

SETTLE - CARLISLE RAILWAY
JOURNAL

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WALK THE LINE!

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the NOVEMBER 2014 magazine will be Friday 10th October.

Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. 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: 'Country Walking' magazine recently polled its readers asking "What's the best railway line for walkers?" 52% said the Settle-Carlisle line. Here walkers are seen ascending Arten Gill during one leg of the 'Walk the Line' series; these are being led by FoSCL and the Friends of Dalesrail as part of the 25th anniversary celebrations. They follow the route described by Vivienne Crow in her book 'Settle to Carlisle Way'.

Photo: John Wood

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

In the May Journal we celebrated the great success of the 25th anniversary events. That's less than four months ago, but things have moved on apace since. FoSCL has been instrumental in the running of the Children's Concerts at Giggleswick School on 30th April and was one of the sponsors of the Dentdale Music & Beer Festival at the end of June. Both events proved to be a triumph for the participants and FoSCL; and Judy and I were delighted to be able to attend them both. The concert was a wonderful example of how to get children involved in the history and the present of the Settle-Carlisle Line, and all credit to Paul Kampen and Joy Smith for initiating it and seeing it through to fruition. With respect to the Dentdale Festival Stephen Way, our Treasurer, is to be congratulated on working closely with the organisers from start to finish – Stephen and Susan ran a FoSCL stall on the Friday and Saturday and while we might not have made a profit, it didn't half raise awareness of the S&C among the many hundreds who attended the festival!

Meanwhile, the Writer, Artist and Photographer in Residence are all still beavering away and *Walk the Line* is proving a runaway success: you can walk the entire length of the line in seven stages over the course of this year, guided by FoSCL walks leaders. The prize for completion? A free ticket from Northern Rail. At the time of writing it looks like Northern might be handing out a lot more tickets than they bargained for! Many thanks to David Singleton and his guided walks leaders for organising this. *Walk the Line* is being organised and led jointly between FoSCL and the Friends of DalesRail.

Things have also moved on apace in the wider world. After the party, the hangover. *The Railway Magazine* May edition, while celebrating the 25th anniversary of the reprieve on its front cover, also saw fit to publish a letter which was all doom and gloom. Everything about the S&C was in decline: traffic levels were at an all time low, all types of freight were reducing, passenger levels were disappointing, charters spasmodic and there hadn't been any diversions recently. Network Rail's maintenance costs were exceptionally high. Since a lot of this is at best only partially true, we had to respond and John Disney and

I both had letters published in the June edition refuting these statements.

Richard Morris launches Ruswarp Ale - 27th June 2014.

Photo: John Carey



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.

And then in the June edition of *Modern Railways*, Alan Williams was despondent about the next Northern franchise: "...the full horror of what the next Northern franchise may have in store is beginning to emerge". He believes that the DfT's Invitation to Tender for the bidders will insist on further deep reductions in the level of subsidies. I took the opportunity to reply, stressing that it was wrong to regard the whole of the north of England as a massive black hole for subsidies: in contrast, FoSCL's on train surveys show that many of the S&C scheduled services are profitable. We need a little investment in better trains and it will show a handsome return for the benefit of the Train Operating Company and the local economy.

But back to diversions: some Virgin Voyagers were seen on the S&C over Easter 2013 when the West Coast Main Line was closed for engineering work. Since then – nothing. This is a subject of concern to members and was raised at the AGM. Fortunately we have an ally: the *Daily Telegraph* published an article claiming that bus companies would no longer receive "bus service grants" for rail replacement work. This could be a significant campaign for FoSCL and one or two committee members have expressed a willingness to take it on.

There have been recent positive developments in FoSCL's campaign for the next franchise. The Department for Transport has issued a consultation document to all stakeholders and we are in the midst of preparing our response. Paul Levet and I had a private meeting on 2nd July with the DfT: the Specification Leader for the next franchise, one of his colleagues and their technical adviser. Our relations with the DfT are now very good, both formally and at a personal level. We were able to go through Paul's business case for a Manchester service, review what might be possible for Leeds-Carlisle and talk about rolling stock. The DfT are taking our proposals seriously, are evaluating the feasibility of them on our behalf and informing us on what they regard as possible. They have even suggested a through service from and to York on a Sunday: this would be another small step towards the S&C increasingly being seen as a through route.

From this meeting and the DfT's stakeholder consultation meeting in York on 9th July, it is clear that there is a genuine consultation exercise going on and any proposals will be considered. But they are stressing that they want evidence for any proposals for improvements in services. Fortunately we've amassed a lot of this over the past three years. We should be in good shape for some improvement, but behind all this looms the spectre of the Treasury and the Government's desperate need to reduce expenditure. All we can do is continue to bang the drum for the Settle-Carlisle Line and make it clear that we are a special case. And if we and our S&C partners don't do this, no-one else will.

And finally, a leading question: how long should a FoSCL Chairman remain in office? Along with the Secretary and Treasurer, he/she has to be re-elected every year. By next April I shall have done four years. My view is that five years is long enough, and I've announced to the Committee that I shall not in any circumstances seek re-election as Chairman in April 2016. Hopefully a successor will have come forward by then, and if anyone out there feels they might be interested do contact me and I'd be delighted to have a chat about what's involved. I can assure you that it's mostly enjoyable and can be rewarding, but it does require you to commit a certain amount of time!

Diary Dates

Sunday 24th August & Saturday 18th October: Armathwaite Signalbox Walks.

Sunday 21st September: Special Railway Service at St. John's Church - Cowgill.

Saturday 29th November: FoSCL Christmas Lunch at the Coniston Hotel.

Editorial

Our cover this month highlights the fact that *Country Walking* magazine recently held a poll on its website: LFTO.com which asked readers "What's the best railway line for walkers?" 52% responded the Settle to Carlisle Railway. The use of the line for walking has always been a significant factor; indeed, we have at least one account of 19th century walkers visiting the construction site at Ribbleshead. And the Midland Railway instituted interchangeable tickets for Settle/Giggleswick and Horton-in-Ribblesdale/Clapham which are still a boon for those walking in the Three Peaks area.

Walking, along with long distance travel involving changes of train at Leeds and Carlisle, is now one of the most significant growth areas for the development of services along the route. The DfT is consulting widely with regard to the next Northern (and for that matter, TransPennine) franchise and all members are urged to look at the DfT's full consultation document which can be found at:

<https://www.gov.uk/government/consultations/future-of-northern-and-transpennine-express-rail-franchises>

Yes - a long string! But worth finding if you want to make your own views known with regard to the future services on our line. It is worth reiterating that none of our ideas for services can get off the ground without approval from the DfT. But be warned, the deadline for submissions is August 18th so you will not have much time from the receipt of this magazine - especially if you only receive a paper copy. As Richard Morris reports on the opposite page he - together with Paul Levet - are preparing FoSCL's submission.

And talking of modern, instant, communication our website forum is moribund and one member is questioning whether we should keep it open. As a member of several forums connected with both railways and classical music I am aware that this kind of thing is already old hat (the exception being the Radio 3 Forum on which there are many penetrating and informative posts daily - together with some thinly disguised political diatribes which I, for one, find infuriating) having been superseded by social media (Twitter, Facebook and the like). So what should we do? If you want us to keep the forum please use it; it can be found at: www.foscl.org.uk

Lastly, apologies to Robin Benzie whom I incorrectly named in the photo caption on page 22 of the last magazine.

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

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FoSCL Notes

Help Wanted for Passenger Counts

We need to recruit some volunteers to help carry out a simple count of passengers using the Leeds - Settle - Carlisle trains. Can you help?

It became obvious in press reports of the 25th Anniversary that published passenger count information is not accurate. Figures of 1.3m passengers per annum were quoted for the S&C. But on closer enquiry we feel that these numbers may be questionable as they seem to include Morecambe line trains and some use of Aire Valley trains too. The figures may be based on total ticket sales and allocated via computer modelling, rather than actual counts.

FoSCL would like to devote a week for actually doing headcounts on all trains but we need a large group of volunteers to help us. Can you assist? You would be provided with a free ticket to do the work, which would be a simple headcount of people boarding and alighting at each station (i.e., not interviewing anybody). You would need to be able to join a train at either Leeds/ Shipley or Carlisle/Armathwaite. We would be pleased if you could help on even a single day, or even better - several days.

We are planning to do the passenger count on all the Leeds - Settle - Carlisle trains in the week commencing Saturday 16th August through to the following Friday 22nd August; and have approval from Northern Rail

Do you know anybody else (FoSCL member or not) who we could ask?

Please email our Volunteer Co-ordinator Ruth Evans at:
RuthEvansLtd@hotmail.com
Or 'phone Pete Shaw on:
01274 590453
07969 808860

Pete Shaw

Membership Matters

We note the deaths of the following members and send our condolences to their families and friends:

Mr. E. Bache - Morpeth, Northumberland.
Mrs. M. Bristow - Nelson, Lancs.
Mr. J. R. Burton - Poulton-le-Fylde, Lancs.
Mr. B. Kitchen - Batley.
Mr. Edmund Pike - Reading.
Mr. J.H. Pye - Keighley.
Mr. Jimmy Richardson - Penrith.
Mr. Alan Richer - Settle.

Magazines addressed to the following members have been returned undelivered:

Mrs. D.M. Tacey - Purley, Surrey.
Mrs. S. Smart - Darlington.

If anybody knows the current addresses for these members could they please let us know.

Could members please note that membership cards are sent out on the coloured address card with magazines and not separately.

ON-LINE BANKING: Several members have requested the facility to pay their subscriptions directly to our bank. Any member who wishes to do so should make their payment to:

Friends of the Settle-Carlisle Line
Barclays Bank PLC
Skipton Branch
Sort Code 20 78 42
Account number 90370894

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

**Peter G. Davies -
Membership Secretary**

Sales Department

2014 Christmas Mail Order Catalogue

All members should have received a copy of our 2014 Christmas Sales catalogue with this magazine (N.B. those receiving electronic magazines only should also have received a separate PDF file of the catalogue).

You will see that the prices of items which have previously appeared in our catalogue have been frozen and we are absorbing this year's increase of postal charges.

Our new Christmas Card features an image provided by John Cooper-Smith and is seen opposite in black and white. The card is full colour of course and has superb lighting effects.

I know that it is only August but processing your orders takes many volunteer-hours so please shop early if you can.

Paul A. Kampen - Secretary/Editor

Pat Rand

Many of you will know that our Trading Manager - Pat Rand - has been seriously ill and, although currently on the long path to recovery, is not able to fulfil the many FoSCL tasks that she was previously undertaking.

We are in the process of firming up a team to cover her duties but I would ask that any Trading/Customer Service enquiries are directed towards myself for the rest of this year.

I am sure that you will all join me in wishing Pat the swiftest possible return to health.

Paul A. Kampen - Secretary/Editor

FoSCL Webshop - www.foscl.org.uk

This is the quickest way to obtain goods from our wide-ranging catalogue all-year-round.

Orders are dispatched from Settle, normally within 5 working days of receipt.



Shop Opening Hours

Core opening hours for our two station shops are:

Settle: Monday to Saturday inclusive 10.00 a.m. to 3.15 p.m.

Appleby: Fridays and Saturdays: 11.00 a.m. to 4.00 p.m.

FoSCL Dalescards

All FoSCL members, wherever they live, are entitled to purchase a 'FoSCL Dalescard'. This gives the same benefits as the Dales Railcard (i.e., one third off the price of rail tickets Leeds-Settle-Carlisle and Leeds-Skipton-Morecambe) but is available to all FoSCL members, whatever their postcode.

The current price is £15. Unfortunately, we will have to change this to £17 to cover the rise in postal charges and the increase in the cost of the card to FoSCL. The change will be effective for renewals after 1 January 2015.

