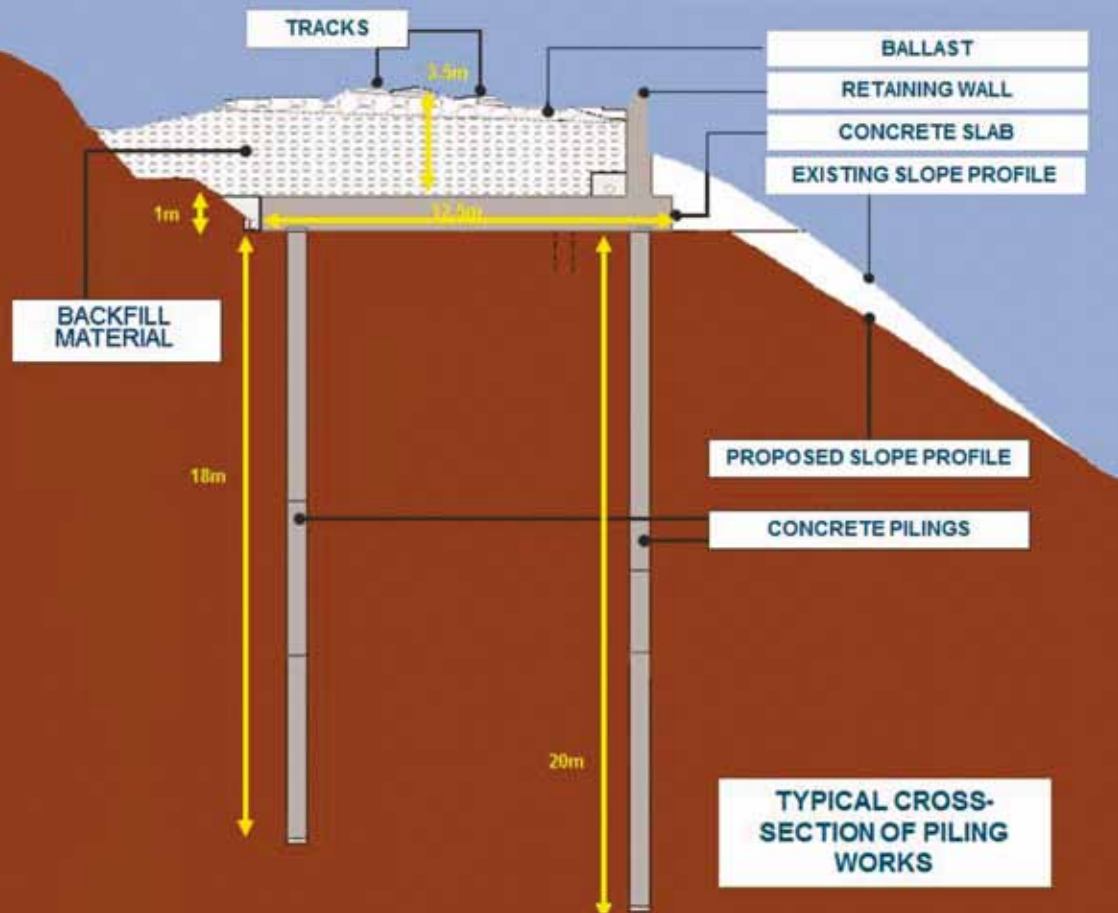


If all goes to plan S&C back to normal next March





FRIENDS OF THE SETTLE – CARLISLE LINE

Settle Railway Station, Station Road, Settle, North Yorkshire BD24 9AA

President: The Hon. Sir William McAlpine Bt.

Vice Presidents: Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Ron Cotton; Ann Cryer ; David Curry; Philip Johnston; Eric Martlew; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; Gary Waller; David Ward.

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** Indicates member co-opted after the 2016 AGM in accordance with the FoSCL constitution.*

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Enquiries about **Volunteering:** Ruth Evans - 49 Kings Mill Lane, Settle BD24 9FD or email as above.

Enquiries about the FoSCL **Appleby Shop:** Kath Smith, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF.

Telephone Numbers:

Telephone Enquiries about **FoSCL Matters Only** may be made to: Paul Kampen (01274 581051)

Douglas Hodgins (07484 636513 18.00 - 20.00 hrs only please)

or for **Membership/FoSCL Dalescards** 017683 53200 (answerphone).

Other FoSCL Contacts:

FoSCL website: www.foscl.org.uk

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Joy Smith (**Schools Liaison Co-ordinator**): joy-smith@blueyonder.co.uk

Nigel Mussett (**Historian**): nigelmussett@Gmail.com

Other Useful Contacts: Settle-Carlisle Partnership **Website:** www.settle-carlisle.co.uk

Northern Rail: enquiries@northernrailway.co.uk or telephone: 0800 200 6060

Group Bookings: grouptravel@settle-carlisle.co.uk **Steam Train Running:** www.uksteam.info

NEXT MAGAZINE: Copy date for the November 2016 magazine will be Saturday 22nd October.

Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at:

paul.kampen@settle-carlisle.com . For electronic (PDF) copies of the magazine please contact the Editor.

Past copies of the magazine may be seen at: www.foscl.org.uk

ADVERTISEMENT RATES FOR THE MAGAZINE: Full Page = £75. Half page = £45. Quarter Page = £30.

Four ads for the price of three if booked at the same time. All standard formats acceptable.

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.

Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Picture: Network Rail plan to complete the repairs to Eden Brows by March 2017 - winter weather permitting. The image shows the extent of the work. Image:NwR

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

Having been Chairman of FoSCL for just over three months this report gives me a chance to reflect on what has happened during this time.

The most significant happening must be the publication of Network Rail's plans to restore our railway at Eden Brows. The fact that these plans entail the expenditure of some £23m is breathtaking - let us hope for a mild and dry winter in order that work may proceed towards the reopening in March.

We now have trains running through to Armathwaite but for operational reasons they must return to Appleby a few minutes after arrival; they then sit at Appleby until the booked departure time.

With this change to the train running, adjustments were made to the replacement bus service. With these alterations, we now have buses to Penrith for Scottish connections, as well as buses to Carlisle from Appleby and Armathwaite and this has led to some confusion. We had a good system in place before these changes - why alter it and replace it with a much more complicated timetable?

We have made our thoughts known to Northern and we hope there may be further adjustments in early course.

In my last report I finished by saying that I, together with three other senior figures from the S & C 'family', were due to meet with Alex Hynes, M.D. of Northern. We had an interesting discussion, mainly centred on the aspirations Alex has for the franchise and the improvements in rail services for the North.

Over the next few years, with new trains on order, both electric multiple units and diesel multiple units, we will say goodbye to the Pacers - not before time many of you will say.

The S & C will continue to have Class 158 Sprinters but the present trains will be given a full refurbishment; this will be done in two or three stages. As a Rail User Group we have asked for a preview of the interior design changes before completion. Amongst other improvements we are looking for seat realignment in order that you are at a window - not a bulkhead which does of course ruin the journey for those who come to view the spectacular scenery from the train.

Staying with Northern for the moment it has been difficult in communicating with them in recent months, the result of not having all managerial posts filled although the situation is now improving.

From the 1st of July our Regional Director, Paul Barnfield, took up his post and he is busy assembling his team to run the EAST region of Northern - the S & C is part of this very large region. I duly met up with Paul in Leeds recently and was able to inform him of developments on the S & C; he has promised, once he has properly settled in, to come up and spend a day with the S & C Family.

Please do not forget to read the membership information on the coloured message card sent with this mailing - you may be due to renew your membership at this time.

Elsewhere in this magazine you will find a page appealing for new Committee Members, a Treasurer, an Assistant Secretary amongst others. We desperately need to recruit new blood if FoSCL is to keep going in its present form: please find the time to read the page in question, if you feel you can help please contact Ruth Evans.

Those of you who attended the AGM will be aware that FoSCL has accumulated a substantial bank balance, but that is about to change. A small, stone-built shelter is hopefully due to be erected at Settle and a larger version at Appleby. Why?

Quite simply, when the booking offices at these stations are closed there is nowhere for passengers to shelter from the elements; these buildings will offer refuge to the passenger.

The shelters have been designed in a heritage style to be in keeping with the stations. The Railway Heritage Trust fully approve of the design, so much so that they have offered a substantial grant towards the cost of each building.

Our efforts to broadcast to all and sundry that the S & C is open for business, at least as far as Armathwaite, do appear to be working as the trains are now a little busier than they were. All credit to Northern, the introduction of the Day Ranger ticket, £15 for the day anywhere between Leeds and Armathwaite, use it as often as you like during the day, is a splendid offer, and with a railcard it's only £10!

A final thought, returning to the meeting with Alex Hynes, one of his suggestions was to change the name of FoSCL! Yes, he suggested Friends of the Leeds-Settle- Carlisle Line, taking the view that many in the south of the country had no idea where Settle is and this new title would help greatly in publicising the line. We would be interested in hearing your opinions on this.

Douglas Hodgins



There have been many interesting moves at Appleby in recent months. Here a unit regains the up line having worked 'wrong line' from Armathwaite. 47851 is in view with a charter from Hereford.

Photo: Michael Summers

Editorial

On page 4 of this issue of *The S&C Journal*, Douglas Hodgins asks “Do you want FoSCL to continue?” This is not a facile question; nor does it exaggerate the situation in which we find ourselves at a time when we should be focussed 100% on the problems that face the S&C. To be blunt, we need new blood both on the committee and in many volunteer roles - we cannot go on for ever!

There are quite a few people out there (you know who you are) who are always ready to criticise - a couple have even gone to the press with their complaints. One gentleman exhorted members of a heritage web forum to send me their objections to the ideas regarding electrification which were put forward a couple of issues back. Well, I am still waiting. To such people I have a strong message - “don’t just sit there - do something!”

Involvement with the committee is not for everybody (all of its current hardworking members will often say that it is not always for them). But there are many other roles on offer: are you good with tools and woodworking machinery? - in that case Ged Pinder would love you to come and join him in Unit 8a. We have a serious need for more people to look after the station benches up and down the line - many of which have been donated by members in memory of their deceased loved-ones. They are suffering from the attentions of the weather and certain members of the public - skilled people are needed to repair and paint them.

OK that’s not for you. Have you had a career in finance? Stephen Way will step down as Treasurer at the 2017 AGM. Would you like to be considered as his successor? No - right then, what can you offer? Rod Metcalfe is always looking for people to join his team of On-train guides; if you are good at talking to people that may be a job for you. You do not have to be an expert on railways; you just need a knowledge of the S&C, the Yorkshire Dales and the Eden Valley. I could go on and on (certain members of the committee will tell me that I always do - especially when they receive their minutes!) but I will not.

