

# Passenger Train Services over Unusual Lines

1984-5

This page updated 13 May 2022

**14 May 1984 (Córas Iompair Éireann from 2 July 1984) until 12 May 1985. 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.

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## LONDON AREA

L0: from 1 October 1984 delete 1754 SUN Clacton

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 until 3 March 1985 (*Branch Line News* 513/1)

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

L4: title to read **Stratford high level station platforms 11/12 – Stratford Central Junction – Channelsea Junction**

*The special trains mentioned joined this route at Stratford Central Junction*

L5: title to read **Stratford high level station platforms 11/12 – Temple Mills East (direct, via site of Chobham Farm Junction)**

L4 and L5: until 11 May 1985, most services between Stratford and Tottenham Hale ran to/from Stratford (low level) via Channelsea Junction and Temple Mills – L4 represents journeys using Stratford (high level). *From 13 May 1985, all Tottenham Hale services diverted to run via L5, Stratford (high level) and then L4 on a clockwise circuit.*

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**

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

1740 Paddington – Wolverhampton SX / Stratford upon Avon SO

0622 SX Wolverhampton – Paddington

0637 SO Stratford upon Avon – Paddington

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

L35 (Willesden West London Junction – North Pole Junction section): **Clapham Junction** to read **Falcon Junction**; *gained (rerouted) unadvertised summer service from May 1984*

L35 (... Factory Junction section): add – between Longhedge Junction and Factory Junction see also L29 and L29a

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

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

L43a: in title delete – (dash) and substitute “and” (entry shows trains *through* each of these two 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**;  
add: {*new entry – unadvertised staff train from 14 May 1984*}

L47: from 1 October 1984 delete from the “exceptions”: 0828 SX, 1621 SX Dartford, 0830 SX Sidcup

L50: *confirmed there was **no** return of 0807 SSuX Holborn Viaduct train for Divisional office staff*

L51: from 1 October 1984 add: N\* 0748 SX Cannon Street – Slade Green (N\* = not advertised beyond Crayford); delete NRU

L55, L56, L57 and L58: *from 3 October 1983 a revised layout came into use – 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 shown in these entries – they are where slow lines were separated from fast lines, which would probably not have been regarded as “unusual” elsewhere.*

L59: **Coulsdon North** to read **Stoats Nest Junction**

## EASTERN REGION

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E4: *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

E8: *from 13 May 1985 line regained full service as all trains with the Market Rasen line used this link to/from Lincoln Central upon closure of line through Lincoln St. Marks*

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

E25: from 14 May 1985 add: 1620 SUN Glasgow Central - Nottingham

E27: partly overlaps E28 and E58

E28: Goose Hill is two words; partly overlaps E27

E29: add *{new entry – already part of E30}*

E30: **Burton Salmon Junction** to read **Milford Junction**

E32: add *{new entry – available from 1 October 1983}*; add 1240 SUN Kings Cross – Leeds *when diverted via Cambridge or Lincoln*

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; 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 – former main line with reduced service}*

Weekday trains between Doncaster and Selby

New entry: **Woodburn Junction – Wadsley Bridge**

*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**

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: delete entry - line *believed* closed 15 April 1984

New entry: **E47 Doncaster: Bridge Junction – Hexthorpe Junction**

Goods Line. Special trains *returning* from RAF Finningley Open Day - 1 September 1984: from Finningley: 1730 to Sheffield, 1815 to Blackpool and 1840 to Liverpool (outward trains did not run via this route)

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

E50: Joan Croft is two words

E58: partly overlaps E27

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

E63: *taken out of use because of condition of track after 1984 season – last ran 8 September 1984*

LONDON MIDLAND REGION

M6: 2320 SX St. Pancras was actually 0159 MX Derby - Sheffield

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

New entry: **Aylesbury – Claydon LNE Junction – Denbigh Hall South Junction**

**later became M9** {*new service – first recorded operation 24 November 1984*}

Christmas shopping excursions: Saturdays 24 November until 15 December 1984: Denham to and from Milton Keynes Central

M22: heading to read **Bordesley....**

M23: *ceased at end of 1984 summer season – last ran Saturday 29 September 1984*

M25, M25a, M26 and M26a: from 14 May 1984: Soho North Junction – Soho East Junction gained all-year Sundays only (in addition to staff train); Soho East Junction – Perry Barr West Junction gained all-year Saturdays and Sundays only (in addition to staff train); Perry Barr West Junction – Perry Barr South Junction gained all-year Sundays only (in addition to staff train)

M25a: add {*new entry – one season only – previously and subsequently all elements covered by adjacent entries*}

M28: add {*new entry – previously shared with adjacent entries*} From 14 May 1984 regained all-year service (in addition to staff train north of Darlaston Junction)