Holders of family memberships are entitled to two cards per membership. Please allow two weeks for delivery.

RENEWING AN EXISTING FoSCL RAILCARD:

Please note that the purchase and renewal of these cards is only possible through FoSCL - please do not contact Northern Rail or the S&C Development Company. Why not use our secure webshop which can be found at: www.foscl.org.uk

Or you may send a cheque to the Membership Secretary (address in front inside cover - please do not send cash); and you can phone the Secretary (01274 581051) to arrange a 'customer not present' credit/debit card transaction.

FoSCL Christmas Lunch 2014

This year's FoSCL Christmas Lunch will once again be held at the Coniston Hotel, on Saturday 29th November 2014. The hotel is situated on the A65 and is 10 miles from Settle going towards Skipton. For further information about the hotel, please see their website: www.theconistonhotel.com.

A coach will leave Settle station at 11.10 am, after arrival of trains from Leeds and Carlisle. This will return to Settle station after the lunch in time to meet afternoon trains returning to Leeds and Carlisle. There may also be a scheduled bus service from Settle and Skipton which stops outside the hotel. There is plenty of room for parking.

A booking form can be obtained by emailing: pgmoorhouse@gmail.com or by phoning: 07917 245844.

The cost of the lunch remains unaltered at £25 per person, but unfortunately there will be a separate charge of £5 per person for the return coach trip from and back to Settle station.

Starters – Choice of:

- * Winter vegetable soup
- * Coniston Estate pheasant goujons, crispy bacon, wild rocket, wholegrain mustard dressing
- * Smoked Coniston lake trout and leek terrine, melba toast
- * Beetroot Carpaccio, glazed goats cheese, baby watercress, balsamic syrup

Main Courses – Choice of:

- * Traditional roast Norfolk turkey, sage stuffing, chipolatas, roast potatoes
- * Char grilled pork steak, mustard mashed potatoes, sage jus
- * Salmon, buttered new potatoes, watercress, bearnaise sauce
- * Wild mushroom risotto, parmesan crisp, truffle oil

Desserts – Choice of:

- * Christmas pudding, rum sauce, redcurrants
- * Blueberry jelly terrine, creamy blackcurrant cream ice cream, shortbread
- * Coniston cheese board
- * Lemon curd and fresh cream roulade, lemon drizzle, fresh raspberries
- * Mince pies, shortbread stars and coffee

Phil Moorhouse



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Special Railway Service St. John's Church, Cowgill

On Sunday 21st September, a special service will be held at St. John's Church, Cowgill, at 2.30pm. A large number of railway navvies, and their families, are buried in unmarked graves at Cowgill churchyard in what the Vicar of Dent – the Rev. Peter Boyles – calls "this sad group of graves in the corner of the churchyard". They will be commemorated by a new plaque made by local stonemason Pip Hall. An address will be given at the service by FoSCL member and volunteer Canon John Bearpark; all are invited to attend.

Please note that St. John's is at the foot of the 'Coal Road' and half a mile towards Dent – a short(ish!) walk from Dent station – but a steep climb back up the hill.

Paul A. Kampen

Armathwaite Signalbox Walks

We have four walks per year, with two successful walks having taken place in 2014 and two remaining: these are on Sunday 24th Aug. (alight from the 09.00 train from Leeds at 11.37) and the last one is on Saturday 18th Oct (alight from the 09.25 train from Carlisle at 09.39). Visit the historic signal box then do a seven-mile circular walk around Armathwaite with time for a pub lunch before the train home.

The picture below is from our last walk - see you there!

John and Tracey Johnson



Happy Birthday Armathwaite Box!

On Sunday 13th July we held a dinner at the Dukes Head, Armathwaite, to mark the signal box's 115th year. It opened on July 16th 1899.

Past and present volunteers, plus partners, were there as was Tommy Copland, a porter at Armathwaite station in the early 1960s.

We had a two-course meal followed by a birthday cake for the box; the food was excellent and our thanks go to the Dukes Head for that. A good night was had by all!

John Johnson



From an On-Train Guide

Chatting to conductor of S&C train at Carlisle not long before departure. American lady with large suitcase arrives, quite flustered:

*"This the train for Houston, right?"
"No love this is the train for Leeds via Settle. We don't go anywhere near Houston."
"But I was TOLD this IS the train for Houston"*

Glances exchanged.

*"Perhaps you need the one that's coming into platform 4. That's going to London Euston"
"Oh gee thanks".*

Running on Rails

As part of the 25th Anniversary celebrations in 2014 this exciting children's cantata was staged at Giggleswick School on 30th April by the combined choirs from Giggleswick, Hellifield, Horton in Ribblesdale, Rathmell, and Settle Primary Schools, together with pupils from Settle College and Giggleswick School. Musical accompaniment was provided by students and staff from Settle and Giggleswick, all under the direction of Paul Dyson.

Running on Rails was first composed by Jan Holdstock for the Northern Preparatory Schools Music Day at Giggleswick in 1994 and it was fitting that the work was revived for this special occasion and that the composer was able to be present at the afternoon performance on 30th April.

Following a welcome by past Chairman of the Friends Mark Rand, the programme got under way with a rendition of the famous Settle-Carlisle folk song by the late Mike Donald. This was followed by contributions from each of the five primary schools in which they gave an account of the work they had carried out investigating the building of the line. Many of the pupils had visited the site of the major Victorian railway works at Ribblehead and it was moving to listen to the graphic descriptions of what they had seen at first hand. Giggleswick Primary School told of their experiences travelling by train to Ribblehead and taking a closer look at the shanty town site of Batty Green. Horton School focused on Ribblehead viaduct, recalling its vital statistics and the

heavy toll of accidents sustained during its construction. Rathmell School told of the hospital near the crossroads which was especially busy during the smallpox summer of 1871 while Hellifield School introduced their themes in the form of an interesting contemporary newscast. Finally, Settle Primary recalled several of the notorious accidents associated with the building of the line, including the legendary tale of the unfortunate navy who fell into the void of Pier 18 at Ribblehead and, having not being found by his fellow labourers, allegedly lies entombed there to this day.

Of the cantata itself, there are five songs in all, each preceded by a short spoken introduction. The whole work lasts for approximately thirty minutes. The first song, 'Seventy-two miles of rail', gets the work off to a lively start with the choirs splitting into seven different treble voices which elaborate the initial theme, leading to a repetitive 'seventy-two' and a final 'shhhhh'. The second item, 'Pennine Weather Song', is a short but attractive number which dramatically contrasts the conditions experienced in the Pennine winter with those in the summer. 'Batty Green' was, to my mind, the least convincing of the five songs. The three verses are sung in unison by three voices which then split for the chorus into four voices for a rather disappointing finale; they tell of the comradeship and daily life amongst the navvies. The fourth song, entitled 'Dynamite Calypso' and much enjoyed by the audience, is the only song to change into another key for a dramatic and lively finale, ending with a resounding 'Crack!'. The final song, 'We'll be running on rails', tells of the line passing over viaducts and through tunnels and the determination of those who laid it, although it rather lacks the upbeat finale of the previous number.

Jan Holdstock (Centre) with Paul Dyson and young performers at the Richard Whiteley Theatre, Giggleswick School, 30th April 2014.

Photo: Joy Smith



Present Chairman of the Friends, Richard Morris, welcomed the audience at the evening's performance and so ended a memorable day at Giggleswick when well over one hundred school children of the massed choirs helped to celebrate the saving of line in both word and song. It will be for this younger generation to see that the line continues to run well into the future.

Nigel Mussett

New Signal at the Preserved Settle Signalbox

In the photograph below Malcolm Sissons can be seen making some of the final fixings before a new signal became operational at the preserved Settle signalbox.



This signal, and relevant gear, was donated by Network Rail and I had the honour of pulling it off for the first time. In fact the signal arm itself is temporary, we have another in better condition which is presently under renovation and will in due course replace it. The new signal forms part of a sequence of events depicting a train travelling south on the 'up'.

Bob Swallow

Langwathby School Visit

John and Tracey Johnson are continuing with their educational visits to schools at the north end of the S&C - accompanied by Ian Graham and, of course, Tommy.

They are seen below at Langwathby School.

Gaining the interest of young people is vital to the future of the S&C.



Meanwhile, in the preserved signalbox at Settle, a little help goes a long way! The box is usually open to visitors on Saturdays and at other times by arrangement.



Photo: Bob Swallow



News Notes

Dentdale Music and Beer Festival 2014

This year's Dentdale Music and Beer Festival was sponsored by the Friends as part of the 25th Anniversary celebrations. The festival ran from Friday 27th to Sunday 29th June and was blessed with beautiful sunny weather. Many of the festival goers arrived by train and were transported to and from the festival site by the Western Dales Community Bus and the festival bus.

The Friends had a shop and information stand in the festival tent which attracted considerable interest.



FoSCL at the festival – Judy and Richard Morris and Stephen and Susan Way.

Photo: John Carey

This was the 6th annual festival which goes from strength to strength thanks to the support of all the sponsors and the commitment and hard work of the organisers and the volunteers involved. There were more than 25 artists appearing including folk, blues, country, bluegrass, jazz and all points in between, culminating in a superb final set from Midge Ure to close the festival.

There was a fine selection of real ales that the organisers had sourced from breweries within 25 miles of the line between Leeds and Carlisle. This selection included a specially commissioned celebratory ale named "Ruswarp" after the dog who "signed" the petition to save the line. The beer, a blonde ale with English cascade hops and Marris Otter pale ale malt, was

brewed by the Eden Brewery in Penrith. The official launch of the Ruswarp Ale took place on Saturday at the start of the day's music. Following a poem and two songs about the Settle to Carlisle line, FoSCL Chairman, Richard Morris, spoke briefly about the festival and FoSCL's relationship with the Dent community before sampling a pint of Ruswarp Ale – thus marking its official launch.

Ruswarp Ale has also been on sale at several pubs along the line and special commemorative beer mats have been produced. For any beer mat collectors out there, we do have a small supply left. Please send your request to: info@settle-carlisle.com

This year's Dentdale Festival beer glass included the Partnership's 25th Anniversary logo. A few remaining glasses are on sale at the Settle shop and Ribbleshead Visitor Centre. We tested most of the catering outlets during the weekend and found them all to be excellent from the delicious hog roast to the splendid cakes served up by the local pre-school group mums and not forgetting the pizzas from the steam-loco-fired pizza oven!

First prize in the raffle was a week at a Dent Station snow hut which was donated by Robin Hughes. The Friends provided a hamper of Settle-Carlisle related "goodies" from our Settle shop and a bronze Ruswarp statue which were won by festival goers from Todmorden and Knarborough. I was fortunate to win a delicious hamper of fruit.

If you missed the Ruswarp Ale at the festival or pubs along the line – don't worry! The bottled version, sold as Anniversary Ale, is still for sale from the trolley service on the train.

We spent a really enjoyable weekend in Dentdale and would like to thank the organisers for making us welcome and for arranging a Settle-Carlisle section within the programme.

The dates for the 2015 Dentdale Music and Beer Festival are 26th – 28th June. Make a note in your diary!

Stephen Way

Wind Turbines in the Eden Valley

In March this year a planning application was submitted to Eden District Council for a wind turbine. The proposed 77 metre (253ft) structure would be only one-third of a mile away above the village of Ainstable and would be situated at a height of 187 metres (613ft) above sea level. While nearly two miles from Armathwaite, it would nevertheless be clearly visible from the Settle-Carlisle Line.

There had been nearly 900 letters of objection from local residents and influential bodies such as the North Pennines Area of Outstanding Natural Beauty and the Friends of the Lake District.

