

SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
August 2015
No 141

Price £2.50



Ride2Stride brings visitors to the railway

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Hon. Sir William McAlpine Bt.

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

Chairman: Richard Morris - richard.morris@settle-carlisle.com

Committee:

Stephen Way (Treasurer) stephen.way@settle-carlisle.com

Paul Kampen (Secretary/Editor) paul.kampen@settle-carlisle.com

Chris Butler * (Health & Safety Officer) chris.butler@settle-carlisle.com

Peter Davies (Membership Secretary) peter.davies@settle-carlisle.com

Ruth Evans (Volunteers Co-ordinator and Events Organiser) ruth.evans@settle-carlisle.com

Douglas Hodgins * (FoSCL Futures Group Representative) douglas.hodgins@settle-carlisle.com

John Johnson (Armathwaite signalbox & Carlisle representative) john.johnson@settle-carlisle.com

Paul Levett (Business Development Co-ordinator) paul.levett@settle-carlisle.com

Rod Metcalfe (On-train Guide Co-ordinator/Technology Adviser) rod.metcalfe@settle-carlisle.com

Phil Moorhouse (Insurance Consultant) phil.moorhouse@settle-carlisle.com

Pat Rand (Customer Relations, Trading & Settle Shop Manager) pat.rand@settle-carlisle.com

Pete Shaw (Magazine Mailing Co-ordinator) Telephone 01274 590453

Nigel Ward (Hon. Solicitor) nigel.ward@settle-carlisle.com

* Indicates that these members were co-opted after the 2015 Annual General Meeting in accordance with the FoSCL constitution.

Postal Addresses: Chairman: Richard Morris – 10 Mill Brow, Armathwaite, Carlisle CA4 9PJ

Secretarial Enquiries, Hard Copy for the Magazine and General Postal Enquiries:

Paul Kampen - 74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

Enquiries about **Membership:** Peter Davies - 5 Dewhirst Road, Brighouse, W. Yorks HD6 4BA

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

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

Telephone Numbers: Telephone Enquiries about **FoSCL Matters Only** may be made to:

Paul Kampen (01274 581051) or Richard Morris (01697 472084).

Other FoSCL Contacts: FoSCL website: www.foscl.org.uk

David Singleton (**Guided Walks Co-ordinator**): david.singleton@settle-carlisle.com

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

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

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

Northern Rail: Customer.relations@northernrail.org or telephone: 0333 222 0125

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

NEXT MAGAZINE: Copy date for the November 2015 magazine will be Saturday 17th October. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at: paul.kampen@settle-carlisle.com . For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

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

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

Cover Picture: *The Ride2Stride walking festival was held this year from April 28th to May 4th. Visitors from as far afield as Canada (Vancouver), the USA (Chicago, South Carolina and Texas), the Netherlands, Germany and Australia visited, rode on the S&C, stayed in local accommodation and patronised local businesses. Here some walkers are seen at Croke Gill, Pen-y-ghent, on Monday May 4th. Photo: John Wood*

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

Things have actually been a bit quieter over the past three months. We've done all we can to influence the bidders for the next franchise, and their bids were submitted by the 26th June. We now await the announcement of the winner, expected mid-December. However, there is a slight worry that the timetable might slip: the recent announcement by the Secretary of State that the Trans-Pennine and Midland Main Line electrification will be delayed has re-kindled fears that not enough DMUs will be cascaded for Pacer replacement by 2020 as planned. What to do? New DMUs could be built, but who would build them and who would be prepared to make the investment? Bring the re-engineered ex-London Underground D Trains into service? The DfT could, says the railway press, give the bidders more time to come up with a solution and thus delay the award of the next Northern franchise. Nothing we can do except wait.

We haven't been idle though. Following on from our discussions on a possible joint S&C and Bentham Line further development of the Community Rail idea in the next franchise, the FoSCL Committee decided that we should apply to join ACoRP (the Association of Community Rail Partnerships). The DevCo, though not a CRP, has been a member for years: indeed it is widely regarded as the original example of a CRP on which the idea was based. They and we now do a great deal more to support the Settle-Carlisle line than we did then, indeed a lot more than the average CRP. The ACoRP board were initially bemused at the idea of having two organisations represent one line, but on reflection agreed that it made sense. Another example of the unique nature of our organisations and of how much we can contribute to development of the Community Rail idea in future. To set to rest any doubts, FoSCL has no intention of creating a CRP out of the S&C: ours and the DevCo's sights are set much higher and we'd like to have much more control over our railway in the next franchise.

There was a nice ceremony at Ribbleshead on the 19th May to celebrate the National Rail Heritage Award won by the Stationmaster's House restoration last December. The Settle-Carlisle Railway Trust, as owner of the House, kindly invited me as FoSCL Chairman to the awards ceremony in London and to the celebration. The Trust Chairman, Graham Dow, paid tribute to all those who had contributed to the restoration, not least to FoSCL for its financial contribution. This can now be seen to have paid off and the House is now more than paying its way from self-catering income.

The FoSCL Futures Group had a very informative meeting with Network Rail's strategic planners on 8th June. One of the items on the agenda was line speed, and I was pleased to be invited to attend as I and my predecessors have lived with this subject and our aspiration to see it increased, for years. Although our contacts in Network Rail had in recent years led us to believe that some minor improvements were possible in the short term, at this meeting it became clear that we are stuck with 60 mph maximum for a very long time. I go into more detail and the implications for FoSCL's future strategy in a letter to the Editor in this issue, in response to David Ward's article in the May edition of the Journal. We also learnt in this meeting that the signal boxes will not now be decommissioned until 2027.

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.

Still on the subject of Network Rail, an Armathwaite resident alerted me to the fact that they'd cleared a stretch of embankment some 300 metres long of vegetation including mature trees. She was concerned as according to Forestry Commission and RSPB guidelines trees should not be felled between March and August because of possible nesting birds. Our local Network Rail contact quickly arranged a meeting with the project manager who satisfied us that all the correct consultations had been carried out. However Forestry Commission guidelines also state that any mature trees felled should normally be replaced. Would Network Rail be doing some replanting to replace all the trees that have been felled here and at other locations along the line? At first they thought I meant *in situ* – of course not, I said, somewhere a bit further from the line. They didn't know whether there is a policy for this but offered to find out.

On 19th June I attended the AGM of the Friends of the Far North Line in Inverness. A long way to go, you may wonder why. Well, I am a member of FoFNL, but more to the point there are similarities with our line and a number of their members are also members of FoSCL, and we've had useful advice from them in the past. This year there were speakers from Virgin Trains East Coast, Caledonian Sleeper and Scotrail/Abellio. You'll no doubt be aware that all three companies have recently started a new franchise. I berated the poor Abellio Head of Public Affairs for their abrupt withdrawal of the Club 55 offer which has been a feature of Scotrail for donkey's years. There's real anger in the North of England at this, I said, and it's going to damage the economy of the Highlands when we all now decide to go elsewhere for our holidays. I was ably supported by the Chair of RailFuture Scotland, we took a vote and 90% of the meeting wished to see it reinstated. The man from Abellio took due note. I did apologise afterwards for laying into him and said I realised he was only the messenger! We'll see what happens next.

And then on 28th June I went to Dentdale Music & Beer Festival. You may by now think that your Chairman is losing the plot, but there was method in this. Not only are FoSCL good friends of this festival – last year we sponsored it as part of the 25th anniversary celebrations – but the Treasurer of the Festival is on the ACoRP board and supported our application to join. He and I and others in Dentdale have a long-running campaign to get Northern to put in a stop at Dent for the 05.50 departure from Carlisle. So far Northern haven't budged on this but we're not prepared to let it go. Oh yes, and I like the music and beer as well.



Seen at the Ribbleshead station visitor centre on May 19th are (L-R): David Ward, Andy Savage, Tony Freschini, Ruth Evans, Ian K. Watson, Edward Album, Peter Drury, Sarah Viney, Richard Morris, Graham Dow and Jean Collyer.

Photo: Duncan Langtree

Editorial

The items regarding the work of the 'FoSCL Futures group' which were contained in the last magazine have prompted members to write to us. Several are supportive of the ideas expressed, others critical and a couple are strongly opposed. This is all to the good as it gives us free and healthy debate which any mature organisation should encourage.

Of particular interest to me is the aspiration for more long-distance services on the line; I got to know the S&C from trips which I made in order to earn a living starting in 1971 – my use of the line for leisure purposes came much later. In those days it was a very different S&C from that of today: more signalboxes were in use, there was a higher variety of freight traffic to see but the passenger trains were few in number and were usually Mark 1 coaches in often less than clean condition. If I drove to Preston in order to catch a WCML train to Glasgow (as I often did for Saturday matinee performances when I was not needed to play in the evening as well), it usually felt like transition to a whole new level of comfort. If I used my car all the way to Scotland, especially in Winter and at night, it made the need for long-distance services all the more obvious. And of course return to Yorkshire in the 'wee small hours' was possible on the S&C, Monday to Friday, up to 1977.

There was then an air of neglect to the S&C with most stations closed and derelict-looking apart from Settle and Appleby. Contrast that situation with what we see today! It is a great tribute to those who campaigned so hard to save the line that we can enjoy a journey on the S&C in the 21st century. But what kind of services should we have? Speaking selfishly I am a user of the local stations and would like to be able to hop on and off at convenient times for a good walk. However anecdotal evidence (from observation by various people including Northern Rail staff who work on the trains) is that people are increasingly seeking to use the line for Anglo-Scottish journeys once more. A couple of days ago I travelled on the 'express' to Carlisle and counted fourteen people checking the information screens for onward connections; another committee member spoke later in the day to a passenger who was making the journey south from Scotland and was waiting for the return 'express'. It is reported that the 05.50 from Carlisle often does a healthy trade in passengers from Glasgow who can change in Carlisle and be in Leeds soon after 08.30.

So could this presage the return of the 'Thames-Clyde Express'? Perhaps not but a London (Kings Cross by the way – the gremlins crept into the last issue!) to Glasgow service would certainly offer a wealth of connections to give Anglo-Scottish travellers a choice of routes and, perhaps, a welcome alternative to their cars and the motorways. And of course it is cheaper via Carlisle. Please feel encouraged by the letter writers in this issue – have YOUR say.

The FoSCL committee has been very pleased to welcome Douglas Hodgins back to its ranks. I am sure that Douglas needs no introduction from me; he now takes responsibility for the committee's liaison with the FoSCL Futures Group (FFG) which has a very vital role to play in the next few years.

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

Could all members please note that, from Saturday 24th October to Monday 26th October, the S&C will be closed for installation of new quarry sidings & footbridge plus demolition of Gauber Bridge. There will be possible alterations to the FoSCL Guided Walks programme - please see: www.foscl.org.uk/guided-walks

FoSCL Notes

Membership Matters

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

Mr Martin Best.
Mr G. Clark, Leeds.
Mr. L. Jackson, Bentham.
Mr S.C. Newton, Eastbourne.
Mr Donald Raine, Shipley.
Dr. A. Todd, Durham.
Mr. W G Tremlett.
Mr S.E. Waring, Bridlington.
Mr R. Whittle, Reading.

Magazines addressed to the following members have been returned undelivered:

Mr S. J. Bamber, Barnsley.
Mr. R. Kynaston, Bushey Heath.
Mrs. J. Lockley, Settle.

If anybody knows the current address 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

Members receiving this issue of the S&C Journal by post should find enclosed a copy of our 2015 postal sales list. Those who receive the journal by email will also find a PDF file of the list as a second attachment.

After several years in which we have issued a comprehensive catalogue, we have decided this year to issue a much more simple list. This is because experience proves that members tend to order five or six favourites and the occasional new item.

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

www.foscl.org.uk

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

Some members ask if they can pay for items by credit card: this is possible by phoning to arrange a 'customer not present' credit card transaction (01274 581051). ***Please do not send your credit card details by post*** as this makes you very vulnerable to fraud.

Our 2015 Christmas Card is an image by Andrew Griffiths of a Northern Rail 158 seen approaching Ais Gill with Wild Boar Fell in the background. This can be seen opposite although the card itself is in full colour.

The card can also be purchased from our station shops at Settle and Appleby; core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and 11.00am to 4.00pm Fridays and Saturdays plus steam train days (Appleby).

Paul A. Kampen - Hon. Secretary

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. These cards are issued by Northern Rail and are ordered by the FoSCL Membership Secretary on the behalf of members.

The current price is £17.

Holders of family memberships are entitled to purchase two cards per membership. Please allow up to 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.

Lost or Stolen Cards: It is regretted that lost or stolen cards cannot be replaced.

We have recently had some instances of card-holders finding that the printing on the card has faded: in this instance the card should be returned, with a stamped addressed envelope, to:

Specialist Sales Centre, Northern Rail,
The Travel Centre, Leeds City Station
Leeds LS1 4DX

Please do not laminate the cards or put them into separate plastic wallets.



2015 Christmas Lunch

This year's FOSCL Christmas Lunch will be held at the Falcon Manor Hotel in Settle on Saturday 5th December. The hotel is within walking distance from Settle station – further information about it can be found on their website: www.falconmanor.co.uk.

