

# Passenger Train Services over Unusual Lines

1985-6

This page updated 7 May 2025

**13 May 1985 until 11 May 1986. 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

L1: was previously L0

L2: was previously L1; **Barking Junction** to read **Barking Tilbury Line Junction West**; second sentence to read: Trains to or from the Upminster line also use the Tilbury Line Junction West – Upney Junction link at the east end of Barking station.

From 13 May 1985 more *advertised* trains

L3: title to read: **Stratford: Gas Factory Junction – Bow Junction**

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

L4: **Stratford Centre Junction West** to read **Stratford Central Junction**

L4a: title to read **Stratford high level station platforms 11/12 – Stratford Central Junction – Channelsea Junction – Temple Mills East (former Loughton Branch Junction)**

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

L4a: until 11 May 1985, services between Stratford and Tottenham Hale ran to/from Stratford (low level) via Channelsea Junction (with a single exception); *from 13 May 1985, with the diversion of Richmond - Broad Street trains to Stratford (low level), all Tottenham Hale – Stratford services were diverted to run via L5, Stratford (high level) and L4a on a clockwise circuit, until that service was withdrawn from 8 July 1985, when Channelsea Junction – Temple Mills East (former Loughton Branch Junction) became NRU.*

L5: from 13 May 1985 regained regular services with 2245 SX Norwich – Liverpool Street (which may previously have been unadvertised or a mail service) and the service **from** Tottenham Hale **to** Stratford; *from 8 July 1985 local service withdrawn and title to read: **Stratford Central Junction – Stratford high level station platforms 11/12 – site of Chobham Farm Junction – Temple Mills East – Copper Mill Junction*** – retaining only 2245 SX Norwich – Liverpool Street which became unadvertised from 30 September 1985 and ceased from 12 May 1986 *when line lost last remaining service*

L6 and L8: *from 19 May 1985 regained regular service: add: 0820 SUN Cambridge – Liverpool Street (via Stevenage); last ran 29 September 1985*

L11: from 30 September 1985 delete: 0759 SX Willesden Jn LL – Camden Road; 0904 SUN Willesden Jn LL – North Woolwich.  
*Regular service ceased with effect from 12 May 1986*

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

New entry: **Dalston Western Junction – Broad Street** *{new entry – existing route with reduced service from 13 May 1985}*

From 13 May 1985 most services on the North London line were diverted to Stratford; Broad Street continued to be served by a reduced service of peak-hour SX trains

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

L29: add *{new entry – new summer Saturday service from 18 May 1985} one season only – last ran 28 September 1985*

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

L35: from 12 May 1986 *most* InterCity CrossCountry services via Kensington Olympia diverted from Old Oak Common route to Willesden West London Junction route

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

L42a: add to title: **(Central section)**; *regular Saturday only service last ran 10 May 1986*

L43a: shows trains *through* each of these two junctions (*between* the junctions, the trains ran on the Atlantic Lines, as did other services)

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

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

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

*Did this carry over to 1985 or not?*

L54: from 14 May 1985 add: 1703 SX Horsham – Victoria

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

E5: amend 2245/2345 SO Kings Cross – Edinburgh to read 2235 SO Kings Cross

E8: add: *{new entry – line which had closed 14 November 1983 reopened on new alignment 13 May 1985}*

E10: amend entry - *regular* football specials between Hull and Boothferry Park last ran during the 1985/6 season (but trains from elsewhere continued)

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 30 September 1985 add: 0940 SO, 1710 SX Durham – Newcastle; 0710 SO York - Newcastle

E25: became Sundays only from 12 May 1986

E27: partly overlaps E28 and E58

E28: Goose Hill is two words; partly overlaps E27

E32: to read: **Gascoigne Wood Junction – Sherburn in Elmet Junction and Hambleton South Junction – West Junction**

Used 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**

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

*believed these routes ceased to be available for passenger use from 12 May 1986*

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

E47: not certain shuttles were still running to Sheffield via this route (although they were running to Doncaster station)

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**. Add:

Diversion of services for engineering work between Manchester Victoria and Huddersfield did not apply, because the alternative route route was not available with the closure of Summit Tunnel, which only reopened from 19 August 1985.

