

Passenger Train Services over Unusual Lines

1980-1

This page updated 13 May 2022

12 May 1980 until 10 May 1981 (extended to 31 May 1981; Córas Iompair Éireann until 28 June 1981). 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: **Barking Junction** to read **Barking Tilbury Line Junction West**; amend explanation of note: * 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: **Stratford Main Station** previously referred to as **Stratford High Level**

L5: **Stratford High Level** should be **Stratford Main Station** (for consistency with L4)

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

L10: 1740 SX Euston ran to Shrewsbury

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

L16: from 5 January 1981 title to read: **[Junction Road Junction -] Covered Way west end - Gospel Oak Junction** (*Barking – Kentish Town services diverted to new bay platform at Gospel Oak, thus shortening the section without regular service*)

L17: from 5 January 1981 title to read: **Kentish Town: Junction Road Junction – Carlton Road Junction** (*Barking – Kentish Town services diverted to new bay platform at Gospel Oak, thus extending the section without regular service*)

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

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

L20: add: *{new entry – from 29 March 1980 southbound Motorail trains diverted to this route to avoid confliction at ground-level Willesden West London Junction}*

New entry: **L23 Old Oak Common West – Northolt Junction**

1742 Paddington – Birmingham New Street

0645 SX, 0707 SO Birmingham New Street – Paddington

L30a: Wimbledon – East Putney Junction in regular use by Underground District Line service

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

L33: delete 1227 SX Victoria and 1151 SX East Croydon

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**

L56: delete 0753 SUN Sutton – Victoria

L58: was previously L57a

L59: was previously L58

L60: add: *{new entry – existing route with limited service (see Branch Line News 363, p.28)}*

L66: delete 0753 SUN Sutton – Victoria

EASTERN REGION

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E2: *ceased at end of summer 1980 season – last ran 20 September 1980 – Branch Line News 420, p.133 (line ceased to be normally used as through route in 1981 – Branch Line News 431, p.191)*

E6: was previously E7; from 5 January 1981 add: 0741 Boston – Grantham (reversed at Allington Junction)

New entry: **Welwyn Garden City flyover**

Most up local stopping trains, starting from Welwyn Garden City

E7: was previously E6

E8: text to read: Special trains Ulceby/Goxhill to and from Barnetby and beyond

New entry: **Lincoln: Pelham Street Junction – Durham Ox Junction** *{new entry – existing facility not previously recorded}*

0545 Lincoln Central - Cleethorpes; 1847 Barnetby – Lincoln Central

E7a: add to title: “and **Lincoln: Pelham Street Junction – Durham Ox Junction**” *{existing facility not previously recorded}*

E13: from 5 January 1981 regained regular all-year service: add: 0710 Middlesbrough – Kings Cross; 1650 Kings Cross - Middlesbrough

E15 and E16: the slow lines between **Ferryhill South Junction, Ferryhill and Tursdale Junction** *had* to be used by trains using either of these routes

“E13/E15 or E16”: from unknown date 1210 SUN Newcastle – Plymouth started 1230 SUN

E17: from early 1981 (*Branch Line News* 414, p.70) amend **Gateshead High Street Junction** to read **Park Lane Junction**

E18: from 5 January 1981 add: 0600 Newcastle – Middlesbrough; 1956 Middlesbrough – Newcastle; delete: 1520 SX Darlington – Newcastle; 1810 Durham – Newcastle; 1737 Newcastle – Durham; 1709 Newcastle retimed to 1737. From 23 May 1981 delete D 0854 SO Filey – Newcastle

E19: add: *{new entry – existing facility not previously recorded}* NRU

E22: add: *{new entry – from Sunday 18 May 1980 new north-east curve Morpeth North Junction – Hepscoth Junction opened, and whole route available as diversionary route}* prefix entry: “Engineering diversions FROM 18 MAY 1980: ” From 2 May 1981 add: C 2135 SO Inverness – York/Ely, and delete: C 2230 SO Ely – Stirling; C 2205 SO Inverness – York

E24: *service ceased at end of 1980 summer season – last ran 1 September 1980 (Branch Line News 418, p.109)*

E26: heading to read: ... - **Rotherham Masborough Station North Junction**

E29: from 18 May 1980 regained all-year Sunday trains (in addition to summer Saturdays)

E30: from 12 May 1980 regained an all-year weekday train *but reduced again to summer Saturday operation from 1 June 1981*

E32: categorised as a Goods Line

E35: the section Pyewipe Junction – High Marnham had been out of use since a derailment early in 1980

E36: delete complete entry (facility ceased before complete closure of line in July 1980)

E37: did not reappear in **PSUL** 1981/2 edition

E38: title to read: **Shirebrook East Junction – Shirebrook West**; did not reappear in **PSUL** 1981 edition

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

E46: **Penistone Quarry Junction** to read **Penistone Barnsley Junction**

E48: **Loversall Junction (Up line)** to read **Loversall Carr Junction (Up line)**

E50: Joan Croft is two words

E51: *service ceased at end of 1980 summer season – last ran 15 September 1980 (Branch Line News 418, p.109)*

E54: extended **Crofton West Junction – Oakenshaw Junction** (common with E56); diversions from 11/12 October 1980: 2315 SO Kings Cross – Bradford Exchange; 0100 SUN Leeds – Kings Cross

E56: from 5 October 1980 delete 2315 SO Kings Cross

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

E61: entry is misplaced (at foot of page 10): **Heaton Lodge Junction** to read **Heaton Lodge East Junction** *All-year weekday use of these sections withdrawn with effect from 1 June 1981- deleted from **PSUL** 1981/2 edition (seasonal service retained on all sections in adjacent entries in that edition)*

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.