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

Booking forms for the lunch can be obtained by emailing pgmoorhouse@gmail.com; or by phoning 07917 245844. The cost remains unaltered at £25 per person for three courses, with choices to be made from the menu below:

Curried Parsnip Soup
with crème fraiche and croutons

Rilette of Smoked Mackerel
with roast lemon dressing, cornichons and granary toast

Pressing of Pork
with apple puree, roast fig,
miniature leaves and toasted soda
bread

Grilled Kidderton Ash Goats Cheese
with toasted brioche, red onion
marmalade, watercress & shallot
salad

.....
Traditional Roast Turkey
with apricot, sage and chestnut
stuffing and all the trimmings

Daube of Beef with truffled pomme
puree, beef dripping and mustard
croute, buttered greens

Roast Back of Hake
with leek, potato and shellfish chowder

Vegetable Pithivier with spinach,
mushroom and ricotta
served with roast tomato sauce

.....

Christmas Pudding
with brandy sauce

Lemon Posset with ginger biscuits and
winter berry compote

Chocolate Truffle Cake
with praline and Chantilly cream

Selection of Yorkshire and Continental
cheeses
with chutneys, grapes and crackers

.....
Coffee or Tea, Mince Pies and Petit Fours

Phil Moorhouse

Ian Graham

Ian Graham retired from Armathwaite signal box duty this year and our present to him was a flight from Carlisle Airport, over the signal box, to Wigton where he lives and back to the Airport. He really did enjoy his day and he wants to say thank you to all who contributed towards this, i.e. The Friends of Armathwaite signal box and FoSCL.

Ian: we hope you can still pop through now and again and we miss you being there every Sunday.

John and Tracey Johnson



Ian Graham gives a thumbs up before embarking on his flight.

Photo: Tracey Johnson

Long Marton school visit

Our visit went down well once more and, at the end, we had a safety talk by Ian Coucher from Network Rail; this was well taken in by the children. Our thanks go to Ian and Network Rail for their help, a very important part of our presentation.

During our visit we act out 12 mini plays about the Edwardians and we always get

an older boy to help us, the photo was taken after our presentation and this is young Bradley with myself and my wife Tracey.

Thank you Brad - you were our best yet.

John and Tracey Johnson

Note: I would like to say thanks to Ian Graham for all his help in our previous presentations, we missed him and wish him well. JJ



Left: (L-R) Tracey Johnson, Brad, 'Tommy' and John Johnson at Long Marton School

Photo reproduced by kind and full permission of the Long Marton School Headteacher.

N^o5

RAILWAY COTTAGES
GARSDALE HEAD



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



Railway Holiday Cottage situated at Garsdale Head station
Reasonable rates- Telephone 0114 2696 008 www.5railwaycottages.co.uk

Dates for Your Diary

Saturday 24th October to Monday 26th October: *Line closed for installation of new quarry sidings & footbridge plus demolition of Gauber Bridge.* Possible alterations to FoSCL Guided Walks programme - please see: www.foscl.org.uk/guided-walks

Saturday December 5th - FoSCL Christmas Lunch at the Falcon Manor, Settle (see page 6).

Saturday December 12th - Open Day at Settle Station.

Saturday April 16th 2016 - FoSCL AGM, Hallmark Hotel, Carlisle (the AGM notice will be contained in the November issue).

Refurbishment Work at Settle Signalbox

During June and July, Settle's 'Summer Wine Gang' have been busy. The steps up to the box were replaced when the box was moved to its present position in 1997. However, the Dales weather has taken its toll and it was clear that replacement was becoming necessary once more. Led by joiner Ged Pinder, the gang (other members Robin Benzie, Robin Corbett, David Hope, Jim Pope, Malcolm Sissons and Bob Swallow) simultaneously looked after visitors to the box whilst constructing a new set of steps - a lot of this work being done in the open air in less than ideal weather - time we provided them with a workshop! Only when treads, and then the whole of the old steps, had to be removed was the box closed to visitors.

The box is normally open to visitors every Saturday from 10.00am to 4.00pm.

Paul A. Kampen



Constructing the steps

Above: Ged Pinder.

Below Left: Ged Pinder and Robin Benzie.

Below: Men at work on the box.

Photos: Mark Rand



Armathwaite signal box visits

We had another successful signal box visit on the 16th of May, with many visitors to the box. We then went on our seven-mile circular walk of Armathwaite and, after a pub lunch, we then returned to the signal box to see a steam train go past: I cannot think of a better way to spend a day - can you?

Please come with us on our next walk which will be on October 17th starting at 11.15 from Armathwaite station. See you there!

John and Tracey Johnson



Above: John Johnson explains the working of the box to a party at Armathwaite.

Photo Tracey Johnson

Widor in the Waiting Hall

Thanks to a good bit of liaison with Northern, Settle station now boasts its very own piano. All the ducks lined up in a row for this project - Northern's Director of Customer Service Natalie Loughborough gave the go ahead, the Dev. Co.'s Drew Haley acquired the piano and Station Supervisor Paul Brown, himself a pianist, jumped at the idea.

Pianos have appeared at several stations around the UK - most famously at London St Pancras where they are available for anybody to use on a sit-down-and-play basis. No sooner had the Settle piano arrived the station was echoing to the heroic sound of Widor's Toccata in F major, courtesy of a lady passenger.

Picture shows Paul Brown giving it a

go. Theatre organs are Paul's real passion. He has played the giant Wurlitzer at Blackpool's Tower Ballroom so Settle's rafters can expect to ring from time to time.

Mark Rand

Below: Paul Brown entertains at Settle.

Photo: Mark Rand



S&C Webcams

Webcams are now in place on the S&C at Ribbleshead and Kirkby Stephen. As well as the wonderful cams along the Settle to Carlisle Line, there are in excess of 20 other live cams from all over the UK rail network, These are available by registering free at www.railcam.uk/site

There is a core collection of cams available with the free membership and a selection of bonus cams available to those who become a Railcam Supporter, with the site being totally donation funded. These are offered as a thank you to those who donate a minimum of £10. Your donation entitles you to a year of access to the bonus cams, as well as the every popular 'Live Signalling Diagrams' which have been described as essential to the railway photographer and spotter alike. Information on becoming a Railcam Supporter can be found at:

<http://www.railcam.uk/site/donate.php>

Ride2stride: the Settle-Carlisle Walking Festival 2015

The 4th annual Ride2stride walking festival took place from 28th April to 4th May. Around 100 people gathered on Settle Station on a chilly morning to hear Mark Rand officially open the event and during the week 788 people took part in the walks, talks and music.

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.

This year saw FoSCL, Friends of Dales Rail, Yorkshire Dales Society, Ingleborough Archaeology Group, Yorkshire Dales Millennium Trust, Yorkshire Dales National Park Authority, Friends of A Dales Highway, RSPB and the Wainwright Society taking part and as usual, the music was organised by the 3 Peaks Folk Club.

People came from all over to attend the festival. One couple from Vancouver had seen a TV programme on railways and were so impressed with the Settle to Carlisle Line and the Yorkshire scenery that they Googled "Walking in Yorkshire", found Ride2stride, booked flights and a Settle hotel for the week and came to celebrate the woman's 50th birthday. She loved it and was out all week, both walking and at the music...and her husband sang! Others travelled from Chicago and Texas (both for the second year running), South Carolina, Australia, the Netherlands, Ireland and 2 groups from Germany. One woman from Germany had previously travelled on the Settle to Carlisle Line, loved the scenery and returned for the festival with a friend from Colchester. She said it was everything she hoped for. In the UK, people came from Loughborough, Buckinghamshire, Berkshire, Wales, Chester, Derbyshire, Newcastle, Glasgow, Berwick, Morpeth (for the 4th time), Colchester, Perth, Edinburgh, Liverpool, Somerset, Cumbria, Peterborough and Birmingham as well as large numbers from Yorkshire and Lancashire.

"Thanks to everyone involved in Ride2stride, brilliant event, great walks, really enjoyed my weekend of walking, good company and the leaders were excellent. Amazing to hear of the miles people travelled to enjoy God's Own Country!"

Most people travelled by train or stayed in accommodation locally, bringing business to the area early in the season and increasing people's awareness of the use of the Settle to Carlisle Line to access the Yorkshire Dales and Eden Valley. On the days they didn't walk, visitors took the train to Skipton, Leeds and Carlisle.

"We stayed in Settle and our accommodation was very good"

There were 33 walks this year including 3 where walkers could do a longer or shorter version. As usual, there was a good variety of walks from easy walks around Settle and Appleby and a Singers' Strideout to more strenuous hikes onto Great Knoutberry and the Three Peaks. The chance to climb the Three Peaks on consecutive days proved very popular.

A number of people commented on how knowledgeable all the walk leaders were with particular mention of the visits to places of interest; the Hoffmann Kiln, Ribbleshead Viaduct shanty town and Mearbeck Farm.

Once again, the weather played a part in the number of people walking with the numbers being lowest on the very wet Sunday and a high turnout on the scorching hot Bank Holiday Monday. The walk leaders, all volunteers, were fantastic, changing routes to cope with weather conditions, splitting groups to accommodate slower walkers and always making sure everyone was safe, happy and having a good time.

There were 3 talks this year all clearly linked to walks in the programme. Dr David Johnson led a walk around the Settle Geology Trail then followed it with a very well attended talk on "Historical Roads, Routes and Lines of Travel". Sheila Gordon talked about creating the long distance Lady Anne's Way the evening before 2 walks took in parts of the route.

"We were pleased to visit some of the places mentioned in the talk"

Finally, the Wainwright Society led a circular walk from Settle following one of Wainwright's "Walks in Limestone Country" before one of their members gave a presentation about the life of the legendary fellwalker.

The singers and musicians were a highlight of the festival for many. There were more musicians than ever and the numbers grew as the week went on. Many people said that the icing on the cake was the music. They had been to other walking festivals and after the walk and a meal there was nothing to do in the evenings. "At Ride2stride there is something to go to socially and meet up with others from the walks..."

"This was a huge attraction for coming to this festival"

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 helps to cover the costs and we are also grateful to Briggs Bros of Cononley, Welcome to Yorkshire and Skyware Press.

Although the dates are not yet fixed, if the same pattern is followed of ending Ride2stride on May Bank Holiday Monday the festival will run from Tuesday 26th April to Monday 2nd May but please keep an eye on the website:

www.ride2stride.org.uk

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



Lunch Stop near Wharfe Wood
Photo: Chris Grogan

Self-Catering Holidays at Kirkby Stephen Station

NEW higher discount for FoSCL members!

10% off any booking, for any dates between now and the end of 2016.

**Phone Rachel now on 01768 800 208 to reserve your stay
or visit the website at www.sandctrust.org.uk/stayatastation/**

(please have your membership number ready and note that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised)

**Self-catering with great views
of both the trains and the fells.**

**Two holiday lets, open all year,
for full weeks and short breaks.**

FREE Wi Fi for guests 



Planning ahead

There has been much debate recently about national rail investment priorities following announcements that major projects are costing more than anticipated. What are the implications for the Settle-Carlisle line? This question was considered at a recent meeting of the Settle-Carlisle Line Association (SCLA). The SCLA represents the four member organisations of the S&C family (Friends, Trust, Development Co, and Property Co). We have a shared interest in supporting and promoting the line and wish to see a long-term sustainable future. We work closely with Northern Rail, and are keen for this relationship to continue with the new franchisee once appointed. We are equally keen to support freight and other traffic (such as charter trains). We have sought to influence the ITT (Invitation To Tender - the government's prospectus for the new franchise) and are pleased that additional services have been included. We have worked closely with Network Rail for a number of years (Jo Kaye of Network Rail is a member of the Trust) and are delighted that Ian Joslin (responsible for infrastructure maintenance) has joined the SCLA. We can go nowhere without Network Rail, so in June a number of us (Richard Morris, David Lowe, David Potter, David Ward and I) met representatives of Network Rail to discuss the factors which could affect the future of the S&C Line.

The good news is that a huge investment is being made in the railway network. However, much of this investment is in major projects such as HS2 and electrifying the Great Western line from London to Swansea. Network Rail is responsible for building and maintaining the rail infrastructure and operates in five year 'Control Periods'. The current Control Period runs until 2019, during which Network Rail is due to spend £38 billion. The next Control Period runs from 2019-2024 and the indications are that the budget is already largely committed.

Before we can consider where any investment in the Settle-Carlisle sits in the pecking order, we need to reflect on the decision making process. Generally

speaking, any large project - public or private sector - must pass two tests. Does it make economic sense and does it fit with the strategy? Strategic context is of fundamental importance and is heavily influenced by political considerations. A good example is the Northern Powerhouse. This idea has been around for over ten years being first mooted when I was Chairman of the North West Regional Development Agency and then known as the 'Northern Way'. The concept was simple: create an economic corridor between Manchester and Leeds as a 'second cylinder' to the UK economic engine, the other being London and the South East. This would require investment in transport, principally the Trans-Pennine rail service, together with improved services to Liverpool in the west and Hull in the east. The Northern Powerhouse has cross party political support, and is therefore 'strategic'. That means it will attract funding. Of course an economic case has to be made, but generally large rail projects are justified because they have an economic impact (direct benefits such as shorter and more reliable journeys, and indirect benefits such as business growth along a rail corridor).

At our meeting in June we first considered strategic context. There have been no recent studies of capacity, but a new report (West Coast Study) is in preparation and due to report by early 2016. This is expected to confirm that the West Coast line is running close to maximum capacity and that the S&C line is a necessary support/diversionary route. A wider 'North of England Route Study' is due to report in Sept 2016 (to inform Network Rail's Control Period 6, 2019-2024) but the West Coast Study is more relevant. An electrification study has also been prepared but this is looking much further ahead (up to 30 years) and the main driver will be freight traffic. The conclusion appears to be that the S-C line is part of the strategic network and should therefore be maintained and managed appropriately.

