

Passenger Train Services over Unusual Lines

1977-8

This page updated 13 May 2022

2 May 1977 (Córas Iompair Éireann from 27 June 1977) until 7 May 1978. 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.

LONDON AREA

L1: add to title: **Barking Station Junction - Barking Tilbury Line Junction West (via flyover)**; amend explanation of * note (at foot of page): These 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 West Junction** to read **Dalston Western Junction**

L12: **City Goods Lines** to read **City Lines**

L18: **Cricklewood Junction** to read **Cricklewood Curve Junction**

L19: **Brent Junction** to read **Brent Curve Junction**

L20: **South Western Sidings** to read **South West Sidings**; add: *{new entry – seasonal Motorail services operated only for 1977 season from 6 May 1977, last ran 8 October 1977 – ran via Kensington Olympia in 1978}*

L22: line temporarily out of use because of landslip from late September 1977 (*Branch Line News* 331, p.176) until route restored by June 1978

L28: *seasonal Motorail services added only for 1977 season from 6 May 1977, last ran 8 October 1977 – ran via Kensington Olympia in 1978 (but all three elements of this entry retained some sort of use – see L27 and L29)*

L31 and L32: add to title: **(Central section)**

L35 (Wembley Central, Sudbury Junction – Low Level Goods Line – Willesden Junction section): add: *{new entry – seasonal Motorail services added only for 1977 season from 6 May 1977, last ran 8 October 1977 – ran via Kensington Olympia in 1978}*

L42: title to read: **Battersea Pier Junction (Central section) – Stewarts Lane Junction – Factory Junction**

L44: title to read: **Canterbury Road Junction - Loughborough Junction**

L46: title to read: **Cannon Street South Junction – Metropolitan Junction**

L47: title to read: **Lewisham Vale Junction - Tanners Hill Junction (St. Johns reversible line)**

L50: add: N 0814 SX Holborn Viaduct – Beckenham Junction

L55: add: 0827 SUN and every hour until 2227 SUN East Croydon – London Bridge

EASTERN REGION

New entry: **Manningtree Junction: North Junction – East Junction**
Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E6a: add: When ECML is blocked for engineering work until 1600 Sunday, instead of the more usual finish of 1000 Sunday, Kings Cross – Grimsby/Cleethorpes services were diverted via Spalding, the following normally running this route:
1120 SUN Kings Cross – Grimsby; 1305 SUN Grimsby – Kings Cross

E7: D 1105 SO Skegness extended to Alfreton & Mansfield Parkway

New entry: **Welwyn Garden City flyover**
Most up local stopping trains, starting from Welwyn Garden City

E11 and E12: *Filey Holiday Camp station and branches closed after last trains on 17 September 1977*

E13: add: FROM 8 JANUARY UNTIL 12 FEBRUARY 1978, the ECML was blocked at Northallerton station on Sundays 0001 to 1200, and services were diverted via this route, Stockton and route E15. Trains involved were those shown for E15/E16 plus other overnight services.

E17: was previously E18

E18: was previously E17

E19: *withdrawn with effect from 23 January 1978, to permit work to convert for Tyne & Wear Metro*

E20: add: FROM 21 NOVEMBER 1977, all services between Newcastle and Benton ran via this route (with reversal at Benton) from 1915 to 0500 on weekdays.

Withdrawn with effect from 23 January 1978, to permit work to convert for Tyne & Wear Metro

E21: *withdrawn with effect from 23 January 1978, to permit work to convert for Tyne & Wear Metro*

E32: categorised as a Goods Line

E35a: add: *{new entry – existing facility, previously unrecorded}*

E38: title to read: **Shirebrook West – Shirebrook East Junction** (note: *Shirebrook East Junction controlled by Shirebrook Junction (Mid.) signal box*)

E 39 and E39a: add: *{new entry – existing facility, previously unrecorded}*

E40: title to read: **Retford West Junction (high level platform 2) - Thrumpton West Junction**; in entries, Retford GN to read Retford (high level); add: 0202 SUN Manchester Piccadilly – Retford (high level)

E43, E44, E45 and E45a: **Wath Central Junction** to read **Wath Junction**

E43 and E45a: Mexborough East Junction also known as Mexborough No. 2 box

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

E45a: add: *{new entry – existing facility, previously unrecorded}*

E47 (misplaced, at foot of page): *delete entry (upon start of passenger working over the flyover, from 22 August 1977, the section Decoy **North** Junction – Flyover – Bessacarr Junction was used regularly by trains between Doncaster and the Gainsborough line).*

E48 (misplaced, at foot of page): delete entry and substitute: **Doncaster: Loversall Carr Junction – Flyover West Junction (Down line) and Flyover East Junction (Down line) - Loversall Carr Junction (Up line)** *{new entry – newly opened flyover and spurs available for passenger working from 22 August 1977}* NRU

E50: Joan Croft is two words

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

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**

E61: from 3 October 1977 amend services to: 2315 SX, 2315 SUN Kings Cross - Halifax

E64: add: Any trains using platforms 1, 2 or 3 at Leeds would have required to use this route. No trains so booked, but happened during engineering works.

