

Passenger Train Services over Unusual Lines

1987-8

This page updated 7 May 2025

11 May 1987 until 15 May 1988. Unless otherwise indicated, trains operated on Mondays to Saturdays only. SUN denotes Sunday trains.

This was the final edition in which Roy Hamilton – a timetabler by profession – played a major part in the compilation and editing.

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**; regular daily usage commenced 11 May 1987 (cross-country service with Harwich diverted to all-electric route via WCML and North London line); *ceased with effect from 16 May 1988*

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**

New entry: **Reading Lane Junction – Navarino Road Junction (Graham Road curve)**

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

L9: regular daily usage commenced 11 May 1987 (cross-country service with Harwich diverted to all-electric route via WCML and North London line); *ceased with effect from 16 May 1988*

L10: delete 0925 Euston; 1843 Euston ran FO (not SO); from 9 October 1987 1820 FO Euston amended to ThFO and add 1825 FO.

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

1753 SX Paddington – Banbury

0651 SX Leamington Spa – Paddington

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

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

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

Regular services ceased with effect from 16 May 1988

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**

L45: *from 16 May 1988 regular Thameslink service introduced and line regarded as recognised route*

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

L54: *resumed from 11 May 1987 (Branch Line News no. 573)*

0628 SX, 0704 SO, 0904 SO, 1204, 1304 SO, 1404 SX, 1504 SO Horsham – Victoria; 0822 SO, 1122, 1322 SX, 1422 SO, 1522 SX, 1622 SO, 1722 SO Dorking - Victoria

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

EASTERN REGION

E1: to read: **Shenfield – Mountnessing Junction (via reversible Southend loop)**

Most down trains to the Southend Victoria line if booked to call at Shenfield (exceptions a 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: **Tilbury South Junction – Tilbury East Junction** *{existing minimal service}*

0538, 2356 SO Liverpool Street – Shoeburyness

2357 SO Fenchurch St - Shoeburyness

0505 SO, 0510 SX Shoeburyness – Fenchurch Street

N 0100 Pitsea – Barking (staff)

0511 SX Pitsea – Liverpool St

N 0252, 2310 SO Shoeburyness – Tilbury Riverside

1642 SX Thorpe Bay - Fenchurch Street

N 0100 Tilbury Riverside – Shoeburyness (staff)

N 0528 Tilbury Riverside – Pitsea (staff)

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

Trains shown non-stop between Ipswich and Harwich Parkeston Quay (see Table 11)

E4: 1810 SUN Yarmouth – Birmingham N St retimed to 1845 SUN Norwich; *from 16 May 1988 reduced to summer Saturday service only*

New entry: **Welwyn Garden City flyover**

Most up local stopping trains, starting from Welwyn Garden City

New entry: **Langley Junction (up) – Langley South Junction (via Up Hertford spur)** *{from 5 October 1987 - new facility}*

With reversible signalling commissioned on the Down line for use from 5 October 1987, the Up Hertford Spur then became used only by Up trains to the Hertford North line *starting from points north of Stevenage* because trains starting at Stevenage normally used the down, reversible, spur

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

E6: the two trains listed should be attached to the first paragraph for they would use this route only as diversions

E10: *regular* football specials to Boothferry Park last ran during the 1985/6 season (but occasional trains from elsewhere continued until February 1989)

E17: title to read: **Darlington South Junction - North Junction (via main line avoiding station)**

E18: from 5 October 1987 to read:

0810 SO, 0825 SO Darlington – Newcastle

0805, 1330 Durham – Newcastle

1842 SX Newcastle – Durham

0555, 1900, 2022, 2235 SX, 2240 SUN Newcastle - Hexham

0750 , 1741 SX, 1858, 2131, 1745 SUN, 2018 SUN, 2133 SUN Carlisle - Newcastle

0550 SX, 0823, 1042, 2114 Hexham – Newcastle

0739 SX Haltwhistle – Newcastle

0635, 1228 SX, 1928 SX Newcastle - Carlisle

1510 Exeter St Davids – Newcastle

1350 Newcastle – Penzance

E19: *gained weekday service (previously all-year Saturdays only) from 11 May 1987*

from 5 October 1987 to read:

