

Passenger Train Services over Unusual Lines

1986-7

This page updated 7 May 2025

12 May 1986 until 10 May 1987. 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

L2: **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.

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 **Channelsea Junction – Temple Mills East (former Loughton Branch Junction)**

L5: title to read **Stratford Central Junction – Stratford high level station platforms 11/12 – site of Chobham Farm Junction – Temple Mills East – Copper Mill Junction**

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

New entry: **Dalston Western Junction – Broad Street**

Broad Street continued to be served by a reduced service of peak-hour SX trains until 27 June 1986. From 30 June 1986 they were diverted to Liverpool Street (see next entry).

New entry: **Reading Lane Junction – Navarino Road Junction (Graham Road curve)** *{line opened 30 June 1986 on closure of Broad Street station}*

Peak-hour SX trains between Willesden Junction and Liverpool Street (see Table 58)

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: **L24 Old Oak Common West – Northolt Junction**

was previously L23

1740 Paddington – Banbury SX / Stratford upon Avon SO

0720 SX Leamington Spa – Paddington

0640 SO Stratford upon Avon - Paddington

L28a: from 12 May 1986 regular service resumed *{not shown in subsequent editions until service reduced again from 11 May 1992}*

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

L35: amend title to ... **Clapham Junction, Falcon Junction (Central Division)**;

from 12 May 1986 line from Willesden reopened for regular service - *most*

InterCity CrossCountry services via Kensington Olympia diverted from Old Oak

Common route to Willesden West London Junction route

L36: was previously part of L35; from 12 May 1986 daily frequency reduced; *from 11 May 1987 became summer Saturday service only*

L37: was previously part of L35; *from 12 May 1986 line reopened* for regular

InterCity Cross Country services with Dover Western Docks via Kensington

Olympia

L38: was previously part of L35

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

L42a: title to read: **Stewarts Lane Junction – Battersea Pier Junction (Central section)**

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**

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

EASTERN REGION

E1: to read: **Shenfield – Mountnessing Junction (via reversible Southend loop)** *{new entry – existing facility not previously recorded}*

Most down trains to the Southend Victoria line if booked to call at Shenfield (exceptions as listed). Most weekday up services from the Southend Victoria line if booked to call at Brentwood [**note:** accessible from Shenfield platforms 4 and 5 only; other trains used Southend main lines]

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay

E3: add *{new entry – summer seasonal service started Saturday 17 May 1986 for one season – last ran Saturday 27 September 1986}*

Former Wensum curve Swing Bridge Junction - Wensum Junction last used in 1980

E4: was previously E2

New entry: **Welwyn Garden City flyover**

Most up local stopping trains, starting from Welwyn Garden City

New entry: **Fletton Junction – Orton Mere**; was previously E3

Saturdays only - until 20 September 1986:

1212, 1340, 1544 Peterborough – Orton Mere and equivalent return

Service did not resume in 1987 – last ran 20 September 1986

E5: was previously E4; *route is an elongated connection, in Down direction only, from Down Stamford line to Down (ECML) Main line*

E7: was previously E6

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.*

E17: title to read: **Darlington South Junction - North Junction (via main line avoiding station)**; add: *{existing facility of long standing – not previously recorded}*

E19: was previously E17

E25: previously daily, became Sundays only from 12 May 1986

E26: *service ceased after 1986 summer season - last ran 26/27 September 1986*

E27: partly overlaps E28 and E58; *service over section Swinton Junction – Oakenshaw South Junction - Oakenshaw Junction ceased after 1986 summer season - last ran 26/27 September 1986*

E28: Goose Hill is two words; partly overlaps E27; *service over section Oakenshaw South Junction – Goosehill Junction ceased after 1986 summer season - last ran 30 August 1986*

E33: categorised as a Goods Line

New entry: **Temple Hirst Junction - Selby South Junction**

Weekday trains between Doncaster and Selby

E40: title to read: **Retford West Junction (high level platform 2) - Thrumpton West Junction**

E42: *from 11 May 1987 route foreshortened to Rotherham Central Junction when section thence to Aldwarke Junction regained services via reopened Rotherham Central station*

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: *service ceased after 1986 season - last ran 30 August 1986*

E59: *service ceased after 1986 summer season - last ran 27 September 1986*

E61: **Heaton Lodge Junction** to read **Heaton Lodge East Junction**; *service ceased after 1986 summer season - last ran 30 August 1986*

E62: *service ceased after 1986 summer season - last ran 27 September 1986*

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

E64: add: *{new entry - from 17 May 1986 gained all-year Saturday service}*. Route via Wortley South Junction became recognised route between Wakefield Westgate and Leeds from 11 May 1987, preparatory to Viaduct line being taken out of use.

