

Passenger Train Services over Unusual Lines

1983-4

This page updated 13 May 2022

16 May 1983 until 13 May 1984 (Córas Iompair Éireann 27 June 1983 until 1 July 1984). 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.

BRADFORD Exchange became Bradford Interchange from 16 May 1983

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

L3: title to read: **Stratford: Gas Factory Junction – Bow Junction**; line temporarily out of use from 18 October 1983 (*Branch Line News* 498, p. 214/4B)

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

L4: 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

L4: **Stratford Centre Junction** to read **Stratford (high level) Central Junction**

L5: title to read **Stratford (high level) Central Junction – Temple Mills East**

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**; *unadvertised summer service rerouted after 1983 season - last ran 1 October 1983*

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

1740 Paddington – Wolverhampton

0620 Wolverhampton – Paddington

L27: *unadvertised summer service rerouted after 1983 season - last ran 1 October 1983*

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

L35: (Old Oak Common ... Falcon Junction section): On Sundays from 11 March 1984 and Saturdays from 31 March 1984 all services between Reading and Gatwick Airport ran via this route

L42: title to read: **Grosvenor Bridge Junction (South-eastern section) – Stewarts Lane Junction – Factory Junction**

L42a: add to title: **(Central section)**

add: 0400 SX Orpington – Victoria

L43: 1810 SUN Ashford – Victoria is hourly, not half-hourly

L43a: in title delete – (dash) and substitute “and” (The entry shows trains *through* the respective junctions; *between* the junctions, the trains ran on the Atlantic Lines - but so did other services)

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

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

L47: last SUN Gillingham – Charing Cross was 2057 SUN

L48: see also Table 200

L52: add: diversions until 7 April 1984: Saturday and Sunday fast Charing Cross – Ashford services diverted this route (see Tables 198 and 207)

L53: add: 1638 SX London Bridge – Crystal Palace

L54: *ceased with effect from 14 May 1984 - all trains used Slow lines spur*

L58: delete 0617 SX, 0912 SX and 1825 SX London Bridge; add: 0655 SX, 0725 SX, 0745 SX, 0825 SX, 0855 SX, 1651 SX, 1724 SX, 1925 SX and half hourly to 2225 SX from London Bridge

L55, L56 and L58: *from 3 October 1983 delete entries - replaced by a revised layout under the remodelling of the whole area – see Branch Line News 477, p.253 and <http://preview.tinyurl.com/pmsrl6p>. What the compilers thereafter regarded as “unusual” routes (albeit with frequent service!) are as shown in the 1984 edition entries – they are where slow lines were separated from fast lines, which would probably not have been regarded as “unusual” elsewhere.*

L59: from 3 October 1983, **Coulsdon North** to read **Stoats Nest Junction** – see *Branch Line News* 477, p. 253 and <http://preview.tinyurl.com/odhupkp>

EASTERN REGION

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E3: was previously E4

E4: was previously E4a; *route is an elongated connection, in Down direction only, from Down Stamford line to Down (ECML) Main line*

New entry: **Welwyn Garden City flyover**

Most up local stopping trains, starting from Welwyn Garden City

E7: *from 14 November 1983 delete entry – line closed (Pyewipe Junction - Boultham Junction section reopened - slightly realigned – from 13 May 1985)*

E8a: *from 14 November 1983 delete entry*

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

E18: from 24 July 1983 delete: 0748/0810/0823 SUN Bristol Temple Meads – Newcastle and 1745 SUN Newcastle – Bristol Temple Meads

E25: from 7 June (or 16 May) 1983 delete 0717 Harwich Parkeston Quay – Glasgow Central and 1120 Glasgow Central – Harwich Parkeston Quay
From 9 October 1983 add: 1245 SUN Newcastle – Exeter St Davids and amend 0914 SUN Exeter St Davids – Newcastle started 0830 SUN
From 8 January 1984 0748 SUN Bristol Temple Meads – Newcastle started 0758

