

SETTLE - CARLISLE RAILWAY
JOURNAL

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No 149

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New and Refurbished Waiting Shelters
to Benefit Passengers

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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** Indicates member co-opted after the 2017 AGM in accordance with the FoSCL constitution.*

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NEXT MAGAZINE: Copy date for the November 2017 magazine will be Saturday 21st 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 + VAT. Half page = £45. + VAT

Quarter Page = £30 + VAT.

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: On August 4th a party of invited guests, together with FoSCL members and committee members, celebrated the opening of the new waiting shelter at Settle station. Here Andy Savage, Executive Director of the Railway Heritage Trust, cuts the ribbon as FoSCL Chairman Douglas Hodgins looks on.

Photo: Nick Pearce

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

Come On Northern!

We are now in to the second year of the franchise and there are still basic problems which keep occurring and affecting the Settle to Carlisle Railway.

One of the most frustrating is the all too often deployment of only two carriages on the 08.49hrs ex. Leeds, particularly on Saturdays. This working is booked for three coaches and is one of the most popular trains of the day; when a large number of walkers head for a day in the Dales, three coaches are a must.

Two coaches results in severe overcrowding, those passengers simply taking a 'ride out' wish they had stayed at home rather than have to stand for at least part of the journey. I fully appreciate that due to the very welcome refurbishment programme, there are currently up to six units in the works at any one time, there will be stock shortages, but please, can every effort be made to ensure this train is the rostered three coaches.

As I write this report Northern have announced that ten units have now been refurbished, with more in the pipeline. I have just been informed that some class 150s from the GWR will be allocated to Northern from January 2018. This should go some way to alleviating the stock shortage being experienced at present.

Already, I have heard criticism of the units such as the Wi-Fi doesn't work and similar. This is most unfair. The refurbishment was always going to be in two stages; let us wait and see what the finished article is like in a few months time, the free Wi-Fi is due to be installed in the second phase of the refurbishment. In the meantime there have been many improvements, both inside and out, the external appearance is very smart indeed.

And what of the 'new trains' which have been promised in the next year or two? Work has commenced on the building of both the fifty-five DMUs and the forty three EMUs at the factories of CAF in Spain; all of this order is currently, 'on schedule'.

Northern have announced the appointment of a new M.D., David Brown. David comes to Northern having wide experience of transport in the North of England, he is currently Chief Executive of Transport for the North and will take up his new role in mid September. We wish David well in what will be seen by many as a challenging role and we look forward to meeting with him in the not too distant future.

Well so far in this report I seem to have concentrated on Northern but what about FoSCL? By the time you read this copy of the Journal the new waiting shelter at Settle will have been formally opened and also an extensive refurbishment of the front section of the waiting room on the Down platform at Ribbleshead will have been completed. The centre pages of the Journal are devoted to the Ribbleshead project, the photographs illustrate the superb workmanship of our joiner Ged Pinder, assisted by Matt Field.

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

Also, with a bit of luck, work will have started on the new shelter at Appleby; hopefully this will be completed in the Autumn. FoSCL has been busy, all of these improvements are for the passenger, just what a Rail User Group should be trying to achieve. The article in this issue on the Settle Shelter lists the various donors to these works, we are most appreciative of their support, in particular the Railway Heritage Trust, once again, they have stepped up with a very sizeable contribution towards the cost, as they have done with many previous projects on the Settle to Carlisle line.

In this issue is another 'sits vacant' ad: we do need help. If any of the vacancies appeal then please do not hesitate to contact us, contact details in the ad.

Last, but by no means least, we have been involved in a timetable consultation for the proposed new timetable being introduced in May 2018. I would stress that this is only a consultation, the S & C response has been led by the Development Company, but suffice to say it was refreshing to see Northern suggesting a fairly dramatic change to the existing train pattern. There is the extra daily train, two extra trains on Sundays, all very welcome indeed.

However, all of these proposals are dependent on the cascade of units from other lines as electrification work progresses and any delays could have severe ramifications for our enhancements. More on this hopefully in the next edition of the Journal.

In closing may I say how pleasing it is to see things on the Settle to Carlisle Line almost back to normal, well filled trains, some freight has also returned as have an ever increasing number of steam specials.

Let us hope for a good summer as far as weather is concerned; this will ensure loads of visitors with many taking the opportunity to travel on our scenic line.