E66: *line taken out of use 23 February 1981 (Branch Line News 414, p.61)*

LONDON MIDLAND REGION

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

M10: entry misplaced on page 11

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: *all-year weekday service withdrawn 1 June 1981 – became summer Saturdays only*

M19: was previously M18

M20: was previously M23

M21: was previously M20; from May 1981 delete C 2125 SO Newton Abbot – York

M22: was previously M21

M23: add: *{new entry - from 31 May 1980, Lifford East Junction – Lifford West Junction section restored to summer Saturday use}*. **Lifford Station Junction** to read **Lifford East Junction**.

M24: add *{new route – actually started 4 August 1979}*

M37: from unknown date delete from *exceptions* 0027 MO Euston (booked to call Stafford)

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

M44: **Bidston North Junction** to read **Seacombe Junction**
Ceased with effect from 1 June 1981

M51: was previously M52; **Crowthorne Junction** to read **Crowthorn Junction**

M52: was previously M51

M53: **Crowthorne Junction** to read **Crowthorn Junction**

M54: temporarily out of use east of Cheadle Junction from summer 1980 (*Branch Line News* 423, p.169)

M54a: *{new entry, as between Cheadle Junction and New Mills South Junction – existing facility previously unrecorded}*

M56: deleted from “diversions” from 11 January 1981: 0845 SUN Manchester Piccadilly – Sheffield and 0815 SUN Sheffield – Manchester Piccadilly

M58: *service ceased at end of 1980 summer season – last ran 1 September 1980 (Branch Line News 420, p.133)*

New entry: **Heysham – Morecambe** {*new entry – facility recommenced during 1980*}. Special trains to or from Heysham in connection with Manx sailings (*Branch Line News* 406, p.187). Although the overall terminal was known operationally as Heysham Harbour, the passenger station was plain Heysham, as when previously regularly open (prior to 6 October 1975).

M80: this service was *advertised* in the public timetable – delete “N” note; return train was 1645 TO Sellafield - Crewe

WESTERN REGION

W1: from unknown date add 1907 SO, 1907 SUN Gatwick Airport – Reading; 1651 SO Tonbridge – Reading

W4: “diversions” applied Saturday nights/Sundays 11/12 January until 9/10 May 1981

W10: “diversions” applied Saturday nights/Sundays 11/12 October 1980 until 9/10 May 1981

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

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

W29: *Branch Line News* 428, p.234/2 suggested that no advertised excursions ran after October 1980 – although they had resumed by 1983 (*Branch Line News* 463, p.73)

W30: “diversions” from 14/15 February applied until 9/10 May 1981

W31: “diversions” applied Saturday nights/Sundays 4/5 October 1980 until 16/17 May 1981

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:
1935 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

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: delete 0736 SO, 0836 SO, 0838 SX, 0836 SUN from Victoria and 1826, 1826 SUN from Newhaven; from 11 April 1981 add D 2030 Newhaven Hbr - Brighton

SCOTTISH REGION

H3: Dubbs Junction – Byrehill Junction temporarily unavailable from 15 December 1980 (when Dubbs Junction signal box was destroyed by fire)

H12 and H14: **Cowlairs Junction** to read **Cowlairs West Junction**

H17: from 14 October 1980 section Maryhill Central Junction – Knightswood South Junction temporarily (*Branch Line News* 406 - destruction of signal box). Briefly used in autumn 1985 but never permanently reopened.

H25: from unknown date N* 1630 SX Rosyth Dockyard retimed to N* 1618 SX

H30: from 5 January 1981 delete: 0704, 1105, 1755 from Kyle of Lochalsh and 0530, 1145 from Wick

NORTHERN IRELAND RAILWAYS

Antrim – Bleach Green Junction:

regular passenger service resumed from 16 June 1980 until withdrawn again from 23 February 1981

New entry: **Whitehead – Whitehead Excursion Platform (RPSI)**

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

CÓRAS IOMPAIR ÉIREANN

Dublin: Glasnevin Junction – Islandbridge Junction services to read:

0715, 0715 SUN, 1910, 1910 SUN Dun Laoghaire Pier – Dublin Heuston

1905 Dublin Heuston – Dun Laoghaire Pier

1450 SUN Tralee – Dun Laoghaire Pier

All withdrawn from Saturday 11 October 1980 on closure of Dun Laoghaire Carlisle Pier branch for DART electrification works

Cobh Junction – Youghal

Despite the Sea-Breeze Excursion services continuing to be shown in working timetable, CIÉ did not operate them after the 1979 season (*Branch Line News* 391, p.64 and 419, p.126)