And, above all, we need young people. This is a difficult one: younger people have work, family and educational commitments which those of us who are semi-retired, or fully-retired, from our careers do not have. But to have a committee of thirteen of whom few are in full-time employment is surely not healthy for the future.

So let’s hear from you folks - what can you bring to the party?

Paul A. Kampen - paul.kampen@Gmail.com

Diary Dates

Wednesdays to 31st August: Ribbleshead ‘Shanty Town’ walks - see page 10 in May issue.

Monday 29th August 10.00 – 16.00: Bookfair at Settle Victoria Hall. Second hand, antiquarian and general books.

Saturday December 3rd: FoSCL Christmas Lunch, Falcon Manor, Settle.

Saturday December 10th: Open Day at Settle station.

Saturday April 29th 2017 - FoSCL AGM - Victoria Hall, Settle.

FoSCL Notes

DO YOU WISH FoSCL TO CONTINUE?

Why on earth are we, the members, being asked such a question.? Quite simply, like many similar organisations these days, people are too busy with other things to give up some of their time.

We have an ageing Committee, we have been unsuccessful in recruiting new Committee Members who are willing to take on a specific task and the present Committee cannot go on for ever.

As you will see from the 'sits vacant' list below we have vacancies in many areas of our organisation as well as the Committee.

Please give this appeal your serious consideration, be it the Committee or one of the vacancies mentioned.

If you are interested kindly e mail Ruth Evans, our volunteer co-ordinator at RuthEvansLtd@hotmail.com

Douglas Hodgins

Situations Vacant

Treasurer

Stephen Way will stand down as FoSCL Treasurer at the 2017 AGM. Is this a role that you could undertake?

The Treasurer's Role: The Treasurer's role involves the presentation of accounts provided by the book-keeper to the monthly committee meeting and the presentation of the accounts for the year end to the FoSCL AGM.

The accounts are maintained on an ongoing basis by the book-keeper and year end accounts are prepared by FoSCL's accountants.

Duties include: payment of invoices, collation of papers for the book-keeper, providing the Development Company

with membership standing order information, maintaining stock records, and responsibility for the security and investment of FoSCL's funds. An Honorarium may be paid for this role. **Other Situations Vacant:** Joiners, Handymen, Painters, On Train Guides, Assistant Secretary, I.T. Matters.

Membership Matters

We regret to note the deaths of the following members and send our sincere condolences to their families and friends.

Miss J.O. Kitchener - Stotfield.
Mr David Manners - Crofton.
Mrs K. Paxman – Epsom.

Sales Department

Members should find a copy of our 2016 Christmas Sales list included with this issue of the *Settle-Carlisle Journal*.

Could all members please note that completed forms should be sent to the following address: FoSCL Sales, PO Box 106, Settle, North Yorkshire BD24 5AH. Please do not send them to Settle station.

Our Christmas Card this year features an image, by Pete Colins, of the *Milky Way over Ribbleshead Viaduct* (see page 6).

For a comprehensive list of what can be purchased from FoSCL please see our webshop at:

www.foscl.org.uk

This is the quickest way of obtaining items from our catalogue - orders are normally processed within five working days of receipt by our Trading Manager. Orders placed by post are processed as soon as possible subject to the availability of volunteers.

Station Shop Opening Times:

Core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and Fridays and Saturdays according to the availability of volunteers (Appleby).

Paul A. Kampen - Hon. Secretary

Membership and FoSCL Dales Railcard Update



If you have a query about your membership or FoSCL Dales Railcards, please contact:

By Post: SCRDC (FoSCL Membership)
Railway Station
Clifford Street
APPLEBY
CA16 6TT

By email: membership@settle-carlisle.com

Telephone: 017683 53200 (answerphone)

You can pay for your membership online at www.foscl.org.uk/membership, by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page. You can also pay by BACS crediting the following account: Friends of Settle-Carlisle Line, Sort Code 207842, Account No 90370894. Please quote the membership no as the reference. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.



FoSCL Dales Railcards should be purchased through the member login at www.foscl.org.uk. Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri. Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number. The current cost is £17 per person. Railcards will now be issued through the booking office at Appleby. Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by registering at www.settle-carlisle.co.uk

2016 Christmas Lunch

This year's FoSCL Christmas Lunch will be held at the Falcon Manor Hotel in Settle on Saturday 3rd December. The hotel is within walking distance from Settle station – further information about it can be found on their website: www.falconmanor.co.uk.

Holding the lunch in Settle allows us more time at the hotel and at the time of writing we are therefore hoping to arrange a speaker to talk to us after lunch, before returning to Settle station in time to meet trains returning to Leeds and Carlisle. There may also be scheduled bus services serving the local area which stop at or near the hotel; and there is plenty of room for parking at the hotel.

Booking forms for the lunch can be obtained by emailing pgmoorhouse@gmail.com; or by phoning 07917 245844. The cost is £24.95 per person for three courses, with choices to be made from the menu to the right:

Below: The 2016 Christmas Card Image. Image c/o Pete Collins



Pumpkin and Ginger Soup

Salmon Gravalax

Game Terrine

Shepherd's Purse

.....
Traditional Roast Turkey with all the trimmings

Eight-hour beef brisket

Grilled Haddock

Mushroom, Spinach and Chestnut Wellington

All the above with appropriate side dishes

.....
Christmas Pudding
with brandy sauce

Yorkshire Parkin with ice cream and custard

Hazlenut Meringue

Orange and Passion Fruit Brulee

Phil Moorhouse

Our archives come to Settle

I am pleased to report that our archives have now found a new home in Settle – at The Folly. The Folly is an inspiring 17th century house close to the town centre and a few minutes walk from the station. It is home to the Museum of North Craven Life. We have had a friendly relationship with The Folly for some time. There is a railway room in the museum and Nigel Mussett, who did so much work on our archives, deposited his collection there.

We have taken a lease on two rooms – a kitchen and our main archive room – with a separate entrance at the rear of the building. With the help of Nick Pearce and a team of volunteers we have moved all our material from Horton station (which was cramped and damp). We have installed shelving, acquired special archive boxes, and have our own computer, which allows us to create a detailed database of all our material. We are grateful to the Friends and the Trust for supporting and funding

this important work.

In addition to our archives, we have a growing library of books (over 200) on open shelves, and our small objects collection. We are keen to expand this collection by acquiring, or loaning, material related to the line from its construction through to the present day. It is important that we collect material before it disappears forever.

Now that we are established, we plan to have open days when anyone can visit and look at the archives, carry out research, and also help us to sort and catalogue. There are lots of jobs to do, and no previous experience is needed. We already have a small team of volunteers, and we could do with more people to help. If you are interested, please contact one of the

committee members. As working space is limited, please contact me if you would like to come on any of the open days. Our initial open days are on the following Saturdays from 11am until 4pm: 6th August, 3rd September, 1st October and 5th November.

Please look out for our new feature, 'From the Archives', in which we will share information about items in our archives.

Bryan Gray (bryangray@bryangray.co.uk)

On behalf of Collections and Archives Committee.

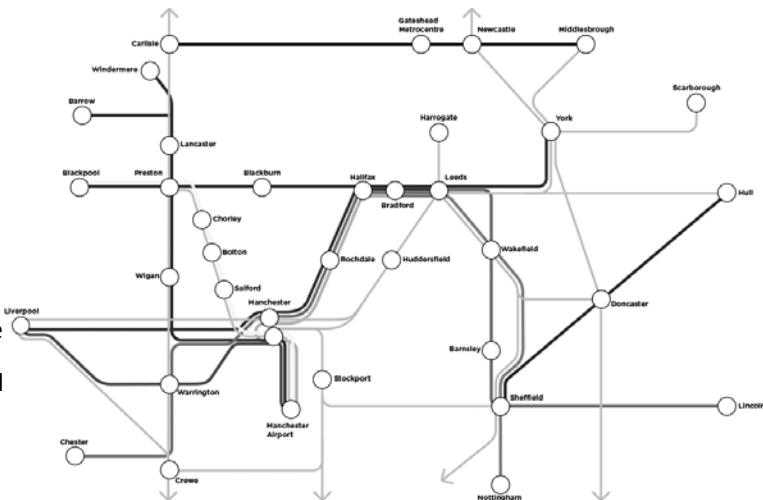
(Paul Kampen, Graham Dow, Peter Davies, Nick Hazlewood)

Northern Connect Map

Elsewhere in this Journal reference is made to the regrettable non-inclusion of the Leeds-Carlisle on the list of 'Northern Connect' routes. This was unwelcome news especially with

the present situation at Eden Brows. It seemed inconsistent with the Northern Powerhouse rhetoric that two northern cities connected by an existing high capacity and potentially high speed railway were being overlooked.

Imagine then our alarm when this map of the railways in the north of England was published:



The map shows the Northern Connect routes. Not only is Leeds-Carlisle not shown among the Northern Connect lines, it is missing completely!

Anxious that we were not being written out of the script, urgent messages flew between FoSCL, Rail North and Arriva Northern at the highest levels. Rail North did not think the map was theirs but agreed the line should indeed be shown. The authorship of the map was eventually tracked down. FoSCL is grateful for the interventions of Rail North Chairman Sir Richard Leese and Northern Managing Director Alex Hynes on what has turned out to be an unfortunate oversight which is being corrected.

Mark Rand

New Offers to Promote Travel on the S&C

During the disruption caused by the landslip at Eden Brows, Northern have promulgated the offers below to encourage people to use the S&C which, despite some media reports, is NOT closed.

NEW Day Ranger Ticket: A Settle Carlisle Day Ranger ticket is now available. This reduces the cost of travel for many journeys on the Leeds (or Bradford Forster Square)-Settle-Appleby-Carlisle line.

The offer has been introduced to encourage people to travel on the world-famous railway, which remains open while essential repairs are carried out at the northern end of the line between Appleby and Carlisle.

The ticket will allow travel from any station between Leeds, or Bradford Forster Square, to Appleby (via Settle) and onwards to Carlisle using the connecting replacement bus service from Appleby and now Armathwaite. The ticket is also available for travel from all stations from Carlisle south to Leeds and Bradford. It is valid for one day and has no time restrictions. It will allow passengers to get on and off the train as they wish, traveling in any direction. Priced at £15.00 for adults and £7.50 for children, this is great value. Railcard holders (including the local Dales Railcard) will be eligible for a further 1/3 discount.

The essential engineering work is taking place at Eden Brows, just north of Armathwaite in Cumbria's Eden Valley. During the severe winter storms, a massive landslip occurred. The remote location, the size of the landslide and the difficult terrain mean that this is a major project which will take several months to be completed by Network Rail.

