offering a complete new edition, those corrections and amendments known to the current compiler are tabulated in this amendment sheet, to be read in conjunction with the original edition. No attempt has been made to correct *mileages* even though some are believed to require revision.

CÓRAS IOMPAIR ÉIREANN

page 1:

Glasnevin Junction – Island Bridge Junction

Delete DN* 1730 ThO Galway – Connolly

Delete “D” note against D 1855 SUN Connolly – Waterford and D 0850 SUN Waterford – Connolly

Amend 0850 SUN Waterford – Connolly started 00850/0855 SUN

From 22 September 1968 1900 SUN Limerick – Connolly started 1910 SUN

new entry: **Limerick Junction North: Kyle Crossing points – Milltown**

Crossing points *{from 16 September 1968 – new section of line}*

0830 Limerick – Heuston; 1845 Heuston – Limerick

new entry: **Wicklow Murrough – Wicklow Junction** *{from 10 March 1969 upon reopening of line to Wicklow Murrough}*

0750 Wicklow Murrough – Connolly

0625, 1300 SO, 1742 SX Connolly – Wicklow Murrough

Wicklow Murrough was the original Wicklow terminal station

EASTERN REGION

page 1:

Dore & Topley South Junction – West Junction

From 1 July 1968 all trains between Manchester Picadilly and Derby travelled by this route *which did not appear in subsequent editions of PSUL*

Barnsley Junction (Penistone) – Barnsley Exchange Junction and Barnsley Quarry Junction – Mexborough No. 2

Amend 0222 SUN Penistone extended to Cleethorpes

page 2:

Harwich Parkeston Quay West – Harwich Parkeston Goods Junction

From 17 July 1968 sailings from Harwich on *alternate* days by new roll on/off vessel *St. George* (July: odd dates, August: even dates, September: odd dates) and morning arrivals from Hoek van Holland two days later were at main quay, so relevant connecting trains did *not* use the above route. From 8 November 1968 with entry into service of second new roll on/off vessel *Koningin Juliana* the *only* sailings - and connecting trains over the above route – were relief sailings by conventional vessel. *Transferred to Special Events Appendix from PSUL 1970-1 edition*

new entry: **Forest Gate Junction – Woodgrange Park Junction and Barking Station Junction - Barking Tilbury Line Junction West (via flyover)** *{from 6 January 1969 – LT&S line trains diverted to Liverpool Street}*

0400 Liverpool Street – Shoeburyness

0405 Liverpool Street – Tilbury Riverside

2300 SX, 2230 SUN Shoeburyness – Liverpool Street

Trains to or from the Upminster line also used the Tilbury Line Junction West – Upney Junction link at the east end of Barking station

new entry: **Seven Sisters – South Tottenham – Tottenham South Junction**
2315 SO Norwich – Liverpool Street (via Cambridge)

Temple Mills East Junction – Leyton (LTB)

Delete 0506 SUN, 0536 SUN Loughton – Liverpool Street

Add 0506 SUN, 0536 SUN Epping – Liverpool Street

Retford North - Whisker Hill to read **Retford North - Thrumpton West Junction**

From 7 October 1968 amend entry to: 0150,0622, 1055, 1303, 1742 Retford – Sheffield Midland; 1148, 1458, 2235 SX Sheffield Midland – Retford; 1022 SO Worksop - Retford

Wath Road Junction...Goose Hill Junction (Normanton): add: *{new entry – existing route with reduced service from 1 May 1967 (albeit implicit from public timetable)}*

Withdrawn with effect from 7 October 1968 - remaining trains diverted via Moorthorpe, Hare Park and Calder Bridge

page 3:

Crofton West Junction – Pontefract Monkhill West: heading to read **Wakefield Kirkgate East - Crofton West Junction – Pontefract Monkhill West**

Wakefield Kirkgate East - Crofton West Junction section also used by trains on Hare Park...Wakefield Kirkgate East entry

Gelderd Road Junction...Holbeck Junction

From 7 October 1968 delete 1155 St.Pancras – Bradford Exchange

From 6 January 1969 add 0650 SUN Bradford Exchange – Penzance; 1125 SUN Penzance – Bradford Exchange

Sherburn in Elmet South – Gascoigne Wood

0330 MO York – Hull started 0340 MO

Laisterdyke West – Bowling Junction

Service withdrawn 6 January 1969 but restored by 0627 Leeds - Halifax from 30 March 1969 - pending TUCC procedures – until finally withdrawn 9 June 1969