E27: partly overlaps E28 and E58; regular use resumed from Friday 20 May 1983; 1246 FO Portsmouth Harbour advertised 1245 *and only booked this route to enable 1328 Paignton – Leeds – Newcastle to precede*

E28: Goose Hill is two words; partly overlaps E27

E30: **Burton Salmon Junction** to read **Milford Junction**; Altofts Jn – Whitwood Jn (only) also used by D 1355 SO Blackpool North - Castleford

E32: add: *{new entry: Hambleton East Junction – Colton Junction opened 16 May 1983 for York – Hull trains}*
From 3 October 1983 delete entry (regarded as normal route for trains between Selby and York with the opening of Temple Hirst Junction – Hambleton East Junction line)

New entry: **Hambleton South Junction – Hambleton East Junction** *{available from 1 October 1983}*

Used (with **Gascoigne Wood Junction – Sherburn in Elmet Junction**) by ECML services when main line is blocked for engineering work between Hambleton South Jn and Colton Jn. Usually weeknights between 0001 and 0600

E33: categorised as a Goods Line; from 3 October 1983 add: Used by ECML services when the main line is blocked for engineering work between Temple Hirst Jn and Hambleton North Jn. Usually weeknights between 0001 and 0600

New entry: **Temple Hirst Junction - Selby South Junction** *{existing route with reduced service from 3 October 1983}*

Weekday trains between Doncaster and Selby

E34: N* 1640 Rowntree's Halt – Selby ran SX and from 6 June 1983 started N* 1635 SX

New entry: **Woodburn Junction – Wadsley Bridge** *{existing route with reduced service from 16 May 1983}*

This section of line continued to be used by football specials after it lost regular passenger services from 16 May 1983 – e.g. Branch Line News 477, p.251

E40: title to read: **Retford West Junction (high level platform 2) - Thrumpton West Junction**; in entries, Retford to read Retford (high level); from 3 October 1983 add: 1120 Retford (high level) - Sheffield

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; line *believed* closed 15 April 1984

E47: add: categorised as a Goods Line; Special trains *returning* from RAF Finningley Open Day (each September) to Sheffield or beyond

E48: **Loversall Junction (Up line)** to read **Loversall Carr Junction (Up line)**; add: *{regular use of down line started from 16 May 1983 but ceased again from 14 May 1984}*

E50: Joan Croft is two words

E58: partly overlaps E27

E60: add *{new entry – parts of E61 and E62 used for engineering diversions}*; amend “From 9 October (1983)” to read “From 22 January 1984” for start of diversions.

From 14 May 1984 delete entry – revert to E61 and E62.

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

E63: *from 14 May 1984 reduced to summer Saturday only use*

LONDON MIDLAND REGION

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

M14: from 3 October 1983 add (between Bescot Junction and Wolverhampton only): 2355, 2355 SUN Glasgow Central – Bristol TM

M17: *gained all-year use from 16 May 1983 (although the three trains booked via this route did not need to do so in order to stop at Water Orton but for pathing reasons); use ceased again from 14 May 1984*

M19: *ceased after 1983 summer season - last ran 17 September 1983*

M22: D 1111 FO Truro and D 1245 FO Plymouth in effect same train all-year
From 3 October 1983 add: 2124 SX, 2110 SUN Bristol TM – Glasgow Central

M24: *BR special DMU services ceased after 1983 summer season - last ran 10 September 1983 (SVR commenced running to its own Kidderminster station from 30 July 1984)*

M25: add: 2258 SO Walsall – Birmingham New Street *(the only booked service during this timetable period)*

M30: *summer Saturday train ceased after 1983 summer season - last ran 17 September 1983 (retained staff train)*

M31: *from 19 March 1984 delete entry – ceased to be through route*

M32: from 9 October 1983 0914 SUN Exeter St D starts 0830 SUN and 0748/0820 SUN Bristol TM starts 0753/0810