The offer will be a fantastic opportunity for people from West Yorkshire to explore the Yorkshire Dales and beyond at a great price. It will also benefit the local residents along the line with a great value fare to Leeds and Bradford in the south and Carlisle in the north.

The Day Ranger ticket can be purchased at any staffed station ticket office or from the

conductor on the train.

Dales Railcard – Free Renewal Offer: Until the end of August, Northern are offering a free renewal of expired Dales Railcards. The renewal railcard is only available via postal applications.

This initiative is to support the local community whilst the Settle and Carlisle line is partly closed following the landslide near Armathwaite.

To apply customers must complete a Dales Railcard application form (please see the S&C Dev. Co. website at: www.settle-carlisle.co.uk). Expired Dales Railcards (or a photocopy of an existing card that is due to expire within 14 days) must be sent with the application form (the Railcard must have expired within the past 6 months) to the address below.

Specialised Sales Office
Northern Ltd
City Station
Leeds
LS1 4DY

A new Dales Railcard will be issued within 7 days of receipt of application form and expired (or photocopy) Dales Railcard.

All online applications will incur the usual charge of £13.00.

Using the Dales Railcard

Where can I use it?

You can use a Dales Railcard to save money on single, day return and standard open return tickets. Travel validity is between Leeds, Settle and Carlisle, (plus Brampton and Wetheral on the Tyne Valley line) and between Clitheroe / Whalley and Hellifield (Sundays only). It cannot be used exclusively within the Leeds /Bradford Skipton area or exclusively between Carnforth, Lancaster, Bare Lane and Morecambe.

How long is the Dales Railcard valid?

Dales Railcards are valid for twelve months from the date of issue or commencement date.

NB: This offer also applies to holders of FoSCL Dalescards - an administration charge will be made.

Mallerstang Days Remembered

On June 26th at St Mary's Church, Outhgill, FoSCL members gathered with parishioners for the annual memorial service in remembrance of those who died during the building of the line. It is exactly 140 years since its completion

Canon Carole Marsden said she'd always wanted to take this service and it was worth the wait. An enthralling speaker she combined both respect and humour in telling of her love of steam through her father having worked on the railways.

Gordon Hutton recalled the history of the line, prayers were led by Ken Campbell, and resident Jean Hill read out her poem The Memorial. FoSCL Secretary and Editor Paul Kampen spoke on the personalities that FoSCL has lost in recent years plus current problems on, and future hopes for, The Settle Carlisle Line.



Seen with the memorial and wreath are (L-R) Paul Kampen, Canon Carole Marsden and Gordon Hutton.

Photo Copyright Maggie B. Dickinson

Finally we moved outside into glorious sunshine where a wreath was laid, by Paul Kampen, at the memorial and the twenty five names were read out, by Gordon Hutton, of those buried in unmarked graves in the churchyard during the line's building era.

What singled out the men who lived in Mallerstang, and the hutments on the fell,

was the extreme hardship of labouring at Ais Gill summit on Wild Boar Fell - 1169 feet (356m) and the highest point on the S&C line.

Maggie B Dickinson

Happenings at Settle

During April and May there have been three excursions on a Saturday running as far as Appleby. These were all topped and tailed by West Coast diesels of either class 47 or 57. They started respectively at Milton Keynes Central, Hull and Hereford. In the main they comprised dedicated pseudo Pullman stock run by Statesman Rail.

The really good news is that on each occasion the train stopped for an hour at Settle going north and later had a two hour stop over at Appleby. In particular the latter must have been welcomed by the town so devastated by the winter floods.

At Settle the volunteers in the signal box were delighted to welcome a fair number of visitors particularly from the last twelve coach train on Saturday the 14th May which appeared well patronised. Not often we have a twelve coach train stopping for an hour at our town.

Moving into the signal box itself, things have been a happening. A ground signal which we have had in stock for many years has been installed at the north end of the box operated by lever number sixteen which replicates the action controlling the crossover at the south end of the station and the slip into the station yard. This call back signal has been fully interlocked into levers fifteen to twenty so visitors may sample just what was involved when operational. There were three possible routes that might be taken when reversing on the down line. First into the lie by siding to the south of the station, this being operated by lever twelve. Second, crossing over to the up line, lever fifteen and finally third, entering the yard, lever seventeen, all of which involved different operations.

Thanks must go initially to Martyn Soames, the youngest son of the late Derek of blessed memory who dug a substantial pit in which to locate the base into which the signal is fixed. He is good at

this sort of work, in his spare time being a fireman with West Coast Railways. The bulk of the substantial preparatory work was accomplished by retired Senior Signal Technician Malcolm Sissons ably assisted by Robin Corbett. Finally Robin Benzie and Bob Swallow repainted the signal base and disc. Lest anyone wonders what the white diamond denotes, this signifies that the train is in a section controlled by a track circuit.

Bob Swallow

Obituaries Keith Morgan

As briefly noted in our last magazine, the S&C lost one of its great campaigners with the death, on April 20th, of Mr Keith Morgan. Keith, of Appleby, was 73 and had been suffering from cancer for some time.



Keith Morgan on the special train which celebrated the 25th anniversary of the saving of the S&C. 11/4/14

Photo: Pete Shaw

Originally from Wales, Keith had trained as a teacher before settling in Appleby where he ran a picture framing business - Dinsdale Fine Arts. He was a member of the FoSCL committee between 1989 and 1991 and also a member of the JAC (Joint Action Committee). The JAC was a rail user group co-ordinating body which encompassed FoSCL, Transport 2000 and

the Railway Development Society. It had an office at the University of Lancaster.

Keith left the FoSCL committee when he was elected to Eden District Council in 1991 - representing the Appleby ward and being part of the Independent group. He was also elected to Appleby Town Council - in May 1983 - and became a hard-working mayor for the town where he took particular interest in the annual horse fair.

During his 25 years of service with the District Council Keith was Chairman between 2007 and 2008 and again between 2012 and 2013. This latter period included the spectacular Olympic Torch relay ceremony.

Keith's funeral took place in a packed Appleby Parish Church on Friday 29th April; FoSCL was represented by Chairman Douglas Hodgins and Secretary Paul Kampen. Anne Ridley and John Tillotson represented the S&C Dev. Co. and the funeral celebrated Keith's many interests. Andy Connell, a close friend of Keith's, gave an address, as did Billy Welch of the Gypsy Council.

FoSCL sends its sincere condolences to Keith's wife Jenny and to his family and his many friends.

Paul A. Kampen - FoSCL Secretary

Louis Richardson

Louis Richardson died recently at the age of 83. Louis was loved by his family and friends and held in high esteem in the railway world around Kirkby Stephen East and Appleby.

Like his brother Jimmy, who was well-known on the S&C as a signaller and FoSCL volunteer, Louis grew up in the world of the railway. For many years he was a carriage and wagon inspector at Appleby. He is remembered for saving the railway many pounds. Instead of calling out the steam crane for assistance, he would use a jack and chocks to rectify any mishap.

After retirement he lived in Cocker mouth where he was proud of his well kept, colourful, garden which was always spick and span – always admired by all who passed by.

Kath Smith

Northern Dalesman on TV

The Northern Dalesman bus service, which is financially sponsored by FoSCL to enable train users to reach Swaledale on Summer Sundays from Ribbleshead Station and features regularly in FoSCL Guided Walks, has been recognised as a scenic gem and is to be featured on BBC 4 on August 29th as *The Slow Country Bus*. This will be a 2 hour documentary in the style of the previous films on a Canal Trip and Sled Ride with no commentary but background music and inserts on historical notes.

Filming was done in glorious June weather from East to West starting in Richmond and finishing at Ribbleshead although our offers to open up the Visitor Centre were declined. Arriva supplied a bus which was equipped with a roof mounted Camera Gimbal to give 360 degree panoramic views in addition to cameras mounted in the bus. Ruth Evans and John Disney travelled on the first filmed run to represent FoSCL and discovered that the technology was far from perfect with frequent stops required for the technicians to climb on the roof and make adjustments. This meant that the first run took almost 4 hours to complete! The crew were also surprised to discover the lack of mobile signal in Swaledale....

The run was prefaced by a BBC Look North feature filmed on a "real" Sunday service which gave a welcome boost to patronage after it was screened in May.

To experience the Northern Dalesman for yourself catch the 09.00 train from Leeds on a Sunday morning until Sept 25th. It stops at all Airedale stations with a train connection from Bradford Forster Square to Shipley and a bus connection from Ilkley to Skipton. Alight at Ribbleshead and jump on the bus in the Station Yard. You can use the new Day Ranger ticket to Ribbleshead and the bus fare is just £7 return (£6 for bus pass holders). Ride all the way to Richmond or jump off in Swaledale for a walk and exploration of this beautiful valley. Full details at www.dalesbus.org or see the leaflets at our stations. The bus also runs on August Bank Holiday Monday connecting with the 08.49 train from Leeds.

Dalesbus Update

Summer DalesBus services continue until September 25th with the Northern Dalesman (see separate article), Western Dales Bus and Little White Bus connecting with weekend trains to allow you to explore places such as Swaledale, Richmond, Dentdale, Sedbergh, Cautley, The Howgills, Hawes and Wensleydale. Make use of these buses with the new S&C Day Ranger ticket for a value for money day out from West Yorkshire. Walking opportunities are endless whilst the less energetic can explore quaint villages and museums and heritage attractions such as the Dentdale Museum; Farfield Mill; Dales Countryside Museum; Swaledale Museum; Gayle Mill; Hardaw Force; Richmond Castle and Old Station.

Remember that the Little White Bus runs DAILY from Garsdale Station to Hawes and will meet all trains (not just those in the scheduled timetable) on a Demand Responsive basis. Western Dales offer connections on Fridays from Kirkby Stephen Station to the town centre whilst Cumbria Classic Coaches offer days out from Kirkby Stephen Station to Kendal (Mondays); Hawes (Tuesdays) and Barnard Castle (Wednesdays) connecting with the 0849 train from Leeds.

There is also the Malham Tarn Shuttle on Summer Sundays from Settle Station to Malham and to Ingleton; Monday to Saturday buses from Skipton and Settle to Austwick, Clapham, Ingleton and Kirkby Lonsdale; daily buses from Skipton station to Grassington and an all year round Saturday service from Skipton station to Malham.

The weekday 74 bus from Ilkley to Grassington via Bolton Abbey is expected to be withdrawn after September 2nd but the Saturday service continues until late October and there is an all year Sunday service. The Dales Rambler ticket is the bargain way to travel from West Yorkshire to Wharfedale and at weekends to Malham. Just £12 covers train and bus travel (not valid on Wharfedale Venturer services). Full details at www.dalesbus.org or look out for leaflets and displays at stations. Any queries or comments are welcome especially if you know of any potential sponsors for 2017 DalesBus services. You can ring John Disney on 0115 9322356 or e-mail media@dalesandbowland.

