

Passenger Train Services over Unusual Lines

1975-6

This page updated 13 May 2022

5 May 1975 until 2 May 1976 (Southern Region until 19 April 1976; Córas Iompair Éireann from 3 March 1975 until 2 November 1975 – thereafter, see PSUL 1976/7 edition). 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.

From this issue until that for 1987-8, routes were allocated reference numbers (which, alas, did not remain permanent over the years). The compiler also sought to include in the main body (rather than as an appendix) *all* routes passed for passenger use, identifying – for those without booked services in the working timetables – any occasional usage, such as excursions or engineering diversions (although some corrections have been made, no *general* attempt to re-validate that information has been made). Routes in the greater London area were brought together as a single section.

Add new standard note: NRU = no regular use identified

LONDON AREA

L1: 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

New entry: **Lea Junction – High Meads Junction:** NRU

L4 and L5: other services between Stratford and Tottenham Hale ran to/from Stratford (low level) via Channelsea Junction and Temple Mills – these entries represent the few journeys using Stratford (high level) instead

L6: title to read: **Stratford: Carpenters Road curve**

L7: **Dalston Junction** to read **Dalston Western Junction**; cross-references to read **L1 and L6**

L8: add: *{new entry – existing service not previously recorded}*

L10: from 5 January 1976 add: 1719 FO Euston – Birmingham New Street, 1755 SX, 1925 SUN Euston – Manchester Piccadilly, 1810 SO Euston – Wolverhampton, and delete 1727 SX Euston – Northampton

L14: title: **Harringay West Junction – Harringay Junction**

L15: cross-references to read **L16 and L17**

L17: **Cricklewood Junction** to read **Cricklewood Curve Junction**

L18: **Brent Junction** to read **Brent Curve Junction**

L19: *delete entry (through running no longer normally practicable with closure of Neasden North signal box from 15 October 1972 – Branch Line News 216, p.201)*

New entry: **Drayton Green Junction – Hanwell Junction and Greenford LTE Bay Junction – Greenford West Junction – Northolt Junction** *{new entry – existing facility not previously recorded}*

Special trains High Wycombe line to and from points west of Slough

L28: *Ceased at end of 1975 summer season - last ran 6 September 1975. Did not reappear in **PSUL** 1976 edition leaving no regular services Kew East Junction – Old Kew Junction and Addlestone Junction – Byfleet Junction*

L31: add to title: **(Central section)**

L32: amend **Battersea Pier Junction** to read **Battersea Pier Junction (Central section)**

L35 (Old Oak Common ... Factory Junction section)

Ceased at end of 1975 season – last ran 14 September 1975 (all sections of route remained covered by adjacent entries)

L43: title to read: **Battersea Pier Junction (Central section) – Stewarts Lane Junction – Factory Junction**

L45: title to read: **Canterbury Road Junction - Loughborough Junction**

L47: title to read: **Cannon Street South Junction – Metropolitan Junction**

L51: *Withdrawn with effect from 20 April 1976*

EASTERN REGION

E1: from 3 November 1975 delete N 0100 Pitsea – Barking

New entry: **Manningtree Junction: North Junction – East Junction**

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

New entry: **Welwyn Garden City flyover** *{into use 5 May 1975}*

Most up local stopping trains, starting from Welwyn Garden City

New entry: **Lincoln: West Holmes Junction – Boultham Junction – Greetwell Junction**

Special trains, Market Rasen line to and from Sleaford and beyond

E8: **Ulceby Junction** to read **Ulceby South Junction**

E9: For a 1500 kick off, times revised to: Hull dep 1401, 1422, 1435, 1445, returning at 1640, 1647, 1655, 1701

E17: from 6 October 1975 delete D 1335 SO Darlington – Newcastle; 1835 Newcastle – Darlington ran SX

E20: *Withdrawn, apparently with effect from 3 May 1976*

E24: from 6 October 1975 delete 1825 St Pancras – Manchester Piccadilly and 0801 Manchester Piccadilly – St Pancras (*services thus reduced to summer Saturdays only – but restored to all-year weekdays from 3 May 1976*)

E25: D 2125 SO Plymouth (2220 Newton Abbot) – Newcastle and D 2250 FO Sheffield – Paignton were “C” (Motorail). *If the latter carried passengers west of Newton Abbot, it did so unadvertised.*

E30: from 5 January 1976 2126, 2121 SUN Selby – Pontefract Baghill ran 2126 **SX**, 2121 SUN

E31: from 12 October 1975 delete Sunday trains (which were diverted via ECML reversing at Selby)

E32: categorised as a Goods Line

E35: delete - **Shirebrook Junction North** - and substitute - **Shirebrook Junction (Shirebrook east junction)** -
From 11 November 1974 route via Shirebrook North (Langwith Junction) had been replaced by new curve north of Shirebrook Junction (Mid.)