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*

M45: from 1 October 1984 add: 1241 Manchester Victoria – Chester

M48: *seasonal Sunday service diverted via Greenbank and Northwich west curve after 1984 summer season – last ran Sunday 9 September 1984*

M48: D 0830 SUN Manchester P – Llandudno ran via Crewe

M51: **Crowthorne Junction** to read **Crowthorn Junction**; from “diversions” delete 2320 SO Glasgow Central – Euston

M51 (Denton Junction to Ashton Moss South Junction only) and M52: add: Diversions for remodelling and resignalling at Guide Bridge from 1 October until 16 December 1984 (*work completed earlier than planned*): Local trains between Stockport and Stalybridge, calling at Ashton under Lyne instead of Guide Bridge

M53: delete entry

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

M60: from 1 October 1984 add an exception running non-stop via Miles Platting: 2235 SO Manchester Victoria – Leeds

M76: *from 14 May 1984 regained all-year weekday service*, add: 0718 SX Preston - Bradford Interchange; 1635 ThFO, 1734 MTWO Bradford Interchange – Preston (National & Provincial Building Society staff charter trains, locally advertised to the public)

From 1 October 1984 regular service shown in table 108 of October 1984 timetable supplement and *thereafter regarded as recognised route*

New entry: **M77 Hest Bank Junction – Bare Lane** *{new entry - existing facility with reduced service from 14 May 1984}*

0554 Carnforth – Morecambe – Manchester Victoria

1935 Leeds – Morecambe

M78: add: Although the overall terminal was known operationally as Heysham Harbour, the passenger station was plain Heysham when previously regularly open (prior to 6 October 1975).

## WESTERN REGION

Delete headnote

W1: 1416 Reading – Tonbridge applied 7 October 1984 until 24 March 1985 only  
Diversions on Sundays 6 January until 10 March 1985:

0645 Poole – Glasgow C; 1220 Poole – Newcastle; 0847 Liverpool L St – Poole

W4: in “diversions” 0915 SUN and 1027 SUN Bristol TM started 0920 SUN and 1030 SUN

W5: from 10 July until 30 August 1984 add: 0903 TWThO Swindon – Weymouth;  
1720 TWThO Weymouth – Swindon

Diversions on Saturday nights/Sundays from 2/3 March 1985:

1915 SO Penzance – Paddington

0820, 1030 Exeter St Davids - Paddington

0915, 1015, 1145, 1445 Paddington – Plymouth/Penzance

W7: *from 14 May 1984 gained one all-year weekday service; from 13 May 1985 reverted to engineering diversion use only*

W10: Diversions on Saturday nights/Sundays from 2/3 March 1985:

1915 SO Penzance – Paddington; 2325 SO Paddington – Penzance; 0820, 1030 Exeter St Davids - Paddington

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

W25: *Motorail services ceased at end of 1984 summer season – last ran 29 September 1984*

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

W29: Saturday shoppers’ specials ran Aberdare – Cardiff 1, 15 December 1984, 19 January, 16 February and 16 March 1985:

0940, 1240, 1540 Aberdare – Cardiff Central

1112, 1412, 1712 Cardiff Central - Aberdare

W30: “diversions” applied 7 October 1984 until 24 February 1985 and services to read: trains between Cardiff and Bridgend until ca. 1600

W33: **Court Sart Junction** to read **Court Sart Junction (down)/Briton Ferry Flying Junction (up)**; *summer seasonal service last ran 28 September 1985*

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

W35: *from 25 June 1984 service diverted via route W33*

## 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

S7: from 14 May 1984 **Newhaven Harbour Boat Station** renamed **Newhaven Marine**

## SCOTTISH REGION

H2: *ceased to be available as through route from 1 April 1985* (reopened as freight route 17 March 1988)

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

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

## LONDON TRANSPORT EXECUTIVE

**Watford North Junction – East Junction**

Add: Until Boxing Day 1984 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**

from 14 January 1985 add: 1750 SUN Limerick – Dublin Heuston; 1800 SUN Dublin Heuston – Limerick; from 25 January 1985 add: N 1845 FO Dublin Heuston – Limerick (charter special, advertised by Coterie Travel – *IRRS Journal no. 96, p.306* – which only lasted two weeks until diverted via Nenagh route – *IRRS Journal no. 97, p.394* – but resumed running via the Limerick Junction loop in late May 1985 – *IRRS Journal no.98, p.443* – until an unspecified date)

**New Ross – Waterford, Abbey Junction**

*delete entry*

new entry: **Youghal – Cobh Junction**

Annual Knock pilgrimage special to Claremorris

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)

**Limerick (Ennis Junction) – Athenry etc.:** amend final paragraph:

Locally advertised shopping excursions between Ennis and Dublin: usually ThO, with 0845/0850 Limerick – Ballybrophy starting back from Ennis at 0745, return by 2010 Limerick Junction – Limerick extended. [**note:** these locally advertised excursions *may not* have run every Thursday]

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