Douglas Hodgins



Editorial

Change continues to be in the air within both FoSCL and the 'S&C family' in general. Your committee are debating very hard - and sometimes quite furiously! - as to the way ahead. But this illustrates a serious problem that we, together with many other similar organisations, have - we cannot go on forever! There are many people prepared to give us advice, to tell us what we are doing wrong and to attempt to point us in the right direction; but few prepared to roll up their sleeves and get stuck in. We desperately need new members for the committee and new blood for the Friends in general.

Overleaf you will find a communication from our membership group. Please read it and give some thought to how you too could help: By recruiting a member? By taking up one of the jobs for which we need volunteers? Or by standing for the committee? The 2018 AGM will be held at the Hallmark Hotel, Carlisle, on April 21st. Is this the time for you to get yourself elected? Please give it some thought: the AGM notice and an invitation to stand will be contained in our November issue.

The subject of electronic communications continues to occupy us: another similar organisation is offering its members a stark choice - higher subscriptions, a run down of financial reserves, or email-only magazines (NB: FoSCL is NOT having to contemplate such moves!) The way that social media is making other electronic communications redundant is leading to the possible closure of a much-loved S&C internet discussion group. In FoSCL we will soon see a new website to replace our seven-year-old (which in cyber terms is downright geriatric) site. This may mean the closure of our own internet forum. This has seen little use for at least the last two years.

Lastly for now, apologies go to Father David Finegan for the misspelling of the name of his mother, Mrs Faith Wolfenden Finegan, in the last issue. Mrs Finegan passed away shortly after her 100th birthday as did our other Centenarian, Mr Farquharson Cousins (see obituary on Page 11). It is good to know that both maintained their interest in the S&C right to the ends of their lives and that this magazine was a way in helping with that.

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

Dates For Your Diary

Saturday 25th November - 'Christmas Comet' special train from Carlisle to York via the S&C. See page 24 for full details

Saturday 2nd December - Annual Christmas Lunch at the Falcon Manor - Settle - see pages 8 & 9 for more details.

Saturday 9th December - Annual Christmas Open Day at Settle station.

Saturday 21st April 2018 - FoSCL AGM at the Hallmark Hotel, Carlisle. Details in the November issue.

All events subject to confirmation we cannot accept responsibility for late changes; please check: www.settle-carlisle.co.uk OR www.foscl.org.uk

Left: With the line fully operational again, through freight has made a very welcome return. Here 66086 is seen at Ais Gill heading north with the loaded cement train on 19th June.

Photo: Peter Ainsworth

FoSCL Notes

Membership Group,
FoSCL Committee,
Settle.

Dear FoSCL Member Expansion of Membership-

FoSCL has always been a strong rail user group, and the reason for our success is in the large number of members - currently just over 3,000.

However, our recent meeting of the Membership Development Group thought that more could be achieved if we had an even stronger membership.

Thus we are asking each of you to help, by recruiting a new member.

Recent projects which we have been involved with to help the line include :-

- * Construction of the new waiting shelter at Settle station for out-of-hours use, when the main buildings are locked up.
- * Planning a similar new waiting shelter for Appleby station.
- * Funding and distribution of the lineguide/timetable.
- * Maintaining the colourful station gardens.
- * The all year round Guided Walks programme; plus the Ribbleshead shanty town, and Jericho seasonal walks.
- * On Train Guides who explain the route to passengers.
- * Staffing our two shops at Settle & Appleby.
- * Our magazine packing team.

These all make use of our pool of volunteers, and all need funding to operate. A larger membership would enable us to do more work.

So can you please encourage a friend or colleague to join FoSCL. It's easy! We enclose a membership recruitment leaflet for you to give them, showing how to apply - either on line, or by post; giving the various types of membership available; and flagging up the discounted Railcard members can obtain (even a free Railcard if they become a Life Member).

Can we attain the 4,000 member level this year? Perhaps we can, with your help?

Pete Shaw - FoSCL Membership Development Group

Help Wanted:

Guided Walk Co-Ordinator: Our present walk co-ordinator is retiring and we are looking for a replacement. Ideally, it should be someone who knows the area quite well and has been involved in guided walks. A full description of the post is available by emailing: ruthevanstld@hotmail.com

The Health and Safety Team are looking for two enthusiastic volunteers to join them in overseeing the **safety management of the FoSCL volunteer activities**. Duties will include attending H&S team meetings, inspecting FoSCL properties, assisting activity leaders prepare and maintain safe systems of work, and maintaining the activities hazard log. All duties will be carried out under the guidance of the FoSCL Safety Officer. No experience is necessary as training and guidance will be provided, but an understanding of Health and Safety at Work legislation and preparing risk assessments would be useful.