We then turned to issues that have been discussed in previous editions of this Journal: signalling, line speed and freight traffic.

A plan to re-signal the line is being developed, driven by operational savings. This was planned for 2020 but is almost certain to slip, possibly to 2027. However, signalling is not seen as a constraint for line speed or capacity. We do need to consider if we wish to save any or all of the signalling equipment that will become redundant, but we have plenty of time to think about this. The development period for the project could be four years, so we will have plenty of notice.

Line speed has been the subject of much debate so we were pleased to learn that there is a presumption in favour of making improvements where possible, for example using materials and processes during maintenance work which would enable higher future speeds. However, any increase in speed requires detailed assessments to be made. These assessments would consider the state of embankments, drainage and other structures and must be made against existing standards. The study would be expensive (several £million). Some modelling has been done on the benefits of line speed, which indicate potential improvements of 5 minutes or less, which would hardly justify the costs involved. In addition to the state of the infrastructure, there are other factors affecting both speed and frequency such as the congestion at the Leeds end of the line.

Turning to freight traffic, the current constraint is businesses wishing to use the line, not the availability of freight pathways. The line is a 'diversionary route' within the Strategic Freight Network. Essentially it is one link in a chain of

long distance (inter modal) routes. Very little traffic originates on the line (except mineral traffic to Kirkby Thore and the new quarry sidings). Some traffic, such as coal traffic to the south, has disappeared due to demand, and is nothing to do with rail cost.

There are no major constraints to freight traffic, but any capital expenditure would have to be recovered. This could increase costs to freight operators (line access charges) and hence reduce the competitive advantage that the S-C line enjoys compared with other routes.

For completeness, we discussed charter traffic. These trains do not enjoy any particular rights but there are no significant constraints as they are fitted in between regular timetabled traffic, for example using vacant freight pathways.

Everyone present regarded the meeting as very positive. The capacity study is important in considering future priorities so it was agreed to meet again when the findings of the study are available. Colleagues from Network Rail also agreed to share with us details of any future work on the line so that we can consider making any suggestions for minor works, or request access to otherwise inaccessible areas, for example to photograph structures or flora.

It is clear that we all share the same objective: a successful and long-term future for the Settle-Carlisle Line. By working together, and sharing our different perspectives, we create the best environment for success.

**Bryan Gray - Chairman,
Settle-Carlisle Line Association**

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.



Open all year.

For brochure or additional information contact:-

Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

Arcow/Dry Rigg Quarries Track Reinstatement Works

On completion, the reinstated rail link will:

- Enable the transfer of aggregate based traffic from road to rail, removing more than 16,000 lorry journeys each year from the Yorkshire Dales National Park
- Lead to a subsequent reduction in CO2 emissions
- Maximise the outputs from both Arcow and Dry Rigg quarries
- Have a positive impact on the local economy

For the duration of the project, the majority of work will take place during normal working hours, Monday to Friday, with those on site briefed on working responsibly in the local community. Every effort will also be made to keep any noise/disruption to a minimum. However, some night-time working will be necessary, particularly when reconnecting the rail link from the quarry to the main line, which, with safety our number one priority, must be carried out whilst trains are not running. This work will take place from close of play on **Friday 23rd October** until the early hours of **Tuesday 27th October**, during which time there will be 24-hour working on the main line, **with alternative transport arrangements for rail passengers being put in place**, for which further information will be available nearer the time.

Timescale: Key timings for the project works are as follows:

July 2015: Commencement of on-site works, with the creation of a new opening in the existing bund/embankment to facilitate the passage of the rail link from the main line to the quarry at Arcow.

August 2015: Construction of a new railway embankment, along with required drainage installation. Modifications will also be made to the existing track side signalling to facilitate train movements from the new rail connection.

September 2015: New rail infrastructure will be installed, with signalling modifications continuing.

October 2015: The reinstated rail link will be connected to the main railway line as part of a 79 hour possession, during which

time no trains will run. The temporary closure will run from 22.30hrs on Friday 23rd October to 05.45hrs on Tuesday 27th October. During this time, the project team will also install a new footbridge crossing over the rail connection, aligned to the existing pedestrian walking route adjacent to the quarry.

November-December 2015: Final tying-in works and completion of the fully operational siding.

*During the works, the existing public walking route which runs adjacent to the quarry will be temporarily closed whilst the new rail connection is constructed, but will be reopened once the work is completed.

Below: An aerial view of Arcow and Dry Rigg quarries.



FoSCL Guided Walks Programme

Could walkers please note that there may be changes to the advertised guided walks programme on the weekend of 24th/25th October. Please check the FoSCL website: www.foscl.org.uk/guided-walks

Ribblehead Visitor Centre - Volunteers Needed

New Volunteers are needed to help staff the Visitor Centre at Ribbleshead. If you like meeting people and talking about the railway this could be the volunteer role for you. But you do not need to be a railway enthusiast - an overall knowledge of the Three Peaks area and the S&C would be helpful but not essential. Volunteers work in pairs so you would need to be able to operate as part of a team. If you are interested please contact Derek Walpole: derekwalpole@btinternet.com

Special Traffic Report

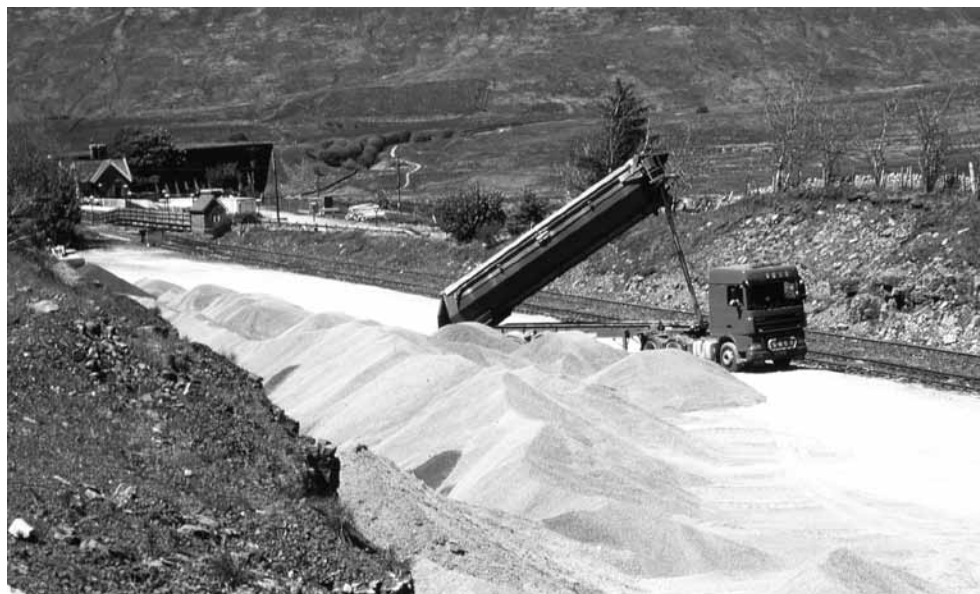
April 19th	2 x Class 185	Beattock - Manchester Piccadilly.
April 25th/27th	67029/012	Derby - Heaton & return, test train.
May 9th	67005	Coventry - Carlisle.
May 9th/11th	67029/012	Derby - Heaton & return, test train.
May 23rd/25th	NMT	Derby - Heaton & return, test train.
May 30th	47786	Stevenage - Carlisle.
June 13th	47237/57313	Leicester - Carlisle.
June 13th	47760/57315	Leicester - Carlisle.
June 13th	47786/47830	Leeds - Glenrothes.
June 17th	47746/47854	Whitehaven - Scarborough.
June 19th/21st	NMT	Derby - Heaton, test train.

Steam specials have been running on some Tuesdays, Wednesdays, Thursdays and Saturdays with locos drawn from a pool of 45690 *Leander*, 45699 *Galatea*, 70000 *Britannia*, 46115 *Scots Guardsman* and 45231.

The new Class 68 locos from DRS have made occasional appearances on the Carlisle - Crewe freight which moves engineering wagons around. Three trainloads of stone chippings have been loaded in Ribbleshead Quarry Sidings. Colas have begun to use Brush Class 60s on the Carlisle - Chirk timber train.

The Branch Line Society ran a tour on April 19th, visiting unusual lines not normally accessible to passengers such as goods loops, crossovers and sidings. This included the Up Sidings at Kirkby Stephen and, even more interesting, the Up Refuge Sidings at Garsdale. It was a novelty to see a six-car TransPennine Express liveried Class 185 train on the S&C at all, but most odd to see it reverse down to the buffer stops at Garsdale!

Pete Shaw



Stone chippings were brought by road from Ingleton Granite Quarry to Ribbleshead Sidings and sent out by rail in three trains on 9th, 10th and 11th June to Hunslet; believed to be for road tar spray work. There were three similar trainloads in April 2014.

Photo: Pete Shaw

News from the Wensleydale Railway's 25th Anniversary Year

The 'railway family' underwent a long-discussed constitutional change in June when two of its three organisations became one i.e. when the Wensleydale Railway Association formally merged with the charitable Wensleydale Railway Trust to become WRA(T), registered charity number 1088324. (The third organisation is the operating company, Wensleydale Railway plc).

Meanwhile train services, business activities and planning for future developments continue, including extension of the line from Redmire to Aysgarth, although with ongoing frustrations about the availability of steam locomotives for this summer. Alas, the railway has also been subject to cancellation of some train services this season during construction of the Bedale bypass and the building of a new housing estate at Aiskew, near Bedale. However there are regular opportunities to travel between Leeming Bar and the new platform halt at Northallerton West on Wednesdays and Saturdays. On some days, services are operated to a Purple timetable, introduced after the 2015 timetable leaflet was printed and distributed. For updated information, see www.wensleydalerrail.com, email admin@wensleydalerrailway.com or phone WR on 08454 50 54 74. Information is available about special on-train events, including those at the end of the year: November's Bonfire train and December's return visit by Michael Portillo and a longstanding favourite, Santa Specials. It's never too early to book!

Recent events: In April there was an Open Day at WR's western outpost, the Hawes Weighbridge Hut and on May 23 we marked the 25th Anniversary of the founding of the Wensleydale Railway Association. In June Pete Waterman gave a talk in Northallerton in support of the Wensleydale Railway and the following day the WRA and WRT merged to form one organisation (see paragraph 1 above). On July 4 – the 10th Anniversary of the return of passenger trains to Wensleydale – a

memorial ceremony was held at Bedale station in remembrance of, and gratitude for, all those who had contributed in any way during the last 25 years to make the Wensleydale Railway what it is today but who have since died.

Revolving Words, A Festival of Railway Literature at Bedale, October 23-25, 2015. This is another major event to mark this year's 25th Anniversary of the Association. Tickets are now available for a varied programme, the brainchild of Peter Chapman, editor of WR's magazine, *Relay*. As the Honorary Organiser he has attracted some renowned authors, journalists and actors to participate and also generous support, including First TransPennine Express who are sponsoring the children's events. This is certainly a first for the Wensleydale Railway (and possibly for any railway?) For those wanting a half-term mini-break, accommodation and other local information is available from Bedale TIC (016 77 424604, website www.visitbedale.com). Revolving Words Festival tickets are available directly from the Hon Organiser (0121 507 1857), or with an SAE from the Hon Organiser c/o 4 Nursery Drive, Handsworth, Birmingham B20 2SW or see www.revolvingwords.com

Local Bus Services: The Little White Bus (Garsdale to Hawes) This service is well-established and continues to flourish, providing an essential link between the station and the market town. Senior Citizen Passes are valid on scheduled LWB services but standard fares are payable by everyone on pre-booked demand response services (tel 01969 667400 – **by Friday latest for week-end bookings**). There are also limited connections at Hawes with the new 6 day Wensleydale Voyager minibus service between Gayle/Hawes and Leyburn - but check the timetable for this service with more than usual care as at present there are different Monday-Friday School Day services and Saturday/School Holiday services (i.e North Yorkshire school terms and holidays). Some Wensleydale Voyager services go via Redmire, like the Wensleydale Vintage Tourer Bus from Ripon to Hawes (Tuesdays until the end of October).

Ruth Anison

News from the Lancaster & Skipton Rail User Group

In LASRUG we were heartened by the DfT's Invitation to Tender document, issued to bidders for the new northern franchise. This stipulates an increase in the weekday frequency on the Leeds-Morecambe line from five to seven trains each way (albeit by 2019). Significant shortcomings in the present timetable are recognised: there will need to be trains timed to take people to and from work in both Leeds and Lancaster, and a last train from Leeds later than the present 16-45.

The ITT also addresses another of LASRUG's objectives - an end to the use of Pacer trains. These are made up of four-wheel vehicles that give a very uncomfortable ride on our mainly jointed track, especially over the tops between Giggleswick and Clapham.

A long-standing campaign by LASRUG's has been for the building of a waiting shelter on the exposed Lancaster-bound platform at Giggleswick station. Over the years our hopes have several times been raised and then dashed, mainly by problems over funding. The news that a shelter is about to be built will be warmly welcomed by westbound passengers. On wet days they will no longer have to decide between either a soaking or a dash from the shelter on the other platform as their train approaches.

We owe these steps forward largely to the formation of the line's Community Rail Partnership. LASRUG is an active member of the CRP, along with Northern Rail, Network Rail and the North Yorkshire and Lancashire County Councils. The first achievement of the CRP was the introduction of a full Sunday service throughout the year. Because the Partnership brings all the various parties together they have been able to make progress with the shelter at Giggleswick. The CRP and LASRUG have both pressed the need for a better weekday train service to the Department for Transport and to each of the companies bidding to run the new franchise, and we are encouraged by the positive response. The new operator will take over in April 2016, but it could be

a year or two before the additional trains start running.