News From Eden Brows by Mark Rand

There was a lot about Eden Brows in the last Journal but the one missing piece in the puzzle was how the job of reinstating the tracks and the landslip in general was to be tackled.

Well, now we know - see front cover for the answer in a nutshell. It is the result of six months of planning by Network Rail and their contractors involving the combined efforts and expertise of around 100 people, all experts in their various fields.

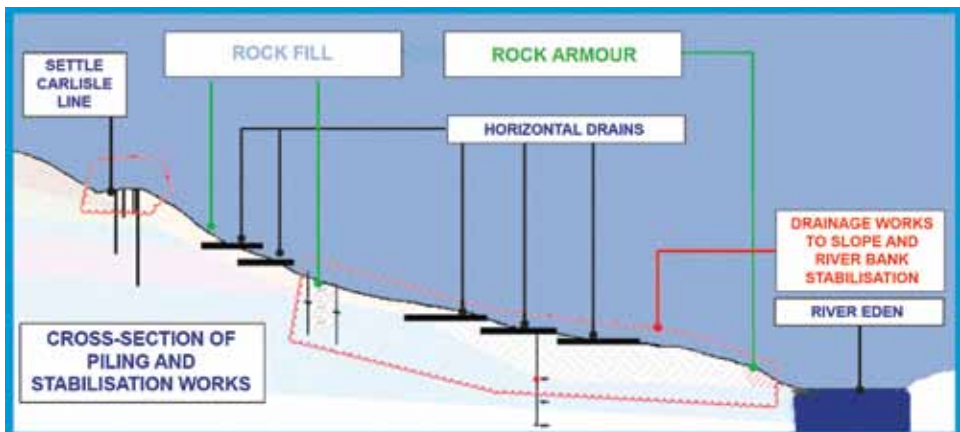
What will be put in place below the tracks is designed to make the railway self supporting and immune from future slippages at Eden Brows. I understand the solution is ground breaking in more ways than one. It is unique and may become a benchmark for future such enormous landslips.

The work involves driving in some 250 tubular steel piles, each filled with concrete - essentially a viaduct or tunnel of piling. This is topped by a reinforced concrete slab a metre thick spanning the gap involved with the landslip and carrying both up and down lines. An important component is a huge concrete wall on the downhill side of the lines. When finished there will be precious little to see from the trains apart from a huge swathe of missing trees leading down to the river. The slope will be reduced, drains put in place and

the bank re-planted with trees. If things go to plan the line will be re-opened in late March 2017. A number of factors could extend that date, not least the winter weather - low temperatures specially.

“100 Times Bigger a Job Than the Dawlish Sea Wall”: The scale of these works is immense. The Eden Brows job is massively bigger than the heroic and spectacular task of replacing the Dawlish sea wall in Devon. Dawlish was a landslip of 6,000 tonnes and it took six weeks to fix. The slip at Eden Brows is 100 times bigger in tonnage and will have taken more than a year. The concrete and steel piles go very deep indeed. They must go 5 metres or so into bedrock below the tracks, the depth of which has been established by test borings. That bed rock is far far below the surface. The downhill (up line) piles need to be up to 20m deep. That may not sound a lot but the depth involved equals twice the height of the Settle water tower, which I know from experience is pretty high! (see *right page upper*).

Throughout the lengthy period that this design and other work has been ongoing FoSCL has been kept in touch with progress by Network Rail. Indeed we have worked closely with NR especially on the publicity front. We have contributed to NR media releases and taken part in on site TV, radio and press calls. We have pressed hard to promote the ‘line open’ message





Above: Settle Station Water Tower is 10.26m high. The Eden Brows steel & concrete piles go down 20m. Photo: Mark Rand

Below Left: A schematic map of the work proposed at Eden Brows. Image courtesy of Network Rail

whenever an opportunity arises. We and the S&C Development Company have been active almost daily on social media on that aspect. Nonetheless the damage done by early sensational 'S&C Closed Indefinitely' headlines have done damage to passenger numbers. Such a widespread misconception is hard to counter. The effort now is concentrated on working with Northern and others to make the best of the given situation until next March. We are seeking then to maximise the impact of the line's re-opening.

"There Was Inevitable Talk of Closure": When the enormity of the landslip became clear there was inevitable talk of possible closure of the S&C. Had this event coincided with the then proclaimed need to replace the Ribbleshead Viaduct in the 1980s there can be little doubt that the case to close the line would have been overwhelming. Closure of the line as a result of Eden Brows was indeed considered. It had to be. It was not

considered for long though. 'Milliseconds, that's all' was how one NwR official put it. Not only have millions been spent on the line since its reprieve, the line is now a key strategic route - and becoming all the more so as national rail developments proceed, not least HS2 and the 'Northern Powerhouse'.

Unlike the Newcastle-Carlisle, the line has not been designated as a 'Northern Connect' route. The S&C bodies were quick to question this apparent contradiction and that questioning continues. We are told that a basic requirement to qualify for that designation is a 100 mph line. The S&C's line speed is a mere 60 mph. The Victorians built it for 90 mph and trains ran at such speed in steam days. Expert advice is that significant parts of the line are good for well over 100 mph. Quite whether such speeds are in tune with such a scenic journey is debatable of course. The fact remains that it was built for high speeds but that feature is underused.

Very soon after the Eden Brows story broke NR were quick to state very definitely and very publicly their determination to fix it come what may. They have gone public with the main options that were in fact considered. These were:

- * a major re-routing of the line
- * a more modest re-routing of the line
- * a bridge
- * removal of the embankment and replacing it with solid material
- * groundworks of criss-crossing rock anchored supports
- * piling and slab - the chosen solution

Interestingly, the question of re-routing the planned line in that area was considered but rejected by engineer Crossley as the line was under construction. A straighter but, as it turned out, far riskier line along the high western flank of the gorge was chosen. That decision was regretted with major landslips in the 1870s and again now. Nonetheless it does emphasise the challenges the Midland were prepared to risk to get the straightest route they possibly could. Not just that, sticking with their 1 in 100 ruling gradient was paramount.

The re-opening target date of late March 2017 covers nine distinct phases of work:

1. Access ramps built to bring piling rigs on to the site.
2. Trains begin removing spoil from site as the old track bed is removed.
3. Temporary piles – steel tubes filled with concrete – installed to stabilise the piling rigs.
4. First row of contiguous piles, near the brow of the slope, installed.
5. Second row of contiguous piles, on the side closest to the river, installed.
6. Concrete slab laid over the top of piles, forming a tunnel-like structure.
7. Track with aggregate and ballast beneath laid on top of the concrete slab.
8. Driver training before reopening of the shut section of line.
9. Any follow-up works required in order to restore full line speed of 60mph.

FoSCL will continue to work with NR, its contractors and with Northern throughout the process to get the best possible outcomes from this major operation.

Mark Rand

Rathmell Primary School

On Monday 21st March, all of the children and staff from Rathmell Primary School had a very exciting day! After being dropped off at Settle Station, we stood on the platform waiting expectantly for the train to arrive. We were off to visit our friends from Horton in Ribblesdale Primary School. The staff at Settle kindly showed us where to stand on the platform. And which carriage we were in. After finding our reserved seats we were off!

The train was extremely fast. We felt weird going backwards! We all said how comfortable the seats on the train were. Some of us nearly fell asleep, they were that comfy! The journey took us out of the back of Settle; through Stainforth and up to Horton. By the time we reached Horton, we realised how different the scenery was - we could even see Pen-y-Ghent! It was great visiting Horton they had some new playground equipment!

We did lots of fun activities: forest school; orienteering, compass, map work and of course one of the best bits was having lunch. After saying goodbye to our friends we made our way back to the station. On the way home there were lots of people on the train. We impersonated the sound of the train, "Chugger Chugger! Chugger! Chugger! Choo! Choo!" It was a great day and we all enjoyed it!

**The Rathmell School Council -
Katie, Richard, James, Tom
and Martha**

Bus Plus Train For a Day Out In Wensleydale

For London, York and Thirsk readers! Members of the London Branch of WRA(T) plan a day visit to Wensleydale by train and bus on Saturday September 3. Non-members welcome. For more information email: Judith.a.hunter@btinternet.com or phone 0207 350 0499 or 07773 532 384

All Wensleydale Railway stations are on or near(ish) a bus route. There has been much adverse publicity about cuts to bus services but another very real problem is knowing where to find reliable information about routes, days and dates of operation, quite apart from bus times, fares and, sometimes, even where the bus stops are or what they are called. It is best to check a bus operator's own information, which should ensure it is accurate and up-to-date. To make a start:

Northallerton West station halt is in a remote location, 15-20 minutes walk from Northallerton mainline station and from Northallerton Market Place.

Northallerton main line station, Leeming Bar and Bedale stations are all on Dales and District's route no. 73 with a frequent Monday to Saturday service. Sunday and Bank Holiday buses are provided on route 856 (see below).

Bedale and Leyburn stations are both served by NYCC's Route No 155 Monday to Friday service from Bedale - Leyburn, with two extra return journeys provided on this route later in the day by the Little White Bus. On Saturday, the Bedale-Leyburn service is all by Little White Bus. Leyburn station is close to Dales and District Route No 159 Monday to Saturday service between Ripon and Richmond and 10 minutes walk from Little White Bus route No 156 Monday to Saturday from Hawes/Gayle. Additionally, Leyburn station is close to Vintage Bus route no 127 (Tuesdays only) and DalesBus Route No 859 (Sundays and BH only) from Ripon as they come into Leyburn and thus may offer the chance of a short and very pleasant return train journey to Redmire, depending on the WR timetable for the day. For Finghall station and village see NYCC's Mon-Fri Route 155

(Bedale-Leyburn - subject to change). The station is about 10 minutes uphill walk from the A684 (route 856). Redmire village (passing the station but on a double bend so the bus cannot stop there) is on some of the Little White Bus's Monday-Saturday services between Gayle/Hawes and Leyburn, No 156.

Aysgarth (near the Falls) is a closed WR station but there is a limited WR summer service on Wednesdays between Redmire station and Aysgarth station (extended in August to Hawes), and also on the Vintage Bus route from Redmire via Aysgarth and Hawes to Garsdale on Tuesdays. Hawes (closed WR station) is bus-connected with Redmire, Leyburn and Garsdale stations.