Crigglestone Junction – Horbury & Ossett

D 1547 SO Blackpool North – Sheffield Midland started D 1450 SO

Gateshead High Street – Newcastle (via King Edward Bridge): amend heading to Gateshead High Street Junction – Greensfield Junction – King Edward Bridge North Junction

From 4 September 1967 add: 2225 SUN Newcastle – Kings Cross; 0515 Newcastle – Sunderland; amend 1835 SUN Newcastle – York extended to Doncaster

King Edward Bridge Junction – Newcastle (via Gateshead West): amend heading to King Edward Bridge Junction West – Greensfield Junction – Gateshead High Level Bridge Junction

From 4 September 1967 add 0744 SO Darlington – Newcastle; 2237 SO Newcastle – Darlington; delete 0740 SO Birmingham New Street – Newcastle

LONDON MIDLAND REGION

page 4:

Glendon & Rushton South Junction...Nottingham London Road Junction

Withdrawn with effect from 1 May 1967

Spondon Junction – Derby Junction

Withdrawn with effect from 7 October 1968 - all trains diverted via Chaddesden, to use southern approach to Derby station instead

Landor Street Junction...Lifford Curve Junction

From 1 July 1968 amend 1029/1100 Poole – York to read D 1100 SO

Warrington Bank Quay High Level No. 1...Acton Grange Junction

From 1 July 1968 amend complete entry:

1125 Bangor – Manchester Exchange

D 0054 SO, 1045 Manchester Exchange – Holyhead

D 1020 SO, D 1140 SO, 1747 Manchester Exchange – Llandudno

D 0817 SO Leeds – Llandudno

D 0805 SO Manchester Exchange – Caernarvon

D 09114 SO, D 1445 SO Llandudno – Manchester Exchange

D 1330 SO Llandudno – Newcastle

D 1310 SO Llandudno – Bradford Exchange

Dobbs Brow Junction - Horwich Fork Junction (entry continued on page 9)

From 25 August 1968 delete those trains shown on page 9

Withdrawn with effect from 9 September 1968

Cornbrook West Junction – Cornbrook Junction East

*Deleted from **PSUL** with effect from 5 May 1969 upon diversion to new connection on adjacent site and becoming the route between Warrington Central line and Manchester Piccadilly with the closure of Manchester Central*

Throstle Nest East Junction...New Mills South Junction

Withdrawn with effect from 5 May 1969 upon closure of Manchester Central – last ran 27 April 1969

page 5:

Throstle Nest East Junction...Fairfield Junction

Withdrawn with effect from 5 May 1969 upon closure of Manchester Central

Sellafield – Egremont

Withdrawn with effect from 19 December 1968

Ashburys West Junction – Miles Platting Philips Park No. 1

Withdrawn with effect from 7 October 1968

new entry: **Hindley North No. 2 – Standish Junction** *{from 6 July 1968 regained summer Saturday service}*

D 0815 SO Leicester London Road – Blackpool North

Hindley North No. 3 - Westwood Park - Pemberton Junction: amend title to **Hindley North No. 2** ... (closure of Hindley North No.3 box)

Hall Royd Junction – Gannow Junction

From 7 October 1968 0835 Leeds – Blackpool South started 0830

Bamber Bridge Junction...Preston (two entries)

From 7 October 1968 amend entry to read:

On **weekdays** the following trains to or from the Blackburn line travel via Farington Curve Junction:

0650 Colne – Blackpool North

0830 Leeds – Blackpool North

0947, 1147 Skipton – Blackpool North

2311 SO Preston – Colne

*All other **weekday** tains travelled via Todd Lane Junction*

On **Sundays** all trains travelled via Farington Curve Junction

new entry: **Bamber Bridge Junction – Lostock Hall Junction – Farington Junction** *{from 25 August 1968 Lostock Hall Junction – Farington Junction reopened for engineering diversions}*

1000 SUN Glasgow Central – Euston

1100 SUN Glasgow Central – Birmingham New Street

(Special Traffic Notice item until 6 October 1968, working timetable supplement from 13 October)

Engineering diversion use ceased at end of 1968/9 timetable – last ran 4 May 1969