Rory Stewart, MP for Penrith and the Borders, has said *"The construction of these huge turbines will have a deep and long-term negative impact on the economy of Cumbria. Tourism is our main income earner, bringing in over a billion pounds a year, and it is directly dependent on our natural landscape as one of the last 'unspoilt' regions in Britain. I am personally strongly opposed to the building of wind turbines in Penrith and the Border, for reasons of local democracy, economy and landscape."*

When I raised this subject briefly at the end of a FoSCL Committee meeting, there appeared to be general approval for FoSCL also to object. I duly wrote a letter of objection to Eden DC as Chairman of FoSCL. However, at the next meeting one or two committee members made it clear that they had not subscribed to this and I had my knuckles metaphorically rapped! Also, one of our active volunteers objected vociferously when he saw me quoted in the local press. He queried whether this is within the role of a rail user group; and secondly this certainly did not represent his view – what did the FoSCL committee do to find out what its members thought on this matter?

Valid points, though we have been told by members in the past that we were elected to run the organisation on your behalf and should get on with it. This particular objection is now history, but we are aware of others who will apply if this one is granted approval. My objection was

purely on the grounds of visual amenity: there are no wind turbines of any size visible from any point on the Settle-Carlisle Line at present and if there were it would have a negative impact on our tourist traffic. I am personally wholeheartedly in favour of renewable energy – but in the right place.

There will doubtless be other similar planning applications in the future. So that FoSCL is prepared, what is your opinion on large wind turbines visible from the line? Should we vigorously object, as in this case has the vast majority? Or should we, as a rail user group, confine ourselves to matters directly connected with the railway? Let us know what you think.

Postscript: on 17th July Eden DC Planning Committee rejected this application. The planning officer's report to the Committee stated "The proposed turbine, by virtue of its scale and siting in a prominent location on a sensitive ridgeline in an attractive open countryside, would have a significant and unacceptable level of harm to the landscape in which it is to be sited..."

Richard Morris

Barbeque at Hellifield

A barbeque took place at Hellifield station on Saturday 28th June. As can be seen a good time was had by all augmented by Country and Western music courtesy of a couple of the locals. The train heading north is the last train of the day to Ribbleshead, several folk on it looked as though they would rather be on the platform!

The event was organised by Steve Goodall, the proprietor of the station café, and Ruth Evans with her usual drive to get things done.

Bob Swallow



Ride2Stride: the Settle-Carlisle Walking Festival 2014

This year's Ride2Stride which took place from 29th April to 5th May was the third Settle-Carlisle Walking Festival. The festival is a week-long celebration of the landscapes and culture of the Western Dales and Eden Valley and with 873 people taking part, 2014 was the busiest so far.



Waiting for the launch of the 2014 Ride2Stride Festival at Settle Station.

Photo: Chris Grogan

Ride2Stride is co-ordinated by a small steering group that represents the various organisations that take part. These organisations are responsible for putting on all the activities that make up the festival; walks, talks and music. There were 32 walks this year ranging from guided tours of Settle Water Tower and Ribbleshead Viaduct shanty town to strenuous hikes over High Cup Nick, Nine Standards Rigg, Pen-y-ghent and Ingleborough. "We'd like to thank everyone for all their hard work in giving us such a great time. Everyone was so knowledgeable and enthusiastic about the railway and its history, and all things surrounding it. We were especially grateful to Mark and Pat for letting us traipse through their home and to the three jolly blokes who led the walk/talk to the viaduct on Wednesday morning...lovely!"

Some walks had a theme, a visit to the Hoffman Kiln or to the archaeology of Chapel-le-Dale, others took in waterfalls

or viaducts or wild flower woods. The Singers Stride Out stopped for a song at every bridge and the Wainwright Society recreated one of AW's Walks in Limestone Country. The strenuous walks all proved very popular as walkers new to the area appreciated the presence of an experienced guide in the more remote areas.

Inevitably, weather played a part in the number of people walking with the numbers being lowest on the rainy Sunday and highest on Saturday with 237 people enjoying Ride2Stride. There were 3 talks, all of which were well attended. There was standing room only at the Friends Meeting House in Settle for Dr David Johnson's talk on the Droving Trade which someone had come especially from Derby to hear. The Wainwright Society combined a walk with a talk about AW and at Victoria Hall Stan Abbott celebrated the 25th anniversary of the campaign to save the Settle-Carlisle line from closure with his story of "The line that refused to die".

At the end of every day's walking the singers and musicians from the 3 Peaks Folk Club gathered in a pub near the station. Over the week, the core group were joined by performers from as far afield as Derbyshire and the North East and Saturday night saw 38 musicians in the Station Inn at Ribbleshead performing songs and music for the walkers who had taken part in the 5 walks on offer that day.



Great to finish with music at the end...much appreciated.

Photo: Chris Grogan

Visitors came from the USA, Malta, Australia and from Suffolk, Somerset, Essex, Northumberland, the Scottish Borders, Bath, Liverpool, Sussex, London, Peterborough, York, Darlington, Edinburgh as well as large numbers from Yorkshire and Lancashire. Two people travelled from Bristol Walking Festival to see how the festival was organised and presented Ride2Stride with an award for their use of the trains.

Train was the most popular form of transport with most people either using the train or staying locally.

Ride2Stride is a free festival and everyone involved, walk leaders, speakers, musicians, the people who distribute programmes and the steering group is a volunteer. Sponsorship from FoSCL and Northern Rail helped to cover the cost of printing the programme.

“Sadly, Ride2Stride 2014 is over, but I would like to thank all concerned for another great few days, with great walks, great company and great music. This was my third Festival and I’m already looking forward to R2S 2015 Thanks again.”

The person who wrote the above comment will be pleased to know that Ride2Stride 2015 is already being planned and will be taking place from Tuesday 28th April to Monday 4th May.

This article is based on the report written by Chris Grogan, Secretary of Ride2Stride, for the organising committee and its sponsors.

Stephen Way
Chairman, Ride2Stride

Skipton Model Railway Exhibition

The Skipton Railway Society will hold its annual model railway exhibition at Aireville School, Gargrave Road, Skipton on August Bank Holiday 23rd - 25th. Opening times are, Saturday and Sunday, 10.00 until 17.00 and Monday 10.00 until 16.00. Admission is Adults £4, Child and Concessions £3 and Family 2+2 £12. See: www.skiptonrailsoc.org.uk

Lancaster & Skipton Rail User Group

FoSCL members are invited to join us at our Annual General Meeting, on Friday 19 September, in Bentham Town Hall, at 7-30 pm. Our speaker will be Chris Beet, son of Dr Peter Beet, founder of the former Steamtown railway museum based at Carnforth MPD. Peter Beet personally saved 23 locos from being scrapped. Not unexpectedly, therefore, Chris was, like his sister (and his mother!) brought up with railways. Each member of the family owned at least one locomotive. The background of the family’s life for decades was the Steamtown project and the development of the Lakeside & Haverthwaite Railway.

It is hardly surprising, then, that Chris should pursue a career in railways, first as an engineer at the National Railway Museum and more recently working with West Coast Railways. We are looking forward to hearing him speak about his life in railways or, perhaps more accurately, railways in his life. This is an open meeting, and all are welcome.

John Bearpark

4, Railway Cottages, Garsdale Head, Sedbergh, 3 Bedroom Cottage

This former railwayman’s cottage sleeps 6 and is situated alongside Garsdale Station on the Settle-Carlisle railway. Situated high on the hillside it affords excellent view across fells and moorland. The cottage is fully double glazed, comfortably furnished, has oil fired central heating, open fire and satellite TV. Children and well behaved dogs are welcome.



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Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

The Settle-Carlisle Line: the next 25 years

In April we all celebrated the 25th anniversary of the saving of the line. As well as a time for celebration, it was also for many a time of reflection. So much has been achieved since 1989, but what about the next 25 years? The Settle-Carlisle line is a working railway, so what are our plans for the future?

Our three organisations – the Friends, the Trust and the Development Company – have worked well together as a loose partnership. (The Friends was formed in 1981, the Trust was established in 1990 followed by the Development Company in 1992). Over the last few months we have been reflecting on what has been achieved, and considering the future. We have concluded that we should work more closely together and make some changes so that we are better placed to address the opportunities and challenges that lie ahead.

Representatives of our three organisations have met together and made recommendations which have been considered by the Friends Committee, the Trust, and the Development Company Board. We have now decided to formalize our partnership by forming The Settle Carlisle Line Association (SCLA).

The SCLA will be made up of two representatives of each member organization with two or three independent members, one of whom will be the Chairman. Its principal role will be to agree an overall vision, strategy and budget for the group. Each of our organisations will then work together to achieve the agreed strategy.

An important role for the SCLA will be to agree how we manage our properties, which play a large part in the success of the line. We are responsible for stations at Ribbleshead, Kirkby Stephen and Horton, together with Armthwaite and Settle signal boxes, Ribbleshead Station Master's House, and the 'up' shelter at Langwathby. (We take an interest in all the properties, even those we do not own, and have been know to give them a lick of paint.) We are considering how best to manage this

extensive portfolio, including our approach to new properties as they become available.

In addition to managing our properties, we hope to develop further our educational and community activities, to expand our commercial operations, and to see how we can help to grow the economy in the areas served by the line.

These are exciting times and we will keep everyone informed of progress through the Magazine and through our website, which we plan to update to reflect our new way of working.

Richard Morris,
Chairman, Friends of the Settle
Carlisle Line

Peter Drury,
Chairman, Settle and Carlisle Railway
Trust

Marion Armstrong,
Chair, Settle Carlisle Development
Company.

14th July 2014

A Trip a Day by S&C and Dalesbus

There are fantastic bargains to be had by using a Rail Rover ticket for a week's holiday on the S&C and, if you use this in conjunction with the local DalesBus network, you can have a really varied week. Of course you don't have to do it all in the same week...

The cheapest Rail Rover valid on the S&C from Leeds to Carlisle and all points West is the North West Rover; just £85 for any 7 consecutive days or £70 for any 4 in 8 days but there are also North East and North Country Rovers covering the S&C and lines to the East and South if you are starting your trips from say Sheffield or Hull. Rail Rovers are valid from 08.45 Mon - Fri and all day weekends so you can use the 08.49 ex Leeds. Railcard discounts apply. There are also 1-day Ranger and Round Robin tickets available.

SATURDAY: Take the train to Dent Station for the Western Dales bus to Dent and Sedbergh; explore these fascinating places or take a walk in Dentedale or into the Howgill Fells.

SUNDAY: Take the train to Ribbleshead

Station for the Northern Dalesman bus over the "Cote de Buttertubs" and into Swaledale. Take a walk in the footsteps of "Le Tour" or stay on the bus to Richmond with its Castle and Museums; take a walk to the Old Station and on to Easby Abbey (free entry). This is one of the most scenic bus rides in the world - try it for yourself and see!

MONDAY: Catch the 581 bus from Settle or Giggleswick Station (wait opposite the Craven Arms Car Park entrance) to Ingleton for the Waterfalls Walk or alight at Clapham Village and walk up the Farrer Trail to take a guided tour of Ingleborough Cave. If you're feeling more adventurous there are trips down into Gaping Gill Aug 16 - 24.

TUESDAY: Visit Hawes Market - everyone must go at least once! You can either use the Little White Bus from Garsdale Station (runs daily) or take a vintage bus from Kirkby Stephen Station along the Mallerstang Valley. Why not visit Hardraw Scar waterfall and pick up the Little White Bus at the door of the Green Dragon? Remember LWB will also meet other trains by prior arrangement.

WEDNESDAY: Take the train to Kirkby Stephen and the vintage bus over to Barnard Castle - a magnificent journey into Teesdale and lots to do in Barnard Castle including Bowes Museum.

