

Passenger Train Services over Unusual Lines

1971-2

This page updated 13 May 2022

3 May 1971 until 30 April 1972 (Córas Iompair Éireann from 6 June 1971 until 3 June 1972). Unless otherwise indicated, trains operated on Mondays to Saturdays only. SUN denotes Sunday trains.

This was the first edition for which Roy Hamilton undertook the compilation and editing.

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.

During the previous year a number of line and junction titles were amended in accordance with BR's latest catalogue of route sections – these changes will account for variations in the line titles used in this edition.

From 25 May 1970 damage to Menai Bridge had resulted in diversion of Irish Sea shipping services from Holyhead to Heysham. The Menai Bridge reopened 30 January 1972 and this date represents the diversion of services which had temporarily been diverted via Heysham back to Holyhead.

At Heysham, the passenger station was simply “Heysham”, although shown as “Heysham Harbour” in working time tables.

EASTERN REGION

page 1:

King Edward Bridge Junction West – Gateshead High Level Bridge Junction

Amend C 1E51 lines of entry to: C 1000 SO, C 2145 TThO, C 2145 SUN Inverness – York

Amend C 1S02 line of entry to: C 2145 MWFO, C 2345 SO York – Inverness

From 4 October 1971 0744 SX Darlington – Newcastle to run each weekday;
delete 1802 SX Durham – Newcastle

Peterborough: Werrington Junction – Spalding No. 1

From October 1971 amend: 0727 Peterborough – Spalding to start 0721 and 0758 Spalding – Peterborough to start 0752

*Regarded as route with regular service from 7 June 1971, so deleted from **PSUL** 1972-3 edition as being explicit in public timetable.*

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

Add D 0743 SO Bradford Exchange – Kings Cross

Tapton Junction...Woodhouse East Junction: Woodhouse East Junction later renamed **Woodhouse Junction**

page 2:

Milford South – Gascoigne Wood: amend 2121, 2122 SUN Selby – Pontefract Baghill to start 2123, 2122 SUN

Sherburn in Elmet South – Gascoigne Wood: amend 1717 York – Hull starts 1708

Heaton Lodge Junction to read **Heaton Lodge East Junction**

Hare Park Junction...Turner's Lane: from 4 October 1971 delete: 0005 SUN St.Pancras – Leeds City; 0315, 0320 SUN Leeds City – Derby

Geldard Road Junction to read **Gelderd Road Junction**

page 3:

Gateshead High Street Junction...King Edward Bridge Junction North: from 4 October 1971 amend 0952 Newcastle – Liverpool Lime Street starts 0950 and add 0720 Newcastle - Norwich

Benton East Junction – Benton Quarry Junction: amend 0751 and 0811 Tynemouth – Newcastle to read 0751 **SX** and 0811 **SX**

Forest Gate Junction – Woodgrange Park Junction: add to title: **Barking Station Junction - Barking Tilbury Line Junction West (via flyover)**

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

Ely North Junction – Ely West Junction (via North curve): from about this period, the curve was redesignated **West** curve

Temple Mills East Junction - Stratford High Level (both entries): these entries represent the few journeys using Stratford (high level) as other services between Stratford and Tottenham Hale ran to/from Stratford (low level) via Channelsea Junction. Thus the second entry should only be **Channelsea Junction – Stratford High Level.**

LONDON MIDLAND REGION

page 4:

Crewe Independent Lines:

Irish boat trains reverted to Holyhead instead of Heysham from 30 January 1972: thus *Crewe Coal Yard spur* reverted to summer only working and *Crewe North Junction spur* regained all-year working

Crewe North Junction – Crewe Carriage Works to read Crewe North Junction – Crewe Wistaston Road Platform

By this date, trains were running to and from Wistaston Road Platform by the east end connection, controlled by Crewe North Junction box

West London and West London Extension lines

Willesden Junction No. 1 – Factory Junction

Non-Motorail summer Saturday service ceased at end of 1971 season: last ran September 1971 (although Motorail service commenced over this route and a service continued over Willesden Junction - Latchmere Junctions section in 1972)

Bescot Junction...Wolverhampton Portobello Line Junction to read Wolverhampton Crane Street Junction

From 6 August 1971 add D 2125 FO Manchester Piccadilly – Newquay and D 2355 Liverpool Lime Street – Penzance *but see note under Walsall...Castle Bromwich Junction entry.*

Until 2 October 1971 add N 0300 Birmingham New Street – Wolverhampton – Birmingham New Street (return of ‘circular’ staff train, thereafter diverted via Stour Valley and Soho Road lines)

page 5:

Pleck Junction...Wolverhampton Portobello Line Junction to read Wolverhampton Crane Street Junction