Droylsden Station Junction...Denton Junction

From 1 July 1968 delete 0800 SO, 1009 SX Manchester Victoria – Stockport and 2213 Stockport – Bolton (*line between Droylsden Station Junction and Ashton Moss Junction reduced to Sunday engineering diversion and summer Saturday uses only*)
Withdrawn with effect from 19 August 1968

Denton Junction – Ashton Moss South Junction – O.A. & G.B. Junction: add
{new entry from 15 June 1968 - summer Saturday train diverted after closure of Denton Junction – Stalybridge via Hooley Hill line from 1 January 1968}

Daisyfield Junction – Hellifield South Junction

Engineering diversion use ceased at end of 1968/9 timetable – last ran 4 May 1969

page 6:

Pleck Junction – Darlaston Junction

Ceased at end of 1968 summer season – last ran 31 August 1968

new entry: **Market Harborough No. 3 ‡ – Northampton Castle No. 5** *{from 6 January 1969 Euston ⇔ Glasgow sleepers diverted to this route}*

2250 SX, 2125 SO, 2250 SUN Glasgow Central – Euston

2100, 2100 SUN Euston – Glasgow Central

‡ *Market Harborough No. 3 box re-named Market Harborough box 20 Oct 1968*

LONDON TRANSPORT BOARD

page 6:

new entry: **Northumberland Park Staff Platform – Seven Sisters** *{from 25 August 1968 – new Victoria line opened}*

Unadvertised staff train service

new entry: **Watford North Junction – Watford East Junction**

N 0039 MX, N 0039 SUN Watford (Met.) - Rickmansworth

SCOTTISH REGION

page 6:

Springburn – Cowlairs West Junction

Add: note: train ran via Glasgow Queen Street low level to reach Springburn

new entry: **Craigendoran Junction – Craigendoran Pier platform**

Service in summer only – trains booked to start from or terminate at Craigendoran

Rose Street – Welsh's Bridge

Amend entry to read:

To Inverness: 2320 SX, 2320 SUN from Glasgow Queen Street High Level; 0455, 1110, 1750 from Kyle of Lochalsh; 0600, 1110, 1720 from Wick; 0655 from Perth
From 6 January 1969 amend 1110 from Kyle of Lochalsh started 1057, 0600 from Wick started 0513, 1110 from Wick started 1125

Inverkeithing South Junction – Rosyth Dockyard

From 6 January 1969 N 1630 SX from Rosyth Dockyard started N 1632 SX

Fullwood Junction – Mossend No. 2

From 13 October 1968 delete 1900 SUN Inverness – Euston

Dolphinton Junction – Strawfrank Junction

Add: D 2330 FO Birmingham New Street – Edinburgh

Law Junction – Wishaw South – Shieldmuir Junction: add: *{new entry – existing route not previously recorded}*

Deleted from PSUL 1969-70 edition as being implicit in public timetable

Heads of Ayr – Alloway Junction

Ceased after 1968 season – last train ran 14 September 1968 (one week later than advertised)

SOUTHERN REGION

page 7:

Blackfriars – Metropolitan Junction

Delete N 0100 and 0102 SUN from Holborn Viaduct

Add: 0100, 0102 SUN Holborn Viaduct – Bromley North (MO and SUN) / Orpington (MX)

Chislehurst Junction

0711 SX Ramsgate – Cannon Street started 0705 SX

Groombridge – Ashurst Junction

Withdrawn with effect from 6 January 1969

Millbrook - Southampton Western Docks, Berth 104: to read **Millbrook - Southampton Western Docks (Mayflower Ocean Liner Terminal – berths 105/6)**

From 6 January 1969 N 1044 MO from Southampton Western Docks started N 1046 MO

Perry Street Fork Junction – Slade Green

Delete: 1644 SX Slade Green – Cannon Street; 1637 SX Charing Cross – Holborn Viaduct

Add: 1712 SX Holborn Viaduct – Charing Cross; 1641 SX Cannon Street – Holborn Viaduct

Crayford Spur ‘B’ – Crayford Spur ‘A’

From 9 September 1968 N† 1749 SX Cannon Street started N† 1751 SX

new entry: **Pouparts Junction - Longhedge Junction - Stewarts Lane Junction – Battersea Pier Junction (Central side)** *{from 17 June 1968 added “temporarily” because of bridge works near Battersea Park}*