E38: title to read: **Shirebrook West – Shirebrook Junction (Shirebrook east junction)**

E40: **Whisker Hill Junction** to read **Thrumpton West Junction**
From 5 January 1976 services temporarily suspended during resignalling work (*Branch Line News 297, p. 76*)

E43, E44 and E45: **Wath Central Junction** to read **Wath Junction**

E43: **Mexborough East Junction** also known as **Mexborough No. 2 box**

E44: **Mexborough South Junction** also known as **Mexborough No. 3 box**

E51: **Joan Croft** is two words; delete NRU; add: Special trains Cleethorpes/Scunthorpe to or from Selby or beyond

E54: extended **Crofton West Junction – Oakenshaw Junction** (common with E56)

E56: 1804 Kings Cross was Bradford *via Huddersfield* portion

E57: delete NRU; add: Used for diversions when engineering work blocks GN line between Wakefield Westgate and Leeds

E59: heading to read: **Heaton Lodge Junction – site of Spen Valley Junction (via fast lines)**

E60 and E61: **Heaton Lodge Junction** to read **Heaton Lodge East Junction**

E64: add “Any trains using platforms 1, 2 or 3 at Leeds would require to use this route. No trains so booked, but happens during engineering works.”

New entry: **Methley Junction – Cutsyke Junction** – NRU

LONDON MIDLAND REGION

M2: from 6 October 1975 add 0947 SO Derby – St Pancras; delete 2230 SUN Derby – St Pancras; 0810 Nottingham – St Pancras ran SO

M5: from 6 October 1975 delete 0852 St Pancras – Sheffield and 0830 Sheffield – St Pancras

M6: **Castle Donnington** to read **Castle Donington**

M10: add: Between Aylesbury and Quainton Road, shuttle services to Quainton Railway Society’s Buckinghamshire Railway Centre at summer Bank Holiday weekends.

*Entry replaced in **PSUL** 1976-7 edition by an Aylesbury – Quainton Road entry*

M12: add: When Birmingham/Nuneaton line is blocked for engineering work, Birmingham - Leicester services run via this route, reversing at both Coventry and Nuneaton

M15: from 12 October 1975 delete 0630 SUN Heysham – Euston; from 15 February 1976 0930 SUN Glasgow Central - Euston started 0910

M17: add: *{new entry – from 17 June 1975}*

M20: D 2125 SO Plymouth – Newcastle to read “C”

M31: reference to L32 to read **M32**

M33: reference to L26 to read **M26**

M39: title to read: **Crewe North Junction – Crewe Wistaston Road Platform**

M40: add: *{new entry – local service withdrawn 5 May 1975}* Special trains Liverpool Lime Street to or from Chester or beyond

M41 and M42: add: *{new entry from 11 May 1975}* Regular timetabled use for trains diverted from the West Coast Main Line until 7 September 1975 (*and repeated in later years*)

M43: delete NRU; add: Used for diversions when engineering work blocks the CLC line between Mouldsworth and Chester

M44: details are at foot of page 20

M46: add: *{new entry from 11 May 1975}* Regular timetabled use of Hartford CL Junction – Hartford LNW Junction for trains diverted from the West Coast Main Line

M48: add: *{new entry from 11 May 1975}* Regular timetabled use of Northwich - Sandbach for trains diverted from the CLC line

New entry: **Deansgate Junction – Skelton Junction (reverse) – Glazebrook East Junction**

Used for diversions when engineering work blocks the CLC line between Cornbrook East Junction and Glazebrook. Usually Sundays until about 1000

M50: reference to E48 to read **M48**

M51, M52 and M53: **Crowthorne Junction** to read **Crowthorn Junction**

M52: add: Special trains Stockport or beyond to or from Blackpool or Southport, or Lancashire stations to and from Euston

M56: add: SUNDAYS FROM 26 OCTOBER 1975 trains between Sheffield and Manchester until ca.1500