As well as serving the communities along its length, both urban and rural, the Leeds-Morecambe line provides important links to more distant destinations. As with the S&C, many of our users are travelling beyond the ends of the line. Connections are made at Leeds with trains to York and the north-east, and to Kings Cross, Sheffield and the Midlands; at Carnforth to Barrow-in-Furness and the Cumbrian coast; at Lancaster south to Euston, Birmingham, Wales and the South West, and north to Windermere, Carlisle and Scotland. The extra trains will increase the opportunities for onward connections in all these directions.

The government's plans for widespread electrification and upgrading of the rail network seem now to be unravelling, but the re-franchising process is well under way and we remain optimistic that our line's potential is now on the way to being realised.

The speaker at our Annual General Meeting will be Pete Myers, Client & Stakeholder Manager for Northern Rail. This takes place on Friday 18 September in Bentham Town Hall at 7-30 pm. This is an open meeting, and all are welcome.

John Bearpark



A Northern Rail Morecambe to Leeds service calls at Giggleswick.

Photo: Gerald Townson

New Dev. Co. Website

The Settle-Carlisle Railway Development Company recently launched a brand-new website at www.settle-carlisle.co.uk, creating a one-stop shop for visitors to the region and local rail users alike. In addition to comprehensive travel information, the site has details of: visitor attractions, what's on, places to eat and drink plus accommodation ranging from self-catering cottages to country house hotels.

The website is intended to provide all the information needed when planning a visit to the area, whether it's a day out or a longer stay. And, while tourists and rail travellers can call on this wealth of information, local businesses are benefitting too. The site receives high volumes of users from all over the UK (and much further afield) and so provides a valuable, high profile web presence for smaller businesses.

Alongside the new website, the company has also developed an exciting discount scheme. Thousands of local holders of the Dales Railcard and **FoSCL Dalescard** already enjoy up to a 1/3 off rail fares. Now, they are also entitled to a range of offers from great local businesses. Canny traders have been quick to recognise the opportunity and the list of offers is growing daily. Examples include 10% off in Bistro 1871 at Appleby Manor Country House Hotel, 20% adult admission to the permanent galleries at Tullie House Museum, a free second cream tea at the Traddock in Austwick and 10% off in Forage café and deli in Skipton. Discounts are available at popular businesses all along the railway route from Skipton to Carlisle.

Development Company General Manager, Drew Haley, said: "We're very proud to have developed a stylish, user-friendly new website for this amazing railway. The Dales Railcard Benefit Scheme is the obvious next step, as there are so many great local businesses along the rail corridor. We want to work with them to raise their visibility and drive up sales. It's good for everyone; increased visitor numbers boost the local economy and bring people onto the railway. We would love to hear from

any businesses who are looking for more customers".

The final part of the project, an all-new online shop, is in development now. The store will be made up of products from small local businesses and artisan makers, many of whom do not have their own e-commerce facilities. Bringing these people together, under one virtual 'roof', will create a unique showcase of the best that the region has to offer – and make some hidden treasures available to a much wider audience. The shop will be launched in autumn 2015.

Josephine Shoosmith

All the above discounts are available to FoSCL Dalescard holders: please see page 5 for details of how to purchase a card.

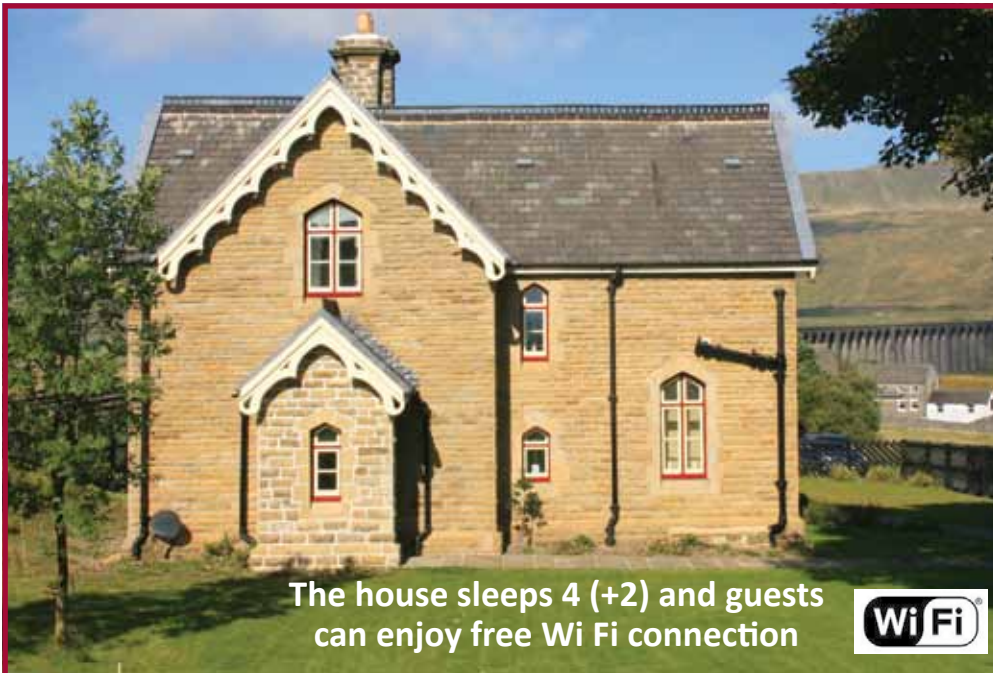
DalesBus Driver of the Year

Jeff Wright, the regular Northern Dalesman bus driver, is pictured at Ribbleshead Station (right of photo) after receiving his cheque and bottle from Colin Speakman on May 25 2015 as DalesBus Driver of the Year 2014. Jeff literally went the extra mile to get his passengers (including FoSCL walkers who had enjoyed a superb walk in Swaledale led by Peter Davies) back to Skipton for trains when a fatal road accident led to the closure of the road from Hawes to Ribbleshead. FoSCL support this bus service which connects with the 09.05 Sunday train from Leeds to take passengers to Hawes, Swaledale and Richmond. It runs every Sunday until September 27th.

John Disney



Photo: John Carey



The house sleeps 4 (+2) and guests can enjoy free Wi Fi connection



NEW higher discount rate for FoSCL Members!
20% off any booking for the Station Master's House,
for any dates between now and the end of 2016.

Phone Rachel now on 01768 800 208
to reserve your stay or visit the website at

www.sandctrust.org.uk/stayatastation/
for a full listing of prices and the dates available

(please have your membership number ready and note that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised)



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.



Above: Colas now have class 60s working the Carlisle to Chirk timber train. 60002 piloted 66849, near Wild Boar Fell on 21/4/2015.

Below: 66117 on the Ribbleshead Sidings to Hunslet stone chippings, under Whernside, 10/6/2015.

Photos: Pete Shaw





185.151 + 185.120 on the unusual Branch Line Society tour returning from Beattock to Manchester (above) approaching Garsdale on the main running line and (below) almost at the buffer stops in Garsdale up refuge sidings; 19/4/2015.

Photos: Pete Shaw



RE-OPEN THE WAVERLEY ROUTE

FROM CARLISLE TO EDINBURGH

**PHASE 1 EDINBURGH-
TWEEDBANK RE-OPENING 6TH
SEPTEMBER 2015!**

Join for
only

£5!

Grade A-listed Shankend Viaduct, nr. Hawick



Founded in 1999, the Campaign for Borders Rail (CBR) has been one of the most successful grassroots rail campaigns in Great Britain, a story of concerned citizens from all walks of life getting together to right the 1969 injustice of complete closure of the 100-mile Waverley Route through the Borders.

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

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

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

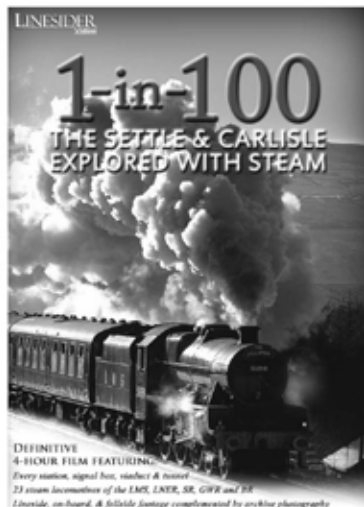
For the latest news on the project visit our website and social media sites:

www.campaignforbordersrail.org

Facebook [campaignforbordersrail](https://www.facebook.com/campaignforbordersrail) Twitter [@BordersRail](https://twitter.com/BordersRail)

Campaignfor Borders Rail

1-in-100 THE SETTLE & CARLISLE EXPLORED WITH STEAM



**A 4-HOUR FILM RESULTING
FROM AN 8-YEAR PROJECT**

**23 STEAM LOCO'S,
LINESIDE, ON-BOARD & FELLSIDE VIEWS;
LOST FEATURES, ARCHIVE PHOTOGRAPHY,
WILD WEATHER, MOUNTAIN TOPS &
HIDDEN GEMS**

**95% OF THE FOOTAGE HAS BEEN FILMED SPECIFICALLY
FOR THIS PROJECT AND IS PREVIOUSLY UNRELEASED**

DOUBLE DVD-R: £26

BLU-RAY: £28

THE ABOVE PRICES INCLUDE P&P AT £1



*"I must write to commend you... it is one of the best DVD's I have seen on the line.
Many thanks once again for preparing a wonderful memory of the line."*

*"A truly tremendous piece of work, THE definitive account of the best,
most scenic, almost spiritual railway line in the country."*

"4 hours of fun" "A very professional production... a valuable record of the line."

*"I cannot praise you highly enough on all aspects i.e. photographically,
artistically, informatively, scenically and even meteorologically! Your labour
of love spawned a superb record of the S&C, not just the trains but also the scenery
and structures, many of which are rarely if ever seen or appreciated."*

**AVAILABLE TO BUY FROM THE FOSCL SHOPS
AT SETTLE AND APPLEBY**

**ALTERNATIVELY, ORDER ONLINE: WWW.LINESIDERVERIDEO.CO.UK
OR SEND A CHEQUE MADE PAYABLE TO 'DAVID AINSWORTH'
TO 27 BROADWAY, FULWOOD, PRESTON, PR2 9TH**

Autumn Bus Links New Sunday Service

The Western Dales Bus from Dent Station at 1050 to Dent Village and Sedbergh is now extended to the Cross Keys at Cautley (arriving 1130) with a return journey at 17.15 to connect with the train back to Leeds. This opens up lots of options including a low level walk back to Sedbergh via the River Rawthey possibly calling in at Farfield Mill en route or a climb up by Cautley Spout Waterfall to The Calf returning over the Howgills to Sedbergh – adventurous walkers may devise routes over to Garsdale or Kirkby Stephen! You could also alight at Straight Bridge for a 10 minute walk down the lane to Farfield Mill. As with other DalesBus services this will run every Sunday until Sept 27th but does not operate on August Bank Holiday Monday. Rail ticket holders get 1/3rd off Western Dales Bus fares on Sundays so it's just £4 return to Sedbergh or £6 return to Cautley and ENCTS passes are accepted.

The new bus to be delivered in the Autumn will proudly show a FoSCL logo in recognition of the support given to Western Dales Bus – look out for it at Dent Station every Saturday morning at 10.20 all year round!

The Northern Dalesman is proving to be very popular with FoSCL Guided Walk users and others who recognise that this is the springboard to visiting lots of places too far away to reach on foot from the train. Use it to explore Keld, Muker, Thwaite, Gunnerside, Healaugh, Reeth, Grinton and Richmond together with the adjoining wonderful countryside. It runs every Sunday and August Bank Holiday Monday until Sept 27th connecting with the morning train from Leeds. This is the bus featured at Ribblesdale on the posters which have adorned several stations this summer produced for us by Northern to promote bus links off the entire line.

Although 2015 is proving to be a great year for bus links (don't forget the Cumbria Classic Coaches links from Kirkby Stephen Station to Kendal, Hawes and Barnard Castle on Monday, Tuesday and Wednesday respectively and daily Little White Bus from Garsdale Station to Hawes)

dark clouds loom over the horizon with more NYCC cuts proposed and the end of LSTF support. Please give your support to the various campaigns to save local bus services in the Dales. You can find the latest details in the News Section of www.dalesbus.org which also has all the latest timetables.

John Disney

Higher discount for members of FoSCL

The recently re-launched Settle & Carlisle Railway Property Company, which manages the restored buildings at Ribblesdale, Horton-in-Ribblesdale and Kirkby Stephen, are raising the 5% discount currently offered for holiday bookings made by FoSCL members. This is our way of recognising the significant support FoSCL has made to the restoration and upkeep of the buildings in recent years.

A 20% discount from standard rates will be given on bookings for Station Master's House at Ribblesdale; and a 10% discount from standard rates will be given at both Booking Office Cottage & Platform Cottage at Kirkby Stephen. Discounts will be given for all stays made between now and the end of 2016.

The scheme is straightforward and the discount is open to all existing members of FoSCL. At FoSCL's request, members who join after September 2015 will qualify for discounts after three years of continuous membership or, to secure an immediate discount, by taking out a three year subscription to FoSCL when they join. The discount is not limited to certain months or to length of stay, even high days and holidays such as Easter and Christmas are included. The only restriction is that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised.