1629 SX, 1709 SX Epsom Downs – Victoria; 1718 SX Newhaven Harbour – Victoria

St.Johns – Parks Bridge Junction (both entries): add: *{new entries – existing routes not previously recorded}*

page 8:

Norwood Fork Junction...East Croydon local lines: add: *{new entry – existing route not previously recorded}*

Gloucester Road Junction...Selhurst local lines: add: *{new entry – existing route not previously recorded}*

WESTERN REGION

page 8:

West London and West London Extension lines

Willesden Junction No. 1 – Clapham Junction, Falcon Junction

Non-Motorail service ceased after 1968 season – last ran 7 September 1968 (thereafter only Motorail service)

Kensington Olympia – Clapham Junction (Central side)

From 7 October 1968 delete N 1736 MTO from Kensington Olympia and amend N 1636 WThFO from Kensington Olympia to N 1636 SX (

From 7 October 1968 all services diverted (“temporarily”) to/from Clapham Junction (South Western side).

Service publicly advertised from 5 May 1969.

page 9:

Morlais Junction...Court Sart Junction to read **...Briton Ferry, Court Sart Junction (down)/Up Flying Loop Junction (up)**

Amend C 1545 Fishguard Harbour – Paddington to ‘D’ note

Carmarthen Junction – Carmarthen Bridge

From 4 November 1968 delete: 0435 MX Fishguard Harbour – Paddington; D 1700 Paddington – Fishguard Harbour

Add: D 0435 MX Fishguard Harbour – Paddington; 2140 SX †, 2230 SUN † Milford Haven – Paddington; 2230 SO Milford Haven – Carmarthen; 2210 SO † Paddington – Milford Haven; 2200 † Swansea – Milford Haven

(note † : train traversed curve on Carmarthen ⇔ Whitland sector of journey)

North Somerset Junction – Dr. Days Bridge Junction

From 14 July 1968 add: D 0315 SUN Fishguard Harbour – Paddington; C 2340 SO Fishguard & Goodwick – Kensington Olympia

Barnwood Junction – Gloucester Yard Junction

Until 26 May 1968 junctions were named Engine Shed Junction and Gloucester South Junction, respectively

new entry: **Standish Junction** (prior to 18 August 1968) / **Tuffley Junction** (from 18 August 1968) – **Gloucester Yard Junction** {from 26 May 1968 – existing route not previously recorded}

Trains in Barnwood Junction - Gloucester Yard Junction entry *plus* trains running between the Swindon line and the Chepstow line via Gloucester
From 2 November 1964 Paddington ⇔ Cheltenham trains ran via Gloucester Eastgate station so from that date this section was used only by the trains indicated above. However, until the Gloucester station suffixes were removed on 26 May 1968 it was explicit in public timetable which trains on the Swindon line used which route. The new Tuffley Junction came into full use 18 August 1968 prior to which the point of divergence had been Standish Junction.

new entry: **Gloucester Yard Junction - Horton Road Junction** {from 26 May 1968 – existing route not previously recorded}

Trains running between the Swindon line and the Chepstow line via Gloucester
See explanation under previous entry

new entry: **Hawkeridge – Heywood Road Junction** {from 14 July 1968 – opened for engineering diversions}

D 0315 SUN Fishguard Harbour – Paddington; C 2340 SO Fishguard & Goodwick – Kensington Olympia
Engineering diversion last ran 1 September 1968 (but resumed from 11 May 1969)

Stoke Gifford West – Hallen Marsh Junction: add: {new entry – existing excursion facility not previously recorded}

Amend entry to: N*D 0930 TWThO Swansea – Clifton Down and N*D 1730 TWThO return (23 July until 22 August 1968; note N* is unaltered)
For **PSUL** 1969-70 edition, transferred to *Special Events Appendix*

Maindee North Junction – Maindee East Junction

D 0925 Paignton – Manchester ran D 0925 **SO**

Dobbs Brow Junction – Horwich Fork Junction – continuation

See amendment above under LONDON MIDLAND REGION, page 4

SPECIAL EVENTS APPENDIX

page 10:

EASTERN REGION

Forest Gate Junction - Woodgrange Park

add additional use: Specials for Tottenham Hotspur home football matches on Saturdays: 1340 Barking – Northumberland Park and 1707 return

LONDON MIDLAND REGION

Wembley Stadium – Neasden North Junction

Delete complete entry – last used 18 May 1968