0900, 1015 SO, 1145 SX, 1245 SO, 1615 SO, 1940 SX Sunderland – Newcastle

1005 SX, 1439 SUN Middlesbrough – Newcastle

1300 SX, 2025SX Newcastle – Sunderland

0652 SO Seaham – Newcastle

1910 SO Berwick upon Tweed - Heworth

2106 SO Heworth – Morpeth

E24: *gained all-year weekday service from 11 May 1987*

E25: *previously all-year Sundays, from 11 May 1987 became summer Saturday only. However, BLN 563, p. 174/87-83A reported that the train listed in practice instead used Tapton Junction Down Goods Loop to be overtaken*

E28: *Goose Hill is two words; from 1 June 1987 route via Cudworth ceased to be available as through route – delete entry*

E29: *from 16 May 1988 regular all-year services started*

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**

E43: *add {new entry – existing facility since 1965, not previously recorded}*

E44: *add {new entry from 11 May 1987 with reopening of route via Rotherham Central}*

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

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

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

E64: add: *{new entry – existing route with reduced service from 11 May 1987}*. From 11 May 1987 route via Wortley South Junction became regular route between Leeds and Wakefield Westgate. Viaduct line taken out of use 12 June 1987 and removed 12 October 1987

LONDON MIDLAND REGION

M2: connection removed during year 1987/8

M6: 1825 SO Paignton / 1805 SO Plymouth – Leeds should be contained *within* the note about engineering work; 0854 Derby – Newcastle should be SUN

New entry: **Lenton South Junction – North Junction:** NRU

M10: *service did not resume after 1987 until 2001*

New entry: **Hatton West Junction – Hatton North Junction** *{existing route with limited service}*

0800/0801 SX, 1752/1754 SO Stratford upon Avon – Birmingham Snow Hill

1722/1723 SX Birmingham Snow Hill – Stratford upon Avon

Summer Sunday service (until 4 October 1987) between Birmingham New Street and Stratford upon Avon

New entry: **Birmingham Grand Junction – Bordesley Junction – Small Heath South Junction** *{existing route with limited service – from 3 October 1987 service further reduced on reopening of Moor Street – Snow Hill line}*

0624 SX Dorridge – Hereford

2115 and 2215 Shirley – Birmingham New St (until 3 October 1987)

2140 Birmingham New St – Shirley (until 3 October 1987)

2245 Birmingham New St – Shirley

2150 and 2300 Birmingham New St – Leamington Spa (until 3 October 1987)

Summer Sunday services between Birmingham New St and Stratford upon Avon

Also used for diversions when line between Birmingham New Street and

Leamington Spa via Coventry blocked

M22: also used for diversions when line between Birmingham New Street and Kings Norton via Selly Oak blocked

M25 and M28: also used for diversions when line between Birmingham New Street and Wolverhampton blocked north of Soho South Junction

M31: categorised as a Goods Line

New entry: **Madeley Junction – Ironbridge Gorge – Buildwas (Ironbridge Power Station)** {*new facility from 19 July 1987*}

Summer Sunday service only - 19 July (*postponed from originally advertised start date*) until 30 August 1987:

0915 Birmingham New Street – Ironbridge Gorge

1110 Wolverhampton – Ironbridge Gorge

1630 Ironbridge Gorge - Wolverhampton

1830 Ironbridge Gorge – Birmingham New Street

[**note:** outward journey proceeded past halt to reverse at Buildwas, then returned to halt; return journey ran direct from halt to Madeley Junction]

M37: applied on weekdays between 0600 and 2230

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

Last special “Open Day” shuttle recorded by *Branch Line News* from Crewe station to the Wistaston Road platform was on 4 July 1987

M44: **Bidston North Junction** to read **Seacombe Junction**; *from 28 November 1983 line officially closed to passengers and no evidence of subsequent use; line put out of use March 1988*

M45: *summer Saturday service resumed 20 May 1988*

M47: from 27 March 1988 add to engineering diversions: 1053 SUN Chester – Crewe; 1345 SUN Crewe – Chester

M49: title to read: **Buxton LNW Junction – Peak Forest – Chinley East Junction**

Summer Sundays 5 July until 13 September 1987 (and – in slightly different timings – Bank Holiday Monday 31 August 1987) (see *BLN* 567 p. 236/87-56):

1015, 1558 Buxton – Edale

1130, 1452, 1715 Edale – Buxton

Ceased after 1987 summer season – last ran 13 September 1987

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

M58: delete NRU; add: 1355 SUN Nottingham – Blackpool North (reversed at Guide Bridge)

M62: delete entry

M63: line closed 29 August 1987 but reopened with full daily passenger service from 16 May 1988

M71 and M72: categorised as goods lines

M72: reported out of use March 1987 between Olive Mount Junction and Edge Lane Junction

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

M78: title to read: **Morecambe Junction – Heysham Sea Terminal**. *Although the overall terminal was known operationally as Heysham Harbour, the passenger station was plain Heysham when previously regularly open. It was advertised as Heysham Sea Terminal when regular seasonal service resumed 11 May 1987 (until 3 October 1987).*

WESTERN REGION

Delete headnote

W1: following trains were “dated” (add D note): 0615 SO Manchester Piccadilly – Portsmouth Hbr; 1939 SO, 0639 SUN, 0705 SUN Reading – Gatwick Airport; 0757 SUN, 0857 SUN Gatwick Airport – Reading.