Reserving a stay is easy, members just need to call Rachel on: 01768 800 208 or visit the website and have their membership number ready when making the booking. www.sandctrust.org.uk/stayatastation

Rachel Griffiths

Schafberg Cog Railway

When I was eleven, my dad won £146 in a pools syndicate. It was a great deal of money then; my cautious mother thought we should save it. "What for, a holiday?" asked Dad innocently. Mother mumbled something that might have been yes, and dad, quick as a flash responded "I've already booked it." We'd never been away before except to Brighton when he was convalescing from an operation, so Abroad generated huge excitement. We went – no idea why – to St Wolfgang in Austria and I have always wanted to go back. Last month I did. Much had changed. Much had stayed the same.

I revisited old haunts, taking the obligatory ride on the Schafberg railway, as dad and I did in 1965. I amused myself – you have to let your brain off the lead when you travel alone – making comparisons between it, and the Settle to Carlisle.

Schafberg is a cog railway, we're not. Its track is a metre wide, 5.85 km long and reaches a height of 1200metres. Ours is wider and longer but noticeably deficient in the height department; nonetheless, we share some rolling stock characteristics, operating steam and diesel trains, just as they do. Schafberg has no tunnels – we have 14, as you know, and while we boast an impressive tally of 19 viaducts, they have none. They just wiggle on round, rather than through. They have a shack and a Guesthouse half way up and a hotel at the top; we have Derby Gothic. No contest there, then. At the summit, there is a big poster with pawprints on it, so that you can identify in whose footprints you are treading. I always think it's jolly useful to know if there's a bear in the same postcode, don't you? We don't need a poster like that, nor will we anytime soon, unless someone goes really off-piste with rewilding Cumbria. We do have a bear in Armathwaite but he is a stuffed one standing sentinel in a big bay window; I think of him as a potent traffic-calming device because everyone slows down to see what he's wearing, his sartorial preferences altering to chime with the

changing seasons. Incidentally, there's a Wi-fi hotspot at Schafberg summit too – I bet we've got dozens of those...

Schafberg was built by about 350 mostly Italian workers, vastly outnumbered by the Batty Green workers in the Pennines. I expect there were just as many fights though. Mules hauled food and materials and bad weather often interrupted progress, the latter I'd guess an equally challenging factor here in the Pennines. The first Settle to Carlisle train puffed triumphantly into Carlisle in 1876, but in Austria, the first train, delivered in pre-1876 kit-form from Linz, wheezed up the mountain in 1896, its cargo Victorian tourists and romantic painters, who until then, had to make the ascent by palanquin... a sort of approximation of a sedan chair, with its passenger borne in a box with handles and bearers. I know that little boys all want to be train drivers, but I bet those ambitious to become palanquin operatives were rather fewer...

From the summit of Schafberg you can see a glacier, several lakes, lots of pointy peaks and villages tucked in to the safety of the valleys; here, we travel through dales and fells, tilting at, if not windmills (yet, anyway), then nodding at castles and canals, abbeys and of course, that distinctive Derby Gothic architecture. The routes and scenery might be vastly different, but they're equally impressive.

Finally, the Dress Code on the Austrian line is emphatically Lederhosen but honestly, I have never seen anyone wearing those – and I would remember, really I would – on the Settle to Carlisle.

Jackie Moffat – FoSCL Writer in Residence



Among the Navvies Part 2 Transcribed and edited by Peter Robinson

The writer describes a visit to the great contractor's camp for construction of the Settle & Carlisle line of the Midland Railway at Batty Green, now known as Ribblehead. The account was written during his stay at the Gearstones Inn, a half mile or so east of Ribblehead but now no longer a hostelry, and is dated Thursday. It was published in the Daily News on Saturday, 26th October 1872 at which time works activity would have been at its peak.

Everybody is at work, and there is nothing more to see for the present, within Batty Wife-hole or in Inkerman.

A visit to the working navy I postpone until I can make it with the chief engineer, and feel inclined to spend the rest of the afternoon in visiting some others of the navy settlements. There is plenty of choice. Away to the right on the shoulder of the hill is "Salt Lake" with its Brigham Young in the person of a ganger. The smoke rising down in the hollow under the skeleton viaduct is from Sebastopol; higher up, close by the mouth of the tunnel is Jericho; and beyond that again, a place of evil repute known as "The Barracks." I strike for Sebastopol, across the spongy swamp. The way is longer than it seemed, and infinitely more arduous, for an unwary step may engulf one knee deep in ooze. At length I stick fast, as the horses used to do in the mud on the road to Balaclava.

An elderly navy, with one hand in a sling, comes slouching along, helps me out, and acts as my pilot into **Sebastopol**. **He had been to Inkerman to see the doctor about a whitlowed finger**; that gentleman was absent attending to his duties elsewhere, and my friend was on his way home again. He was going to call at a house in Sebastopol, and I made to accompany him. The huts of Sebastopol stand each one apart, and raised up out of the swamp on a substructure of loose stones. There are much the same difficulties in approaching them as presented themselves to those advancing against a border keep located in the centre of a network of bogs, hags, and marshes. At length we reach the porch, and enter the living room, where a navy's wife has just finished "tidying

up." A great coal fire blazes in the big grate. There are a large table, a couple of forms, and two chairs, and the tale of the furniture is complete. But there was no appearance of poverty or squalor but rather of roughness which circumstances necessitated. The Missis found us, from some recondite store, a quart of capital beer, the acknowledgement for which found its way into the child's money box. Another lady came in, and a gossip began about the news "up tunnel" whence my companion had come. He had "come through some black eyes and cut faces" on his way down, mostly about "the Barracks" where the English and Irish navvies had fallen out on Sunday night, and waged a protracted international combat. Was it true, asked one of the women that "Black Sam" had got his head cut open? She had heard that old Bill was bathing his knee, was that true also? Both these items of intelligence it was in the power of my companion to confirm, as also that Johnson's wife had got drunk at her wedding, chased her bridegroom out of doors for a pot of beer, had gone head-over-tip into the mire, and lain there till a certain "fancy man" of hers considered the time had arrived when he would not demean himself by picking her up. Other navy-females "up tunnel" appeared to be addicted to similar practices, and to a general looseness of life, which must be regarded as reprehensible, and, on the whole, the conversation did not impress me with a high opinion of the state of morality generally in the navy community. To expect any other than a low state of morality would indeed be contrary to every experience. Every element exists to contribute to a relaxed standard. The place is bleak, miserable, utterly devoid of anything to throw sunshine on life. There are no amusements, not even a skittle-alley or a set of quoits.

(The late Peter Robinson wrote: *This article reads as though it should have a following piece giving more detail of the works at this time, but unfortunately I have been unable as yet to find it. Sadly we will not be able to enjoy further fruits of Peter's researches*).

BOOK REVIEW: HEART OF THE PENNINE WAY

Tony & Chris Grogan
Skyware Press £9.99
ISBN 978-0-9559987-9-9

This is a very well written and presented book giving detailed annotated maps and accompanying text for the Pennine Way between Hebden Bridge and Bardon Mill (both on the rail network). The 165 miles are broken into 10 longish sections but the authors admit that these may be too arduous for many so give suggestions how to split some sections using trains (including the S&C) and buses to access suitable accommodation off-route. This would be further helped if the maps used a bus symbol where the PW crosses a bus route.

End to end PW walkers are diminishing but short breaks (especially long weekends) are becoming more popular so this book may appeal to those doing sections between Gargrave, Horton, Hawes (bus to Garsdale) and Dufton (walk or taxi to Appleby) using the S&C.

I boot tested the guide on an unfamiliar section between Ickornshaw and Gargrave and did not need to refer to the OS map despite a diversion due to stampeding cattle! However the minimalist contour information and shading on the maps did not prepare me for some steep sided valleys. The small scale maps for the southern and northern extremities seemed out of place; if you are planning to walk the entire 260 miles you would surely buy an end to end guidebook? Maybe the space could have been better devoted to some telephone numbers for accommodation, cafes, pubs and taxis on the Heart of the Pennine Way?

Nevertheless if you are walking some sections of the PW using the S&C this is the guidebook for you.

John Disney

DVD Review **1 in 100 The S&C Explored With Steam**

These two remarkable films are a must for Settle and Carlisle admirers. Various steam locomotives are used throughout both films and you are

transported behind the steam locomotive watching the engines at work. Historical information is given throughout the commentary and you return to the Settle and Carlisle line as it was prior to the campaign to save the line from closure.

A highlight of the northbound film is a journey through Blea Moor Tunnel behind 8F 48151. The camera is located at the very rear coach of the train and you travel through the whole length of the tunnel with the sound of the engine working hard. Clearly evident is the curve at the southern end as the train enters the tunnel. Other tunnel views are also shown with the camera at the rear of the train. If you want to experience Blea Moor Tunnel this is the film for you.

These are the best films ever produced for the Settle and Carlisle line and will help those long suffering members of that age old incurable disease *settlecarlisleitis*.

Peter G. Davies

Pete Shaw's 2016 Settle-Carlisle Railway Calendar

As I write this review, on the last day of June 2015, we are about to enjoy our first heatwave of the Summer – it seems rather strange looking ahead to 2016!

For many, Pete Shaw's calendars are awaited with great anticipation and the 2016 calendar does not disappoint; its quality and content are up there with the best.

With 8 diesel and 5 steam 'shots' I feel that the balance is right and many of the favourite locations re shown. All the types of steam loco featured on the line in LMS and BR days and the range of diesels covered shows just how many types have traversed the line.

As ever, it represents a good buy, not just for the rail enthusiast, and is a constant reminder of how stunning the S&C is!

The calendar is available online, at the FoSCL shops and at the Ribbleshead visitor centre.

Mike Cooke

(These items are available from our webshop at: www.foscl.org.uk and our station shops at Settle and Appleby)

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.

FoSCL's Relations With Other Organisations

This is a response to Bob Swallow's item in the February magazine and Peter Robinson's letter in the May magazine.

I write as a member of FoSCL since "the early days" and also Joint Chairman of LASRUG, the Lancaster & Skipton Rail User Group (on whose behalf I used to attend FoSCL committee meetings some years ago), in order to comment on Bob Swallow's article in Issue No. 139 of February 2015.

I am relieved to learn that the issues around the erection of a "Bentham Line" notice board at Hellifield have been resolved. To add to the comments in the excellent letter from Peter Robinson in Issue No. 140 of May 2015, "the Bentham Line" is the brand which is applied to the Leeds to Morecambe service by the Community Rail Partnership for the line. It is the Partnership which has arranged for the erection of "Bentham Line" noticeboards at all stations between Skipton and Morecambe with Settle-Carlisle branding incorporated at Skipton and Hellifield. LASRUG is a member of that Partnership and many LASRUG members are also members of FoSCL. In the same way that FoSCL is keen to stress that the service on the Settle-Carlisle line is from Leeds to Carlisle (and would like it to extend further afield in due course), so we promote "our" service as the full Leeds to Morecambe journey.

I am concerned that dialogue between FoSCL and LASRUG seems to have drifted away in recent years. It is surely crucial for the success of both services that the different groups which support them co-operate, not least as the dividing and joining of trains at Skipton has been discussed (for the record LASRUG is amenable to it). FoSCL has chosen not to seek to adopt the Community Rail approach but such structural differences must not be allowed to prevent co-operation. It is, I suppose, not surprising that there are

those living at the Lancaster/Morecambe and Appleby/Carlisle ends of the two lines who will be less attuned to issues on what one might call "the other line", such as timetabling, but I can speak for the LASRUG committee and, I am sure, all those who are members of both FoSCL and LASRUG, in urging that we liaise, in particular as we approach the new franchise.

Hugh Turner – by email

(FoSCL Chairman Richard Morris responds: *In these days of electronic communication, any letter to the FoSCL magazine is likely to be out of date by the time it is published. Regrettably, or perhaps fortunately, this is very much the case with Hugh's letter. The issue of the signs at Hellifield and Skipton stations, jointly promoting the Bentham Line and the Settle-Carlisle Line, was resolved to everyone's satisfaction some months ago and the signs now give both lines useful publicity, especially at Skipton where the station footfall is over 1 million passengers per year. From February onwards FoSCL has been involved in a series of meetings with Lancashire & North Yorkshire county councils, the Bentham Line Community Rail Partnership, the Settle-Carlisle Railway Development Company and Paul Salveson (the original architect of the Community Rail idea) to firm up proposals for the Bentham Line and the S&C to work together in a Community Business Unit which would go a long way beyond the current CRPs. These discussions culminated in a paper written by Paul Salveson, with considerable input from Lancs CC and the rest of us, which was submitted to the Department for Transport and favourably received by them. FoSCL, DevCo and Bentham Line CRP have also had joint meetings with bidders for the next Northern franchise to put these ideas to them. It is hoped that their bids will include something along these lines.*

In one other respect events have overtaken the concerns expressed in Hugh's letter: the board of ACoRP (Association of

Community Rail Partnerships) recently approved FoSCL's application to join ACoRP. The DevCo, though not a CRP, has been an ACoRP member for some years and FoSCL's application initially caused some consternation among board members as this is the first time that two organisations will have been representing one line. However, the way is now clear for Bentham Line CRP, FoSCL and DevCo to work closely together in the next franchise to take the Community Rail idea into its next phase.)

(Non) Waiting Shelters at Settle and Appleby Stations

There is nowhere dry for passengers to wait at Settle or Appleby stations when they are unstaffed. FoSCL and Northern had agreed a type of shelter for Settle at least - one each side. The style chosen was identical to that at Lazonby and Kirkoswald station. They were in keeping with the location yet nobody would have been deceived into thinking the Midland Railway had built them. Crucially, full funding was in place for them from Lafarge Tarmac.