THURSDAY: Make the most of your Rail Rover ticket and plan a grand circular tour by train. If you have a North West or North Country Rover you can do the Cumbria Coast circular; North East or North Country Rover holders can do a circular via the Tyne Valley and East Coast Main Line. Either way you get a full-length trip on the S&C.

FRIDAY: Go back to Hawes by LWB from Garsdale Station and take the Dales & District bus down Wensleydale to Aysgarth Falls or on to Leyburn for the Wensleydale Railway.

You can find full details of the bus services at:

www.dalesbus.org or in the timetables distributed on many S&C trains or at stations en route. The website contains details of all recent changes including the new 580/1 bus between Skipton and Kirkby Lonsdale via Settle which complements train services between Skipton and Settle/Clapham and serves villages like Austwick and Ingleton far away from the railway. DalesBus summer services run until October 19th - please see website for winter timetables. Any queries or problems please let me know by phone: 0115 9322356 or e-mail: media@dalesandbowland.com

John Disney

Self-Catering Holidays at Kirkby Stephen Station

SPECIAL DISCOUNT for FoSCL members

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Obituary

Thomas James Gray Richardson

Jimmy Richardson, retired S&C signalman and FoSCL supporter, died in the Cumberland Infirmary, Carlisle, on June 23rd 2014 after a short illness. Jimmy was born at Croft Ends, Appleby, in 1929 and after school started work for 'Wattie' Sayer who owned quarries in the Kirkby Stephen area. National Service in the army followed which took him to various parts of the world including Gibraltar, Egypt and Palestine; he had many interesting stories of these times.

On demob he joined British Railways as a cleaner at Kirkby Stephen East engine shed, where he eventually became a passed fireman firing steam locomotives over the NER Stainmore route to Darlington and Barnard Castle and down to Tebay and Penrith. One of his more interesting duties was conveying Durham miners to and from the Convalescent Home at Ulverston as far as Tebay. In 1953 he married Mary at Long Marton Church and they had two daughters, Pauline and Alison, who both still live locally. In 1959 Jimmy and Mary moved to Railway Cottages, Langwathby, where they lived for 51 years and becoming a vital part of the community. They moved into the Pategill area of Penrith in 2011.

On the rundown and closure of Kirkby Stephen East shed in 1960/61 Jimmy was transferred to Penrith shed where he continued his firing duties to Carlisle, Keswick and over Shap. At this time of contraction in the railway industry Penrith shed closed in 1962 and he was made redundant but railways were in his blood and he soon obtained another job as signalman at Langwathby. This was the start of his long association with the S&C and, after Langwathby signal box closed in 1968, he transferred to Culgaith where he remained for 25 years. His last couple of years were spent on the relief covering the boxes Kirkby Stephen West to Howe & Cos. and his last shift was in Appleby North box in June 1994 at the very start of privatisation. A well-attended retirement party was held for him in the Two Lions Hotel at Penrith.

Outside work Jimmy was a very sociable person who enjoyed other people's company and never seemed to stand still although he loved to watch sport on television and was a keen Liverpool F.C. supporter. He swept chimneys, looked after the churchyards at Edenhall and Langwathby, served on Langwathby Village Hall committee and was a keen gardener with colourful displays of flowers. He also dug graves, by hand, in the area and new roster clerks were frequently baffled by



The series of stills above is taken from the DVD 'Cumbrian Mountain Express' distributed by PSOV. It shows Jimmy Richardson working in Culgaith signalbox about 25 years ago. We are grateful to Karl Jauncey of PSOV for allowing us to reproduce them. Karl has put the full film sequence on the internet and it can be found at: <https://www.youtube.com/watch?v=5pSbdgZiP50> The full DVD can be purchased at our sales outlets.

the number of times he required to swap shifts or have days off 'for a funeral'. He was a keen member of the Railway First Aid Team and latterly represented Penrith in competitions with his 'young' mates Hughie Watson and Dickie Birtle.

After he retired he took a keen interest in FoSCL and was a regular, with Kath Smith, in looking after the shop on Appleby station as well as keeping in touch with friends, ex workmates etc. My last impression of him was playing a couple of his favourite Irish tunes for me on his mouth organ lying on his bed in the Infirmary with the staff enjoying every minute of it.

30 or so years ago, on my weekly signal box visits, Jimmy was distraught at times at the prospect of the S&C closing and him and his colleagues becoming redundant. I tried to reassure him but of course none of us knew that the campaign to keep the line open would be victorious and the line would outlive him and beyond as an important part of the national network.

The funeral service was held at Carlisle Crematorium on Wednesday 2nd. July which was extremely well attended with many ex-railway friends and FoSCL members present. The tea was held at the Brief Encounter at Langwathby station which was specially re-opened for the day after being closed all year whilst up for sale. A double salute to Jimmy was a long blast on the horn of 1E23 15.05 Carlisle

– Leeds as it sped through the station and the 'Fellsman' steam charter, hauled by 45699 *Galatea*, slowed and whistled furiously as it passed with many people on the platform to witness it on a lovely warm summers day.

Jimmy is survived by his wife Mary, daughters Pauline and Alison, sons-in-law Glen and Paul and 4 grandchildren and 1 great-granddaughter.

R I P Jimmy.

Ken Harper

(Editor's Note: *Jimmy was also a member of the FoSCL committee for several years in the days when meetings were held at Skipton on Friday evenings. He often drove to Skipton in the middle of winter after doing the early turn in Culgaith signalbox – returning home afterwards ready for the next day's early turn. This was real dedication. At the funeral, the FoSCL committee was represented by John Johnson, Pat Rand, Pete Shaw and myself together with ex-committee members Douglas Hodgins, Stuart Marsh and Kath Smith plus several volunteers.*)

Below Left: Jimmy back in his element on the steps of the preserved Armathwaite signalbox.

Below: 45699 Galatea passing Langwathby with the Fellsman on July 2nd whistling a salute to Jimmy Richardson whose funeral party was on the platform.

Photo: Ken Harper





The 25th Anniversary special trains raised money through a raffle for the Yorkshire Air Ambulance and the Railway Children charities. At a presentation at Settle station on 9th June 2014, YTV weatherman and Yorkshire Air Ambulance patron Jon Mitchell accepts a cheque for £1263.88 from FoSCL's Paul Levet and Ruth Evans, with Josephine Shoosmith and Anne Ridley from the Dev. Co.

Photo: Pete Shaw

Scattering of Ashes at Kirkby Stephen

On Friday 19th July, twenty-five people assembled on the up (southbound) platform at Kirkby Stephen station to remember and celebrate the life of Roger Tardif and to scatter his ashes on the railway line. Roger was an engineer, historian, walker and public transport campaigner as well as being a member and benefactor of FoSCL. Kirkby Stephen was a favourite location for him and the southbound platform, near to the exit, was dear to his heart due to the presence, on a seat, of a memorial plaque to Jenny Bye, a close friend who died of cancer several years ago.

The party consisted of family and friends of Roger's plus FoSCL committee members.

The short religious service was led by Rev. Tim Calow who, as well as being Chairman of the Aire Valley Rail User Group, is a curate in the Church of England.

Tim's choice of readings was very appropriate and included, as well as *The Lord's Prayer*, Psalm 121 *I Will Lift Up Mine Eyes Unto The Hills* - what an apt setting and occasion for these well known words!

Above all, it was a happy occasion in celebration of a life well spent. And now a plaque in memory of Roger has taken its place alongside the plaque for Jenny Bye.

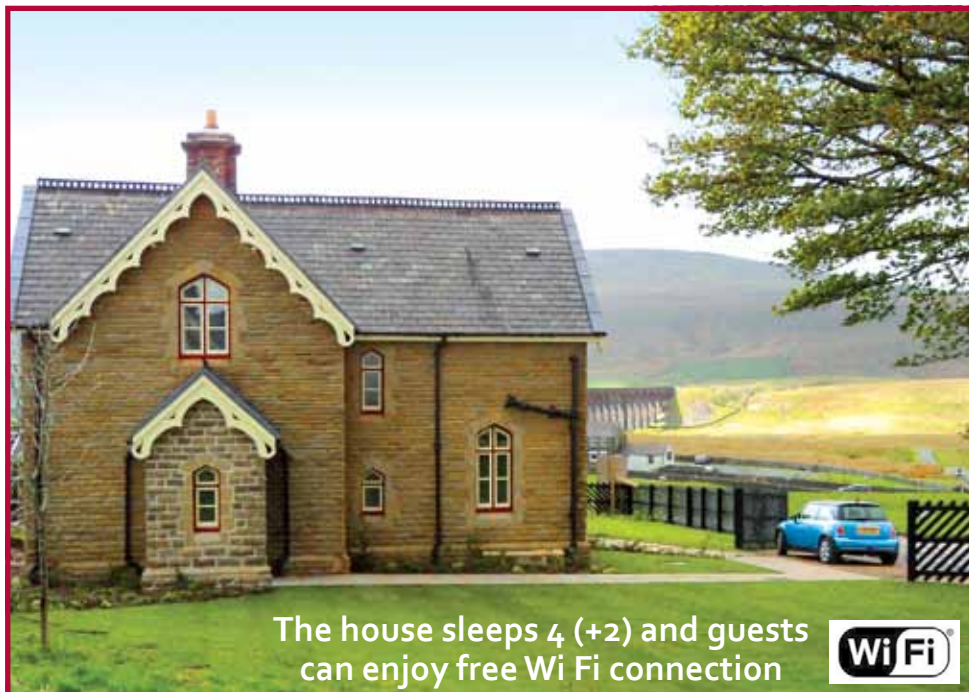
Lastly, thanks go to Ruth Evans for her organisation and to Roger Tardif's friends and relations for making the long journey from the Midlands to Cumbria for the day.

Paul A. Kampen



Tim Calow gives a reading whilst Benita Janette Gough, half-sister of Roger Tardif, waits to scatter the ashes.

Photo: Paul Kampen



The restored and beautifully fitted Station Master's House at Ribbleshead is a great place to stay, to enjoy the beauty of the landscape and the history of this famous railway.

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for a full listing of prices and the dates available



Northern Rail provided a special yellow "Tour de France" livery on 158.849 to mark the cycle race in Yorkshire; seen on the 14.49 Leeds - Carlisle near Ribbleshead on 30/6/14.



Photo: Pete Shaw



Above: With most of the work being done by diesels at the back of steam trains, this summer has so far been a disappointment for steam photographers. However, whilst waiting for an 8F (again diesel-assisted), there was the bonus of the Royal Train taking H.M. The Queen to the Commonwealth Games in Edinburgh on Wednesday 23rd July.
Photo: John Cooper-Smith

Below: 60009 Union Of South Africa passing Helwith Bridge in the most beautiful weather on the northbound Cumbrian Mountain Express on Saturday 26th July.
Photo: Pat Arrowsmith



Special Traffic Report

24th April	60009	York - Bo'ness
3rd May	?	Leicester - Carlisle
9th May	67026	Kings Cross - Dumbarton
9th May	44871+45407	Euston - Appleby
17th May	57315/47786	Grantham - Carlisle
17th May	47805+47853	Carlisle - Swindon
19th May	NMT	Heaton - Derby, test train
24th May	NMT	Derby - Heaton, test train
24th May	?	Carlisle - Newport
31st May	47580/47746	Norwich - Carlisle
31st May	?	Carlisle - Hereford
5th June	46115	Radlett - Carlisle
11th June	48151	Lancaster - Carlisle
18th June	45699	Lancaster - Carlisle
21st June	70002+66135	Eastleigh - Carlisle
2nd July	45699	Lancaster - Carlisle
9th July	48151	Lancaster - Carlisle
9th July	37603/37402	Carlisle - Taunton
11th July	47786/573xx	Morpeth - York
12th July	60009	Carlisle - Euston
16th July	48151/37516	Lancaster - Carlisle
19th July	60009	Carlisle - Euston



The summer season of steam hauled special trains is extensive again this year, with the *Fellsman* from Lancaster; *Waverley* from York and *Cumbrian Mountain Express* too. 48151 got into difficulties on 25th June and was left at Hellifield whilst diesel 47580 completed the run. Some other steam excursions have been diesel assisted due to the fire brigade strike - the big worry being that if sparks set fires, there was nobody to put them out.