From 11 October 1987 add: 0839 SUN Reading – Gatwick Airport

W2: *summer Saturday service resumed 16 May 1987*

W4: add engineering diversions on Sundays from 3 January 1988: 0915 Bristol TM – Newcastle; 1040 Bristol TM – Manchester P; 2310 SO Glasgow C – Bristol TM; 1002 Leeds – Bristol TM

W7: engineering diversions from 12/13 September applied until 26/27 December 1987 – except that the following changes were effected from 10/11 October: deleted: 0150 SUN Fishguard Hbr – Paddington; 2045 SO Penzance – Paddington; 0641 SUN Bristol Parkway – Paddington; 0800 SUN Paddington – Weston super Mare; 0755 SUN Weston super Mare – Paddington
added: 08150 SUN Paddington – Bristol TM; 0810 SUN Bristol TM – Paddington; 0450 SUN, 0730 SUN Swansea – Paddington; 0740 SUN Cardiff C – Paddington; 0830 SUN Paddington – Swansea

W10: engineering diversions Saturday nights/Sunday mornings from 6/7 February 1988: add: 2045 Paddington – Exeter St.D; 2325 Paddington – Penzance
engineering diversions Sundays from 7 February until 20 March 1988: trains between Salisbury and Exeter until ca. 1700

W11: entry not included in subsequent editions – regarded as a “normal” route, analogous with Stoke Works Junction – Abbotswood Junction, for example

W13: engineering diversions from 13 September applied until 4 October 1987; engineering diversions on Saturday nights/Sundays from 10/11 October until 26/27 December 1987: trains between Paddington and South Wales until ca. 1500. Subsequently referred to as **Bristol Feeder Bridge Junction – Dr Day’s Junction**

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

W15: *Clifton Down excursion services ceased after 1986 summer season*

W26: **Radyr Branch Junction** add **a.k.a. Penarth Curve East** from 5 October 1987 gained more frequent service and thereafter regarded as a recognised route

W27: from 5 October 1987 title to read: **Penarth Curve North Junction – Penarth Curve South Junction**

W28: from 5 October 1987 title to read: **Cardiff Leckwith Junctions** and **Penarth Curve North Junction – Penarth Curve South Junction**

W29: Saturday shoppers’ specials Aberdare – Cardiff ran frequently

W30: engineering diversions on Sundays from 3 January 1988: trains between Cardiff and Swansea until ca. 1600

W31: delete entry (by this date no longer used as diversionary route)

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

SOUTHERN REGION

S1: *service ceased after 1987 season – last ran Sunday 27 September 1987*

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

S4: services to read:

2145 SX Bristol Temple Meads – Southampton Central

D 0855 SO Cardiff Central – Weymouth

N 0748 SX Eastleigh – Salisbury (staff, not advertised Eastleigh – Romsey)

Advertised services ceased with effect from 16 May 1988

SCOTTISH REGION

H5: *from 6 July 1987 services diverted via Motherwell – amend to NRU*

New entry: **Coatbridge Central – Gartsherrie South Junction - Garnqueen North Junction and Cumbernauld – Greenhill Lower Junction** *{existing route – now Sleeper and Motorail services only – not previously regarded as “obscure” but about to become so}*

2055 SX, 2055 SUN Euston – Fort William (until 4 October 1987 ran only to Gartsherrie South Junction (thence via H12); from 5 October 1987 diverted via Cumbernauld to reverse at Stirling)

03N22 Mossend – Inverness (portion off 2055 SX, 2055 SUN Euston)

2230 SX, 2230 SUN Euston – Inverness

C 1045 TThSO, C 2225 SUN ‡ Euston – Stirling (Motorail)

0529 Carstairs – Perth †

2055 SO, 2200 SO Euston – Inverness

1930 Inverness – Mossend (forward to Euston by Fort William train)

1930 SO, 2100 ‡ , 2100 SUN ‡ Inverness – Euston

C 1130 MWFO, C 2200 SO Stirling – Euston (Motorail)