Then they were vetoed by the Railway Heritage Trust who did not think them befitting of the location.

The S&C Development Company agreed to take this up as a project. That was many months ago. Meantime waiting passengers get cold and wet - perhaps uniquely at Settle and Appleby stations on the entire Northern network. How perverse this situation is. Passengers - the number one reason for the line's existence - are suffering in the name of heritage.

Meanwhile at nearby Giggleswick and Long Preston stations the bicycles have very grand shelters, seldom used. Some wrong priorities here.

Mark Rand



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).

Dining Room: Porter's Room

Kitchen: Lamp Room



Sleeps 6 + baby, in large family bedroom with king-size and two single beds, plus twin bedroom and cot. Pets welcome. Ample on-site parking. Garden.

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

From £260 to £560 per week all-inclusive (even firewood!), short breaks too.

For more details see our website LongMartonStation.co.uk.

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

Responses to FFG Items

Train services: At a time when many communities in North Yorkshire are being faced with nothing more than volunteer-run mini-buses, calls for more services to stop at the small stations are in danger of questions being asked about how much revenue they generate compared with the cost of trains calling at them at all. Adding them to the calls made by the present semi-fast service would most likely simply mean the same number of users spread even more thinly over more services. Furthermore, although the semi-fast service is not much quicker, it gives the illusion of a more pleasant run for the many passengers who are using the line as part of a longer journey. From my observations, most passengers are more interested in their laptops or mobile-phones than the scenery!

Electrification: Use of the line by freight trains is the main guarantee for the future of the line and they will, over coming years, become more reliant on electric traction as the number of powerful diesel locomotives declines, and "last-mile" power would not haul a heavy load over the line. Electrification would provide the best future for the line. The scenery along the route is so overpowering that the overhead masts would be dwarfed in the landscape - and overhead wiring survives in other countries with severe weather. Other than cost, the main problem would be clearances under bridges and through tunnels - perhaps single-tracking in such places or gauntletting could provide an answer.

Clive Whitton – Giggleswick

(Editor's Note: 'Last Mile' power refers to the hybrid locomotives now being developed. They are basically electric locos which have a facility to haul trains into yards etc., which are not electrified).

Some interesting articles in the May FoSCL magazine about the possible future use of the S&C. I also believe that a Glasgow - S&C - Leeds - Cambridge service should be looked at by the FFG as Cambridge is by far the fastest growing "techno" city in the UK, drawing in many

people from the North and Scotland, many of whom have to change trains at Peterborough (including me as I work in Cambridge for one week each month and would love a direct train from Skipton). Whether this service could go via the ECML or via Nottingham I suppose depends on paths, the ECML would be faster, but going via Derby (and then Nottingham) would give a useful alternative service, with connections there, to the over-crowded Cross Country trains to Birmingham and the West Country that I had to endure when working in Bristol and other points West in the recent past.

Roy Pedlar – by email

Mark Rand and David Ward make a strong case for a through service from Kings Cross to Scotland, and a regular one locally. Surely the Virgin monopoly in holding a franchise on both the West and East Coast routes goes against the original idea of allowing competition to function, as would a service from St. Pancras.

If room can be made, I would very much appreciate an index at the beginning of the FoSCL journal.

E.R. Morton – London

(Editor's Note: *Just to put the record straight - there is a widespread misunderstanding as to who runs the East and West Coast franchises. West Coast is 51% Stagecoach and 49% Virgin; East Coast is 90% Stagecoach and 10% Virgin. Let's not get confused by brand names. Moreover, the East Midlands Service from St Pancras to Sheffield is 100% owned by Stagecoach. No prizes for guessing who has a virtual monopoly on the north-south routes!*)

Just been reading my May 2015 Quarterly Magazine from The Friends of the Settle-Carlisle Line.

Through Journeys: Through journeys are mentioned in your article on page 8. Through journeys are also mentioned from time to time in various magazines, etc. The Northern Train times Leeds - Settle - Carlisle and Leeds - Morecambe 17 May 2015 - 12

perhaps the Northern Rail timetable should include connections for other destinations at each end? Promote through journeys on the website - the page

<http://www.settle-carlisle.co.uk/tickets-times-travel/timetables/> does not mention any through journey options so why not (1) add another 'pane' which links to a through journeys page showing connection examples, maybe including a 1 page pdf print or (2) add through journey information to the existing timetable 'pane' which leads to <http://www.settle-carlisle.co.uk/tickets-times-travel/timetables/settle-to-carlisle-timetable/>

Given that the Settle Carlisle service is not a regularly timed service (i.e. is not a regular 1 train per hour at the same time each hour but has 2 hour or 3 hour gaps) then connections could become a long wait if connecting trains are late running and so for any given through journey it might be necessary to list more than one connection.

Cheap tickets and Split ticketing: Cheap tickets, page 8. So if London - Glasgow can be done for £20-£30 "if you know your way round the UK's labyrinthine ticket system", why not produce some documentation/ guide as to how to benefit, e.g. add another 'pane', etc.

Split ticketing - sorry but I cannot remember where in the magazine this appeared. Again, produce some examples of how to achieve it and what can be achieved together with the gotchas (i.e.. what happens if trains are late and you have specific train tickets). Martin Lewis has a whole topic on this - <http://www.moneysavingexpert.com/travel/cheap-train-tickets> - so why not browse through the page and test out his split ticket tool, etc. Send in some info with examples using the Settle - Carlisle. Look at his forum pages and add to various relevant threads. And add split ticketing to the cheap tickets 'pane' possibly with an easy to use 1 page pdf printout.

Hope you find all the above useful to promote the use of the Settle - Carlisle.

Trevor Wilson – by email

A spell of enforced confinement to the house has allowed me to look at the

May magazine again and see comments about future aspirations. Here are a few of my reactions for what they are worth.

1. Stopping services should always call at all stations as now to simplify journey planning so that if it stops to get on, it will stop wherever you want to get off.
2. Small stations are adequately provided for already, with the 14:04 from Carlisle being an attractive time for homeward bound ramblers, especially in winter months.
3. The current timetable seems to deliberately avoid making connections, even with other Northern services. An "express" service from Sheffield arrives in Platform 17 just as the doors are closing on the 14:49 to Carlisle and a XC train from Reading arrives at 15:03 - giving a three hour wait to continue.
4. The semi-fast trains are more attractive than the stoppers for through travellers even at current line-speeds.
5. An ever-present risk along the line is the policy of abolishing all board crossings. Restrictions at Ulverston already in place are rather mis-placed as that crossing is over just one track and nearly all trains stop there in any case.
6. Official loading figures cannot be very accurate because, as on other Northern routes, it is not uncommon for the conductor to make no attempt to sell or check tickets during a journey.

Finally, it rather amuses me that critics of electrification complain that overhead wiring would be an ugly intrusion on the wild landscape, but Ribbleshead viaduct is somehow "invisible"! However, best of luck to the "Future Group".

Clive Whitton - Giggleswick

Responses to David Ward

David Ward and I have crossed swords on numerous occasions over the past few years, and neither of us is any the worse for it! We've had an ongoing disagreement over what to ask for in the next franchise, with David insisting that we should go for an hourly Leeds-Carlisle service, while I've preferred the

incremental improvement approach as and when service improvements can be justified. Basically there's no argument, we would all love to see an hourly service, it's just that we differ in how to get there. David's analysis of the present situation is pretty accurate. I'll limit my comments to his sentences in bold type.

"Unless something is done to drastically improve the S&C service it has a very bleak future."

This is overly negative: the DfT's Invitation to Tender for the bidders includes an extra mid-afternoon service from Leeds with mid-evening return from Carlisle, and two extra trains in each direction on Sundays. Thus a somewhat enhanced version of the current service is guaranteed for the length of the next franchise, probably for 10 years.

As for the line itself, as distinct from the passenger service, Network Rail's strategists see it being used as a diversionary route for the West Coast Main Line until at least 2043. But we need to remember that they are primarily referring to freight, and as we know coal traffic has dwindled to almost nothing since 1st April.

So on the face of it, the future of both the line and the passenger service is assured, but FoSCL needs to remain vigilant in the face of the Treasury's desire to reduce subsidies.

"The market for improvement has to be through journeys to and beyond Leeds and Carlisle and at Settle and Appleby as railheads."

Correct – we've recently been pleasantly surprised by the high percentage of passengers to and from Scotland – but not necessarily Settle and Appleby. These two stations are in decline, while Garsdale and Langwathby are on the up. Why? Garsdale serves the people of Wensleydale who wish to travel long-distance, and Langwathby serves Penrith for the same purpose.

The present service is really only a deterrent when the connections are poor. Recent observations at Carlisle show a lot of people transferring from the 11.47 arrival from Glasgow onto the 1155 to Leeds. By contrast, the 08.53 leaves just too early to be an official connection

for the 0847 arrival from Glasgow, with correspondingly fewer Scottish travellers. This suggests that we don't have to be too concerned as to whether our trains stop at every station, or are "expresses". Good connections are more important.

Let's take a moment to look at the competition for our 11.55. Believe it or not, the S&C is the fastest way to get from Glasgow to Leeds on any weekday! We offer the only service to get you there in under 4 hours. Next best is Cross Country via Edinburgh at 4h 8m, and this does have the advantage of being a through train, but the standard anytime fare will cost you nearly twice as much.

"An hourly frequency makes much better use of the rolling stock."

Undoubtedly David's calculations stack up. But there's a fundamental pre-requisite, a Leeds-Carlisle journey time of 2¼ hours instead of the current 2¾. (The "express" currently takes 2h 30m northbound and 2h 35m southbound.) While there is some padding in the current timetable, a half hour or even 15 minutes improvement would need a very significant increase in the line speed. At a meeting we had with Network Rail's strategic planners on 8th June, it became clear that it would simply cost far too much to improve and maintain the track for anything above the current 60 mph maximum. A blow to an aspiration that we have nursed for 10 years or more, but we have to accept this and move on. In fairness to David, he wrote his article before we had been to that meeting.

Where do we go from here? There have always been two different views in FoSCL. One says that we should aim high, the other that we stick with the incremental approach that served us well during the Northern Rail franchise. All our hearts are in the right place, we all want to see an improved passenger service, more passengers and more benefit to the local economy.

Aiming high as in the FoSCL Prospectus is good, but you need to have some idea of how you're going to get there. Now we know that we shan't get an increase in line speed, we're going to have to come

down to earth. We'll need to find ways of increasing the number of passengers, thus proving to the next TOC that they must provide more carriages and an improved service. How do we entice more people onto our line, and what type of passengers are they?

In my opinion this is a discussion that needs to be led by the FoSCL Futures Group. It should involve FoSCL committee members and the Settle-Carlisle Railway Development Company as well. It is to be hoped that the FFG will then come up with a strategy for the next franchise. And then there is a campaign to be fought: when we saw Network Rail on 8th June, they were clear that the line remains in operation for freight, primarily diversions from the WCML. Any improvement in passenger services, they said, is a matter for the politicians.

To date the FFG has regarded itself primarily as an advisory body to "FoSCL". There has been a tacit assumption that someone else will do the campaigning. If we are to ensure the future of our passenger services, the FFG may now have

to move into campaigning mode itself, look forward and report back to FoSCL. After all, that's how the line was saved in the first place!

Richard Morris - FoSCL Chairman

At the time of writing (July 11th), a decision about the future of the Northern franchise has not yet been announced so we do not know whether the proposal by David Ward in the May magazine, for an hourly service on the line, has been taken into account. If it was, it was certainly not in the Invitation to Tender (ITT) specification available to competing bidders and therefore has not been subject to public consultation and debate.

It is not easy to reconcile the varying - and often conflicting - demands of different groups of passengers for local and through travel. However in the case of passengers on this line, they may be the same people on different occasions. For example, as a resident of the Settle-Carlisle corridor, when I travel from my nearest station (Garsdale) to London or Glasgow on business, I want to get there as quickly as possible. However use of the train for attending meetings and events along the line, shopping in the market towns and for leisure, is dependent on the number and frequency of stopping trains. Furthermore, people on holiday in the area and walkers need train services which offer good access to the countryside and between local stations. The importance of tourism to the local economy was a strong point in the case for saving of the line in 1989 and, since then, there has been increased awareness that 'giving the car a day off' by using public transport enables motorists to contribute to carbon reduction targets.

Left: This scan of an Appleby train timetable has been sent to us by FoSCL member Roger Bastin. It shows just what a range of different rail services was available then. Could we have a full range of services again?