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

M44: **Bidston North Junction** to read **Seacombe Junction**; *from 28 November 1983 line officially closed to passengers and no evidence of subsequent use*

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

M53: *from 16 May 1983 delete entry – line closed*

M58: Ashburys West Junction brought under control of Ashburys signal box from 7 May 1984

M77: add: *{new entry – from 12 June 1983 on four dates in 1983 only}*

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

WESTERN REGION

Delete headnote

W1: from 8 January until 11 March 1984 add: 1222 SUN Poole - Newcastle
On Sundays from 11 March 1984 and Saturdays from 31 March 1984 no services between Reading and Gatwick Airport ran via this route

W4: from 8 January 1984 0748 SUN Bristol Tm started 0758 SUN and 0914 SUN Exeter St. D started from Bristol TM at 1010 SUN

W5: from 8 January 1984 add: 1915 SO Penzance – Paddington; 1525 SUN Paddington – Plymouth; 0830 SUN Exeter St.D - Paddington

W7: on Sundays from 9 October 1983 until 1 January 1984 add: Trains between Paddington and Bristol Temple Meads or South Wales until ca. 1500

W10: “diversion” services from 8/9 October 1983 to read: 2015 SO Paddington – Exeter St Davids; 2325 SO Paddington – Penzance; 1915 SO/2045 SO Penzance - Paddington; 0830 SUN Exeter St Davids – Newcastle/Paddington; additionally on Sundays from 9 October 1983 until 1 January 1984: 0845, 1015 Paddington – Plymouth/Penzance; 1035 Exeter St Davids – Paddington

W13: on Sundays from 9 October 1983 until 1 January 1984 add: Trains between Paddington and South Wales until ca. 1400

W15: 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**

W30: on Sundays from 20 November 1983 until 26 February 1984: trains between Cardiff and Bridgend until ca. 1500

W31: services listed applied only until 1/2 October 1983

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

W33: from 9 October 1983 delete all SUN trains *except* 1250 SUN Milford Haven – Paddington

SOUTHERN REGION

S1: from 13 January 1984 add: D 2110 FO Westbury – Weymouth Quay

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

S5: from 4 February until 15 April 1984 delete: 1620 SUN Brighton – Bristol TM; 1615 SO Cardiff C – Brighton

SCOTTISH REGION

H4: *Engineering diversions from 8/9 October 1983.*

2108 SO Kings Cross – Aberdeen retimed to 2025 SO

H6: *from 20 May 1983 Friday train added .*

Ceased with effect from 3 October 1983 - last ran 30 September 1983

New entry: **Glasgow: Shields Junction – Paisley Canal – Elderslie No. 1**

Junction Used for diversions when route via Paisley Gilmour Street was blocked by engineering work. *From 1 October 1984 delete entry - line closed as through route.*

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

from 3 October 1983 delete 2236 SX Cowlairs – Carlisle and 2236 SO Cowlairs – Mossend *(through coaches Fort William – Euston then ran via Stirling; in the reverse direction, through coaches from Euston continued by H12)*

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

add: *gained summer Sunday service from 3 July 1983 (dates of operation: 3 – 31 July and 4 – 18 September 1983)*

H25: Open Days 7/8 July 1983

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

Limerick Junction: Kyle Crossing points – Milltown Crossing points:
0745 Limerick – Dublin Heuston started 0845

New Ross – Waterford, Abbey Junction:
delete entry

New entry: **Youghal – Cobh Junction:** *{existing facility – not previously recorded}*
Annual Knock pilgrimage special to Claremorris

Limerick (Ennis Junction) – Athenry etc.: add:
From 4 August 1983 locally advertised shopping excursions between Ennis and
Dublin: usually ThO, with 0845 Limerick – Heuston starting back from Ennis at
0745, return by 2015 Limerick Junction – Limerick extended. [**note:** these locally
advertised excursions *may not* have run every Thursday]

new entry: **Dublin Connolly – Newcomen Junction – Glasnevin Junction**
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)
