

SWAVESEY RAILWAY

WHEN WAS IT OPENED?



Swavesey Railway Station
opened in 1847.



WHERE DID IT GO?

Trains on the line ran from March to Wisbech and Cambridge to St Ives. In the 1960s there were 80 trains a day timetabled

Watch the following free clip filmed by Edward Thorp, documenting his journey from Cambridge to St. Ives in 1968. He was a rail enthusiast and enjoyed spending weekends exploring the railway line. <https://player.bfi.org.uk/free/film/watch-cambridge-st-ives-1968-online>

Some points to watch out for:

First you will see Histon station (0:54-1:20), a stop at Oakington station (2:04) followed by a view of the former RAF Oakington airfield (2:30-2:42). Next is Longstanton station (3:00-3:29). After that the train pulls into Swavesey station (4:02) where Edward gets off and has a little wander around Swavesey- Look out for buildings you will recognise! You can see a glimpse of Fen Drayton Lakes (5:18-5:26), before arriving at St. Ives station (5:54).

Hope you enjoy.

Table 47

CAMBRIDGE, ST. IVES, and MARCH

Bradshaw - October 1950

Miles		Week Days															
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
4	London (L'pool St) dep	4 20	4 20	..	5 50	5 50	6 56	8 20	8 20	..	10 0	10 0	11 50	12 28	2 25	2 25	..
12	" (King's C.) "	..	..	..	..	..	6 53	..	..	9 5	..	..	..	12 21	2 52	2 25	..
-	Cambridge..... dep	6 30	6 40	7 30	8 10	8 20	9 30	10 12	10 20	11 25	11 41	12 30	1 35	2 33	4 54	5 45	..
4	Histon.....	..	6 53	7 39	8 19	..	..	10 21	..	11 34	..	12 39	1 44	..	..	4 17	5 4
6	Oakington.....	..	6 59	7 44	8 24	..	..	10 26	..	11 39	..	12 44	1 49	..	..	4 22	5 9
9	Long Stanton.....	..	7 6	7 49	8 29	..	..	10 31	..	11 44	..	12 49	1 54	..	..	4 30	5 14
11	Swavesey.....	..	7 13	..	8 34	..	..	10 36	..	11 49	..	12 54	1 59	..	..	4 36	5 19
14	St. Ives.....	..	7 20	7 57	8 40	..	..	10 42	..	11 54	..	12 59	2 5	..	..	4 41	5 24
20	Somersham.....	..	..	..	8 52	..	..	10 55	..	..	..	1 11	2 17	..	..	4 55	..
25	Chatteris.....	..	..	..	9 0	..	..	11 3	..	..	..	1 18	2 25	..	..	5 3	..
29	Wimblington.....	..	..	..	9 7	..	..	11 10	..	..	..	1 25	2 32	..	..	5 10	..
33	March..... arr	8 35	..	..	9 17	9 25	10 28	11 21	11 18	..	12 27	..	2 43	3 56	5 18	5 24	..
47	48 PETERBORO' (Eas) arr	..	..	..	9 50	9 50	..	11 54	11 54	..	1 7	..	3 13	4 26	5 55	5 55	..
41	50 WISBECH (East). "	..	..	..	9 45	9 45	..	11 57	11 57	..	..	..	3 10	4 21	..	5 55	..
57	50 KING'S LYNN ... "	..	..	..	10 32	10 32	..	12 37	12 37	..	..	..	3 50	4 59	..	6 58	..

WHAT WAS THE PURPOSE OF THE TRAINS?

The trains on the line carried agriculture goods, coal and some passengers.



A porter at Swavesey station with a barrowload of boxes, waiting to load them onto a train.



Empty milk churns being taken off the carriages, replacing them with full milk churns ready to deliver to a milk retailer in Cambridge.

WHAT HAPPENED NEXT?



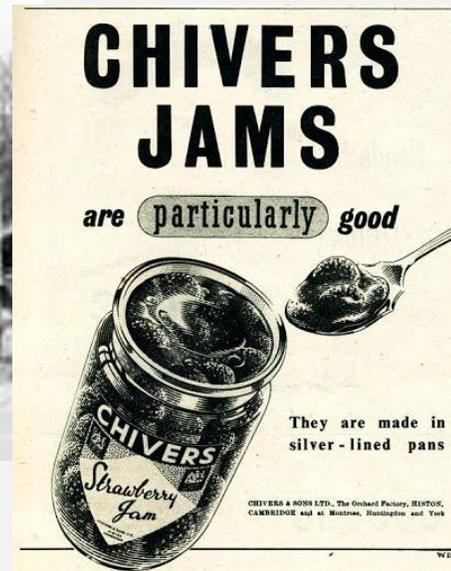
When cars started to become more popular there were less passengers on the trains (during 1950s)



The line was sometimes used by famous trains like The Flying Scotsman (pictured above), the Aberdonian and the Night Capital Express

It was used to try out new railway technology such as concrete sleepers, continuous welded rail, traffic light style signaling and during the changeover from steam to diesel.

WHAT HAPPENED NEXT?



The freight service remained open as far as Histon for seasonal deliveries of fruit to Chivers, which ceased in 1983. A second service, as far as Fen Drayton was retained until 1992 for aggregates such as sand, gravel and stone from Amalgamated Roadstone Corporation of St.Ives. This was originally every work day reducing to once a week in the late 1980's.

WHEN DID IT CLOSE?

The last steam train passed through in 1963. Passenger traffic fell and coal freight stopped.

The St Ives to March line closed to goods traffic in 1966 and passengers in 1967.

The Cambridge to St Ives passenger service stopped in 1970. Some freight continued.

The Busway was opened in 2011 and is what we know today.



The last day in Swavesey, 5th October 1970



The Busway

A LOOK BACK IN HISTORY



Opened
1847



Aggregate train 1991



Last passenger train 1970



Busway today



Swavesey station July 2007