From 13th JUNE until 11th SEPTEMBER, 1960	
TRAIN TIME TABLE	
AND POSTAL INFORMATION FOR APPLEBY	
APPLEBY WEST STATION	
DEPARTURE TIMES - SUNDAYS	
1:38 a.m.	Open for prior arrangement only to Leeds, Nottingham and London (Stopping Carri.)
4:18 a.m.	To Carlisle and Edinburgh
5:28 p.m.	To Hullfield, Leeds & London (Res. Carri.)
5:49 p.m.	To Carlisle and Glasgow (Res. Carri.)
DEPARTURE TIMES - WEDNESDAYS	
1:30 a.m.	Open for prior arrangement only to Leeds, Nottingham and London (Stopping Carri.)
4:18 a.m.	To Carlisle and Edinburgh
7:04 a.m.	All Stations to Carlisle
8:17 a.m.	All Stations to Hullfield
12:59 p.m.	(Sat. Only and until 20th Aug. Only) To Carlisle and Glasgow
12:53 p.m.	(Sat. Only) To Carlisle and Glasgow (Res. Carri.)
12:59 p.m.	To Carlisle and Glasgow (Res. Carri., Sat., Sun., Excepted)
1:29 a.m.	All Stations to Carlisle
5:28 p.m.	(Holidays Only, and until 22nd July to 19th Aug. Only) To Hullfield, Leeds & Sheffield
5:28 p.m.	(Sat. Only & until 2nd July to 27th Aug. Only) To Hullfield, Leeds & Sheffield
1:42 p.m.	(Sat. Excepted)
1:42 p.m.	To Hullfield, Leeds, Nottingham and London (Res. Carri.)
5:37 p.m.	(Sat. Excepted)
5:37 p.m.	To Carlisle & Edinburgh (Res. Carri.)
6:42 p.m.	All Stations to Bradford
6:42 p.m.	All Stations to Carlisle
7:41 a.m.	To Hullfield and Leeds (Res. Carri.)
APPLEBY EAST STATION	
SUNDAYS (UNTIL 4th SEPTEMBER)	
11:45 a.m.	To Perth
7:44 p.m.	To Darlington
WEDNESDAYS	
8:4 a.m.	All Stations to Perth
10:30 a.m.	All Stations to Darlington
12:51 p.m.	All Stations to Perth
1:48 p.m.	(Sat. Only) All Stations to Perth
3:35 p.m.	(Sat. Only)
3:45 p.m.	(Sat. Excepted)
4:42 p.m.	All Stations to Darlington
6:42 p.m.	All Stations to Perth
6:42 p.m.	All Stations to Darlington
INWARD MAILS	
6:0 a.m. and 11:15 a.m.	All Parts
OUTWARD MAILS	
Sundays and Good Friday.	
9:0 a.m.	All Parts
Bank Holidays.	
EXCEPT CHRISTMAS DAY and BOXING DAYS.	
5:45 p.m.	All Parts except Carlisle, Co. Durham, Northumberland & Yorkshire.
6:0 p.m.	All Parts
DEPARTURE TIMES - SUNDAYS	
4:18 a.m.	From London, Nottingham and Leeds (Stopping Carri.)
5:28 p.m.	From Glasgow and Carlisle (Res. Carri.)
5:40 p.m.	From London, Hullfield and Leeds (Res. Carri.)
ARRIVAL TIMES - WEDNESDAYS	
4:18 a.m.	From London, Nottingham and Leeds (Stopping Carri.)
8:3 a.m.	All Stations from Carlisle
12:17 p.m.	(Sat. Only and until 20th Aug. Only) From Manchester and Hullfield
12:17 p.m.	(Sat. Only) From Leeds and Hullfield (Res. Carri.)
12:37 p.m.	From Leeds and Hullfield. (From Darby Sat. Only) (Res. Carri., Sat., Sun., Excepted)
1:27 p.m.	All Stations from Hullfield
1:24 p.m.	(Holidays Only and until 2nd July to 19th Aug. Only) From Edinburgh and Carlisle
1:42 p.m.	From Glasgow
1:42 p.m.	From Glasgow & Carlisle (Res. Carri.)
3:40 p.m.	(Sat. Only)
3:40 p.m.	From London, Nottingham and Leeds (Res. Carri.)
6:28 p.m.	From Bradford and All Stations from Hullfield
7:3 p.m.	(Sat. Excepted) All Stations from Carlisle, From Glasgow and Carlisle (Res. Carri.)
8:3 p.m.	(Sat. Only) All Stations from Carlisle
SUNDAYS (UNTIL 4th SEPTEMBER)	
11:45 a.m.	From Darlington
7:43 p.m.	From Perth
WEDNESDAYS	
7:50 a.m.	All Stations from Darlington
10:45 a.m.	All Stations from Perth
12:51 p.m.	All Stations from Darlington
1:51 p.m.	(Sat. Only) All Stations from Perth
3:34 p.m.	(Sat. Only)
3:44 p.m.	(Sat. Excepted)
4:41 p.m.	All Stations from Perth
6:41 p.m.	All Stations from Darlington
6:44 p.m.	All Stations from Perth
OUTWARD MAILS	
Weekdays.	
6:0 a.m.	Brigham and Kirkby Stephen.
6:30 a.m.	All Rural Posts
7:15 a.m.	Donterdale and Wetherilland.
11:00 a.m.	All Parts
3:45 p.m.	All Parts except Carlisle, Co. Durham, Northumberland & Yorkshire.
6:0 p.m.	All Parts

Better opportunities for Anglo-Scottish travel have long been an aspiration for the line. However, as suggested by David, this seems to mean considerable sacrifices by passengers needing to travel from or

between intermediate stations. He says that “a three hour frequency is all that is justified at smaller stations”. This is what we already have on the northbound service in the afternoon and it causes very great difficulties for passengers. It also contradicts the intention in the ITT that bidders should take account of the need for improved public transport connections at stations between train and bus services.

In support of his case for an hourly service on the Settle-Carlisle line, David quotes the running time of the 15.05 train from Carlisle to Leeds as being “practical with the existing stops on this train.” However he does not mention that it only stops at Appleby, Kirkby Stephen, Settle and Skipton but not at the ten other stations between Carlisle and Skipton!

Ruth Annison - Askrigg

Do Not Cut Rail Services

The article about passenger services put the personal viewpoint from David Ward, who had a railway career at the Inter-City, long distance, high speed end of the industry. This is reflected in his aspirations and he suggests changes based on long-distance travel which could only be achieved if local train service provisions were to be sacrificed.

Many people’s interest in the line is more to do with local travel. They want to be able to use Ribbleshead, Dent, Garsdale and the other small intermediate S&C stations, with a frequent service.

Of particular concern is David’s idea of what is known as “Skip Stops” (point 3). This concept suggests that, if we had 15 trains per day instead of 7, every train would call at alternate stations only i.e., the first train would call at Settle, miss out Horton, call at Ribbleshead, miss out Dent, call at Garsdale, miss out Kirkby Stephen etc.

This would have a very detrimental effect on travel opportunities, as passengers would *never* be able to join at one station and alight at the next. Just three examples are: walkers doing the Three Peaks regularly save themselves six miles by using the train between Horton and Ribbleshead, but with skip stops they could no longer do this. 2nd example: children

go by train from Armathwaite school to the swimming pool at Lazonby, but with skip stops this would not be possible. 3rd example: people often go by train from, say, Ribbleshead to Dent, then walk back over the hills, but this would be impossible with skip stops.

Furthermore, in point (4) David seems to say that even the relatively poor calling frequency at the smaller stations of only one train every two hours under his proposals may be too generous, and could be reduced to only one train every three hours. This would be an even worse reduction of travel opportunities for those passengers wanting to use the local stations along the route.

Thus the detail in David’s suggestions would be heading for a timetable which I would find unacceptable. Whilst I am in favour of improvements to long-distance travel opportunities, I would prefer to see them catered for by an overlay of trains in addition to the local services, not instead of.

Our headcount surveys in August and October 2014 showed a significantly lower passenger usage of the current ‘Express’ (09.47 Leeds - Carlisle and 15.03 Carlisle - Leeds) when compared to the other services (see John Disney’s report on page 15 of the last magazine). This can only be explained by the fact that the ‘Express’ trains call at fewer stations and so attract fewer passengers.

David’s choice of wording is sometimes unfortunate! I have seen all manner of travel writers extolling the merits of a journey over the S&C and they tend to drool with superlatives; never before have I seen the S&C described as “tedious!”

**Pete Shaw -
FoSCL Committee Member**

“Improved” Services on the Settle-Carlisle

With reference to the ideas proposed by David Ward regarding the improvement of services under the new franchise, I cannot help thinking that we are losing sight of the main reason why we, as an organisation, give our time and effort to promoting and working for the continued success of the line: namely the passengers. We aim to provide an enjoyable and memorable experience to those who wish just to ride the line, and to help as much as possible those who wish to access the various parts of the area the line serves.

Most of us are rail enthusiasts of one sort or another, together with many who have worked on railways and whose expertise is highly valued. We know to a large extent how railways work and are familiar with their geography, topography and their practices. In contrast the vast majority of the public do not share that knowledge and enthusiasm, and are unsure as to where railways go and what constitutes the running of a railway. What they want to see is a service which caters for their needs in a simple, understandable and convenient way. Part of the reason why use of trains has soared since privatisation is that many services now follow a simple clock-face timetable, which everybody can understand. Even the present services on the Settle-Carlisle line are relatively easy to understand: virtually a two-hourly stopping service during the crucial morning and afternoon period, when most passengers will travel. There are the extra “express” trains and gaps northbound in the later afternoon and southbound in the morning, but these are anomalies which may be fixed when the new services emerge.

The message is: keep it simple. The idea of modifying the stopping trains in the name of efficiency and cost-cutting, by withdrawing some stops, is an excellent idea for those who are pinching the pennies and counting the beans, and for the organisers it may be a jolly little exercise in playing trains, but it just adds complications. Most people wanting to use the line will just become confused and

wonder why they cannot alight at Horton and return from Dent just because that particular, supposedly “stopping”, train does not stop there at that time. This is also making an unwarranted assumption that no-one in their right mind would want to go from Dent to Garsdale or Ribbleshead to Horton. An hourly service, for instance, alternately semi-fast and stopping, would be much more acceptable and easy to comprehend, and is not that much removed from the present service. Otherwise any subtle tinkering is simply going to put people off, if they have to make a mental effort to learn a timetable.

There are several other examples of bright ideas discussed in meetings, which, when implemented, often beggar belief. Many stopping Northern Rail services from Yorkshire to Manchester are now extended to or starting from the farthest points of the compass - Wigan Wallgate, Kirkby, Southport, Blackpool North - again in the name of “efficient” use of units. In reality this sort of distance travelled, serving every station, is asking for trouble in delays and cancellations. For example, in the year since these were introduced, I have suffered three cancellations of, and a delay of 48 minutes to, the 14.33 from Slaithwaite to Huddersfield (which starts from Blackpool North), even though I travel from there only once a month on average. This is a contrast to the efficient and reliable service which just used to run into and out of Manchester Victoria. The adding of complications to the Northern Rail/Metro offer in winter 2013/4 (withdrawing it in December and at February half-term) and 2014/5 (zoning the fares) only served to confuse passengers who might have wanted to benefit from it, and would explain why these were less successful than previous offers, which consisted of one flat fare and one continuous period of validity.

If schedulers and planners could actually stop and consider the mindset of the ordinary traveller, they should then start to appreciate the need to keep things simple.

Geoff Henshall – by email

I read the recent article from David Ward [May 2015 Journal] with some reservations particularly as regards the suggestion of limited stops at minor stations.

The increased use by long distance travellers is indeed particularly apparent on Sundays and is to be applauded and supported. However, it does not seem too long ago that British Rail ran a limited service, stopping only at Settle and Appleby. History will recall that some courageous individuals chartered a train and reintroduced a stopping service. Not unsurprisingly these trains were heavily subscribed with many visitors disembarking at intermediate stations, a facility they had been denied for many years by British Rail.

A thriving leisure use has been developed over the intervening years. Possibly, due to the manner in which the line is marketed, many choose to travel the whole Settle to Carlisle route whilst, to the more enlightened, the intermediate stations offer considerable potential for visitors and walkers alike. The guided walks offered by FoSCL and FoDR have assisted immensely in the usage of the so-called minor stations.

To the locals the minor stations represent an essential lifeline being faced with reduced public transport alternatives as a result of ongoing local authority cut-backs. Unfortunately the line is not ideally located for many of the surrounding villages, some being quite a distance away e.g. Dent and Hawes. However, in recent years the connection problems have been partially solved by the popular all-year Little White Bus and Western Dales Community Bus services together with those offered in the summer by DalesBus.

It is relevant to point out that FoSCL members are actively involved in the running and support of some of these bus services, in addition to which, FosCL have generously provided grants recognising the strategic importance to the Settle-Carlisle line. The bus connections together with proactive marketing have assisted with increased patronage of the minor stops in particular at Dent and Garsdale. There are of course some glaring omissions such as Kirkby Stephen yet to be fulfilled. It goes without saying that increased bus use

equates with increased rail use.

The point is that the minor stops represent part of the character and charm of the line as it has now evolved. It is true that the line was initially developed as a fast route from London St Pancras to Scotland and if we really wanted to hark back to the Midland Railway days, many of the trains even ran non-stop through Settle. However it is doubtful that many passengers now travel the Settle-Carlisle route for speed but, instead, come for the scenery assuming that they have a seat and can actually see through a window. Without significant investment and removal of restrictions such as the barrow crossings this is never going to be a fast route and to stop at these minor stations will not significantly add to journey times. Trains are already running 'slow' at Dent and Ribbleshead anyway.

Indeed, the suggested omission of some of these stops will significantly affect the ability to run connecting bus services used by both visitors and locals will and severely impact upon the organisation of guided walks. Considerable volunteer effort is put into making these activities work. Furthermore, one of the obvious benefits of travelling by train is the ability to undertake a linear walk i.e. from one station to another whereas car users are limited to circular walks.

As regards the existing timetable it seems strange that the 05.29 train out of Leeds takes an age to get to Skipton, stopping at all stations, and then proceeds to miss out 4 minor stations north of Settle. Meanwhile, the southbound 0550 train from Carlisle misses out Dent despite the slow for the foot crossing. Therefore any intending commuters from Dent are already forced to drive to Ribbleshead on the basis of the present timetable. This is a case for an additional stop.