If you are interested in this unique opportunity then please contact the Chairman:

Douglas Hodgins (contact details in front cover).

In addition, due to an upcoming change in the law, FoSCL needs an experienced and qualified **Data Controller**. For some years this task has been undertaken by the FoSCL Secretary. This will soon not be legally acceptable. If this is a subject in which you are qualified to help please contact the Secretary: Paul Kampen (contact details in front cover).

Membership Matters

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

Canon Browning - Surrey
Mr Farquharson Cousins - Bognor Regis
Mrs Faith Wolfenden Finegan - Settle
Mr Hand - Woking
Ms Jan Holdstock - Leeds
Mr Kynaston - Hertfordshire
Mr Lloyd - Iver
J Mathews - Oxford
Mr Meadows - Wigan
Mr Bob Sanderson - Silsden
Mr Smith - Accrington

Sales Department

All members receiving this issue of the *S&C Journal* by post should receive a copy of our 2017 Christmas Sales List.

Our Christmas Card this year features an image by Andrew Griffiths of a South West Trains Class 158 unit, on loan to Northern, in a snow-covered Mallerstang. The image can be seen below but on the card it will be full colour.

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



Electronic Payment of Subscriptions

Members may renew their subscriptions by BACS which very much simplifies our procedures as there is no need to write cheques with the resultant danger of them being lost or stolen in the post. With the reduction in bank opening days, and indeed the entire closure of bank branches, BACS is very helpful for our Membership Office.

You can credit the following account: Friends of the Settle-Carlisle Line,
Sort Code 20 78 42, Account No. 90370894

Please quote your membership number as a reference: NB this is VERY IMPORTANT!

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. New items in stock include the new books *Golden Age of Yorkshire Railways* by Peter Tuffrey and *Smoke Across the Fells* by Michael Welch.

Station Shop Opening Times:

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

Magazines by Email

Anybody who would like to receive their magazine by email should get in touch with me (Contact details inside front cover). Please indicate whether you would like your paper copy as well or receive it in electronic format only which, of course, saves on our printing and postage costs.

The electronic magazine is sent out in low resolution PDF format and by blind

copy attachment - in other words everybody's email should be able to download it and we do not reveal your email address to anybody else. The electronic magazines are of particular benefit to those who have eyesight problems as they can be enlarged on the computer screen.

And lastly, they will NOT replace the paper magazines which will be with us for many years to come.

**Paul A. Kampen -
FoSCL Secretary**

Membership and FoSCL Dales Railcard

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

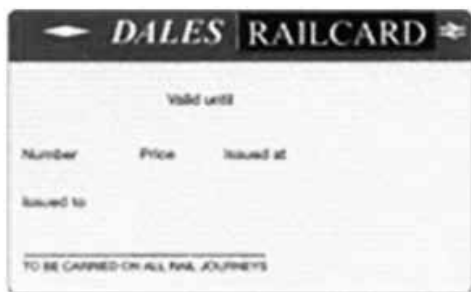
By Post: SCRDC (FoSCL Membership)
Railway Station, Clifford Street, APPLEBY, CA16 6TT
By email: membership@settle-carlisle.com
Telephone: 017683 53200 (answerphone)



You can pay for your membership online at www.foscl.org.uk/membership, by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page. You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.



FoSCL Dales Railcards should be purchased through the member login at www.foscl.org.uk.

Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.

Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number.

The current cost is £14 per person.

Railcards will now be issued through the booking office at Appleby.

Please allow 7-10 days for delivery.

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

Keeping in Touch

In the February Journal the Editor touched on the subject of communicating with the members. This was brought to a head by the Journal being published at the same time as the *Tornado* trains were running; many of you found out about these trains after they had run.

As you know the Journal is published quarterly, this will continue. On page 4 you will read that it is possible to receive the Journal in electronic form, the choice is yours.

There is, however, another publication that members can receive on a regular basis, and this is the Newsletter produced by the Settle Carlisle Railway Development Co. How do you register to receive this electronic newsletter?

Simply go to:-

<http://www.settle-carlisle.co.uk/>

scroll down—foot of page—right hand side—Stay in touch

Simply type your name in the box, your e mail address in the box below, then press subscribe.

The newsletter will be e mailed to you every six to eight weeks.

Douglas Hodgins - FoSCL Chairman

Men at Work in Settle

Settle station is looking really good. Besides the new shelter and wall boards. Humble pieces of the overall picture but it just shows the sort of high quality work of which we are now capable.