From 6 August 1971 delete D 2125 FO Manchester Piccadilly – Newquay and D 2355 Liverpool Lime Street – Penzance *(diverted via Bescot and Birmingham New Street) but see note under Walsall...Castle Bromwich Junction entry.*

note: outward leg of N 0300 Birmingham New Street – Walsall - Wolverhampton ‘circular’ staff train over this section was not affected by October 1971 changes

new entry: **Soho North Junction – Perry Barr South Junction (via Soho Road line)** *{reopened from 4 October 1971 – section Soho East Junction – Perry Barr West Junction already in use}*

N 0300 Birmingham New Street – Wolverhampton – Birmingham New Street (return of ‘circular’ unadvertised staff train

Diverted from previous route between Wolverhampton and Birmingham via Bescot to run via Stour Valley and this route; reverted to previous route from 1 May 1972

page 6:

Brent Junction No. 2 renamed **Brent Curve Junction** with resignalling

new entry: **Trent Junction East – Trowell Junction** *{reopened from 4 October 1971}*

1750 St Pancras – Sheffield Midland

0720 Sheffield Midland – St.Pancras

Northampton Castle No. 5 – Market Harborough No. 3

Withdrawn with effect from 1 May 1972 (but a minimal “statutory” replacement restored from 10 July 1972}

Walsall...Castle Bromwich Junction:

*According to supplement with BLN 188 and brief report in BLN 189, use ceased when the two Summer Friday night/Saturday trains diverted (via Birmingham New Street) from 6/7 August 1971. However, it has been reported that the Manchester train **did** run via this route on 13/14 August 1971 so this amendment must be treated with considerable reserve. Services resumed by this route from 6 June 1972).*

Landor Street Junction...Kings Norton Station Junction:

D 2124 FO Manchester Picadilly – Newquay started D 2125 FO

From 6 August 1971 delete D 2125 FO Manchester Piccadilly – Newquay and D 2355 Liverpool Lime Street – Penzance *but see note under **Walsall...Castle Bromwich Junction** entry.*

Acton Grange Junction...Stockport Edgeley Junction No. 2:

Ceased at end of 1971 summer season - last ran 4 September 1971 (Acton Grange Junction – Walton Old Junction not affected – see separate entry)

Golborne Junction...Parkside No. 1: add: *{new entry from 8/9 May 1971: Lowton Junction – Parkside No. 1 reopened for engineering diversions}.*

Parkside No. 1 subsequently renamed **Parkside Junction** with resignalling

Golborne Junction...Parkside No. 2: Parkside No. 2 subsequently renamed **Newton-le-Willows Junction** with resignalling

page 7:

Castlefield Junction – Ordsall Lane No. 2: add: *{new entry from 8/9 May 1971: reopened for engineering diversions}*

Denton Junction...Ashton Moss North Junction: add: *{new entry from 8/9 May 1971: reopened for engineering diversions}*

Amend 1555 SUN Glasgow Central terminated at Birmingham New Street

Miles Platting: Phillips Park No.1 – Ashburys West Junction to read **...Phillips Park No.1 ...**

Hall Royd Junction – Gannow Junction

From 31 October 1971 delete: 1020 SUN Leeds City – Blackpool North and 1730 SUN Blackpool North – Leeds City

new entry: **Bidston West Junction – Seacombe Junction**

Sunday trains between Wrexham Central and New Brighton

Bamber Bridge Junction...Farington Curve Junction: add: *{new entry - both sections had temporarily closed from 4 January 1971, reopened 7 February 1971 for engineering diversions and 3 May 1971 for some through services as listed}*
Reopened for full service from 1 May 1972

page 8:

Lostock Hall Engine Shed Junction - Farington Curve Junction:

same comment as above

SCOTTISH REGION

page 8:

Shields Junction...High Street (East) Junction: add: *{new entry from 9 May 1971: reopened for engineering diversions}*. Note that section Shields Junction – Pollok Junction paralleled the mainline

Strathbungo Junction...Gushetfaulds Junction

Increased service from 3 May 1971 for engineering diversions. Note that section Gushetfaulds Junction – Larkfield Junction paralleled the mainline, and Gushetfaulds Junction was subsequently merged into Larkfield Junction

Barassie Junction – Lochgreen Junction: add: *{new entry – from 3 May 1971, use of the avoiding line again became the normal route}*

Dolphinton Junction – Strawfrank Junction subsequently renamed **Carstairs East Junction – Carstairs South Junction** respectively with resignalling

Rose Street – Welsh's Bridge

A reader's letter in the *Journal of the Stephenson Locomotive Society* reported that use of this line ceased from 27 January 1972; presumably this was temporary, for it was not borne out by any permanent amendment to the working timetable.

page 9:

Springburn – Cowlairst West Junction: add 0614 SUN Glasgow Central – Edinburgh *(portion of sleeper service)*

Dated Fort William train ran via Glasgow Queen Street low level to reach Springburn

