

Passenger Train Services over Unusual Lines

1982-3

This page updated 30 August 2024

17 May 1982 until 15 May 1983 (Córas Iompair Éireann 28 June 1982 until 26 June 1983). 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**; 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

L2: delete entry

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

L4: heading to read **Stratford Central Junction West - ...** ; other services between Stratford and Tottenham Hale ran to/from Stratford (low level) via Channelsea Junction and Temple Mills – this entry represents the few journeys using Stratford (high level) instead

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

L16: title to read: **[Junction Road Junction -] Covered Way west end - Gospel Oak Junction**

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

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

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

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

1741 Paddington – Manchester Piccadilly

0643 Birmingham New Street – Paddington

L35 (Willesden Junction ... Falcon Junction section): *withdrawn with effect from 16 May 1983: section Willesden West London Junction – North Pole Junction ceased to have regular service*

L42: title to read: **Grosvenor Bridge Junction (South-eastern section) – Stewarts Lane Junction – Factory Junction**; add: increased weekend service from 17 May 1982

L42a: add to title: **(Central section)**; add *{regained regular Saturday services from 22 May 1982}*

L43: add 1711 SX Victoria – Sheerness and 0620 SX Ashford – Victoria

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

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

L55: revised but similar services operated from 4 October 1982

L56: entry misplaced (at foot of page 5); *ceased with effect from 16 May 1983*

L58: from 4 October 1982 add: 0955 SX and hourly until 1455 SX, 1634 SX, 1752 SX from London Bridge

EASTERN REGION

E1: did not reappear in **PSUL** 1983/4 edition – now regarded as recognised route

E2: from 10 October 1982 SUN trains from Birmingham N St retimed to start 1237, 16645, 1832

E3: *from 1 November 1982 delete entry on closure of March – Spalding line*

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E4a: *route is an elongated connection, in Down direction only, from Down Stamford line to Down (ECML) Main line*

E5: *services ceased after 1982 summer season – last ran 2 October 1982*

New entry: **Welwyn Garden City flyover**

Most up local stopping trains, starting from Welwyn Garden City

E7: *services ceased after 1982 summer season – last ran 4 September 1982*

E10: from August 1982 1658 from Boothferry Park retimed to 1702

E14 and E16: the slow lines between **Ferryhill South Junction, Ferryhill and TurSDale Junction** had to be used by trains using either of these routes

E15: delete entry: *“route” is merely the slow lines between Ferryhill South Junction and TurSDale Junction - a multiple track section of the ECML.*

E16: D 2335 SO Kings Cross starts D 2355 SO; from 9/10 October 1982 delete 2230 SO Kings Cross - Edinburgh

E17: *from 16 May 1983 reduced to summer Saturdays only*

E18: from 4 October 1982 2222 SX, 2245 SO Newcastle starts 2245; 1450 SX, 1614 Newcastle Durham to read 1250, 1452 SX, 1621; add: 00931, 1329 SO, 1710 SO Durham – Newcastle; 0603, 0755 SUN Bristol TM – Newcastle; 1710 SUN Newcastle – Bristol TM; 0652 Swansea – Newcastle; 1246, 1418 Newcastle – Plymouth; 1039 Cardiff C – Newcastle; 1334 SO Paignton – Newcastle; from 24 January 1983 1658 Newcastle diverted to Swansea

E19: *from 4 October 1982 became normal route between Newcastle and Blaydon with closure of line via Scotswood*

E25: *from 17 May 1982 gained all-year service – diversion of Nottingham – Glasgow trains away from Settle & Carlisle route*

E27: from 4 October 1982 amend title to: **Swinton Junction – Cudworth - Oakenshaw South Junction - Oakenshaw Junction - Calder Bridge Junction – Wakefield East Junction** and add: *{most remaining trains diverted from Cudworth route, leaving Friday only and diversionary service by this route; partially overlaps E28 and E58}*; add: Sundays from 30 January 1983: 0850 Leeds – St.Pancras; 1511 Leeds – Portsmouth Harbour; 1556 Leeds – Sheffield