New entry: **Miles Platting: Brewery Sidings – Philips Park No. 1 Junction**
Special trains Rochdale/Oldham to and from Stockport or beyond

M59: merged with M63 from **PSUL** r1976/7 edition

M65: race specials last ran 4 October 1975 (*Branch Line News* 275, p. 89 and 300, p.110)

M66: categorised as a Goods Line; reference to L63 to read **M63**

M67: add: Also used for diversions when engineering work blocks the L&Y line between Bolton and Preston

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

until Saturday 6 March 1976:

Sunday services between Wrexham Central and New Brighton

Special trains New Brighton to or from West Kirby or Wrexham lines

from Sunday 7 March 1976 (upon diversion of Wrexham line Sunday services – to match weekday services - to Birkenhead North which had been deferred from 11

January 1976 – Branch Line News 295, p.59): 2319 SO West Kirby – New

Brighton

Special trains New Brighton to or from West Kirby or Wrexham lines

M73: categorised as a Goods Line

M74: from 15 February 1976 add (as an engineering diversion): 2330 SO Euston – Glasgow Central

M75: add: *{from 15 February 1976 - engineering diversions};*

2330 SO, 0915 SUN Euston – Glasgow Central

0940 SUN Liverpool Lime Street – Glasgow Central

0745 SUN, 1015 SUN Carlisle – Euston

0910 SUN, 1100 SUN Glasgow Central – Euston

0940 SUN Glasgow Central – Birmingham New Street

M76: from 1 March (*deferred from 5 January*) 1976 delete: 0735 York – Blackpool North, 1330 Blackpool North – Leeds (*service thereafter seasonal only*); from 12 April 1976 add: 0837 Leeds – Blackpool North, 1330 Blackpool North - Leeds

WESTERN REGION

W1: from 12 October 1975 add: 2250 SUN Reading – Guildford, 1745 SUN, 1945 SUN Tonbridge – Reading

W3: 1000 Paddington – Worcester Shrub Hill started 1005; add to *exceptions*: 2333 Birmingham New Street - Reading

W5: add: *{new entry – line reopened for summer Saturday service 24 May 1975}*

W7: *the workings shown represent diversions for engineering works rather than a “regular” service*; from 12/13 October 1975 delete: 2345 SUN Paddington – Penzance, 1800 SUN Penzance – Paddington, 2245 SUN Milford Haven – Penzance

W8: from 3 November 1975 amend to: “Between 0830 and 2230 each day Mondays to Saturdays, ... ”

W12: from 12/13 October 1975 delete: 2245 SUN Milford Haven – Penzance
From 4 January until 29 February 1976 delete 0115 SUN Fishguard Harbour –
Paddington (diverted via Gloucester)
Amend final sub-heading to: “AND FROM 11/12 OCTOBER UNTIL 27/28
DECEMBER 1975 AND AGAIN FROM 6/7 MARCH 1976: ... *(services unaltered)* ”
Add: AND FROM 3/4 JANUARY UNTIL 28/29 FEBRUARY: 1915 SO Milford
Haven – Paddington *(only)*

W13: N* 0635 Parson Street – North Filton ran SX; N 1540 FO North Filton –
Bristol Temple Meads started 1545

W16: from 1 December 1975 amend title: **Gloucester Yard Junction – Barnwood Junction**

From this date, all trains between Gloucester and Tuffley Junction were by this route with the closure of the tracks through the former Eastgate station

W17: add 1710 SUN Bradford Exchange – Bristol Temple Meads (‡) ; delete 0748
Bristol Temple Meads – Newport

From 1 December 1975 ceased to be an ‘obscure’ route as all trains between Gloucester and Tuffley Junction were then by this route

W18 - final sentence: Trains from Paddington for *Cheltenham Gold Cup* race meetings last ran 18 March 1976 (*Branch Line News* 320, p.76)

W26: **Radyr Branch Junction** add **(a.k.a. Penarth Curve East)**

W30: delete entry – line categorised as a Goods Line and not normally used by passenger trains

W33 and W34: **Court Sart Junction** to read **Court Sart Junction (down)/Briton Ferry Flying Junction (up)**

W33: add: *{new entry from 5 May 1975}*

Until 3 October 1975 add 2018 SX Port Talbot – Carmarthen; from 6 October 1975 0643 SX Carmarthen – Port Talbot started 0705