Pete Shaw

Seen at Settle on Saturday July 26th - the first visit to the S&C of a Colas Rail class 70 (70802) on the log train, from Carlisle Yard to Chirk, with 56105 behind it. The class 70 did a light engine run Carlisle - Hellifield and return on Thursday July 24th.

Photo: Pat Arrowsmith

From the Wensleydale Railway (www.wensleydalerailway.com)

Scheduled Train Services: run daily in August from Leeming Bar to Bedale, Finghall Lane, Leyburn and Redmire and then every day except Mondays in September. No need to book, except for special events such as the popular Afternoon Tea Train on Sun Aug 31.

Other special events include a Class 20 Diesel Running Day & Beer Festival (Sun Sept 20), activities for Hallowe'en, Bonfire Night and the Santa Specials in December. There will be a Murder Mystery event on Sat Oct 25; also a Curry Night at Leyburn station on Fri Aug 22 and Quiz Nights at Leyburn station on the first Thursday of each month until December. At Aysgarth station (not rail-connected) there will be Open Days on Sat/Sun/Mon Aug 23/24/25 and a Victorian week-end on Sat/Sun 13/14 Sept. **Also on Sunday September 14, "Geology Around and Above Askrigg"**, includes return train journey, coach connection and a 6 mile hilly guided walk with a geologist (limited numbers, essential to book). To book for events, phone the WR office on: 08454 50 54 74.

Re-timing of Bus on Route 156 (Bedale-Leyburn-Aysgarth- Askrigg-Hawes): The time of the first morning bus on Route 156 has been changed, to restore a bus link from Wensleydale to Garsdale station and the Settle-Carlisle line which was lost in April. Dales & District's (D&D's) printed summer timetable shows the new times but other timetables printed In April do not.

Since Monday August 4, D&D's first bus from Bedale to Hawes runs 15 minutes **earlier** (now dep Bedale 08.05, arr Hawes 09.25). This connects with The Little White Bus (LWB), scheduled to depart from Hawes at 09.32 (Board Hotel, opposite Market Hall) and 09.36 (Dales Countryside Museum, old station yard) and arrive Garsdale station at 09.55. Trains depart Garsdale at 10.02 for Leeds and 10.21 for Carlisle. LWB is run by the Upper Wensleydale Community Office (tel 01969 667400). Other Community-run bus services connecting with Settle-Carlisle stations include DalesBus, Western Dales

Bus and Wensleydale Vintage Tourer Bus; please check timetable details with care!

New Wensleydale Cycling Leaflets: A series of 5 leaflets with self-guided bike rides around Leyburn. The leaflets are free from Leyburn station and Leyburn TIC (SAE please with your name and address for posting) and each leaflet gives details of one ride (8, 10, 20, 25 and 44 miles). The 44 mile ride includes part of the Tour de France's Yorkshire Grand Depart route from Aysgarth to Bainbridge and Hawes, over the Buttertubs Pass to Swaledale and Leyburn. Why not book a week's B&B in Leyburn and do all 5 rides!

Leyburn Station "A Yard of Memories": The July/August issue of *Down Your Way* magazine includes an article by Lesley Chapman, recalling her childhood (c 1957) as the daughter of Booking Clerk Harry Pearson. A delightful read if you can find a copy, especially for anyone with railway connections. As a bonus, there is also an article about the Settle-Carlisle line in the same issue! **Ruth Annison (01969 650349).**

New Post-Graduate Railway Studies Diploma - University of York

A wide-ranging course, to be led by Dr David Turner and covering British railway history 1825-2002. For details phone 01904 328474 or see website: www.york.ac.uk/lifelonglearning Open Day Wed Sept 10 (afternoon).

Churchill Travelling Fellowships

The next deadline for applications is September 23, 2014. Up to 150 grants will be made in 2015, covering travel abroad for 4-8 weeks, daily costs and insurance. There is NO AGE LIMIT for applications and the fellowship experience has been described as "the chance of a lifetime." Eligible categories change each year but in 2015 include (amongst other subjects) medicine, health and patient care; arts and older people/creative ageing; education; environment and sustainable living; designers; science etc and young people (18-25). See: www.wcmt.org.uk or ask at your local library. Note the special Churchill anniversary in 2015 – and he also had railway connections early in his career!!

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National Railway Heritage Award



RICS Tourism & Leisure Award 2008

BBC

As featured in a BBC2 documentary
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Now
available



Snowhuts

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accommodation with
weeks available from £400



The Snow Hut at the south end of the station has been refurbished as a luxurious bunk barn, including slate floors with underfloor heating, open plan accommodation with kitchen and wetroom, and with two wood burning stoves.

The Snow Hut is available on a limited weekly basis with first option to those who have already booked the station.

The weekly Snow Hut fee can start from £400 so please call for further information.

www.dentstation.co.uk

07824 66 52 66

The Case for Better Rolling Stock on the Settle-Carlisle Line

Last March, at the request of North Yorkshire County Council, we produced a document detailing the type of train we would ideally like to see on the Settle-Carlisle Line. This was to be passed on to the Department for Transport.

We acknowledge the assistance of the Friends of the Far North Line in producing this specification. They have worked closely with Scotrail, the Highlands and Islands Transport Partnership and Transport Scotland to get better trains, and as a result Scotrail's Inverness based 158s have been refurbished to a much higher standard than those currently in service in the North of England. It is to be hoped that a similar standard can be achieved for long-distance rural services in the next northern England franchise.

In a nutshell, if we had better trains and more predictable train formations, we could significantly increase passenger numbers, thus ensuring that most trains ran at a profit.

There are two issues:

- Diagrammed train formation on weekdays is basically two cars, but is 3 cars on three trains and 4 cars on two more. All too often the extra carriages fail to materialise, leading to potential overcrowding if groups of 50 people are booked on the train.
- The quality of the trains is inappropriate for "England's Most Scenic Railway".

As far as point 1 goes, we would like to see as standard a 3-car 158, 170, or whatever type of unit is available and suitable for the S&C. Let's be clear: no-one is going to provide us with new DMUs. Whatever we get in future will be refurbished.

Now let's look at point 2.

The problems:

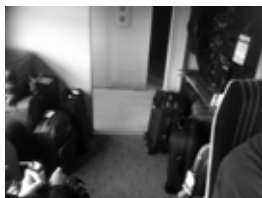
Too little leg room for a long journey: the 158 seats are too close together to be comfortable for more than an hour. There

is insufficient leg room for all but the smallest passengers.

The seat backs are too high to give a good view out forward down the carriage. This is a refurbished 156, but the current 158 seats are very similar.



There is seriously insufficient luggage space for long distance travellers and cyclists including the many active tourists with large back packs. Seen here is the Leeds-Carlisle 1449 service on 15th May 2014.



The air conditioning and heating are unreliable; and the toilets need more attention at cleaning time. Although the ride from the bogies is good, the interior ambience is cramped and unattractive to the discerning passenger.

There are various other improvements we would like to see on trains which are designed for long distance travel through a scenic environment: wi-fi, power sockets to charge laptops and mobiles, more tables and a small first class compartment for the increasing numbers of business travellers. Most of what we would like to see has been incorporated in the splendidly refurbished Scotrail 158s based at Inverness. But what could we realistically expect to see in northern England? Angel Trains have commissioned a design study to show what could be achieved in a 156 designed specifically for a scenic route.

There is no reason why something similar couldn't be done for a 158 or for any other DMU suitable for the S&C. We shall be making this point to the bidders for the next franchise. Our case will be helped by the fact that the DfT no longer awards franchises on cost considerations alone. Quality of rolling stock in the bid will be taken into account.

There's a long way to go, but it's really

encouraging to see that at least one of the RoSCOs is prepared to commission work on how our aspirations could be met.

Richard Morris

In Praise of Rise Hill

The beautiful valley of Dentdale is bounded to the North by a green wall of a fell, stretching for several miles, separating it and the neighbouring valley of Garsdale. The fellside above the dale bottom is striated vertically by a seemingly endless series of drystone walls leading up to the skyline, giving it a most distinctive appearance. Many know this fell by sight but few know its name; even fewer have climbed its slopes and walked along the summit ridge with some of the finest views in the Western Dales all around. This is Rise Hill, its summit is Aye Gill Pike which reaches the respectable height of 556 metres (1824 feet in old money). The fell was effectively out of bounds legally to walkers until the advent of the CROW act in the Dales in 2003 so it rarely featured in any guide books nor on any publicised walks until then. However it was *de facto* accessed from public rights of way crossing it at either end by walkers who wanted to see what it had to offer and a small track did form alongside the ridge top fence and wall. Those looking at the 1: 25000 scale map might think that this would be impossible, given the number of walls crossing the ridge, but by a strange quirk, while those dropping down to Dentdale are in good condition, those on the Garsdale side are tumbledown and easily crossed. Nowadays a good track with stiles or wicket gates in the walls leads along the summit ridge connecting the bridleways between Cowgill and Garsdale and between Barth Bridge and Millthrop; while wet in places the path also crosses small drier limestone areas which can be easily discerned by the bright green grass underfoot and the change in the composition of the walls. At Aye Gill Pike the visitor will find a standard white painted Ordnance Survey column reached by a stile over the summit fence but little else. However he or she can enjoy an excellent prospect all around with the Howgills being especially prominent and,

if the weather is clear enough, the Lake District peaks and pikes piled up across the Western horizon.

To FoSCL members the name Rise Hill is perhaps more synonymous with the tunnel of that name, through which the Settle to Carlisle line escapes from Dentdale into Garsdale, on the final miles up to the summit at Ais Gill. At 1,213 yards in length it is second only to the better known Blea Moor Tunnel to the South as the longest on the line. Originally known as Black Moss Tunnel it was driven through the fellside between 1869 and 1875. It proved very difficult to build and was one of the last structures on the line to be completed. Despite cutting through solid blue limestone, it had to be supported within by iron ribs tied by rods. There are two ventilation shafts for the tunnel, the deepest of these at 147 feet. Some of the railway navvies who built the tunnel lived in a construction camp of four simple wooden huts located on a hill in the middle of a peat bog near airshaft 2; this was excavated by the "Time Team" from Channel 4 in 2008. Their living and working conditions were very harsh and it is a tribute to their endeavours that the tunnel continues to this day as a vital working part of the line's infrastructure.

My first guided walk for FoSCL over Rise Hill took place in the Autumn of 2012. Greeted by driving rain, flooded rivers and severe weather warnings at Leeds the prospects for an enjoyable day out were not great and this was reflected by the mere handful of diehard walkers who boarded the train intent on coming with me. However despite mutterings about landslides blocking the line the train continued towards Carlisle without event and entering the Dales the weather began to clear. Upon alighting at Dent we were greeted by blue skies and enjoyed a delightful day on the ridge with views to the Lakes while those who stayed at home in West Yorkshire gazed out at leaden clouds and teeming rain all day! Hopefully others will now be tempted out by better weather forecasts to enjoy the delights of this unsung fell.