ON SUNDAYS AND BANK HOLIDAYS until at least 30th October 2016: Northallerton main line station, Leeming Bar, Bedale and Leyburn stations are all on the 40 mile route of the A684 direct and fast DalesBus No 856. See DalesBus: www.dalesbus.org.

And for passengers on the Settle-Carlisle line? Garsdale station's year-round Little White Bus minibus runs daily between the station and the Moorcock Inn, Hardraw, Hawes and Gayle - offering the potential for connecting with all the others (but possibly requiring B&B on the way!)

Note: Some LWB services to/from Garsdale station are scheduled but others require advance booking on 01969 667400 in office hours. See www.littlewhitebus.org or phone for timetables. On summer Sundays and Bank Holidays Northern Dalesman (route no 830) provides connections from Ribbleshead station to Hawes, Swaledale and Richmond..

A day out using bus services to connect with trains on the Wensleydale Railway may take more organisation than with a car - but there are no parking problems and it is possible, with careful planning in conjunction with WR's train operating dates, timetable and special events programme. Check bus and train times for your journey with care, for both day AND date of travel!

Ruth Annison

Special Traffic Report

| | | |
|------------|-------------|-------------------------|
| April 23rd | 57313/57316 | Milton Keynes - Appleby |
| May 7th | 57313/57315 | Hull - Appleby |
| May 13th | NMT | Derby - Kirkby Thore |
| May 14th | 47851/57601 | Hereford - Appleby |
| June 25th | 57316/57313 | Norwich - Appleby |
| July 7th | NMT | Derby - Armathwaite |

Passenger charters have been few in number; but it has been good to see that several top-and-tailed excursions have run to Appleby, where the trains can stable for a few hours whilst the visitors explore the town.

The 'New Measurement Train' (NMT) keeps running to assess track parameters for Network Rail. It caused a regular passenger service train to be cancelled on 8th July by running to Armathwaite (as close to the Eden brows blockage as possible) thereby occupying the single line section between Culgaith and Armathwaite. The Sprinter service could not venture onto this section, so had to be terminated at Appleby!

Freight at the southern end of the line seems to be in the ascendancy, with further developments in gypsum and stone chippings, in addition to fairly regular stone trains from the newly connected Arcow quarry at Helwith Bridge.

The new gypsum train from Hull Docks to the plaster board factory at Kirkby Thore began to run on 22nd June, with DB Schenker pink-liveried 66058. Unlike the previous flows, the new traffic is in large open-topped box wagons. The older gypsum trains used containers. The new flow is imported gypsum from Spain. Initially running with 18 wagons, the train might carry more tonnage in due course.

The previously occasional stone chipping train from Ribbleshead sidings ran for a complete five day week June 20th - 24th. It was also a different formation, being a DB Schenker Class 60, No 60091 *Barry Needham*, and a brand new rake of pillar-box red wagons - making a very colourful scene.

Pete Shaw



Flying Scotsman has been much in the news after its long restoration to main line running. Seen here as 4472 (now 60103) on the Preston - Carlisle special of 16/5/1992 to mark the Preston Guild.

Photo: Pete Shaw



Delightful 2-bedroomed cottage set in open countryside with stunning views. Set in quiet surroundings on the Settle-Carlisle Railway line at Garsdale Head station, making it an ideal location for touring both the Yorkshire Dales and the Lake District. Full weeks, weekends and mid week breaks available. Late availability possible. Sorry no pets.



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Opening day service at Stow Station 2015

Founded in 1999, the Campaign for Borders Rail (CBR) has been one of the most successful grassroots rail campaigns in Great Britain, a story of concerned citizens from all walks of life getting together to right the 1969 injustice of complete closure of the 98-mile Waverley Route through the Borders.

With our initial goal secured - services on the rebuilt 35-mile 'Borders Railway' from Edinburgh to Galashiels and Tweedbank began on 6th September 2015 - CBR is now focussed on onwards extension to Hawick and Carlisle.

With YOUR support we can achieve our aim, renewing the Waverley Route's historic connection with the Settle and Carlisle Line, to the benefit of both.

Membership is from only £5 a year to £50 for life; just ring our secretary on **017683 62022** or email dgma@talktalk.net for details of how to join online, or send a cheque to 'CBR' at The Station, Long Marton, APPLEBY, Cumbria CA16 6BJ.



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*On Wednesday 27th April Ride2Stride included an Appleby circular walk via High Cup Nick.
Above: Walkers on High Cup Nick.
Below: Walkers on Backstone Edge.
Photos: John Wood*





*Above: High Cup Nick.
Below: Returning to Appleby station.
Photos: John Wood*





Top: 66058 on the first day of the new gypsum train, returning 'empties' from Kirkby Thore to Hull Docks, near Salt Lake, Ribbleshead, 22/6/2016. There wasn't time to unload the whole train so the first two box wagons are going back still full!

Below: The older gypsum workings were always containerised. Seen at Kirkby Thore works sidings is 59205 L. Keith McNair on 7/7/1998 - the only time that a Class 59 worked the train.





Top: 60091 Barry Needham with matching new red wagons on the Ribblehead Sidings to Hunslet stone chippings train; near Blea Moor, 20/6/2016

Below: 66705 with the Arcow Helwith bridge to Leeds stone train, at Ribblehead station, with Whernside just in cloud at the summit, 20/6/2016.

Photos: Pete Shaw



Ride2stride 2016 A week of walks, talks and music along the Settle to Carlisle railway line

*"Loved the area, the walks and the train
journey"*

"We've never been North before"

"See you next year"

The 2016 Ride2stride Walking Festival started on Tuesday April 26th. A crowd of 104 walkers gathered on Settle station, to hear Diane Taylor from Friends of Dales Rail open the 5th Festival, before setting off on one of 3 led walks



Leaving Settle Station

Photo: Susan Way

Despite the cold and the forecast of snow this was the busiest opening day since Ride2stride started in 2012. Dr David Johnson of Ingleborough Archaeology Group freely admits to being "gobsmacked" when 51 people turned up on his walk. This enthusiasm continued all week with around 800 people taking part in the various activities, despite the sometimes appalling weather.

Ride2stride is a week of walks, talks and music, all put on by organisations active in the Yorkshire Dales and Eden Valley and co-ordinated by a small steering group made up of representatives of some of the participating groups.

This year Friends of the Settle-Carlisle Line, Friends of Dales Rail, Yorkshire Dales Society, Ingleborough Archaeology Group,

Yorkshire Dales National Park Authority, Yorkshire Dales Millennium Trust, Friends of A Dales High Way, RSPB and North Craven Heritage Trust all took part. As usual the music was organised by the 3 Peaks Folk Club.

People travel from all over to attend Ride2stride with some coming back year after year and staying in cottages, B&B's, pubs and hotels. Someone even stayed in a tent! This year overseas visitors came from the USA, Belgium, Estonia, the Netherlands and Tuscany and in the UK from Scotland, Wales and all over England. More local people joined in than ever before, probably due to the very good coverage in the Craven Herald. This is especially welcome as many of them took leaflets promoting the walks that FoSCL, FDR, YDS and YDNPA put on all year round.

Walk leaders' feedback shows that over 80% used the train at some point. People travelled by train or stayed in accommodation locally, bringing business to the area early in the season and increasing people's awareness of the area and of the use of the Settle to Carlisle railway line to access the Yorkshire Dales and Eden Valley.

"I had no idea Yorkshire was like this"

Visitors told us that on days they didn't walk they took the train to Skipton, Leeds and Appleby. Spending the day in Settle was popular, especially on the day the Tour de Yorkshire finished there.

Walks

This year there were 28 walks on the programme plus the ever popular Ribbleshead Heritage Tour. As ever there was a great variety, from strenuous hikes in the high Pennines to circular walks around Settle and Ribblesdale. Last year we offered the chance to climb the Three Peaks on 3 consecutive days, this year we offered shorter, slower climbs up both Whernside and Pen-y-ghent.

For the first time there was a hugely popular visit to Appleby Castle, where as well as a guided tour we enjoyed a demonstration of armour through the centuries.

"A gem of a day, I've always wanted to see inside (the castle)"

"I was thrilled to find something on the

Ride2stride programme that I could do now I'm no longer able to walk very far." Walk leaders were mentioned by many of the participants with comments including, "Really good leaders, they looked after us so well"

"I wouldn't have done this alone"

Talks: There were 3 talks this year, attracting 150 people in all. Dr David Johnson of Ingleborough Archaeology Group was once again a very popular walk leader and speaker. He led a walk around the Settle, Stainforth and Feizor Triangle on the opening day of Ride2stride with a record breaking 51 people and gave his "Old Inns of the Yorkshire Dales" talk the same evening.

"We have just completed the above and didn't have the chance to say goodbye and a big thank you to David and his back marker. Please could you pass on our thanks. It has been a most enjoyable and informative day." Debbie and Norman (by email)

The North Craven Heritage Trust took part in Ride2stride for the first time with a talk on the history of the Settle to Carlisle railway line and the Yorkshire Dales Society organised a talk by Steve Hastie, the Yorkshire Dales National Park ranger in charge of the Three Peaks area.

Music: For many the singers and musicians are a highlight of the festival. Music in the pubs each evening encourages walkers to stay and eat and drink and Ride2stride is now firmly established not just as a walking festival but also on the folk music calendar. There were more musicians than ever this year and the numbers grew as the week went on with over 40 taking part over the weekend.

"The music was terrific - such a variety"
"We loved the welcome and the music at the end of the day"

Finance: Ride2stride is a free festival and everyone involved is a volunteer. The walk leaders, the speakers, the musicians, the people who distribute the programmes, the steering group - no one gets paid. We do have some costs though. We have a website www.ride2stride.org.uk and we design and print 15,000 programmes.

We are very grateful to Friends of the Settle Carlisle Line and Northern Rail for their cash contributions, to Briggs Bros of Cononley for reducing the cost of printing, to Welcome to Yorkshire for giving Ride2stride free membership and to Skyware Press for maintaining the website and designing the programme.

What Next?: Ride2stride 2017 will take place from Tuesday April 25th to Bank Holiday Monday May 1st



Watch the website: www.ride2stride.org.uk for further information.

Chris Grogan

Left: On High Cup Nick.

Photo: John Wood

Eden Brows Slippage A Report on Progress by Bob Swallow

On Wednesday 6th July a party of FoSCL volunteers were invited to the work site to learn what is being effected to repair the catastrophic 500,000 ton slippage. Briefly, last winter's floods caused the River Eden to scour out the land some two hundred and thirty feet below the level of the railway some seven miles south of Carlisle in the Eden Gorge.

Network Rail and FoSCL have arranged to visit the towns from Appleby northwards to make a leaflet drop explaining the situation, the repairs to be effected, the likely timescale and also that trains are now running as far as Armathwaite.