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

LONDON MIDLAND REGION

M7: **Castle Donnington** to read **Castle Donington**

M8: add: *{new entry – existing facility, previously unrecorded – but not often used}*

M9: add: *{new entry – existing facility, previously unrecorded}*

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

M16: *from 2 May 1977 all-year weekday train introduced (in addition to summer Saturdays)*

M22: *service over section Lifford East Junction – Lifford West Junction ceased at the end of the 1977 summer season - last ran 24 September 1977*

M23: add: *{new entry – previously covered by adjacent entries}*

M26a: add: *{new entry – previously covered by adjacent entries}*

M35: add: *{new entry – existing facility, previously unrecorded}*

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

M44: was previously M71: **Bidston North Junction** to read **Seacombe Junction**; delete sentence about Bank Holiday Mondays

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

M54: add: *Northenden Junction ... Woodley Junction is new entry – existing facility, previously unrecorded*

M56: amend dates of engineering work to: FROM 9 OCTOBER 1977 UNTIL 1 JANUARY AND FROM 19 FEBRUARY 1978

M57: add: *Gorton Junction – Hyde Road Junction is new entry – existing facility, previously unrecorded*

M60: from 3 October 1977 2010 Leeds – Manchester Victoria re-routed via Cheetham Hill **SX** (continued via Miles Platting SO)

M68 and M68a: add: *{new entry – existing facility, previously unrecorded}*

M71: add: *{new entry – previously regular service}* Regular services over this route between Liverpool Lime Street (high level) and Southport, in connection with London services, were intended to be withdrawn from **9** (*sic*) May 1977 (with opening of the new Liverpool deep level loop line) but a service *continued to run* via this route until finally withdrawn from 8 May 1978 upon opening of Moorfields.

WESTERN REGION

W1: 0724 SO Reading – Tonbridge started 0727; 2326 SX and 1824 SUN Reading – Guildford started 2324 SX and 1924 SUN

W2: from 2 May 1977 summer SX journeys ceased (apart from unadvertised charter trains); add: ND 0920 SO Southampton – Liverpool Lime Street (until 24 September 1977)

W10: add FROM 9 OCTOBER 1977 UNTIL 1 JANUARY 1978: 0005 SUN, 1030 SUN Paddington – Penzance; 0808 SUN, 1230 SUN Paddington – Plymouth; 2130 SO, 1010 SUN Penzance - Paddington; 0950 SUN Plymouth - Paddington; 0700 SUN Plymouth – Edinburgh

W12: from May 1977 dated summer Saturday train added (in addition to dated engineering diversions); delete 2205 SO Milford Haven – Paddington (which reversed at Bristol)

W14: semi-regular summer TWThO workings from South Wales for Bristol Zoo had died out by about 1973/4

W22: **Bulmer's Sidings** to read **Bulmer's Hereford Cider Mills platform**; shuttle did *not* run in April but *did* run on 6 and 7 June and 25 September 1977. These may have been the last such local shuttle services between Hereford station and the Bulmers site, there being no mention subsequently in *Branch Line News* of other than occasional through trains, or shuttles totally within the Bulmers compound.

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

W31: scheduled engineering diversions by this route first shown in working timetable from 9 October 1977

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

SOUTHERN REGION

S1: Winter service was one train a week only:

1930 FO Waterloo – Weymouth Quay (*also Christmas and Easter*)

From 24 March 1978 2017 and 2017 SUN Waterloo retimed to 2008

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

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

S7: from 18 March 1978 0948 and 0948 SUN Victoria retimed to 0945

SCOTTISH REGION

H1: explanation of note D* to read: “ran from 6 June 1977”; from 9 January 1978 1042 Glasgow retimed to 1135

H2: explanation of note D* to read: “ran from 6 June 1977”; from 5 September 1977 add: 1935 Glasgow Central – Kilmarnock – Ayr; from 9 January 1978 1100 Stranraer Harbour retimed to 1035

*This entry did not appear in the **PSUL** editions 1978 – 1987, being regarded as recognised route, having reopened for passengers on 5 May 1975*

H8: title to read **Glasgow: Strathbungo Junction – Larkfield Junction**

H12 and H13: **Cowlairs Junction** to read **Cowlairs West Junction**

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

H21: in title, Haymarket West Junction should be continuation of *first* line of title

New entry: NORTHERN IRELAND RAILWAYS

Antrim – Bleach Green Junction {*new entry from 23 January 1978 on diversion of regular services via Lisburn and Crumlin*} Special trains between Belfast York Road and Antrim or beyond, including RPSI summer only *Portrush Flyer*

Whitehead – Whitehead Excursion Platform (RPSI)

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

CÓRAS IOMPAIR ÉIREANN

Delete complete entry and substitute:

Services shown operated from 27 June 1977 until 7 May 1978

Dublin: Glasnevin Junction – Islandbridge Junction

0715, 0715 SUN Dun Laoghaire Pier – Dublin Heuston

0615, 2040 Dublin Connolly – Cork

1520 Cork – Dubn Laoghaire Pier

D* 1115, D 1915, 1905 SUN Dublin Heuston – Dubn Laoghaire Pier

D* = 23 July to 5 September 1977

Limerick Junction: Kyle Crossing points – Milltown Crossing points

0845 Limerick – Dublin Heuston

Limerick, Ennis Junction – Athenry and Athenry – Claremorris

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 Ross – Waterford, Abbey Junction

Annual Knock special train to Claremorris (which may – as in 1976 - have run only to Waterford, as a connection into the South Wexford train). A train *was* run in 1977 for the annual 15 August Tramore excursion (after several years' absence).

Cobh Junction – Youghal

Sunday “Sea-Breeze Excursions”

ND 0945, 1055, 1215, 1405, 1440, 1730, 1840 Cork – Youghal

ND 1210, 1620, 1730, 1945, 2015 Youghal – Cork

Usually operated mid-June to mid-August, depending on weather; the full working timetable service is unlikely to have operated: usually only 1210 SUN Cork – Youghal and 1745 return.

A service – also advertised locally – operated WSO mid-July to mid-August, depending on weather; usually 1430 Cork – Youghal and 1935 return.