E63: delete entry (taken out of use because of condition of track after 1984 season – in 1985, the listed trains reversed at Leeds station instead; *Branch Line News 515, p.150 should have read: “The line is supposed to be used by...”*)

## LONDON MIDLAND REGION

M6: add: 0200 MX Derby – Sheffield (connection off 2320 SX St.Pancras)  
*From 12 May 1986, Nottingham – Chesterfield services diverted from Radford route so this entry reduced to Trent East Junction – Toton Junction in consequence*

M8: goods lines between Attenborough Junction, Meadow Lane Junction and Toton Junction made passenger lines 4 May 1986; became a recognised route when regular passenger services started 12 May 1986

New entry: **Aylesbury – Claydon LNE Junction – Denbigh Hall South Junction**  
***later became M9***

Christmas shopping excursions: Saturdays 16 November and 14 December 1985:  
0832 Denham – Milton Keynes Central  
1610 Milton Keynes Central – Denham  
On Saturday 7 December an excursion ran covering *part* of the route:  
1020 Winslow – Milton Keynes Central; 1605 Milton Keynes Central - Winslow

M11: add {*new entry – existing facility not previously recorded*}  
*The outside track of a grade separated junction is analogous with Ilford (but still doubtful whether it really qualified for inclusion...).*

M26: all-year Sunday service ceased after 11 May 1986

M31: add {*new entry from 2/3 June 1985 – for engineering diversions during the Crewe remodelling period*}

M35: *from 30 September 1985 gained all-year weekday service* - add: 0640  
Wrexham General – Bidston; 2320 FO Bidston – Wrexham General

M37: applied on weekdays between 0600 and 2230

M38: During the Crewe remodelling period (2 – not 3 - June until 21 July 1985) the sections of the Crewe Independent lines were used as follows:

a) by trains between Stafford and Manchester, Liverpool, Chester or the north, and between Stafford and Crewe station

b) by trains between Manchester, Liverpool or the north and Shrewsbury

c) by trains between Stafford and Chester, and between Stafford and Crewe station

d) by trains between Stafford or Shrewsbury and Liverpool or the north

e) by trains between Stafford or Shrewsbury and Manchester

*Contrary to popular belief no loaded passenger trains were booked to run between Gresty Lane Junction and Basford Hall 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 14 May 1985 add: 1056 Scarborough – Holyhead; 1042 Manchester V – Chester/Llandudno; D 0817 SO, D 1730 SX Holyhead – Manchester V

M47: *summer seasonal service started Sunday 28 July 1985 for one season - last ran Sunday 8 September 1985*

New entry: **Buxton LNW Junction – Peak Forest – Chinley North Junction**  
{*new service from 7 July 1985*}

*Peak Rail Rambler* excursions: Summer Sundays 7 July until 25 August 1985  
(also 13 July and 26 August to slightly different timings):

0955, 1235, 1535 Buxton – Chinley – New Mills Central

1115, 1350, 1642 New Mills Central – Chinley – Buxton

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

M53: delete entry

M57a: delete entry

M58: Ashburys West Junction was under control of Ashburys signal box

M63: During the Crewe remodelling period (2 June until 21 July 1985)  
**Castlefield Junction – Ordsall Lane No. 2 Junction** was used by the following:  
1305 SO Llandudno – Nottingham  
1725 SUN Llandudno - Stoke

M71 and M72: categorised as goods lines from 1 June 1985

M73: **Marsh Lane Junction** to read **Bootle Junction**; an Aintree Grand National special was advertised by Hertfordshire Rail Tours for 5 April 1986 (*Branch Line News* 529, p.6/86-29) – and may have been the last

M77: amend services to:

0554 Carnforth – Morecambe – Manchester Victoria ( - York)

1935 Leeds – Morecambe (*later retimed to start 1924*)

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: from 30 September 1985 add: 0712 SO Gatwick Airport – Reading

W2: *summer service ceased at end of 1985 season - last ran 28 September 1985*

W4: "5/6 January" should read "4/5 January"

W5: add: *from 13 May 1985 line reopened for experimental all-year weekday service;*

from 23 July until 21 August 1985 add: 09xx TWO Swindon – Weymouth; 17xx TWO Weymouth – Swindon