So it was that nine of us alighted from the 13.18 arrival to be met by several Network Rail employees who transported us in three cars to the new shanty town which has been created on virgin land presumably leased from a local farmer. New roads have been installed for the heavy traffic not just to the present headquarters of the lead contractor Story Rail but also to the main work site plus a viewing platform looking down on this.

Fully kitted out, and after a safety briefing, we re-embarked in a fleet of 'gater' all terrain vehicles to make our way some considerable distance to the main work site - again on roads laid for

the purpose. Additionally there are new pedestrian paths with fencing leading down through the woods towards the Eden and the site where the river did its worst.

The track has been removed over several hundred yards both on the up and the down. At present substantial amounts of ballast and spoil are being lifted and removed by rail in both directions. Likewise some of the material required on the repair will come in by rail though liquid concrete for the piles to hold up the new bridge type structure will have to be delivered by road.

Briefly we were shown how when the site has been prepared; a substantial number of piles, into the hundreds - steel tubes filled with concrete - will be driven down to bedrock in some cases twenty metres down. Above this a 1.5 metre thick 130 metre long concrete slab will be laid to support the permanent way. In effect a bridge, which should last for generations whatever else may occur due to the action of the river way below. The permanent way should be reopened by the end of March 2017 after which rock armour will be installed at the bend in the river followed by tree replanting. Total cost is likely to be £30 million.

All this and more was explained to us in order that the following day we, plus some more volunteers, would return to the various stations Appleby northwards armed with a supply of leaflets explaining what is happening, the timescale and the effect on train services.

We sampled the revised train service which left Armathwaite as usual, although there was a pilotman on board, at 17.23 running wrong line. Passing Culgaith the signalman was out on his balcony with a green flag clearing us wrong line into the next section at Kirkby Thore. Here we crossed to the up line to shortly arrive at Appleby. There



is a wait here of fifty nine minutes which we employed usefully at the Midland Hotel supporting, you might say, home industries. The break is logical allowing time for the train if running as normal to reach Carlisle and return. Otherwise the whole timetable would go to pot!

Next day Jim Pope and I returned this time to Langwathby where we met Marianne and a colleague from Network Rail (Communications) Manchester. They, having arrived by car, were already busily engaged on door knocking and advising the local populace on the situation. We of course joined in, little realising just how much Langwathby has expanded over the years.

One aspect which took a little getting over was the revised timetable which of course involves single line working. The best advice I was able to offer was that if travelling south to make sure you are on the platform adjacent to the shiny rails.

This was a fairly shattering two days, though in many respects enlightening with, in my case, only, one person announcing that 'she never rode on the bloody train'. Otherwise there was near universal support for the railway and the measures being taken to restore the line to Carlisle as soon as possible.

Thanks are due in particular to Simon Evans at Network Rail; Anouska Chisholm, Stakeholder Manager Story Contracting and Emma Martin, Marketing and Communication Manager Story Rail amongst others for their patience and forbearance with us oldies, explaining in some detail both the massive repairs and getting them across to the public.

Bob Swallow

Below: FoSCL Volunteers and Network Rail staff at Eden Brows - 6/7/16



Commentary: The Waverley Route by David Spaven by Robert Foster (Part 3)

In the final part of this commentary, Mr Foster considers the book's coverage of more recent events.

Remarkably in reopening discussions more than a decade ago, Virgin Railways had projected an Edinburgh-Carlisle timing of 82 min over the sinuous 98 miles via Hawick compared with 70 min over the easier 102 miles of the Caledonian main line via Carstairs and Beattock (1015 feet), which no timetabled train in fact achieves.

The book mentions the longest non-stop railway journey ever made in Britain by the 10 a.m. up Flying Scotsman from Edinburgh to King's Cross, diverted through Galashiels and diverging east at St. Boswells via Kelso and Coldstream to Tweedmouth (closed 1964), following flood destruction of 40 structures north of Berwick in 1948. Though booked to be banked up the stiff ascent of 15 miles (the majority at 1 in 70) from sea level at Portobello to Falahill summit (880 feet), some Haymarket A4 drivers took it solo. Eschewing the scheduled water stop at Gala and so holding out to Lucker troughs, they thus set the record at 408 miles, compared with 393 via Dunbar or 402 Euston to Glasgow. Depending upon route taken south of Leeds, St. Pancras to Edinburgh was 405-410 but was never attempted non-stop.

The 211 miles from Leeds via Settle and Hawick to Edinburgh, 19 miles shorter

than the route of the North Briton via York and 7 shorter than that via Ripon (closed in 1967) taken by the Queen of Scots – both of which continued to Glasgow Queen St. – would today have constituted one of the great railway journeys of the world. Fortunately, 20 years later and by the narrowest of margins, the 72 miles between Settle and Petheril Bridge Jns escaped the fate of the Waverley Route, although the latter had much the better case for survival, for it was to leave the Borders population of over 70,000 in isolation between 30 and 50 miles from a railway station.

Completed by the North British Railway in 1862, the Waverley Route came of age upon the opening in May 1876 of the Settle-Carlisle line, as this gave the NBR a second route to middle England and London, free of worry about the arch-rival Caledonian and troublesome L&NW Railways. Trains from St. Pancras to Edinburgh via Settle competed respectably with those from King's Cross and Euston. It is hard to credit that the Carlisle-Edinburgh section was covered by 4-4-0 locomotives in quicker time in the late 19th century than was achieved by 2,500 hp diesels of 90 years later. The same is truer still of the Settle-Carlisle line over which the Midland Railway expresses were much faster than the stopping trains of today. Comfort was also superior. Pullman coaches were introduced at the outset in 1876, used conventionally on the two daytime trains and converted to sleeping accommodation on the night train. Indeed to the very end, the name Pullman was used by Borders railwaymen to describe their London trains.

Left: Steam returns to the Borders line seen here at Stow on 10/9/2015.

Photo: John Cameron



The latter part of the book is devoted to efforts to resurrect the line. Hopes had run high in 1969/70

when a private consortium sought to buy and reinstate the line, anticipating a large trade in timber from the nascent Kielder Forest. [Hexham would have been as good an outlet, whereas Carlisle is now used for this traffic.] Although BR was surprisingly cooperative, that proposal died when the banks' anticipated lending failed to materialise. Then followed campaigns and studies which collectively cost millions of pounds and thousands of men and women hours – the author David Spaven and his partner Petra Biberbach being two of the principal dramatis personae – over a 30-year period to reach the present goal of restoration of a single track with three dynamic loops from Millerhill to Tweedbank, a new station built between Galashiels and Melrose. Thus 35 of the 98-mile line is to be reopened on 6th September 2015 with a half-hourly service taking 55-59 minutes. Continuation to Hawick (or even beyond to Carlisle) is

talked about but seems remote. Some of the solum has been breached by development and indeed obliterated in Hawick itself. Amazingly, one study commissioned at a cost of £400,000, considered the option of omitting the stop at Galashiels, second in size after Hawick, each having a population larger than that of Skipton.

The stark reality is that the original guesstimate of £18m will have translated to about £300m, to reopen – and then much of it only single track – one third of a line, said in 1968 to be losing £500,000 per annum. When this year I ventured onto the site of Tweebank station, the frosty reception I received from contractors' (BAM) foreman melted immediately when I told him that I had passed through on the penultimate St. Pancras to Edinburgh sleeper!

Proposals were announced in 2012 for opencast mining at Canonbie, situated on

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the Langholm branch (closed 1964) one mile north of Riddings Jn. So traffic might yet return to the southern end of the Waverley Route, and thence over the Settle line but environmental and cost issues have since turned against coal and so render this unlikely. Any such traffic would perhaps use the still extant 3-mile link between MoD Longtown and Mossband Jn, at which an east to south curve was laid in 1963 to permit through running between the then new – now decimated – Millerhill and Kingmoor marshalling yards. Ironically, the almost simultaneous construction, innocuous at the time, of two short chords allowing trains from Carstairs to access respectively the Edinburgh suburban line and thence Millerhill, and Waverley station – so enabling closure by BR of the CR Princes Street terminus – would help bring about the demise of the Waverley Route.

The author's father Frank Spaven, a civil servant in the Scottish office, had been the prime impetus in the early stages of the campaign to reinstate the Waverley

Route before moving to Inverness. There he helped save the Dingwall to Kyle of Lochalsh line which – like the Settle to Carlisle line – was reprieved at very much the 11th hour. When the Kyle line was (for its third time) in death throes in 1983, at a meeting in Glasgow with BR, I suggested that it should be turned over to preserved steam operation: next year emerged the Jacobite between Fort William and Mallaig. On financial – for what it is worth arguably also on scenic grounds – I think that the dispassionate observer would have traded the 63-mile Kyle line for the 83 missing miles of the Waverley.

This is an excellent book by a knowledgeable author.

Robert H. Foster

Steam returns to Tweedbank - the current terminus of the Borders Railway. 10/9/15

Photo: John Cameron



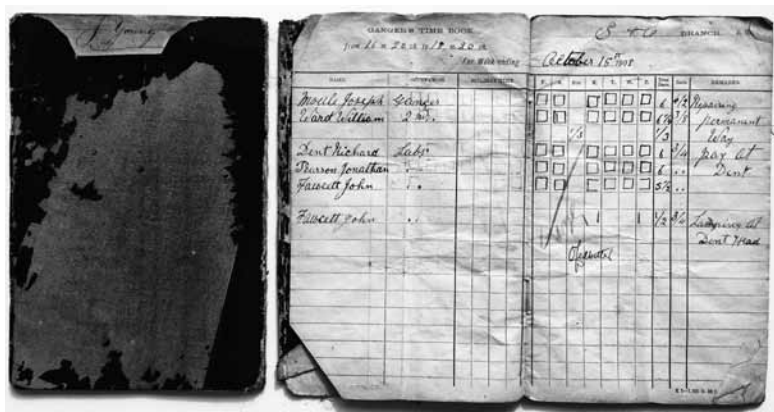
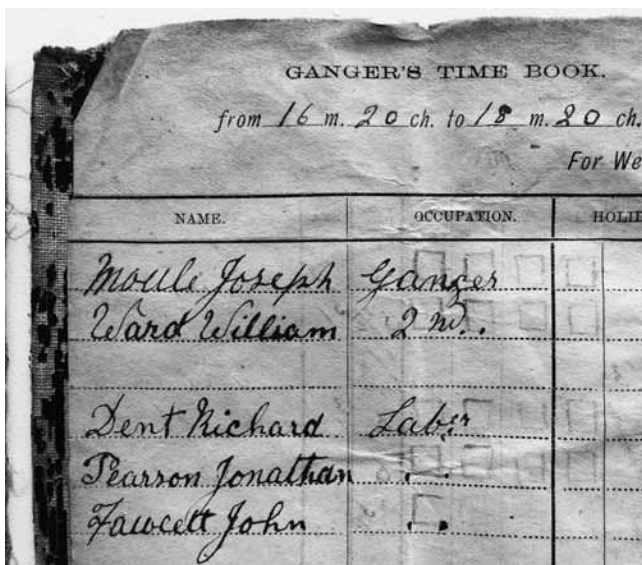
From the Archives: Ganger's Time Books

We have a number of Ganger's Time Books in our collection. They were issued by the Way & Works Department of the Midland Railway and record hours worked and pay rates for the Ganger and his team of labourers. They are very ordinary little books, soft-backed with burgundy coloured 'leatherette' covers. They usually cover a 2 mile section of the line and contain a wealth of information. Much of the work was 'repairing the permanent way'; other duties included 'cautioning over Arten Gill viaduct', 'fog signalling' and 'lamping'.