E70 and E71: add: *{new entry – occasional charter trains}*

LONDON MIDLAND REGION

M1: from 13 April 1987 regular service started Kettering – Corby; heading to read **Corby – Manton Junction**

M4: add *{new entry – existing facility – not previously recorded}*

M6: *gained all-year weekday service from 13 May 1986 but from 11 May 1987 reverted to diversionary use only*

M8a: goods lines between Attenborough Junction, Meadow Lane Junction and Toton Junction made passenger lines 4 May 1986; regular services started 12 May 1986 (and use of route via Radford Junction diminished – see next entry)

New entry: **Lenton South Junction – North Junction:** was previously M9; NRU

New entry: **Nottingham Mansfield Junction – Radford Junction – Trowell Junction later M8a** *{new entry – existing route with reduced service from 12 May 1986}*

Used by Sheffield – Nottingham trains *not* booked to call at Beeston.

M9: Christmas shopping excursions: Saturdays 22 November, 6 and 13 December 1986:

0830 West Ruislip – Milton Keynes Central

1610 Milton Keynes Central – West Ruislip

M11: *regular use ceased with effect from 11 May 1987*

M12: *from 11 May 1987 route regained regular service*

M17: *summer seasonal service started Saturday 17 May 1986 for one season - last ran Saturday 27 September 1986*

M21: 1318 FO York – Plymouth was “dated” (last ran 26 September 1986) *Landor Street Junction – St. Andrews Junction section had summer service only*

M25a: add *{new entry – route previously and subsequently covered by adjacent entries - summer service for one season - last ran 30 August 1986}*

M26: *summer service ceased after 1986 season - last ran 27 September 1986 but unadvertised staff train continued*

M31: categorised as a Goods Line

M37: applied on weekdays between 0600 and 2230

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: *regular use ceased with effect from 11 May 1987*

M46a: add: *{new entry – existing facility - previously and subsequently in adjacent entries}*

M49: *Peak Rail Rambler* excursions: Summer Sundays 6 July until 14 September 1986 (and Bank Holiday Monday 25 August 1986) (see *Branch Line News* 542 p. 214/86-25):

0950, 1540 Buxton – Chinley – New Mills Central

1045, 1645 New Mills Central – Chinley – Buxton

1320 Hazel Grove – Chinley – Buxton

In 1987 service used Chinley East Junction leg of triangle

M51: **Crowthorne Junction** to read **Crowthorn Junction**; *became daily all-year from 12 May 1986*

M58: Ashburys West Junction was under control of Ashburys signal box; *from 11 May 1987 service reduced to minimal Sundays only*

M60: *from 11 May 1987 no service booked by this route*

M62: *from 11 May 1987 line closed*

M65: *from 11 May 1987 reduced to single Sunday train*

M71 and M72: categorised as goods lines

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

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

W4: *seasonal Sunday service ceased after 1986 summer season - last ran 28 September 1986*

New entry: **Yeoford – Okehampton**

Summer Saturday only – *Dartmoor Rambler* charter service: 26 July, 2, 16 and 23 August 1986 between Exeter and Okehampton

This service did not resume in 1987

W14: title to read: **Filton Junction – Filton West Junction**

W15: semi-regular summer TWThO workings from South Wales for Bristol Zoo had died out by about 1973/4, and Clifton Down excursion services ceased after August Bank Holiday 1986

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

W29: Saturday shoppers' specials ran Aberdare – Cardiff until regular service started 3 October 1988

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

W35: from 12 May 1986 seasonal service increased to daily

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

SCOTTISH REGION

H8: Engineering diversions from 1 November 1986: 2100 SO Euston – Inverness; 1930 SO Inverness - Euston

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

Add:

D 0715 SO Paignton/0725 SSuX Taunton – Inverness

D 0830 SuX Inverness – Plymouth FO/Bristol Temple Meads FSuX

These trains ran reversed both at Cowlairs and at Glasgow Queen Street high level, ran only until 27 September 1986 and did not run in previous or subsequent years.

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

H16: listed trains ran one day only (29 June 1986)

H17: temporary closure had been from 14 October 1980 (*Branch Line News* 406) because of destruction of signal box; line lifted ca. 1987

H22: The shuttle service between Edinburgh and Meadowbank Stadium station for the Commonwealth Games ran 24 (not 26) July to 2 August 1986, using section between Abbeyhill Junction and Meadowbank Stadium station only.

H23: add {*new entry – existing facility not previously recorded*} NRU

H28: add {*new entry – new service from 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 20 August

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

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

CÓRAS IOMPAIR ÉIREANN

From February 1987 rail services rebranded IARNRÓD 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)

Limerick Junction: Kyle Crossing points – Milltown Crossing points

delete 1845 FO Dublin Heuston – Limerick

Cobh Junction – Youghal

1986 annual Knock special to Claremorris ran on 18 May 1986

Limerick (Ennis Junction) – Athenry etc.

Amend final paragraph:

Locally advertised shopping excursions between Ennis and Dublin: usually ThO, by connection with 0830 Limerick, return by 2005 Limerick Junction – Limerick extended. [**note:** these locally advertised excursions *may not* have run every Thursday]
