

## Train Services and Locomotives on the S&C – 1960s

In the 1960s the passenger and goods services on the S&C were in transition. Although still one of the three major Anglo-Scottish routes its importance had been steadily downgraded since it had been grouped into the London Midland & Scottish Railway (LMS) in 1923. The frequency of expresses had been much reduced and, with one exception, the Manchester and Liverpool to Scotland expresses had been diverted to the West Coast main line many years previously. A sparse local passenger service covered the needs of the equally sparse population.

Levels of through goods services were still high, mainly semi and fully fitted freight. The majority of these trains between the industrial centres of England and Scotland traversed the S&C at night. The block trains of anhydrite from Long Meg mine were a feature of the S&C together with the limestone and lime trucks which were collected daily from the limestone quarries and lime kilns in the Ribble Valley. Additionally there were the daily pick up goods trains, visiting the sheds, docks and sidings that were an integral part of most of the railway stations on the line.

Between Skipton and Settle Junction the S&C services were considerably augmented by the traffic between Yorkshire and Lancaster on what was known as the North Western Railway. These services and those on the S&C in the 1960s will be discussed in more detail in following paragraphs. However the changes that would sweep over the S&C passenger services after 1960 were the removal of 'The Waverley' to be followed in 1970 by the withdrawal of all regular stopping passenger services. 'The Thames-Clyde Express' was gone by 1975 and the cutting back of London services to Nottingham occurred three years later. By 1982 even these Nottingham-Glasgow services had been diverted away from the S&C and all that was left was a spasmodic DMU service between Skipton and Carlisle.

On the goods side the facilities at all intermediate stations, except Settle and Appleby, had been closed by 1966 and the the remaining pair had also gone by 1971. At the same time (with the exception of Ribbleshead) the lime and limestone business had been lost to road transport, even the Long Meg anhydrite mine closed in 1975. The through freight traffic declined to such an extent, that by 1983 the line carried only a pick up freight between Carlisle and Appleby (for Warcop), and limestone workings from Ribbleshead.

Having diverted nearly all the traffic away, British Rail duly proposed to close the line. There was the usual storm of protest, and in this case it worked, because in 1989 the Government declared the line would stay open. Since that time a lot of money has been spent on much needed maintenance and improvements to the structures on the line. A regular stopping dmu service operates between Leeds and Carlisle. Through goods traffic has returned to the line with frequent block trains of imported coal from the Hunterston coal handling plant in Scotland to the power stations in Yorkshire and the Trent Valley. Gypsum from these power stations is returned in other block trains for processing to plasterboard in the large plant at Kirby Thore. The level of traffic on the S&C is higher now than for many years past and the future for the line now looks bright after 60 years of nearly constant decline.

## 1960s Services – Passenger

The regular through passenger services in 1960 were six Anglo Scottish expresses each way, daily. The daytime services included “The Thames-Clyde Express” from London (St. Pancras) to Glasgow (St. Enoch) and “The Waverley” from St. Pancras to Edinburgh (Waverley). The other daytime service was from Leeds (City) to Glasgow. To this can be added the overnight sleeper services of which there were two leaving St. Pancras for Glasgow and Edinburgh respectively plus a service between Manchester and Glasgow. All these were mostly hauled by Class 7 power locomotives, Royal Scots, Jubilees and the recently arrived A3s. However Class 6 Jubilees still put in appearances on “The Waverley”. The advent of diesels in 1961 quickly removed the Class 7 steam locomotives, and Class 44 and 45 then predominated before being joined by Class 40 and 47 locomotives.

At this point mention must be made about WCML express services that used the S&C in the event of engineering diversions. In the up direction they generally ran on the S&C between Carlisle and Hellifield from whence they regained the WCML at Lostock Hall, south of Preston.

The stopping passenger services included three all stations trains in each direction. In addition at the northern end of the line there was one commuter service in the morning and evening for Appleby residents to access Carlisle. The stopping passenger service on the S&C was completed with one train each way from Hellifield to Hawes, prior to the complete closure of the Hawes branch. Although strictly not part of S&C train services, mention needs to be made of an each way service of nine daily connecting passenger services to and from Lancashire which started and terminated at Hellifield. A similar level of service of trains operated to and from Skipton.

All these stopping trains remained steam hauled until 1967, initially using the LMS Stanier and Fowler Class 4MT 2-6-4 or Ivatt Class 2MT 2-6-2 tank locomotives. The tank locomotives were replaced by LMS Ivatt 4MT 2-6-0s, LMS Stanier Class 5MT 4-6-0s and express locomotives as they, in turn were demoted from first line duties by the diesels. Seeing Royal Scots, Jubilees, Britannias and Clans toying with three coach trains became a feature of the S&C before the mid 1960s.

In 1960, pride of place in the procession of fitted freights was “The Condor”, a daily overnight containerised train between London and Glasgow. This was a fast service for those days with an average speed of 40mph and was also the first service on the S&C to be diagrammed for diesel haulage. The locomotives were normally a pair of Metrovick CoBos of Class ?? and in the (not unlikely) event of an engine failure, one or two LMS Stanier Class 5MT 4-6-0s substituted. There were many other fitted and semi-fitted goods trains and these were also generally hauled by the LMS Class 5MT 4-6-0s, although the express locomotives mentioned above also were regular performers. Additionally, the LMS Hughes Class 5MT 2-6-0s were frequently seen on these trains, and also the stoker fitted BR Class 9F 2-10-0s on the Birmingham to Carlisle services. Class 45 diesels gradually displaced steam locomotives from fitted freight work and were later joined by Class 40 and 47 diesels.

Through mixed, unfitted and mineral goods trains were the preserve of LMS Stanier Class 8F and ex-WD 2-8-0s, together with the LMS Stanier Class 5MT 4-6-0s. The occasional ex-MR or LMS Fowler Class 4F 0-6-0s could also be seen on such a service. However the trend to heavier trains saw the addition of the BR Class 9F 2-10-0s until replaced by diesels of Class 45, 40 and 47. Long Meg anhydrite trains were powered by the Stanier 2-8-0s or the BR 2-10-

0s. The lime and limestone quarries in the Ribble valley were serviced daily by light goods trains powered by the LMS Ivatt Class 4MT 2-6-0s or the BR Class 4MT 4-6-0 and 2-6-0s. The former services were taken over by Class 4 diesels but the Ribble valley quarries switched to road transport before diesels took over goods workings.

The daily pick up goods services were the preserve of the LMS Fowler Class 4F 0-6-0s and the Ivatt Class 4MT 2-6-0s. In the last years of steam the LMS Stanier Class 5MT 4-6-0s took over most of this work. All but two of the goods yards were closed by 1966 so diesels only inherited the traffic from the station yards at Settle and Appleby.

Mention must also be made of the services operating on the Leeds/Bradford to Lancaster line that shared the line with S&C traffic between Skipton and Settle Junction. This was an important line in its own right. The train services included morning and evening residential expresses between Leeds/Bradford and Morecambe, plus a Leeds to Heysham express to connect with the overnight steamer sailing to and from Belfast. To that can be added three daytime semi-fasts for Morecambe, a service which was heavily augmented at summer weekends with excursion and holiday trains to and from many Yorkshire industrial towns. Six daily stopping trains each way between Leeds and Morecambe completed the through passenger services on this route.

Goods services on this section of line featured coal from Yorkshire to Lancaster power station and for the chemical plant at Heysham. There was also coke traffic bound for the blast furnaces of Barrow and Millom. Ammonia tanker trains from Heysham were also a daily event. A few semi fitted freights ran to Lancaster and Carnforth plus the daily pickup goods service.