2140 SX, 2140 SUN Perth – Carstairs †

1742 SX, 1742 SUN Fort William – Euston (reversed at Stirling)

‡ = these trains, using H5, did *not* traverse the Mossend South – North section

† = these trains – portions of overnight trains from/to Euston – had advertised calls at Coatbridge Central which is why these whole sections of route were not regarded as “obscure” in **PSUL** when originally published

The associated section Mossend South Junction – Coatbridge Central gained local passenger services from 3 August 1987

H8: to engineering diversions from 8 November 1987 add: 1930 SO Inverness – Euston

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

From 5 October 1987 service diverted (via Stirling (reverse) - as for southbound train):

- Gartsherrie South Junction – Gartcosh Junction: reverted to NRU
- Springburn – Cowlairs West Junction: see H14

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

H15a: 0900 SUN Aberdeen did *not* run this route from 28 June until 6 September 1987; this service over Cowlairs East Junction – North Junction section ceased with effect from 11 October 1987

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

H22: amend dates of the engineering diversions by this route: 15 November 1987 until 20 March 1988

No trace of use of Meadowbank Stadium station after October 1986; from 15 November 1987 station became inaccessible from Waverley – other than via Suburban & South Junction line (H20/H21)

H23: *use of this emergency facility ceased with effect from 21 March 1988*

H25: N* 0643 SX Kirkcaldy to read N* 0640 SX

New entry: **Ladybank Junction – Hilton Junction** *{new entry – existing route with limited service}*

Until 4 October 1987:

0915, 1615 SUN Edinburgh – Perth

1838 Kirkcaldy – Perth

1140, 1932 SUN Perth – Edinburgh

2020 Perth – Kirkcaldy

From 5 October 1987:

1838 Kirkcaldy – Perth

2020 Perth – Kirkcaldy

new entry: **Thornton South Junction – West Junction:** NRU

H30: from 5 October 1987 delete 2330 SX and 2330 SUN Glasgow Queen St – Inverness

LONDON UNDERGROUND

Watford North Junction – Watford East Junction: *from 11 May 1987 advertised public service resumed:* add: 0600 Amersham – Watford

New entry: DOCKLANDS LIGHT RAILWAY

North Quay Junction West – North Quay Junction East *{line opened 31 August 1987}*

0521 SX, 0533 SX, 0721 SUN, 0733 SUN Poplar – Tower Gateway

2316 SUN, 2338 SUN, 0038 MX Tower Gateway – Poplar

From 7 May 1988 (evening closure of system):

0521 SX, 0533 SX, 0721 SUN, 0733 SUN Poplar – Tower Gateway

2133 SX, 2147 SX Tower Gateway – Poplar

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

IARNRÓD ÉIREANN

Dublin Connolly – Newcomen Junction – Glasnevin Junction: amend:
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):
0550, 0705, 0815, 0905, 1620, 1755 D8ublin Connolly – Maynooth
0705, 0825, 0905, 1030, 1708, 1900 Maynooth – Dublin Connolly

Dublin: Glasnevin Junction – Islandbridge Junction:
from 10 January 1988 line regained regular Sunday service - add: 0723 SUN Dun
Laoghaire – Dublin Heuston

Cobh Junction – Youghal
1987 annual Knock special to Claremorris ran on 17 May 1987 and is recorded
as the last such train over the complete branch

Limerick (Ennis Junction) – Athenry etc.:
Amend final paragraph:
Locally advertised shopping excursions between Ennis and Dublin: usually ThO
(also Tuesdays from 12 April 1988), with connections at Limerick:
ND 0735 TThO Ennis - Limerick
ND 1908 TThO Ballybrophy – Ennis
[**note:** these locally advertised excursions *may not* have run every Tuesday and
Thursday]

new entry: **Athlone East Junction – Mullingar**
Regular passenger services ceased with effect from 11 May 1987. Thereafter, used
by excursions between Mullingar and Athlone or west, including Knock
pilgrimage specials for Claremorris during pilgrimage season (May until October).
A frequent pathway was 0855 Dublin Pearse – Claremorris, returning at 1800.

new entry: MARCHWOOD MILITARY RAILWAY

Mulberry Halt - Jetty Halt *{existing service – not previously recorded}*
Unadvertised SX service, two round trips between Mulberry Halt and Jetty Halt
for MoD staff. Ministry of Defence site, not normally accessible to general public.