Steve Brown

A Day at Ribbleshead



I would love to tell you that it was my magnetic personality, or indeed, Brenda's global reputation as a Walk Leader that brought a record crowd of amblers and ramblers on to the station at Ribbleshead on a fabulous Wednesday in early July, but I fear, dear reader, that it was neither. It was the sunshine. And what sunshine it was - and how utterly sublime the magnificent Viaduct looked, basking in its rays. I would describe Ribbleshead as 'iconic' were it not for the fact that I think I will die happy if I never hear the word iconic again... It is not the biggest nor the grandest viaduct in the world, but it certainly is the one that has most caught the public imagination, is instantly recognisable and holds a special place in our hearts, as Friends, as well as those far beyond the Line. It is the North's Sydney Harbour Bridge, Statue of Liberty, Eiffel Tower all rolled into one.

Anyway, there we were, me and Judy Morris, wife of our Esteemed Leader Richard, and several others, on Platform 1/4 awaiting if not the arrival of the Hogwart's Express, then indeed that of Brenda, who introduced herself and the waiting room which also doubled as a chapel, back in the day. Neat, huh? Around us, the story of the Viaduct was displayed on the walls and briefly I thought I could have had a role here myself,

grouting, because honestly, I practically have an NVQ in grouting. Then it was off into that glorious sunshine, and the huge tribe of walkers - thankfully, my fears of being told to find a partner, hold hands and walk in a crocodile failed to materialise or I really would have headed for the hills - and we departed in search of history and mystery.

We looked up to the old Roman Road, whitely ribboning away in the distance towards Bainbridge, across great sweeps and swathes of open, wild moorland, inhabited by wailing birds and hidden, silent, secret creatures, but precious few people. We stood on the sites of tramways and dwellings and the old engine shed - a mound here, and a flat bit there, picked out Time Team style - and Brenda invited us to imagine the living quarters in the shanty towns like Batty Moss where 2000 people grubbed along in 100 huts, working, fighting, drinking their way through a squalid, desperate existence, made bleaker still by inhospitable winters and hostile weather. Yet they had papers and magazines, and a bakery and that all sounded pretty OK...Some of the settlements had absurd names with Crimean resonances - Sebastopol and Jerusalem and ridiculously, Belgravia, where the bosses lived in comparative splendour... Who christened them with such irony, wit, or was it just a historical nod, here and there, I wonder. Either way, remains of the tram lines were scarce, but I photographed one bit of stray metal protruding defiantly from the earth, pointed out by the redoubtable Brenda. Our Short route took us over marsh and bog - challenging for the navvies, who probably were not Irish at all, which disappointed me as I'd quite liked the notion of one of my relatives toiling away here - but whoever they were, there were an awful lot of them. The construction of the Settle/Carlisle line had a massive economic impact along its lengthy corridor - my own small farm in Ainstable burgeoned back then, in the years of the line's construction with all those extra mouths to feed.

A steam train huffed and puffed its way across the Viaduct, and what a sight

it was... A plume of grey smoke piping up into the blue, the carriages trailing inexorably in its wake, taking dreamers and steamer buffs, tourists and enthusiasts on a journey none of them would ever forget. They steamed away, we steamed on, towards and under Ribbleshead. As with all monuments, it is the sheer scale of it - this mighty, glorious, majestic triumph of ambition and imagination over common sense- that still possesses the capacity to surprise. It is huge. How the heck did they build it? If you want to know you need to pay attention in the Waiting Room at Ribbleshead, don't expect me to summarise for you - but it is astonishing.

We looked at the remains of the brickworks, its output intended for the long and creepy Blea Moor tunnel, but they were actually rubbish bricks made from lousy clay, said Brenda. I thought they might be useful missiles. For the Batty Moss fights, obviously. Then we craned our necks upwards to the stones that had been removed, and replaced with concrete imposters - it's hard to identify them now because they are weathering - but this is an achievement on its own, to reinforce and secure this monster for future generations, and somehow retain its architectural integrity. I don't mind if it's a teeny bit spurious. No more than a bit of architectural Botox, really, is it? Under the viaduct and round t'back, something very strange happens: you suddenly realise what a flippin' great curve there is in it.



Looking at Ribbleshead from the other side, it looks relatively straight, but now, here, it's a discernible arc - completely unexpected. And an oddly disconcerting realisation.

I stand beneath the Viaduct for a quiet moment of reflection. People died building this. It has withstood the worst weather, time, wars, the whims of government policy. I am in the presence of greatness, in every possible sense. Go and see it for yourself if you haven't already. And if you have been, go again. I'll do my special Anti-rain dance and hope you have as glorious a day as Judy and I, and thousands of others did, that sunny day in July - oh, all right, not thousands, really, I'm exaggerating, but then my mother told me a million times about exaggerating...

Notes: sometimes it rains at Ribbleshead, though you'd never guess from Judy's photos... Be prepared. Dogs welcome on walks, short and long. Refreshments: very, very good tucker indeed at the Station, which is just as well, as it is Hobson's choice.

Jackie Moffat - Writer in Residence

Opposite Page: Jackie with the viaduct in the background.

Below Left: Jackie (centre) with Brenda Moss (right).

Right: Sean hitches a lift!

Photos: Judy Morris

The 'Shanty Town Walks' take place every Wednesday to the end of August. There is no need to book - just come to Ribbleshead station for 10.25 wearing boots and bring your waterproofs; and if you are joining the 'long' walk bring a packed lunch.



Walking the Settle to Carlisle Way Part 2

by David and Sylvia Barnard

Thurs 20 June, Kirkby Stephen – Appleby (13.4 miles): On this stage of the walk, the Way doesn't go near the railway till it reaches Great Ormside.

There were gorgeous golden fields of buttercups to start with, and herds of glossy black, chestnut and white-and-black cows. Now that we had passed the watershed there were cattle where before we had seen only sheep, and different flora from the lime-loving plants of the first part of our journey.

Alas, we soon lost our way. The section Hartley to Winton was not well described in the guidebook; having passed an unpleasant 'gamekeeper's gibbet' of dead moles and crows, we found ourselves wandering round fields, entering and exiting by fallen stone walls or over barbed wire. David, despite a compass and an excellent sense of direction, thought we were further on than we were and refused to take the path signed 'Winton' because he said it would mean walking on the road. (It would have – it was the right path and that section was meant to be along the road!) Finally, with relief, we found a way out and arrived in the village. We asked an elderly lady pushing a child on a swing on the little village green for directions to the main road, which we had to cross to pick up our path. Like many people, she couldn't read a map, and we were tickled by her utter amazement to find that Kirkby Stephen was 'down there'! We glimpsed a distant goods train at about 3.45 and also heard a steam engine, but couldn't see it; it was the *Scots Guardsman*, LMS Class Royal Scot 6115, an unusual extra as Wednesday is the day for steam charters. This locomotive, designed by Henry Fowler, was built in 1927 and withdrawn in 1965. One of only two of its class preserved, *Scots Guardsman* starred in the 1936 film *Night Mail*, and in 2012 carried the Olympic Torch in place of the poor arthritic Flying Scotsman.

We failed to spot any sign of the disused railway which our path crossed. This was the former Eden Valley line, part

of a confusing (to us) network of lines which carried passengers, coking coal, limestone, local produce and much else around between east and west coasts. We were to see many remnants of this heroic venture around our destination for the day, Appleby.

Probably the most dramatic section of the Eden foamed like a Swiss waterfall through the rocky narrows outside the town; a large party of mothers and children were taking full advantage of a wonderful spot to picnic and play.

Mon 24 June, Appleby – Temple Sowerby (9.5 miles): Compared with the quiet little stations we had encountered earlier – neatly kept but for obvious reasons all locked up, with no facilities available – Appleby was a delight; not only were there clean and accessible toilet cubicles but the station was staffed and there was a nice shop, run by volunteers from the Friends of the Settle-Carlisle Line and providing snacks and souvenirs.

At Appleby station the track of the railway of the former Eden Valley line is still in place, weaving past the signal box. Just after we had left the station to strike north (a tedious circumnavigation to enable us to pass over the busy A66) we tramped over a further small section of rail, a few yards of it visible on the west side of the road but vanishing into the undergrowth on the east.

We got into our stride on a long track, providing easy walking. There were no trains to be seen as we crossed on a bridge over the S&C, midway between Appleby and Long Marton, and we didn't spot Long Marton viaduct over Trout Beck. The white gypsum works north of Kirkby Thore looked quite elegant in the distance, and we blessed them for the work they have provided to help keep our railway going. At Sleastonhowe we became aware of a pleasant local feature: lovely thick glowing sandstone rounded-topped gateposts on either side of the field gates. South-east of Kirkby Thore was a history of transport in England; the road had once been the Roman 'High Street', a nineteenth-century railway line ran alongside it, then the road which had once carried Roman chariots

was straightened out and upgraded as the A66. (Only the canal was missing.) We had our lunch on the long embankment of the former Eden Valley line, beside a destroyed single-arch sandstone bridge which had formerly carried puffing steam trains over the flood plain.

We reached our next night's hospitality, a working farm, via a bridge which crossed the EVR, the trackbed of which was now buried in dense undergrowth. Above, in the field to the right, stood Temple Sowerby station, utilitarian yet attractive, now a holiday let. We could not resist exploring the overgrown track which went steeply down to the river Eden, where we found huge sandstone abutments still standing on each bank, those on the far side partly demolished. Our B&B furnished us with a booklet in which we read that the river had been crossed by an iron viaduct 429 feet long and 35 feet high. It appeared that the EVR, opened in 1861 and closed just one hundred and one years later, carried, among other things, top quality coking coal from Durham to the west coast of Cumberland for the iron and steel industries.

Tues 25 June, Temple Sowerby – Langwathby (7.8 miles): We began the day with a closer look at Temple Sowerby stationmaster's house. There was no sign of a ticket window – did the would-be passengers all have to go inside to purchase?

The National Trust property at Acorn Bank was closed (on Tuesdays only!!) but the Way passed through the grounds, and we were able to see inside the restored watermill, home to fast-flying house-martins busily tending their young. A trek over a very long field of very high grass ensued, following the ribbon of the little Crowdundle Beck, water supplier to the mill, under the impressive red arches of Crowdundle Viaduct on the S&C line.

David nearly trod on a hare – we saw about three on the holiday, as well as a deer just before Kirkby Stephen which leapt over a fence right beside us, where the land plunged steeply down through woods to the river below and the leap seemed from a mere human's viewpoint like certain death.

Due to the time constraints, this was the last day on which we were able to spend the night back at home in Leeds.

Wed 26 June, Langwathby - Armathwaite (12.7 miles): We pushed it hard all day as David wanted to make the earlier of the last two trains to Carlisle. Avoiding a section about which the guidebook ominously warned 'If the mud is so deep that you need to backtrack ...', we stuck to road walking and after a pleasant enough hard-surface march between the fields and hedges we reached the impressive stone circle named Long Meg and her Daughters. Meg herself, a rubicund sandstone lady twelve feet high and bearing markings thought to be 4500 years old, stands guard over her 58 daughters, represented by grey boulders of various shapes and sizes. There we had lunch, perching on the stump of a blasted oak among nettles as it seemed disrespectful to sit on the stones. At one point David thought he saw a trail of smoke from the Scots Guardsman; otherwise, there was no railway contact on this section. After a long, narrow, insect-haunted and sometimes overgrown sunken way we had a tough uphill pull in Kirkoswald village (the station is actually named 'Lazonby & Kirkoswald'). We navigated through rolling parkland and then up an even steeper hill on the top of which we ate our sandwiches, disturbed only by a mountain rescue team looking for a runaway boy named Sam (eventually found). We passed Vista, another Eden stone sculpture, mysteriously decorated with carved boots and clothes, on our long descent through woods to the river, and panted up yet another steep hill from Armathwaite village to the station in time to catch the train.