Apart from their railway interest, these books are interesting for family historians. In the example shown below, from 1908, the ganger was Joseph Moule. A search of the 1901 census tells us that he was then aged 32 and living with his widowed mother at Bleamoor. We can similarly trace the other members of the gang and follow their lives using census and other information.

These books appear regularly on Ebay, we buy them if they are not too expensive. If anyone has any they would like to donate or loan, please let us know. It would be nice to build up a collection and form a picture of who worked on the line.

Bryan Gray
6th July 2016



A French Settle-Carlisle - Or Two! by David Musgrave

"It's been a slow agony over 25-30 years. They began to set impossible timetables for the trains then, so that people wouldn't be able to use them, they began to take off trains, to slow them down, to discourage people from taking the train, to get them used to taking the bus".

Does this sound familiar? It could apply to the Settle-Carlisle in the 1970s and 80s. In fact, it comes from France, the land we can still sometimes think of as a paradise for railways. As the Trains à Grande Vitesse have held sway over the past 20 years, the story of many of France's secondary railways is a sad one of neglect and decline.



Auvergne Regional train from Clermont Ferrand to Langeac, pausing at Arvant, junction for Beziers, 8 August 2015

The quotation above came last year from Jacky Tello, chair of the broad committee ('comité pluraliste') for the defence of the Beziers-Neussargues line, one of the two north-south rail arteries still running through the heart of the Massif Central between Clermont Ferrand and the Mediterranean coast. The other line runs due south from Clermont to Nimes. Neither was built for speed: even before the TGV it was quicker to take the longer route via Lyon and the Rhone valley if travelling from Paris to places like Nimes, Montpellier and Beziers. (Rather as the Settle-Carlisle disappeared some years ago from inter-city maps, the Nimes line

was removed earlier this year from the French equivalent: after complaints it has now been restored.) But, as well as serving local communities, both lines run through some of the most beautiful wild scenery of France, both high moorland and river gorges. The cost of maintenance is correspondingly high.



Garabit viaduct: note the catenaries.

The "slow agony" Tello talks about can be understood in a literal sense. Both lines, though through difficult terrain, are well engineered and could normally take trains running at 80kph or more. The Ligne des Causses (Moors Line) from Neussargues to Beziers was electrified as far back as the 1930s, to allow heavy freight use. But the only through train of the day (a diesel railcar since 2010, though still bearing the 'Intercité' designation) now trundles along for the first hour out of Neussargues without exceeding 50kph because of the state of the track. Until recently, trains had for several years been reduced to walking pace when crossing the great Garabit viaduct, Gustave Eiffel's trial run for his tower later built in Paris. With the completion in 2004 of the 'autoroute du soleil' paralleling a good part of the line, any speed advantage was lost. The national railway company SNCF now runs three daily buses between Millau and Clermont, covering the distance nearly an hour faster than the train. Near Millau the train passes unnoticed under the spectacular motorway viaduct which has made the crucial difference in driving times to south-west France. There have been rumours over the summer that the one remaining

train would be withdrawn on the northern section of the line. (There is no current freight use of this part.)



View through rear driver's cabin as train leaves the Garabit viaduct, 8 August 2015. The train is the one daily through service from Clermont Ferrand to Beziers.

The agony of the other route, the 'Ligne du Cévenol' down to Nimes, which once carried through expresses from Paris to Marseille, has been of a different order. After years of speed restriction, remedial work had been promised for this year. But the most spectacular stretch of line, more than 50 miles of bridges and tunnels through the gorges of the Allier River, was closed in March by the derailment of a rare timber-carrying train which tore up several hundred metres of the track. With that repair almost complete, a rock fall on the least accessible part of the line not only blocked the track but left a massive boulder precariously balanced on



the slope above. While railway company, local authority and landowner squabbled over the means of removing this, the line remained closed through the summer tourist season: the latest promise is for reopening in December. Bus-stitution reigns in the meantime.

One saving grace on both lines is the quality of the trains themselves: comfortable modern Alstom diesel railcars (run in multiples as appropriate) or multiple units. Back in the 1960s specially designed observation cars ran through from Paris on both lines. But little attempt has been made in recent years to develop tourist traffic again – which would certainly require bigger trains. A privately run tourist train normally operates on certain days in summer in the Allier gorge, but on a much restricted route this year. To my mind, the lines are crying out for an integrated developmental approach such as has produced such progress on the Settle-Carlisle. Itineraries can easily be worked out to include travel on both lines and time to visit the many places of interest in the area. Local authorities have taken some positive initiatives such as a 1 euro flat rate on certain local lines, but there is no one authority capable of providing integrated business development for the whole region. I am not aware of any use of special charter trains on the lines – let alone any steam runs, which could be a major attraction.

I have suggested to those campaigning for better public transport in the area* to look at the example of the Settle-Carlisle. Let's hope they take some hints.

* <http://usagers-transport.haut-allier.eu/> (only in French)

David Musgrave

Rhone-Alpes Regional train operating truncated service from Nimes, terminating at the summit station of La Bastide on 10 August 2015. Passengers are transferring to the replacement bus to take them northwards to Langeac.

Reviews

Pete Shaw 2017 Settle-Carlisle Railway Calendar

“When can we see a steam train on the Settle-Carlisle again?” is one of this year’s most asked questions by visitors to the area this year. With the response being “probably May or June next year” there is a sense of disbelief until the situation at Eden Brows is explained.

One way of reminding ourselves of regular steam and diesel-hauled trains is to purchase Pete Shaw’s excellent 2017 Settle-Carlisle Railway calendar. Many favourite locations are featured and it is good to see the new flow from Arcow Quarry featured (on the January page) as is the loco-hauled passenger trains operated by Arriva in 2004 (will we see the return of this service?)

As ever the calendar is a good gift to a friend (or yourself!). Always a good seller – do not delay in purchasing one for your yourself and your friends.

Mike Cooke

The Last Years of Yorkshire Steam By Peter Tuffrey Great Northern Books (Hardback)

Nearly fifty years after the demise of main line steam in Britain, is it possible to bring out a new book with many unseen photographs? In the case of this new book by Peter Tuffrey, the answer is “yes”.

The book is arranged alphabetically, with detailed captions which give a good coverage of the locations and locomotives involved. Several of the lines featured are now gone such as Arthington to Ilkley, the Queensbury Route, Scarborough to Whitby and Malton to Driffield.

The Settle-Carlisle is featured with Stainforth receiving the best coverage and it is good to see locations on the Aire Valley, such as Kildwick, shown.

The external condition of many of the locos epitomized the era, with the cleanest being a WD loco at Oakenshaw!

The inclusion of a map showing the lines and locations detailed would have been a useful addition, but all told, an excellent

book to recollect the final years of steam in the ‘Broad Acres’.

Happy reading!

Mike Cooke

The Calendar is available from the Ribbleshead Visitor centre and both these items are available from the FoSCL shops at Settle and Appleby. Or see the FoSCL webshop at: www.foscl.org.uk or the sales leaflet included with this issue of the S&C Journal.

A Visit to Armathwaite Signalbox

I met John Johnson at Armathwaite signalbox on Tuesday 6th October for some two hours which I thoroughly enjoyed. What a splendid restoration effort has been made to produce an accurate environment of bygone days! John had all the historical detail at his fingertips and I was very interested to examine the original track diagrams to try to understand the local shunting operations. I was allowed to work the levers which took me back many years to my own training as a signaller on the London underground.

With a welcome cup of tea as well it was two hours well spent.

Geoff Slater

(Armathwaite signalbox was brought into service on 16th July 1899 and was decommissioned by British Rail in January 1983 having been opened only on an ‘as required’ basis for some years. It measures 16’6” by 11’6” and has an 18 lever ‘tumbler’ frame.

Full restoration of the box was carried out by FoSCL in 1992 and it is now open to the public on most Sundays and other days by arrangement.

Four times per year a seven-mile circular walk is organised from the box taking in Coombs Wood, Longdales and Ainstable.

The next walk in this series will take place on Saturday 24th September. For full details see the website www.foscl.co.uk or contact John Johnson at: jj.johnnohnson1066@googlemail.com. Tel: 01228 593 943 or 0775 959 3224).

Photo From the Archive

At one time, it was thought that no photographs existed of the people who worked on the construction of the S&C. Then some did turn up in a USA university library.

Now Mrs M. Faulkner of Settle has shown us the photo to the right of her Great Grandfather Mr Alexander Capstick.

Mr Capstick was born at Horton-in-Ribblesdale in 1850 and died on September 23rd 1916 aged 66. In 1874 his occupation was given as a railway labourer. Family history has it that he worked on the building of the S&C and was blinded when he went to investigate a stick of dynamite that, as he thought, had not exploded. In the 1881 census he was recorded as a General Labourer (out of employ - blind) and in the 1891 census as a Greengrocer (blind).

Paul A. Kampen



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Letters to the Editor

As with all material in this magazine, views expressed are those of the contributors and not necessarily those of the FoSCL committee. We reserve the right to edit letters.

Promoting Bustitution?

Virgin and Trans Pennine Express have been criticised in this journal for using buses instead of diverting trains via Settle when the line via Oxenholme has been blocked.

We now are now trying to pretend that the alternative route from Carlisle to Skipton and Leeds via Lancaster, which has the same fares as via Settle, does not exist. FoSCL, Settle - Carlisle Partnership, Northern Rail and Metro all publish timetables which show trains from Leeds to Lancaster but fail to mention connections to Carlisle. This is hypocrisy on our part and in my view contrary to what a rail campaigning group should be doing. The worst example being 18.14 Carlisle to Leeds taking five hours and nineteen minutes via Settle whilst leaving Carlisle six minutes earlier takes three hours and seven minutes.