Hardwood has been used throughout ensuring that these items will outlast all of us.

The attention to detail has been tremendous and revealed for instance the M.R.Co stamp on the gate hinge - surely there since 1876 but now featured, thanks to work by Robin Benzie of the signal box team.



The Midland Railway Co. Stamp

Ged Pinder and Matt Field have worked tirelessly on this. The original rotted gatepost has had the affected parts cut out and replaced with scarfed in hardwood. I defy you to see the join.

Mark Rand

Twentieth Anniversary Celebrations Of Moving The Settle Station Signal Box From Its Former To Present Position

On Saturday 24th June there were great celebrations in the signal box on two counts. Firstly to remember three old friends sadly no longer with us. Derek Soames, Geoff Newsholme and Bill Mitchell.

Geoff has elected to have some of his ashes scattered on the short stretch of track adjacent the box later this year. This I hasten to add is a demonstration line not used by Network Rail!

Three generations of Bill Mitchell's family attended, son David performing the unveiling of the plaques on the backrest of the signalman's bench where the three of them used to hold court come Saturday afternoon.

Secondly, it was twenty years to the day since the box was moved from its original position where it had stood in isolation since it was abandoned in 1984. During 1997 an approach was made to Railtrack by FoSCL with a view to it being renovated and opened as a visitor attraction. This was eventually agreed provided that it was moved approximately 200 yards to the end of the up platform.

There were eight people involved in the move, in no particular order they were:

Derek Soames
John Turner
Roger Hardingham
Glynn Hague
Toby Woodhouse
David Richardson
Robin Goodman
Bill Southworth



*Roger Hardingham (left) and John Turner.
Photo: Bob Swallow*

I like to think of these people as the **Magnificent Eight**. Having been involved myself with the box for many years you begin to appreciate just what was involved.

Most of those hardy souls are alas no longer with us. However Roger Hardingham who was project Manager on behalf of the friends, now in Devon, and John Turner from Runcorn, Cheshire attended the celebrations. John spent many weeks at Settle restoring the box and a deep debt of gratitude is owed to him.

We learnt from Roger and John how they acquired a deal of artifacts from the Butterley Railway Centre and the Midland Railway Museum in Derby, the block instruments and wheels for the cables in particular. Derek Soames had also obtained some more instruments from Millhouses Sheffield when the box was closed there.

The Settle box at that time was in a heck of a state and after the frame which holds the signal and point levers had been removed (this in itself weighing around two tons) the box had to be strengthened by steel braces to prevent it falling apart during the move. Keith Whinnery who worked for Railtrack at the time arranged a possession of the line on the longest day and shortest night of the year. A ninety ton crane had been arranged to lift the dilapidated structure onto four trolleys, two on each track, one at each corner of the box. The volunteers that night then pushed the whole item by hand up the double-track of the S&C.

It was at this point that it started to rain and the shortest night became a very long one. Don't forget this eight ton box was being pushed some two hundred yards against a 1 in 100 grade. Things became even worse approaching the platforms when it became apparent that the six foot gap between the running lines was closing somewhat. Eventually and thankfully the box was craned off onto a prepared concrete base not long before the possession ended. A further two years work was necessary before the box was opened to the public. On many occasions John Turner actually slept in the box, simply to get on with the job.

FoSCL Chairman Douglas Hodgins was a most welcome guest at the celebrations

and especial thanks must go to Janet Benzie who organised the refreshments which quickly disappeared.

Finally, may I put out a plea to anyone with time to spare on a Saturday who might be interested in joining the present volunteers in maintaining and demonstrating the working of the box to contact me as below. We are in the main approaching an age when time will catch up on us. If you live in the Settle area so much the better. We have a deal of fun, there are no demarcation disputes, matters are resolved over tea/coffee breaks – which are frequent.

Bob Swallow
Tel: 01729 822740 Email
bobandpauline153@gmail.com

Christmas Lunch 2017

The FoSCL Christmas Lunch has been arranged for Saturday 2nd December 2017 to be held in The Falcon Manor Hotel, Settle.

The menu is set out below with the price for the meal. We have arranged an after dinner speaker who was involved in the extensive engineering works at Eden Brow and works for Storys who was the main contractor for the works.

Booking forms can be obtained from Ruth Evans –

Contact details (email preferred):

email ruthevanltd@hotmail.com

Post: 49 Kings Mill Lane, Settle, BD24 9FD

Phone 01729 82545.