W6: add *from 13 May 1985 section between Thingley Junction and Bradford North Junction reopened for experimental all-year weekday service (see W5)*

W7: delete 0920 SX Bristol TM – Paddington - *from 14 May 1985 route reverted to engineering diversion use only*

\*0712 Bristol Parkway – Paddington to read \*0712 SUN

W10: from 2 March 1986 0830 SUN Paddington starts 0855 SUN

W12: add: During 1985 was used by GW150 excursions returning from Portishead and Wapping Wharf

W14: *ceased with effect from 12 May 1986*

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

New entry: **Yeoford – Okehampton** *{new service}*

Summer Saturday only – charter service sponsored by West Devon Borough

Council: 25 May, 27 July, 10 and 24 August 1985:

09\*34, 16\*00 Exeter Central – Okehampton

1038, 17\*15 Okehampton – Exeter Central

\* = through from or to Exmouth

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

*from 13 May 1985 gained all-year service:* add: 0938 SX Merthyr Tydfil - Bristol Temple Meads

W29: Saturday shoppers' specials ran Aberdare – Cardiff 5 October until 21 December 1985 and 29 March until 10 May 1986:

0940, 1240, 1605 Aberdare – Cardiff Central

1120, 1423, 1723 Cardiff Central - Aberdare

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

*Summer service ceased at end of 1985 season - last ran 28 September 1985 (in 1986 trains ran via Landore curve)*

W35: resumed summer seasonal use from 13 May 1985; add D 0730 SX Rhymney – Pembroke Dock



## SOUTHERN REGION

S1: reduced to summer seasonal use only from Monday 30 September 1985 (and closed for major engineering works from that date until 16 March 1986)

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

S8: from 13 May 1985 add: 1744 SX Cannon Street – Dover Western Docks

## SCOTTISH REGION

H4: “From 5/6 October (1985)” entry to read: 2235 SO, 2325 SO Kings Cross – Edinburgh; 2020 SO Aberdeen – Kings Cross; 2013 SO Kings Cross – Aberdeen; 2335 SO Edinburgh – Kings Cross

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

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

*From 20 January 1986 gained all-year weekday service (Branch Line News 534, item 69) (service similar to that in 1986 edition). The advertised summer Sunday excursions ran via another route from 1986.*

H15a: add *{new entry – Cowlairs East Junction – North Junction reopened from 15 September 1985 until 15 May 1988 for turning one dated (non-summer) Sunday train; Cowlairs West Junction - North Junction already in regular use in adjacent entries}*

H17: add *{new entry, for brief reopening for diversions}* Temporary closure had been from 14 October 1980 (*Branch Line News* 406) because of destruction of signal box. Colairs to read Cowlairs

## LONDON REGIONAL TRANSPORT

**Kensington Olympia – West Kensington Junction**

Regular daily service commenced 12 May 1986

## 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

**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)

**Dublin: Glasnevin Junction – Islandbridge Junction**

delete 1915 SO Dublin Connolly – Cork (it was a mail-only train on this section); substitute NRU

**Limerick Junction: Kyle Crossing points – Milltown Crossing points**

*Until 12 January 1986:*

1745, 1800 SUN Dublin Heuston – Limerick

0730, 1750 SUN Limerick – Dublin Heuston

*From 13 January 1986:*

1740, 1800 SUN Dublin Heuston – Limerick

0720, 0830, 1750 SUN Limerick – Dublin Heuston

From late May 1985 until an unknown date add: N 1845 FO Dublin Heuston – Limerick (charter special, advertised by Coterie Travel)

**Cobh Junction – Youghal**

1985 annual Knock special to Claremorris ran on 12 May 1985

**Limerick (Ennis Junction) – Athenry etc.:** add:

Locally advertised shopping excursions between Ennis and Dublin: usually ThO, with 0845 Limerick – Ballybrophy starting back from Ennis at 0745 until 12 January 1986, thereafter connection with 0830 Limerick, return by 2005/2010 Limerick Junction – Limerick extended. [**note:** these locally advertised excursions *may not* have run every Thursday]

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