E28: from 4 October 1982 amend title to: **Swinton Junction – Cudworth - Oakenshaw South Junction - Oakenshaw Junction – Goose Hill Junction** and add: *{most remaining trains diverted from Cudworth route, leaving summer Saturday and diversionary service by this route; partially overlaps E27}* Sundays from 10 October 1982 until 23 January 1983: 0826 Leeds – Paignton; 0914 Exeter St Davids – Newcastle
Sundays from 30 January 1983: 0810 Birmingham New Street – Bradford Exchange; 1555 Sheffield – York; 1343 York – Sheffield; 0755 Bristol Temple Meads – Newcastle; 0929 Leeds – Paignton; 0845/0914 Exeter St Davids – Newcastle; 1230 Edinburgh – Plymouth; 0950, 1235 Newcastle – Plymouth; 1105 Newcastle – Penzance; 1405 Newcastle – Poole

E29: *from 4 October 1982 most remaining trains between Sheffield and Leeds diverted to this route (but not all: see E27), now regarded as recognised route*

E30: add *{new entry – in consequence of diversion, from 4 October 1982, of most remaining trains from this and Cudworth route; retained for seasonal use }*
Add: engineering diversions Sundays from 30 January 1983: 1555 Sheffield – York; 1343 York – Sheffield; 0755 Bristol Temple Meads – Newcastle; 0845/0914 Exeter St David's – Newcastle; 1230 Edinburgh – Plymouth; 1235 Newcastle – Plymouth; 1105 Newcastle – Penzance; 1405 Newcastle - Poole

Burton Salmon Junction to read **Milford Junction** upon abolition of Butron Samlon box from 10 October 1982

E31: was previously E30

E32: was previously E31; *Ceased with effect from 16 May 1983 when all Hull – York trains diverted via new Hambleton East Junction – Colton Junction line*

E33: was previously E32; categorised as a Goods Line

E34: was previously E33

E38: *delete entry: last such use probably 15 November 1980 (Branch Line News 419, p.122)*

E40: title to read: **Retford West Junction (high level platform 2) - Thrumpton West Junction**; in entries, Retford GN to read Retford (high level)

E43, E44, E45 and E45a: **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

New entry: **Doncaster: Bridge Junction – Hexthorpe Junction**
Goods Line; Special trains *returning* from RAF Finningley Open Day (each September) to Sheffield or beyond

E46: *from 16 May 1983 entry deleted on becoming normal route between Penistone and Sheffield*

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

E50: Joan Croft is two words

E58: from 4 October 1982 amend title to **Hare Park Junction – Crofton West Junction – Oakenshaw Junction - Calder Bridge Junction – Wakefield East Junction** (partly overlaps E27)

E60: heading to read: **Heaton Lodge Junction – site of Spen Valley Junction (via fast lines)**; *entry did not reappear in PSUL1983/4 edition*

E61: **Heaton Lodge Junction** to read **Heaton Lodge East Junction..**

E63: from 4 October 1982 delete 1550 SX Kings Cross –Bradford Exchange

LONDON MIDLAND REGION

M6: from 4 October 1982 weekday services to read: 1730 St Pancras – Sheffield; 0620 SX, 0723, 0905 Sheffield – St.Pancras (delete 0800 SUN Sheffield)
From 10 October 1982 diverted SUN services amended: 0818/0840 Bristol TM started 0756; 0845 Plymouth started 0914 from Exeter StD; 0837 Leeds started 0826 and diverted to Paignton

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

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: *seasonal service ceased after 1982 season – last ran 4 September 1982 (retained for engineering diversions)*

M17: *limited seasonal use (for overtaking) resumed from 17 May 1982 for one season – last ran 2 October 1982; resumed all-year 16 May 1983*