W35: *note that 2006 SX Port Talbot – Carmarthen was **not** added to this route from 6 October 1975*

SOUTHERN REGION

S1: Winter service was one train a week only:

2030 FO Waterloo – Weymouth Quay *(also Christmas and Easter)*

S2: entry to read: **Millbrook - Southampton Western Docks (Mayflower Ocean Liner Terminal – berths 105/6)**

Boat trains in connection with sailings to and from Southampton Western Docks, usually 1510 from Waterloo and 1015 from Southampton Western Docks
Union Castle’s South African service was now less than weekly (five weeks in seven until October 1975, then four weeks in seven)

S3: entry to read: **Northam Junction - Southampton Eastern Docks (Queen Elizabeth II Ocean Liner Terminal – berths 38/9)**

Boat trains in connection with sailings to and from Southampton Eastern Docks, usually 1600 from Waterloo and 1015 from Southampton Eastern Docks

S8: add (to trains *using* this route): 2123, 2123 SUN Ramsgate – Dover Marine – Charing Cross

SCOTTISH REGION

H2: add: *{new entry - reopened for limited passenger services 5 May 1975}*

H4: add: *{new entry – reopened for engineering diversions by ECML services from 11 May 1975}*

H9: **Muirhouse Junction** to read **Muirhouse Central Junction**

H13: **Cowlairs Junction** to read **Cowlairs West Junction**

H14: **Cowlairs Junction** to read **Cowlairs West Junction**

Dated train ran via Glasgow Queen Street low level to reach Springburn - ceased by this route at end of 1975 summer season – last ran 4 October 1975.

*Route became regular all-year from 3 May 1976 with diversion of Fort William sleeper to/from Euston via Springburn and Gartcosh (see H.12 entry of **PSUL** 1976-7 edition)*

H16: *summer Saturday service ceased over Cowlairs East Junction – Cowlairs North Junction section at end of 1975 summer season – last ran 4 October 1975*

H18: despite *Branch Line News* 298, p.92 in May 1976 stating that the line was still available for passenger diversions, it did not reappear in 1976 **PSUL** edition

H28: *from 6 October 1975 line came into regular use by two round trips weekdays, one Sundays*

New entry: NORTHERN IRELAND RAILWAYS

Whitehead – Whitehead Excursion Platform (RPSI)

RPSI excursions (including *Portrush Flyer* summer excursions) to/from Whitehead

CÓRAS IOMPAIR ÉIREANN

Services shown operated from 3 March 1975 until 2 November 1975, subject to:

Limerick Junction (Kyle Crossing points – Milltown Crossing points)

0800, 1015 SUN Limerick – Dublin Heuston

1840, 1000 SUN, 1830 SUN Dublin Heuston – Limerick

Dublin: Glasnevin Junction – Islandbridge Junction

0715, 0715 SUN, D 1015 SO, D 1755 Dun Laoghaire Pier – Dublin Heuston

0940 Thurles (0710 Cork) – Dublin Connolly

0615 Dublin Connolly – Cork

1520 Cork – Dun Laoghaire Pier

1915, 1905 SUN Dublin Heuston – Dun Laohaire Pier

(Radio Trains now ran from/to Dublin Heuston)

Curragh siding – Racecourse: delete word “may”

New entry: **Claremorris – Collooney Junction**

After withdrawal of regular services from 17 June 1963, Knock specials Sligo to Claremorris (once or twice a year) until closure of line from 3 November 1975

New entry: **Limerick, Ennis Junction – Athenry and Athenry – Claremorris**

{from 5 April 1976 upon withdrawal of regular services}

Knock pilgrimage specials to and from Claremorris ran almost every Sunday during the season May to October; also some Saturdays. The working timetable showed four SUN paths each way but not all would necessarily be used.

New entry: **Limerick - Newcastle West – Tralee**

After withdrawal of regular services from 4 February 1963, Knock specials to Claremorris (two or three per year) until closure of line south of Listowel from 3 November 1975

New entry: **Waterford Abbey Junction – New Ross**

After withdrawal of regular services from 1 April 1963, Knock specials to Claremorris (once a year)

CÓRAS IOMPAIR ÉIREANN

Services from 3 November 1975 are as printed in **PSUL** 1976-7 edition, subject to:

Listowel – Tralee: unlikely to have been any such specials after 3 November 1975