I would also question the suggested fall in passenger numbers as I believe that accurate passenger head counts have only recently been undertaken due to the fact that any historic data was unreliable and based upon computer modelling. Surely it is too early to identify any decreasing trends? Indeed, the impression is much to the contrary based on the overcrowding

situations which frequently occur. Anybody on the 08.49 from Leeds on a Saturday morning will testify to this.

If there is a genuine concern over passenger numbers a better strategy would be to look at quality of service and fares. I suspect that many occasional visitors leave disappointed by the overcrowding and sometimes poor quality of the stock. This does not engender repeat business. However, to many, the discovery that they can reach such destinations as Dent and Hawes as well as the more obvious Horton and Ribbleshead for The Three Peaks area is a revelation and repeat business is created. These customers often return regularly and are important to the success of the line.

So, the point is that whilst usage of the intermediate stations may be low on certain days when compared with the larger habitations, any reduction of service at these stops will be detrimental to the attraction and usage of the line. Not only should any potential reduction in service be resisted but the service frequency should be enhanced and better marketed. Yes, by all means introduce fast services in between the stopping services if paths are available but not to the detriment of the local services.

John Carey - by email

Not So Obvious

It was somewhat perplexing to read the articles by the Futures Group in the May magazine which seemed to fly in the face of all evidence collected and analysed in the Headcounts. Whilst there are thankfully some longer distance passengers using the S&C contributing more revenue than some of the short hop fares (if they are even collected on some busy journeys) very few of these are travelling all the way from London to Glasgow unless they are doing it purely for the S&C scenery and experience. Such a journey would indeed be tedious with 6 ¼ hours on a train plus connection times and if you are using advance split tickets as suggested then you need to allow plenty of connecting time as you will be using 3 different TOC's and they are under no obligation to accept your Advance Ticket if a previous leg is delayed and you miss

your booked train. Even speeding up the S&C to 2 ¼ hours would require 5 ¼ hours travelling and a total journey of at least 6 ¼ hours with connecting times; probably longer if you err upon the side of caution! Furthermore the London to Glasgow market is not particularly strong and there are a multitude of alternatives on offer.

I trawled the websites to compare midweek journeys one month hence between the two cities with some interesting findings:

If price is your determining factor then you can't beat Megabus or National Express at £13 or £15 respectively Advance Single for a through coach taking 9 – 9 ½ hours centre to centre. For speed Virgin West Coast at 4 ½ hours Euston to Glasgow Central is hard to beat with advance single fares generally £45 standard and £75 First Class but odd gems available at £30 and £55 respectively. For flexibility the Off Peak Return at £133.80 is great value and valid on the S&C if you so wish.

EasyJet has flights taking around 1 ¼ hours from Gatwick and Luton to Glasgow Airport priced around £35 each way from Gatwick but up to £10 cheaper from Luton. Obviously you need to factor in check-in times and getting to and from the airport but few people actually want to travel from city centre to city centre; their origin is often a train / tube / bus / taxi / car journey from home to station / airport and parking is generally more available at the airport than say Euston.

So what about the proposed journey via the S&C? Split walk-on fares are considerably more than the through OPR above so let's consider Advance Single Fares. The cheapest leg is the VWC one from £7.50 widely available as most trains are only 25% occupied north of Carlisle; the S&C is from £15.50 on the trains used by through travellers whilst the VTEC leg varies from £14.60 (scarce) to £22.80 or £40.50. So that's £37.60 each way at a minimum and more likely £45.80. These prices will increase the later that you book as of course will the other modes bar the £133.80 OPR.

Let's turn now to the current users of the S&C as evidenced by our research. Those making longer Anglo – Scottish trips

are generally going no further south than the East Midlands and seem to have their heads glued to gadgets of some kind, whilst the majority are either locals or tourists visiting for the scenery or walking. When the S&C was reprieved a major factor in our favour was the importance of the line to the local economy and this is even more important today. People whizzing through on non-stop trains generate nothing for Dales businesses nor do such trains serve local needs. Many people (both current and potential passengers) have said that they would use the S&C more if there was a more frequent service to the local stations especially between Settle and Kirkby Stephen; many are already deterred by gaps of two hours or more. Many passengers on the 10.49 ex Leeds comment that they would have preferred to use the 09.47 but it didn't stop at their destination. Getting into Leeds on a weekday for the 08.49 involves an early start and a packed commuter train or bus so this train is only really attractive to visitors on Saturdays when it is frequently overloaded.

Many walkers on our Guided Walks are insufficiently confident in their timing and route finding to undertake walks on their own finishing at the remoter stations due to the long gaps between trains, whilst the existing popular bus links are constrained by the train timetable. There is a huge potential market in the cycling fraternity who would welcome longer trains with more bike capacity to get them into the heart of the Dales; cyclists often outnumber walkers in the Dales but not on the S&C. Could we use 153's post 2020 to strengthen S&C trains with bike racks installed together with flip down seats in half the carriage?

There is also demand for short hop trips by motorists and staying visitors to the next station to facilitate popular linear walks such as Garsdale to Kirkby Stephen via Mallerstang or Wildboar Fell; Dent to Ribbleshead via Blea Moor or Whernside and Horton to Ribbleshead, which would become impossible if a "skip stop" pattern was introduced. Ride2Stride has demonstrated how popular these walks are.

Some Dentdale residents currently drive to Ribbleshead because the first southbound train doesn't stop at Dent but many more

dismiss the train entirely due to current inadequate frequency; Settle needs better commuter services into Leeds and similarly from Kirkby Stephen and the Eden Valley into Carlisle. Regular passengers travelling at least 50 days per annum are a better recipe for growth than one-off customers who require strong marketing to attract them.

By all means let's have some faster long distance trains (Glasgow – Carlisle – Appleby – Settle – Skipton- Keighley – Leeds- Sheffield – Nottingham – Cambridge would be a welcome addition to the Cross Country network) but these need to be in addition to the existing stopping services which should be aiming for a minimum 2 hour service frequency at all stations.

John Disney

Response to Edward Evans Diversion Article

Interesting reading the article "Diversion Over the S&C" on pages 30 and 31. I particularly noticed that on page 30, column 2 last few lines, item 2.

Edward Evans writes that East Coast trains diverted over the Newcastle - Carlisle and on 17 Dec it diverted the Highland Chieftain over this route. I presume this route refers to the Newcastle-Carlisle.

Passenger Focus then responds, page 31, column 2, "Furthermore we agree that as East Coast use the Settle - Carlisle line." Did I miss something or did Passenger Focus not pick up on East Coast using the Newcastle - Carlisle line when agreeing to using the Settle - Carlisle?

Trevor Wilson – by email

Response to John Disney's 'Headcounts' Article

Head Counts on the S&C: John Disney in his article in Journal No. 140 states the two express trains have much lower loadings than the stopping trains immediately preceding and following them indicating they should stop at all stations between Settle and Kirkby Stephen. I suggest this is an erroneous conclusion because in the case of the 09.47 from Leeds it would lengthen the journey time for all

those passengers wishing to go beyond Kirkby Stephen by ten minutes and make the connections at Carlisle tighter and in the case of the 15.06 from Carlisle if all the timetable padding was taken out it could leave Carlisle 15 minutes later, still hit its path forward from Settle and make a connection out of the 14.00 from Glasgow giving a 3 hour 40 minute journey time instead of 4 hours on a 15.06 departure.

It is a great pity the head counts do not apparently show the number of joining and alighting passengers at each station. The only figures which have been published are the total number of passengers per annum using each station published by the Office of Rail Regulation and Roads as amended by John Disney on the evidence of the head counts. For the stations North of Settle excluding Appleby and Kirkby Stephen these show the average use for each stop is between 2.18 passengers for the least used station (Amathwaite) and 6.2 passengers for the most used (Ribblehead). When free passes and discounted tickets are taken into account the revenue from local station stops is clearly low.

Stops do however cost money from the following:-

- a) extra fuel consumption
- b) extra maintenance
- c) extra train crew and Unit utilisation costs
- d) loss of revenue from the deterrent effect on other passengers for the extra journey time

e) loss of line capacity and risk of delay to other trains when services are disrupted. It is difficult to put a definite cost on these causes because they will differ according to circumstances but bearing in mind each passenger originating at a local station requires two stops, one for the outward and one for the return journey, the income per stop needs to be £100/£200 per stop to cover costs excluding the deterrent effect. When these facts are added to a static and possibly declining local journey market it is important not to let local interest outweigh the vital need to concentrate on much

shorter journey times for the long distance high revenue market which has good potential for growth and would provide much better value for the tax payers subsidy and raise the public profile of the line.

David Ward – by email

(FoSCL Committee member Pete Shaw said: *The headcounts undertaken by FoSCL on every train, every day, for a week in August and a week in October 2014 did show the number of passengers boarding and alighting at every station Leeds to Carlisle inclusive. David Ward is wrong in suggesting otherwise.*)



Different kinds of train service can co-exist perfectly happily on the S&C! 'Jubilee' Class No 5690 Leander meets a Sprinter on July 9th.

Photo: Mark Holdstock

“We’ll Take You To The Tour” (de France, Skipton)

“WE Took You To The Tour”

So boasted the yellow painted rolling stock last year and this (slogan last spotted 27th June). They (Northern Rail) failed to do so and, on behalf of sufferers who braved the journey on the normal Leeds-bound service train on Sunday morning 6th July 2014, I am seeking an explanation and an apology. I think that I described conditions as similar to a Mumbai commuter train although there is no record of anyone riding on the roof or hanging on to the side. Imagine conditions in Blea Moor tunnel!

And rant 2: the unauthorised 20' x 3'6" sign on Lazonby station has been *in situ* since mid-May and it was still in place when I checked this morning. I am not objecting in principle but am fearful of precedent, both at our station and other heritage stations along the line. What I resent is that the local planning authority has been done out of a fee and, more particularly, our railway has also. I will persevere!

I myself and a representative from the Parish Council wrote to Network Rail in August **2010** regarding car parking at the station and the provision of handrails at the steps leading to it from the main road. In spite of further reminders, 'phone calls and emails, no substantive reply has been forthcoming. Again I will keep trying.

On the plus side, the garden is looking well. I understand that FoSCL provided cash for the strimmer of which I am the appointed user. If no one else has, many thanks from me personally.

Mike Oliver - Lazonby

Mother Gravity

As a regular tourist staying in Settle at Miss S.M. Wall's Whitefriar's guest house, I see the S&C journey in all seasons. Each is special. The Summer sunshine shows views of Dentdale and the Lake District, the Autumn gives delightful colours at Armathwaite, the Winter snow in Mallerstang and then the coming to life of the whole area each Spring is a treat to see. Being a Railcard holder I begin my holidays with the purchase of a 'North West Rover' ticket which is a bargain at £47.50. The 09.50 Sprinter to Carlisle begins my day and I radiate from there - returning to Settle in the afternoon.

Each morning the refreshment trolley, which is heavily laden, is loaded onto our two or three-car train at the rear in Settle. The most pleasant, hardworking and very helpful trolley staff serve us all and usually reach the front around Dent. Around Ais Gill the trolley will begin its welcome return trip to finish at Appleby back at the rear of

the train. Here it will be re-stocked.

A helpful suggestion: maybe initially the trolley should begin the journey at Settle at the front of the train, work to the rear at Dent, and return to the front by Appleby. Then our large variety of refreshments would be pulled both directions downhill and not uphill. We all know that Settle to Blea Moor is about twelve miles of mainly 1 in 100 uphill gradient and Ormside, near Appleby, is about 14 miles of mainly 1 in 100 uphill gradient to Ais Gill in the southbound direction. A Sprinter carriage is approximately 70 feet long meaning that one end of our carriage is approximately eight and a half inches higher than the other whilst on a 1 in 100 gradient. The Sprinter does 'coast' down each gradient easily, with engines shut down.

Recently on our 9.50 train to Carlisle I took two items with me and conducted a simple experiment. I would have bet my house on the result but I wanted to see mother gravity at work on the train for myself. A 10" by 20" glass-covered picture frame was placed on the central isle of our carriage lying picture up. I placed a pool table ball centrally on this, firstly on our journey to Carlisle at Selside where the ball rolled to our rear, secondly to Carlisle at Mallerstang where the ball rolled forwards, thirdly on our return journey to Settle at Mallerstang where the ball rolled to our rear, and finally at Selside where the ball rolled forwards. Many passengers and our conductor found this act slightly amusing. I was surprised at the quick action of my pool ball. It was very responsive similar to the action of a spirit level bubble.

**Colin Jenkins,
Chartered Engineer - Powys**

Memories

I have been a member of FoSCL for many years now. My father worked coal trains on this line many years ago in the days of steam.

Lawrence Gregory – Birmingham

Rear Cover Images:

Walkers at Pen-y-ghent on May 4th during the Ride2Stride walking festival.

Photos: John Wood

R THE HAWES ROPEMAKERS

WATCH TRADITIONAL ROPEMAKING and see how the twist is put in! Many thin strands of yarn are twisted together to make strong, colourful and useful products such as Bannister Ropes, Barrier Ropes and a variety of dog leads. 10 minute ropemaking video and shop (skipping ropes and clothes lines, small toys and gifts, novels and knot books).



10% OFF goods
in our shop when you
show your valid FoSCL
membership card at
the till

Hawes, North Yorkshire DL8 3NT
Phone 01969 667487

email: sales@outhwaites.com

ADMISSION FREE
Open Mon-Fri all year
(except Bank Holidays
and Christmas/New Year)

Outhwaites Ltd
ROPEMAKERS

Est. 1905

www.ropemakers.com