Carlisle provided another good B&B, and excellent places to eat.

David and Sylvia Barnard



Reviews

All these items may be purchased from our webshop at: www.foscl.org.uk or from our shops at Settle and Appleby stations

Pete Shaw's 2015 Settle and Carlisle Calendar **£8.95 (£10.50 inc P+P online)**

I have just returned home from a delightful day at the Ribbleshead Visitor centre. We were not too busy so it provided the perfect opportunity to review the calendar on a lovely day in an iconic setting!

The beautiful range of locations included re-affirms what a special line this is. Added to which, the wide range of steam locomotives and diesel traction featured makes each monthly page as exciting as the last.

Everyone will have their own favoured locations and type of train featured - with my own favourites being 6201 *Princess Elizabeth* sending a magnificent plume of smoke skywards in February; and two of our 'celebrity' diesel-hauled freight movements: the Carlisle-Crewe engineers' train in May and the 'logs' *en route* from Carlisle to Chirk. Both double headed.

As ever, Pete's calendar represents excellent value for S&C devotees and can be purchased from the shops at Settle and Appleby stations, from the Ribbleshead Visitor Centre, and online.

Mike Cooke

Book Reviews

2013 saw the publication of two books each of which included a chapter on the Settle-Carlisle line. Each recalls the author's observations and experiences of rail travel fifty or so years ago and is illustrated by their personal collection of photographs. Though both have approximately the same number of pages, the volume by Michael Wynn is a full A4 size and contains nearly six times the number of illustrations as the one by Peter Caton, something reflected in the price differential between the two titles. Wynn delves deeper into the historical

and geographical aspects of the railways and gives extensive listings of loco shed allocations and personal observations recorded in his loco spotting notebooks, but he writes with no less enthusiasm or feeling than does Caton. Both books offer differing but complementary perspectives on the endlessly fascinating theme of rail travel.

Nigel Mussett

The Next Station Stop. Peter Caton. Matador, 2013.

ISBN 978 1 78306 050 4.
Paperback, xvi + 244pp.
56 illustrations in colour, 1 map.
£9.99

This modestly-priced book provides the reader with accounts of journeys by rail undertaken by the author in Britain and beyond over the last fifty years which are both detailed and entertaining. Peter Caton, who has already a number of memorable books to his credit, compares journeys from his childhood to those experienced subsequently during the course of his working life and in pursuit of his other great passion as a supporter of West Ham United football club. He draws upon the unusually meticulous notes made on his earlier travels and combines these with recent observations and research.

Each of the two dozen chapters describes a journey and the changes which have occurred over half a century. Criss-crossing the mainland of Britain, often experiencing elaborate and sometimes frustrating connections and encounters with officials and fellow travellers along the way, the author introduces the reader to a rich variety of landscapes, rolling stock and rail services in a casual yet informative and cogent style. A journey over the Settle and Carlisle line is included in a chapter entitled 'Three Treats to Finish' and in this Settle station is described as "just perfect" and "a tourist attraction in its own right'. FoSCL and the Settle-Carlisle Railway Trust get favourable mentions and one can one forgive the smattering of inaccuracies sprinkled in the account on pages 196 and 197 (viz. flat-topped Pen-y-Ghent, the Ribbleshead harmonium, the

number of spoil heaps on Blea Moor and the preserved gas lamps). Some journeys on the continent of Europe are included which add yet another dimension and allow the author to compare rail travel in Britain with that on the other side of the Channel. Further gems covering a wide range of issues such as health and safety, privatisation, ticketing, on-train catering and meaningless train announcements which blight present-day travel are made in the final chapter with the author's characteristic good humour. An excellent and heartily recommended read.

Nigel Mussett

Steaming Along. J. Michael Wynn.
Quacks Books, 2013

ISBN 978 1 904446 54 5.

**Paperback, x + 226pp. 320
illustrations in colour and black
and white, 23 line drawings and
maps.**

£25.00

This fascinating and particularly informative book is quite unlike most others that appear on the market.

It is written by a geography specialist and largely incorporates accounts of rail journeys made in Britain (chiefly in the northern part of it) in the 1960s. It is supported by a prodigious amount of detail and a remarkable gallery of

photographs from the author's collection. Michael Wynn goes to some length in his Introduction to explain the many factors which influence the development both of individual railway routes and the network as a whole. There is plenty of historical, geographical and technical detail here to enlighten the traveller and rail enthusiast, and the author includes details of his observations made at the various locations in the latter days of steam traction. One chapter is devoted to the Settle and Carlisle railway where the same sort of relevant historical, geographical and other detail (e.g. that relating to shed allocations) which characterises his treatment of other areas is included. The chapter entitled 'Capital Steam' considers the influence of the railway on the historical development of towns and cities and the time:distant diagrams (Figures 21 and 22) strikingly compare to what extent the travel times to key centres in the UK from London changed between 1910 and 1968. The impact of improved technology can be appreciated, particularly with respect to long-distance travel. The numerous illustrations are accompanied by a similar wealth of detail in the captions which will provide the reader with hours of additional enjoyment. Well worth the £25!

Nigel Mussett



Caption Competition

***During the Settle
Flowerpot Festival,
S&C Track Operative
Jonathan Champion
got some (welcome?)
assistance from Vernon
the Volunteer.***

***Can anybody suggest
what Vernon is saying?***

Photo: Mark Rand

Letters Published in the Railway Press

The Railway Magazine, May edition: Settle & Carlisle worries

As we approach the 25th anniversary of the Settle & Carlisle Line being saved from closure, I wonder what the next 25 years will bring for this scenic route.

Speaking recently to a signaller who works on the line, he tells me that traffic levels are at an all-time low. Additionally, although the route has in the past been a diversionary option for the West Coast Main Line, recent possessions between Lancaster and Carlisle have produced no extra traffic. Log trains now run via the WCML, gypsum trains into Kirkby Thore run only on an 'as required' basis and the staple diet of the line over the last 25 years since its revival – power station coal – is reducing with development of new energy sources.

Eight regular return Northern services a day, whilst often well patronised, are usually not full – and charter traffic during nine months of the year can only be described as spasmodic. So, with the exceptionally high and ever-increasing maintenance costs per mile, just how much longer can the S&C survive in its present state?

JOHN STORER, by email

The Railway Magazine, June edition The Settle & Carlisle Line is in good health

Your correspondent's letter on the future of the Settle-Carlisle Line really is overly pessimistic.

The existing seven return Leeds-Carlisle trains on weekdays and Saturdays are indeed well patronised. Of course they're not all full: this is not a line for short distance commuters, it's a long distance, rural and inter-urban route. Compare passenger loadings with the West Coast Main Line; many a Pendolino is more than half empty too.

We could go a long way towards filling

many a service to overflowing with pre-booked groups, but we are limited by the two-car trains that we currently have. Some of our trains already run at a profit. A little investment in better rolling stock could bring a handsome return.

An extra Sunday service was introduced last year, bringing the total to four trains in each direction. This has proved a runaway success and our surveys have shown up to 25% through travel to Scotland. This train starts from Sheffield and returns to Nottingham and we found 20% of passengers starting their journey south of Leeds, vindication of Northern Rail's bold decision to look beyond Leeds and Carlisle for patronage.

Regarding track maintenance, Network Rail has recently spent many millions on embankment work - surely a gesture of confidence in the future of England's most scenic railway!

RICHARD MORRIS
Chairman, Friends of the Settle-Carlisle Line

I was disturbed to read the negative view painted of the future of the Settle-Carlisle Line by your correspondent. Many trains are full and standing with no spare stock available to increase capacity. The line now provides the only public transport between Skipton and Settle at weekends and after 15.00 on weekdays following the demise of the local bus service and is used daily by students from the Eden Valley stations to reach Carlisle.

Passenger numbers have flat-lined, but due to lack of capacity rather than lack of demand. They are still 10 times greater than when BR proposed closing the line in the 1980s.

Lafarge Tarmac is investing to reconnect Dry Rigg quarry with the S&C and the line is also part of the UK Strategic Freight Network. The steam-hauled Wednesday 'Fellsman' trains are now booking for 2015 as the current season is already sold out.

JOHN DISNEY, West Hallam, Derbyshire

Modern Railways, July edition

Alan Williams' column in the June 2014 edition gives food for thought. For the past two years the Friends of the Settle-Carlisle Line have been preparing their case for the next Northern franchise and in the process have been talking to the Department for Transport at all levels from the Secretary of State downwards. We have found them receptive to our ideas and have established an ongoing dialogue which we hope will ultimately bear fruit.

We are aware that the level of subsidy has been reduced for the two year extension of the Northern Rail franchise, but fortunately that has not impacted train services. Alan Williams says that the Invitation to Tender for the next Northern franchise will insist on further deep reductions in the level of subsidies: Northern has the largest subsidy of any train operating company in England.

Now, how about we stop thinking of Northern England as one massive black

hole for subsidies? The long distance routes such as York-Blackpool and Leeds-Carlisle are very different from the commuter services in the metropolitan areas. Our on train passenger surveys have shown that quite a few of the Northern Rail services on the Settle-Carlisle line are already profitable, thanks in part to the success of the Settle-Carlisle Railway Development Company in attracting group bookings from tour operators. If the Treasury could see fit to sanction just a small injection of cash into better quality trains for the long distance rural routes, we could do a great deal more for the local economy by attracting more passengers who will spend money in the area. Subsidy? No, it's called investment in order to get a return.

RICHARD MORRIS
Chairman, Friends of the Settle-Carlisle Line

SELF CATERING HOLIDAYS AT LONG MARTON STATION



Three Miles North of Appleby

Just as it was in 1875 but with all mod cons (inc Wifi).

Lounge: Ladies Waiting Room (with panoramic view of Lake District hills).

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Great pub/restaurant 200 yards away (3 courses £10.45!), superb village bakery.

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To enquire or book:
ring David and Madeleine Adams on 0161 775 5669 or email dgma@talktalk.net

Walter Whatley

(The Editor writes: *The photo of the Ais Gill accident, seen below, has been reproduced many times. Now we can put a name to one of the men depicted and know something of his career.*)

I have recently joined FoSCL and I would like to say how much I have enjoyed reading the Quarterly Magazine. As I come from a 'Railway Family' I have found it very interesting reading and would like to share some of my history with other readers.

My Great Grandfather, Walter Whatley, joined the old Midland Company's service as a Telegraph Clerk at Syston, Leicestershire, on August 10 1876.

In 1878 he was transferred to the Traffic Dept. as a Booking Clerk and, in 1884, was appointed Station Master at Burton Joyce. In 1886 he was promoted Station Master



at Stockingford and in 1890 to Weldon and Corby.

From the latter Station he was placed on Headquarters Staff of the Superintendent of the line and made the acquaintance of Yorkshire in May 1896, being

appointed Assistant to Mr W.G.Hawkins, whom he succeeded a few years later when he took charge of the district between Bradford and Morecambe, retiring on 30th June 1925.

I initially thought he was only involved with the Bradford to Morecambe line but I have found some old photos in a family scrap book which suggests that he was also involved with the Settle to Carlisle line and wondered if any members could point me in the right direction to research this further.

The photos are:

(Above) Staff at Kirkby Stephen Station. Mr Whatley is seated second from the left.

(Left Above) Feeding time at Crosby Garrett.

(Left Below) Aisgill disaster 1910. Mr Whatley is the gent who is making notes in the group of three men in the foreground.

Malcolm Marshall



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.

To Electrify or Not To Electrify? – That is The Question

You ask for views on the future for the S&C line. Electrification has to be at least explored although it would be a very long-term aim and almost certainly very expensive - some of the overbridges leave very little clearance even for the present trains. Examples elsewhere show that the appearance of the line would not suffer and the line will not have a future on heritage alone, business cases are what matter to the decision-makers. In any case, most passengers appear to be interested only in their lap-tops and mobile phones - and getting to their destination.