M22: 1240 FO (D 1111 Truro) to read: 1111 FO Truro/1240 FO Plymouth – Manchester Piccadilly

M25: services to read: 1012 SO and hourly until 1412 SO Walsall – Birmingham New Street; 1039 SO and hourly until 1439 SO Birmingham New Street – Walsall. *Regular use reduced to one SO train from 16 May 1983*

M27: *summer Saturday service ceased after 1982 season – last ran night of 3/4 September 1982*

M32: amend “diverted” services to read: Saturday nights/Sundays from 25/26 September 1982 until end of timetable: 0810 Birmingham N St – B Radford Ex; 0740/0748/0756 Bristol TM – Leeds; 0845 Plymouth/0914 Exeter St D – Newcastle; 0826/0938 Leeds – Paignton/Plymouth; 0950 Newcastle – Plymouth; 1105 Newcastle – Penzance; 2254 SO Birmingham N St – Derby (from 29 January 1983)

M38 (... Crewe North Junction section): *summer weekday service ceased after 1982 season – last ran 24 September 1982*

M39: title to read: **Crewe North Junction – Crewe Wistaston Road Platform**; N* 1659 SX Crewe Works started N* 1404 FO, N* 1659 FSX

M44: **Bidston North Junction** to read **Seacombe Junction**

M49 and M49a: *from 3 August 1982 line closed as through routes*

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

M53: *from 16 May 1983 line closed*

M58: add: *{regular all-year weekday services started from 17 May 1982 – diversion of Nottingham – Glasgow trains off Settle & Carlisle route}*
1523 Glasgow Central – Nottingham started 1515
From 4 October 1982 D 0727 Nottingham – Preston started 0730, 0932
Nottingham – Glasgow Central started 0936

M64: add: *{new entry - all-year weekday services ran 17 May 1982 – diversion of Nottingham – Glasgow trains off Settle & Carlisle route – but ceased again from 16 May 1983 (was in addition to diversions shown at M63)}*

M65: was previously M64

M75: add: BR steam train advertised locally (but not in public timetable) as *Cumbrian Mountain Express* in “Getting steam up in 1982” leaflet, Tuesdays 29 June until 7 September 1982: N 0938 TO Crewe – Appleby (one way via M75, the other via Shap and Carlisle); *service ran one season from 29 June – last ran 7 September 1982*

M78: add: Although the overall terminal was known operationally as Heysham Harbour, the passenger station was plain Heysham

M80: return train was N 1520 Maryport – Crewe; advertised locally (but not in public timetable) as *Cumbrian Coast Express* in “Getting steam up in 1982” leaflet; *service ceased after 1982 summer season – last ran 25 August 1982*

WESTERN REGION

Delete headnote

W1: from 4 October 1982 add: 0705 SX Reading – Gatwick Airport; 1651 SO Tobnridge – Reading; delete 0702 SX Tonbridge – Reading; 2151 Tonbridge – Reading runs SX

W2: *after 1982 season, summer weekday trains ceased – last ran 10 September 1982 – became summer Saturdays only*

W3: from 1 October 1982 until 2 January 1983 add: 0914 SUN Exeter St Davids – Newcastle

W4: from “diversions” delete 0910 SUN Birmingham N St; from 10 April 1983 0914 SUN Exter St D started 0845 SUN

W5: add: *from 20 May 1982 an advertised regular Sunday train added but ceased again from 16 May 1983*

1525 SUN Paddington ran to Plymouth and ran all dates *except* 10 October 1982 until 2 January 1983

Diversions on Saturday nights/Sundays from 8/9 January 1983: trains between Paddington and Exeter (also 0845/0914 Exeter St D – Newcastle) until ca. 1200

W7: Diversions on Saurday nights/Sundays from 9/10 October 1982 until 1/2 January 1983: Trains between Paddington and Bristol TM / South Wales until ca. 1500