What is the mentality of running a bus all the way from Carlisle all the way to Leeds (just missing the train at Ribbleshead) when the blockage is between Carlisle and Armathwaite. Are Network Rail and Northern Rail incapable of any compromise instead of blindly following a timetable that was made before the landslide - there must be spare capacity to run the train to Leeds after the connecting bus has arrived because there can't be many freight trains running. We need timetables that show alternative trains:- Dogs, bicycles, heavy luggage and non folding prams may not be carried on bus services. On line timetables should be changed quickly to show the Lancaster route with printed versions to follow - but is it really necessary to have three versions of the same timetable. Then we need a temporary timetable that does not bustitute passengers excessively, the Northern stations need reopening to provide a service for those who can't use the bus.

John Harrison – by email

(Editor's Note: *FoSCL is quite clear about*

this – we oppose the replacement of trains by buses when it is perfectly possible to run trains up the S&C as a diversionary route to the West Coast Main Line. In the current situation there is no way of running trains between Armathwaite and Carlisle – buses are the only option. Diverting traffic away from the S&C would surely be counter-productive and only to be recommended if it would result in a significant saving in time and/or inconvenience for the through passenger traffic which we are very anxious to promote. That is certainly not the case here and the line needs all the income that it can get. In any case, the all-important coach party traffic, and many individual passengers, come for a ride on the S&C.

The Settle-Carlisle Partnership is an umbrella group bringing together the four S&C organisations (FoSCL, The S&C Development Company, the Settle-Carlisle Railway Trust and the Settle-Carlisle Property Company). It does not publish timetables. FoSCL contributes towards the 'Lineguides', which include the timetable, produced by the Settle-Carlisle Railway Development Company. The only published S&C timetable is the statutory N7 published by Northern Rail. Metro add the S&C trains to their Airedale and Wharfedale pocket timetable which makes this a very useful publication.

With regard to the 18.14 ex-Carlisle replacement bus, this is timetabled to go onwards from Ribbleshead if it misses the train there. As far as I am aware, this has never happened but I stand to be corrected. Lastly, no S&C stations have been closed during this period although Langwathby, Lazonby and Armathwaite were served by replacement buses up to June 27th).

Inflexibility?

George Maund in his letter to the May issue of the Journal, puts forward some interesting suggestions for improving the train service while the line continues to be blocked north of Armathwaite but one gets the impression

that it is unlikely that anything will be done.

Is it really beyond the wit of the DfT to use a bit of constructive imagination rather than bury themselves in red tape? And is it really necessary for Network Rail to impose charges for additional station stops? In any case what about a rebate in respect of those station stops which are not being made? Crewing and pathing issues could also be sorted out without too much trouble even though this might mean the train planners using some flexibility which these days seems to be in short supply. And surely the trains should be going through as far as Armathwaite.

This is the sort of situation that BR would have sorted out in 24 hours. FoSCL should be using its undoubted influence to urge all parties to get together and work out the best solution and implement it as quickly as possible. Merely waiting for other FoSCL members to put forward their own ideas will lose valuable time. All concerned should be making every effort to make the best of a bad job while it lasts.

David Aston – by email

(Editor's Note: As I said in the last issue, this is the system which we have for good or for ill. Northern have floated a raft of ideas to encourage people to use the S&C [see page 8 of this issue] but several have been 'knocked back' by, yes, red tape (a.k.a. Rules and Regulations). No timetabled station stops are being missed although Langwathby, Lazonby and Armathwaite were being served by replacement buses up to June 27th.

Members of the FoSCL committee and the S&C Development Company have had many meetings with Network Rail and Northern Rail – some representing the two individual organisations and some as part of the Settle-Carlisle Railway Partnership - and will continue to do so to try and ease the current situation. And our volunteers have been busy disseminating information in the Appleby/Langwathby/Lazonby and Armathwaite areas. If anybody else wants to offer their services, for this or for any other role, our Volunteers Coordinator would be very pleased to hear from them.)

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A Satisfied Customer

This is just a short message to thank you for the two very enjoyable and enlightening articles by Mark Rand in the latest FoSCL journal concerning the Eden Brows landslip. It would seem from the second article that Network Rail's task is even greater than their Dawlish sea wall repair job last year. It won't get the same publicity though! I'm very pleased that they are taking up the challenge, even if it will take many months. Network Rail receive a lot of criticism, but there are obviously a lot of extremely professional men and women in that organisation working hard to keep our overcrowded railways safe, despite much of the network having been designed a century ago. Good luck to them.

Keep up the good work – with best wishes.

Richard How – by email

Edge Hill?

Having noticed the “unimaginative” mention of the Unit 8a perhaps the nickname “Edgehill Workshop” could be applied, as of course 8A was the Shed Code for the L. M. S. Railways Edge Hill locomotive shed, perhaps appropriate given its Midland Railway connections? I feel a repro 8A shedplate would be a worthy attachment to the door in the photo!

I write this sat in Garsdale box, as a relief signaller. You might like to know it is one of my fellow Blea Moor based colleagues who has taken over at the Moorcock Inn, not one of the Garsdale signallers as mentioned in the AGM 2016 column. You correctly point out in the article on Arcow that the trade of locking fitting is a dying art. When I was at Settle Jn one day before the commissioning it was one of a few of the friendly faces from the Network Rail Locking Fitters in Crewe who came in doing the prep work on the alterations and he was telling me there are only three of them for the whole LNW area!

Nosmo King – by email

Stock

First, may I congratulate you on securing two entertaining, informative and encouraging presentations for the AGM.

Reference was made in the morning session to an article by Barry Doe in a recent issue of ‘Rail’ magazine calling for longer trains with first class accommodation. Many people, myself included, frequently disagree with Mr Doe but this time he is right. The present 158 units, even when reinforced by 153s are totally inadequate and will remain so after refurbishment. In an earlier edition it was stated that after new trains are delivered Trans-Pennine Express will have 22 class 185s surplus to requirements. Even as single 3-car trains these would be vastly superior to the present offering and in pairs even better. I hope Mr Hynes read the item.

Last September Mandy and I travelled on the Borders line as far as Galashiels where we caught a bus to Hawick and another to Carlisle. WE were fortunate enough to find seats all the way but I noticed that, apart from a few passengers to and from Langholm, it was through traffic - although whether they will buy a train ticket or continue to use bus passes will depend on relative journey times. Following recent events on the West Coast Main Line the case for reopening seems almost unanswerable. A good home for the remaining 185s perhaps. We were rather disappointed at the lack of campaigning literature in Galashiels or Hawick and the lack of promotional merchandise. Looking forward to our next visit.

Bill Woolley – by email

Penrith to Appleby

It is unfortunate that the landslip near Armathwaite has resulted in a dramatic drop in passenger numbers (May magazine, page 1) but it is not surprising given the need to use a bus to travel between Appleby and Carlisle, making the journey slower and less convenient. This has made me think that if only there was still a railway between Penrith and

Appleby, then it would have been so easy to divert services and carry on running trains to and from Carlisle. Anyone travelling to Carlisle from Appleby or further south (and of course from Carlisle to Appleby and beyond) would not have been affected at all.

I would therefore like to suggest that FoSCL adds the reopening of the line from Appleby (from just north of the A66) to Clifton (and hence Penrith) to its long term ambitions, no matter how expensive it would be, or unrealistic it may seem. Once this missing 10 mile link is restored, then not only will it be another route available for diversions, but it would make Whinell Centerparcs accessible by train for the first time, and also link Penrith to the S&C. Penrith to Appleby is such a short link to restore, and the benefits are

surely obvious. I would very much like to know how much it would cost to complete, compared to the final bill for repairing the railway at Armathwaite.

Toby Harling – by email

Peter Davies

So he really has gone! I did not believe it when I first heard. I thought that he would change his mind before the AGM. After the May magazine I had no choice but to accept that Peter Davies was no longer Membership Secretary.

What I find even harder to believe is that Peter was Membership Secretary for 18 years. That is an amazing achievement and demonstrates exceptional commitment.

Congratulations Peter and thank you.

Peter F. Lawrence - Giggleswick

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Rural location. £269,950. Details and full information can be found by searching for 'Moortown Market Rasen' on Rightmove - or you can telephone the vendor (Ian) on 01472 852900 with any questions.

(Editor's Note: *Peter Lawrence, of course, was one of Peter Davies' predecessors as Membership Secretary, which role he also carried out with commitment and distinction, between 1985 and 1989. He tells me that when he started there were 1,080 members. By the time that he finished membership had grown to 3,444.*)

The Stationmaster's House - Ribbleshead

Having recently spent a whole week at The Station Master's House, Ribbleshead, I want to write to commend it as a superb place to spend a brief holiday. This was my third stay there but was the first time I'd been there in the summer. It is extremely comfortable and exceptionally well-equipped and made a wonderful base from which to walk in the fells. Having climbed all Three Peaks (and a few more besides) it was highly satisfying at the end of the week to look out in all directions from the house and see where we had walked.

On the Wednesday we joined the Guided Walk of Ribbleshead, which begins with a short briefing in the Station Visitor Centre. Although I've covered the area

on foot hundreds of times in the past thirty years it made a huge difference to have the industrial archeology explained at places such as the brickworks and the locomotive depot, as well as seeing signs of the prehistoric settlement. At Blea Moor signal box we watched a shiny Class 66 (66769) in GBRf livery manoeuvre its train of wagons from Arcow quarry ready for its southbound journey towards Manchester.

Our small group went as far as the mouth of Blea Moor Tunnel and we ate our packed lunch on the aqueduct. On the way back to the station we were shown details of the repairs to Ribbleshead Viaduct, details that you can see when standing at the foot of the piers but which had escaped me on previous visits. It was a pleasantly warm day but the cup of tea back at the Visitor Centre was welcome and gave us a chance to ask more questions of our excellent guides, Neil and Mike. This affable pair were very knowledgeable indeed and imparted information brilliantly and with humour. Their enthusiasm for the line and for Ribbleshead in particular seemed unbounded and added much to our enjoyment and appreciation of a really splendid 4-hour excursion.

Trevor Lockwood – by email



60091 Barry Needham with the brand new rake of red wagons on the stone chipping train at Blea Moor

Photo: Nigel Scaife

Rear Cover Images - Memories of steam from 2008

Above: 5690 'Leander' climbs through Mallerstang with a Kingfisher Railtours 'Dalesman' working on 17th August. The tour was operated in support of the Yorkshire Air Ambulance.

Below: 46233 approaches Ais Gill summit, with the 'Citadel Express' of 20th September.

Photos: Peter Ainsworth

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