As for service frequency, an additional service southbound giving a mid-morning arrival in Leeds would provide an attractive start-time for passengers from Scotland and Carlisle as well as filling a serious gap for Settle passengers, especially with the demise of Pennine motors. Then a tea-time service northbound from Leeds - like that one a few years ago at 16.15 to fill the gap of more than 3 hours. Any additional services should only make limited stops, making timing gains without line-speed increases.

Line speed increases could present problems with "Health & Safety" people in respect of the board crossings at a number of stations. Over at Ulverston the crossing of a single track with excellent visibility and virtually every train stopping there has been closed forcing passengers with heavy luggage to struggle through the subway there. Lifts on the S&C would be out of the question on price alone. And very high speeds lose ride comfort - compare the ride in a Pendolino with that on the S&C where the former is merely racing to get the journey over with as soon as possible.

For freight, the linking of the quarries at Horton cannot come soon enough. And how about making Ribbleshead a railhead for Ingleton quarry? There is going to be a continuing decline in coal traffic to be

replaced by alternatives. Unfortunately, in this day and age, the line must earn its keep!

Best wishes for the future.

Clive Whitton – by email

With reference to your editorial in the May magazine, I would wholeheartedly support the future electrification of the Settle-Carlisle line. We must strive for the most modern and environmentally friendly railway to ensure its future. Diesel transport was a major contributor to the recent pollution problems experienced over much of the country in April. One only needs to visit Victoria Station in Manchester to see, smell and taste the pollution emitted by diesel engines. Air quality in our cities would be much improved by the introduction of electric trains, trams and trolley buses. Fast, clean and quiet electric trains on our line would really symbolise and confirm Network Rail's commitment to the future of our line, and help to ensure its development and progress into the 21st century.

David Pack – by email

I enjoyed your editorial and wanted to comment as requested on my view as to whether the S&C should be a heritage line or a modern one. I should point out I started trainspotting in the early 1960's, and in West Yorkshire, so witnessed steam right up to the end. However I found the transition from steam to diesel much easier than many.

In the end for me, I loved railways, not just locos. In fact the crack expresses like the Thames Clyde Express which were often 'Peak' hauled in my day as a teenager were more exciting than a steam loco, they represented the future, and where to my eyes slick and exciting.

Of course since then the heritage movement have done an amazing job preserving the way railways were in our

youth, and I have the greatest of respect for them. That being said while I do not doubt the attraction indeed the necessity of these heritage railways, they are just not for me. To me they are a sanitised version of what once was. I love the speed of the crack expresses on a modern railway, the rumble of a heavy freight, and the thrill of not knowing what may come around the corner, or out of the tunnel, next.

I accept that the Settle & Carlisle line is an excellent example of how older railways used to look, but already the death knell for the semaphore signals is nigh, to be replaced by colour lights. Not as intrusive as electric wires and pillars I concede, but if that is what it takes to keep the railway operating in this modern world, with increased freight and hopefully in the future some long distance passenger trains, then for me it is worth it. The thought of it becoming a heritage line quite frankly horrifies me.

Stephen Mourtou – by email

Interesting thought. One of my favourite things about the S&C is that it's not a preserved railway for the sake of enthusiasts: we are a modern railway with much use for freight and passengers, as well as a beautiful and jaw-dropping line enriched by the work of many volunteers keeping stations etc. beautiful. Investments in GSM-R, continuous welded line and electric signalling over the last decade have cemented this. Also electrification would strengthen our bid for longer journeys to Manchester and beyond: perhaps reopening the potential of becoming Britain's Third Main line. So I think the aesthetic concerns, whilst totally understandable, are overcome by the advantages. (I totally respect and understand the opinion of those that disagree.)

However: the practicalities. Running overhead lines through the remote wildernesses of Blea Moor, the exposed viaducts, through tunnels with all the gauging problems, I'm simply not sure it's viable. One only has to look at the number of cancellations and delays on the ECML due to overhead line failures, and that

doesn't go through land as wild and remote as our precious line.

Tongue-in-cheek suggestion: how about electrified third rails? (I know that's truly not viable for many electrical engineering reasons.)

Doug Paulley – by email

Freight Train Paths

I read John Hooson's letter in the May 2014 journal regarding actual usage of freight paths over the Settle & Carlisle and can offer an encouraging update on this.

Freight operating companies have long been in a situation whereby compliant paths for freight traffic have been harder to obtain each passing timetable for many reasons and not all of them justified.

Take the example of S&C and Rylstone Quarry paths that, until very recently, used to have a slot across Whitehall Junction (Leeds) at approx. xx:17 and xx:47 in each direction each hour. With the 5th Trans-Pennine path now in the timetable, coupled with other minor alterations, there are now paths across this busy junction only for freights already in the timetable. No new freight paths can be expected over this route when bid for by operators.

There has, very recently, been a new initiative, with all freight operating companies and Network Rail, to go through every unused freight path in the country and decide whether to keep it/amend it for strategic capacity (to cater for growth as per industry-agreed figures) or remove it from the timetable. The process isn't yet finished but, already, many paths have been removed, freeing up space in the timetable, and maintenance of better quality strategic paths in the timetable is now being taken a lot more seriously. There's more work to do but it's a good start, with many having gone nationally.

It's better to produce timetables with some strategic capacity built in than try to find chunks of capacity for new traffic over a busy route or for a long-distance journey at short notice.

**Ian Kapur - National Access Manager,
GB Railfreight.**

Objection to a Wind Turbine at Ainstable

I read in the Cumberland News that FoSCL is making an objection to the installation of a wind turbine at Armathwaite/Ainstable. In the first instance I query whether this is within the role of a rail user group; and secondly this certainly does not represent my view - what did the FoSCL committee do to find out what its members thought on this matter? I have been following the work of the UN's Intergovernmental Panel on Climate Change (IPCC) for some years now, from the time when scientists were still arguing about whether carbon dioxide emissions were responsible for climate change, to now where it is established scientific fact and with a greater correlation coefficient than with the relationship between smoking and lung cancer. Also it is clear that over the years that every prediction that has been made as to the progress of climate change has turned out to be an understatement not an exaggeration. I have a friend who has worked on the IPCC panels and he says that because the reports are published by the UN they have to be approved by member governments, and generally the scientists working for the IPCC believe them to be a watered-down statement. Thus I think that anything we can do to lessen our dependence on fossil fuels should be applauded. Before FoSCL makes such statements on non-rail matters in future, please can the committee consult the membership.

Ian K Watson - by email

Station Reopenings

I would like to support the letter from Edward Evans, in the May magazine, regarding reopening more stations on the line and nominate Cumwhinton as my first choice of the ones he mentions. To help make a business case for this, my vision of what Cumwhinton Station could be is:

- 1 A station for the village.
- 2 A more convenient railhead for residents of the Brampton area who currently have to choose between inconvenient starting points at either Armathwaite or Carlisle.
- 3 A park and ride station for those heading

north to Carlisle on the M6 or A6. With such a short distance from Junction 42 of the M6, appropriate signs could tempt people to get on a train to avoid congestion and expensive parking in Carlisle.

The station buildings (including the shelter on the southbound platform) are still intact. What a useful station it could be once again!

Toby Harling - Carlisle

Shelters

At all the stations on the S&C passengers can wait for their trains in dry and sometimes warm and lit waiting rooms or shelters.

The exceptions are the manned stations of Settle and Appleby. When the staff go home the stations are locked up and waiting passengers get cold and wet.

I find this curious.

Mark Rand - by email

Memories of Ribbleshead

By chance today I looked at part of Ribbleshead on the internet – I am not literate in such matters.

In March 1957 I was staying at the Ribbleshead Inn and went to the monthly service at the station. Before the service began, led by the Rev. Harold J. Croft of Ingleton, two reporters from the then Manchester Guardian arrived to write an article and to take pictures.

In 2001 Gerald Tyler, of Chapel-le-Dale, published a booklet entitled *Scripture and Schools for the Navvies at Ribbleshead*. On the front cover and on the last page are pictures taken in 1957. I am on the front of each picture.

My connection with Ribbleshead began whilst at school in Sedburgh. Twice during school years I have been round the Yorkshire Dales Three Peaks. More recently I have seen the viaduct whilst walking the Pennine Way.

Oliver Mayfield – Colyton – Devon

Manchester-Carlisle

The campaign to reopen the Colne to Skipton line has been ongoing for some time and you are actively promoting the introduction of a regular Manchester/Carlisle service via Settle. Indeed I have put my name forward in support of this idea.

Has anybody ever put forward the idea of a new single line chord at Hellifield to enable Manchester/Clitheroe services to be extended to Skipton without the need for reversal? This would enable connections with the Settle and Carlisle at Skipton (or Gargrave) and provide excellent onward connections to Leeds and Bradford.

Costs would be far less than reinstating a long closed line and would go a long way to offering the regular through service to Carlisle you seek.

Laurence Mitchell - by email

So Where Are the Young People?

My interest in the Settle-Carlisle dates back to the early 1960's when my late father and I rode the 'Thames Clyde Express' from Carlisle to Leeds and back. This was followed up by many holidays in the area exploring the line by rail, car and foot during the 70's, even managing a climb of Wild Boar Fell. News of closure in the 1980's was disappointing to say the least and while it seemed inconceivable that faceless civil servants sought closure, saving the line seemed equally inconceivable.

There is no doubt that we all owe an enormous amount of gratitude to everyone, not just the well known faces, but the ordinary supporters who all played a part. However, one thing about the 25th Anniversary celebrations did worry me.

Looking at the pictures of the people on the train and the photo of the hordes on the platform at Carlisle, I noticed a distinct lack of younger people and I do worry as to who will be running the Friends and looking

after the S & C in 20/30 years time. I know that the age of those interested in railways does concern heritage lines and the railway publishing industry and wondered what steps the Friends are taking to safeguard the future and encourage younger people to become active members.

Sadly one does not see the interest in railways among younger children (or even young adults) unlike my schooldays in the 1950's when the whole class of boys were trainspotters and while you see a lot of primary school age children with their parents at preserved lines or events like the recent A4 gathering, interest doesn't seem to continue. I hope I am not being unduly pessimistic, but I do feel it is a looming problem- just how do we get more young people involved?

Jim Dixon - by email

Charles Stanley Sharland - 150 Years Since the Original Survey

Thanks to the work of Kenneth Duffin and Nigel Mussett we are as sure as we can be that August 2015 will mark the 150 year anniversary of the crucial survey of the Settle-Carlisle Line. I am sure that the Friends will mark this appropriately.

We do not have the precise date that the survey took place, but we do know that on 2nd August 1865 the Midland Railway Company gave the go ahead to Allport and Crossley to survey the line. Given the tight Parliamentary timetable it is inconceivable that this was left until September.

I have often wondered whether James Allport - General manager - and John Crossley - Chief Engineer - had arranged to meet up with Charles Stanley Sharland at the Golden Lion in Settle! If any members have ideas it would be good to hear from them.

Martin Pearson - Birmingham

Rear Cover Images:

Above: Another view of Arten Gill Viaduct; unusually, its arches are turned in stone rather than brick which would have made construction more difficult. It is not known why this should be.

Photo: John Wood

Below: Compare and contrast! A Northern Rail class 153 in their standard blue and purple livery is coupled to the class 158, especially painted in yellow to mark the Tour de France cycle race passing through Yorkshire. Seen on the 11.55 Carlisle-Leeds service at Ribbleshead on 30/6/2014.

Photo: Pete Shaw

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