Cowlairst East Junction – Westerton: dates of ND 1435 SO Craighendoran to read: 8 May to 12 June and 4 to 25 September 1971

Craighendoran Pier Platform: heading to read **Craighendoran Junction - Craighendoran Pier Platform**

Service in summer only

SOUTHERN REGION

page 9:

Dover Marine – Archcliffe Junction: add: *{new entry – existing route not previously recorded}*

page 10:

Shepherds Lane subsequently renamed **Brixton Junction** with resignalling

Chislehurst Junction: amend **St.Mary's** to read **St.Mary**

Norwood Fork Junction – Windmill Bridge Junction: Coulsdon North – Victoria trains to read Coulsdon North – London Bridge

From 4 October 1971 amend 0740 SX and 0843 SX from London Bridge started 0738 SX and 0844 SX; delete 1822 SX and 1844 SX London Bridge – Coulsdon North and 1737 SX Coulsdon North – London Bridge

Gloucester Road Junction – Windmill Bridge Junction:

From 4 October 1971 0811 SX Victoria – Coulsdon North started 0810 SX

Gloucester Road Junction (St.James Junction) – Selhurst Junction:

From 4 October 1971 0553 SO Sutton - Victoria started 0555 SO

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

page 11:

Farlington Junction – Cosham Junction

From 4 October 1971 delete existing services and substitute:

1452 SX Havant – Fareham; 1601 SX Fareham – Havant

new entry: **Weymouth Quay – Weymouth Junction**

Summer only (also Christmas and Easter) boat trains in connection with Channel Island sailings

WESTERN REGION

page 11:

Thingley Junction – Bradford Junctions South:

Ceased at end of 1971 summer season - last ran 4 September 1971

Hawkeridge – Heywood Road: junction for *Hawkeridge* at **Heywood Road** subsequently renamed **Westbury East Loop Junction**

North Somerset Junction – Dr. Day’s Bridge Junction subsequently renamed **Feeder Bridge Junction – Dr. Day’s Junction** under resignalling

page 12:

Tuffley Junction...Horton Road Junction

From 2 January until 26 March 1972 add Sunday trains between South Wales and Paddington or Bristol, diverted because of engineering occupation of Severn Tunnel

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

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Services operated from 6 June 1971 until 3 June 1972

page 13:

Dublin: Glasnevin Junction – Island Bridge Junction:

Add:

0740, 0730 SUN Dun Laoghaire Pier – Heuston (note: retimed to 1125, 1115 SUN while mail boat sailing from Heysham because of Menai Bridge fire – earlier timings resumed 30/31 January 1972)

1900, 1105 SUN Pearse – Westport

1530 Cork – Dun Laoghaire Pier

ND 0905 SUN Connolly – Killarney and ND 1710 SUN return (Radio Train 4 July – 29 August)

Amend:

ND 1820 TWSO Killarney – Connolly (Radio Train) started ND 1825 TWSO D 2125 Heuston – Dun Laoghaire Pier was portion of 1700 Tralee - Heuston

Delete: D 0740, D 1125 Dun Laoghaire Pier – Heuston

From 13 September 1971 delete 0735 Galway – Pearse/DunLaoghaire Pier

From 19 September 1971 amend 1530 SUN Cork – Dun Laoghaire Pier started 1600 SUN

Limerick Junction North avoiding line

From 13 September 1971 add 1750 Heuston – Limerick

Cobh Junction – Youghal

Amend SUN services to: 1000, 1105, 1215, 1355, 1430, 1740, 2035 from Cork; 1205, 1625, 1735, 1935, 1955, 2150 from Youghal

The trains shown (all for Sundays) were booked from 11 July until 22 August but depending on the weather, the service would have been between nil and the full service.

The WSO trains were also dependent on the weather.

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SPECIAL EVENTS

EASTERN REGION

Harwich Parkston Quay West – Parkeston Goods Junction

Formally closed from 1 May 1972, having been only in limited use in later years

add: LONDON MIDLAND REGION

Aylesbury – Quainton Road *{from 29 August 1971 – first recorded use}*

Shuttle services to Quainton Railway Society's Buckinghamshire Railway Centre at summer Bank Holiday weekends, also Easter Monday 3 April 1972.

WESTERN REGION

Barry Pier – Barry Island:

Ceased at end of 1971 summer season - last ran 18 October 1971 (BLN 191; pier closed for sailings from 1972 season)

Ninian Park Platform - Penarth Curve East: 1320 SO Rhymney started 1338 from Bargoed and 1705 return terminated at Bargoed.

Add 1343 SO Coryton – Ninian Park.

add: **Cheltenham Spa Lansdown Junction – Cheltenham Racecourse**

Trains from Paddington for *Cheltenham Gold Cup* race meetings

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Ballygeary Platform: delete entry (operated only in 1970)