W10: Diversions on Saturday nights/Sundays from 9/10 October 1982: 2030 SO, 2325 SO Paddington – Plymouth/Penzance; 2045 SO Penzance – Paddington. Additionally on Sundays from 10 October 1982 until 3 April 1983: 0835/0845 Paddington – Plymouth; 0945/1035 Paddington – Penzance; 0914 Exeter St.D – Newcastle; 1037 Exeter St D – Paddington

W13: Diversions on Saturday nights/Sundays from 9/10 October until 1/2 January 1983: Trains between Paddington and South Wales until ca. 1500

W14: from 21 March 1983 return trains retimed: N* 1545 FO, N* 1613 TWThO, N* 1647 MO North Filton – Parson Street/Bristol TM

W15: semi-regular summer TWThO workings from South Wales for Bristol Zoo had died out by about 1973/4

W25: *summer Saturday service ceased after 1982 season – last ran 11 September 1982 – but retained for Motorail service only*

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

W30: Diversions on Saturday nights/Sundays from 9/10 October 1982: Trains between Bridgend and Cardiff from ca. 2300 Sat until ca. 1600 SUN

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

W33: from 10 October 1982 delete 0200 SUN Fishguard Hbr – Paddington; from 9 January 1983 add: 2115 SO, 0815 SUN Paddington – Llanelli; 1133 SUN Llanelli – Paddington; 0150 SUN Fishguard Hbr – Cardiff Central; *from 16 May 1983 all-year weekday train withdrawn – became Sundays and summer only*

W35: from 4 October 1982 delete 0200 Fishguard Hbr – Paddington and add: 0150 Fishguard Hbr – Cardiff Central; from 4 October 1982 until 2 January 1983 add: 0150 SUN Fishguard Hbr – Cardiff Central

SOUTHERN REGION

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

New entry: **Laverstock North Junction – Laverstock South Junction**

Used for diversions when the line between Southampton and Worting Junction is blocked by engineering works

SCOTTISH REGION

H1: *from 28 November 1982 delete entry – line closed with resignalling (Branch Line News 459, p.34)*

New entry: **Glasgow: Shields Junction – Paisley Canal – Elderslie No. 1 Junction** (*from 10 January 1983 upon withdrawal of regular passenger services from the line*): Used for diversions when route via Paisley Gilmour Street was blocked by engineering work. On Sundays 27 February until 24 April 1983: Trains between Glasgow Central and Ayrshire until ca. 1700. *Line closed 1 October 1984.*

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

From 4 October 1982 0328/042 Mossend – Glasgow Queen Street started from Carstairs at 0255 and from 21 February 1983 started from Carlisle at 0157 (through coaches Euston – Fort William). From 21 February 1983 2236 SX Cowlairs - Mossend extended to Carlisle. From 26 March 1983 2236 SO Cowlairs – Carstairs terminated at Mossend.

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

H25: N* 1624 SX Rosyth Dockyard retimed to N* 1532 FO, N* 1632 FSX

LONDON TRANSPORT EXECUTIVE

Watford North Junction – East Junction

Add: Also used on Boxing Day when Metropolitan line Amersham service operated via Watford

NORTHERN IRELAND RAILWAYS

Antrim – Bleach Green Junction: add: Summer service only: Outward and return RPSI *Portrush Flyer* excursion Belfast York Road - Portrush, fortnightly Saturdays July and August

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

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

CÓRAS IOMPAIR ÉIREANN

New Ross – Waterford, Abbey Junction:

From early 1983 delete entry – engineer refused special train in May 1983 (Branch Line News 489, p.103)

new entry: **Dublin Connolly – Newcomen Junction – Glasnevin Junction** {*new routing available following reopening of Newcomen bridge from 27/28 November 1982, and certainly applied during engineering work for 3 weeks commencing 9 May 1983*}

Local trains between Dublin Connolly and Maynooth *when platformed to use platform 7 at Connolly* (although booked via Newcomen Junction, trains *may* have travelled via Drumcondra)