Hopefully the booking form will be on the FoSCL website.

MENU STARTERS

Red lentil and sweet potato soup, with fresh herbs and vegetable crisp.

Pork terrine, with roast garlic puree, pane hen's egg and grilled artichoke.

Scottish mussel broth, with ginger, lime, coconut milk and homemade loaf.

Dorstone goat's cheese and fig tart, with red onion relish and sesame dressing.

MAINS

Roast turkey breast, with roast potatoes, caramelised parsnips, sprouts and pancetta, cranberry and orange compote.

Braised feather blade of beef, with cavolo nero, pumpkin, rosemary mash, port and thyme jus.

Honey glazed duck breast, with duck leg pastille, celeriac puree, baby carrot and five spice jus.

Roast cod fillet, with chorizo, steamed clams, cherry tomatoes, homemade crusty bread.

Spinach and chestnut wellington, with wild mushroom veloute and roast chestnuts.

DESSERTS

Christmas pudding, with brandy sauce and redcurrants.

Apple and Blackberry compote, with hazelnut crumble and blackberry sorbet.

Clementine and gingerbread trifle, with orange sorbet and ginger cream.

Dark chocolate and whisky torte, with whisky ice cream, coffee and caramel.

Cheese and biscuits, with grapes, celery and orchard chutney.

PRICE £24.95

CHEQUES MADE PAYABLE TO FoSCL

Ruth Evans



No. 2 Stationside

**Self Catering Apartment at the Sidings,
next to Settle Station**

A modern, cosy, comfortably furnished apartment, situated opposite Settle Station, with views beyond – ideal if you are travelling by train and conveniently situated for the town centre and exploring the Yorkshire Dales. King size double or twin plus a sofa bed for 1 in lounge. Sorry, no pets.

Full weeks, weekends and mid-week breaks.



Contact Shirley on 01729 822386

www.settle-b-b.co.uk

Opening of Settle Waiting Shelter

August 3rd saw the culmination of a two-year project to improve the passenger experience at Settle, a major station on the S & C, when we officially opened a new waiting shelter. Most of the interested parties involved with the approval process and construction gathered at the shelter for a short opening ceremony and a buffet lunch.

FoSCL have been aware, for many years, how inclement conditions could make a wait at Settle very wet and cold, especially when the station closed. The winter of 2015, storm Desmond and a FoSCL Christmas lunch in Settle when the rains came proved to be strong motivations for change!

FoSCL, as a rail user group has joint aims to improve passenger services and retain the heritage of the line. Constructing a waiting shelter in a Grade II listed station combined these two aims. The end result is a shelter which will provide cover to 20-30 people and which fits well into the environment of a Victorian station.

We would like to acknowledge some of the major contributors to its construction:

Stephen Craven, a design architect, based just outside Settle, prepared drawings which matched the 19th century style of the station and proposed use of materials which would ultimately pass the test of meeting the Craven District planning requirements and gain support from the Railway Heritage Trust.

G.I. Hopley Ltd. of Settle was our preferred builder with their experience of railway projects and their nearness to the project. Led by David Blackburn & on site by Stephen Lawson they proved a very good choice with a commitment to quality and an ability to work with the railway industry.

Network Rail, Charlie Holl and Northern Rail, Pat Cox, have given FoSCL and the project team full support and guidance.

At the beginning of the construction

phase we should acknowledge the work of a group of volunteers, organised by Mark Rand, who cleared the site and moved the wooden shed.

Funding the construction costs of £28,000 came from contributions from the Railway Heritage Trust, Northern Rail, the Oliver Lovell legacy, the Settle-Carlisle Railway Development Company and FoSCL.

The last year or so has been difficult with the Eden Brows closure. It is good to report an improvement which may make travel a little more comfortable for the rigours of the 2017 winter!

Paul Levett



Andy Savage, Executive Director of the Railway Heritage Trust, addresses the guests after cutting the ribbon to open the shelter.

Photo: Nick Pearce

Obituaries

Bob Sanderson

Members who take part in guided walks will be saddened by the death, in July, of one of the best known of the walk leaders - Bob Sanderson. A full tribute to Bob will be contained in the November issue.

Gary Waller

FoSCL Vice President Gary Waller passed away in July 2017. As Conservative MP for Keighley, Gary Waller took a great interest in the S&C and was very helpful in the campaign to save the line in the 1980s.

Farquharson Cousins

Farquharson (Farquie) Cousins joined FoSCL as a Life Member when aged 94 saying that "this will be very good value for FoSCL!" Happily he was able to enjoy reading the magazines for six years before his death in July 2017 – he had just celebrated his 100th birthday. Farquie came from a long line of clergymen, his father being the then Dean of Bristol cathedral. He was educated at Clifton College where he took up the French horn – soon deciding to make music his career. He studied at the Royal Academy of Music in London before taking his first steps in the classical music business. These were interrupted by World War 2; Farquie's brother joined the army and sadly was killed in 1944. Farquie was conscripted into the Band of the Welsh Guards – also playing in George Melachrino's 'Orchestra in Khaki' broadcasting to the troops. It must not be forgotten how the work of musicians contributed to the war effort by boosting morale at home and abroad.

One sad memory of this time was when the Welsh Guards band was rostered to play for a service at the Guard's Chapel in Whitehall; they were offered a last minute gig in East Anglia for the same day and swapped duties with the Coldstream Guards band. Standing on Liverpool Street station they saw a V1 flying bomb go over; later they heard that it had landed on the Guards Chapel, killing many of the congregation plus five members of the

band (a sixth died later of his injuries) including Farquie's opposite number as 1st horn – Ted Sellars (a native of Barnsley).

The war over, Farquie resumed his career working for symphony orchestras in London, Birmingham and Leeds (where he got to know the Yorkshire Dales and the S&C); and then for many years in Glasgow. His advice to us younger players was "if in doubt, always do things the conventional way" - a maxim that he certainly did not live by himself! 'Farquie' anecdotes abound and will no doubt be related for many years to come. We will never see his like again. **Paul A. Kampen – FoSCL Secretary**

Jan Holdstock

Members who attended the performances of Jan Holdstock's Cantata *Running on Rails*, held as part of our celebrations to mark 25 years since the line was relieved, will be saddened to learn of the death of its composer and librettist. Jan Holdstock was born in Cumbria and lived in Leeds for a lot of her life; she therefore knew the S&C from both of its extremities. She studied at Lady Margaret Hall, Oxford, before embarking on a career devoted to providing children with high quality music which they could perform. This included periods lecturing in Barbados, at James Graham College, Leeds and at the then Carnegie Teachers' Training College at Becketts Park, Leeds (where she and I were for a time colleagues as I was one of the visiting instrumental tutors). She also played the viola in the highly regarded Sinfonia of Leeds.

Running on Rails was written for the Leeds Schools' Music Association Festival and subsequently performed at Giggleswick School where, in the Richard Whiteley Theatre, it was also presented by FoSCL with combined choirs from local schools directed by Paul Dyson. Although by then suffering the challenges of severe arthritis, Jan Holdstock (a FoSCL member) attended – turning down the offer of a free ticket and travel expenses – to hear her work performed. I know that she was very pleased with what she heard.

Paul A. Kampen – FoSCL Secretary

News Notes

A New Face for Ribblehead

In the summer of 2015 the Settle & Carlisle 'family' members were drawing closer together through their membership of the newly formed Settle & Carlisle Line Association. Thoughts turned to a 'family project' that would enhance the facilities on the line and, in particular, improve the experience of travellers at stations which were showing signs of disrepair. In forming our ideas, we were aware that FoSCL volunteer Ged Pinder had been repairing the joinery at Settle Signal box and had impressed everyone with the quality and ambition of his work. Ged was keen to use his skills more widely along the line if only we could find a way to contribute to the repair and maintenance of the Network Rail and Northern properties.

Tentatively sharing some initial ideas with Network Rail and Northern we received a very positive response from both and a project quickly took shape. To prove the concept we identified a manageable pilot job to establish our approach. The softwood used in 1993 to make the front panels of the down shelter at Ribblehead had rotted badly and subsequent patching with plywood was utilitarian rather than elegant. A design for a replacement front panel was prepared by Ged, with expert advice from Robert Handy at Wonder of Wood in Stainforth. The design used modern, durable materials throughout.

Following a few iterations and refinements the design was approved by Network Rail. Without delay FoSCL, the S&C Railway Trust and the S&C Development Co. each agreed to fund 1/3rd of the construction costs. Network Rail agreed to fund and manage the approvals and site management during the installation. We had a green light.

Although, apparently, a traditional design with Midland Railway diagonal match boarding and bullseye fenestration, the new panels are far from traditional in construction. The framing is Accoya acetylated hardwood treated for a service-

life of 50-years or more. The match boarding and glazing bars are machined from sheets of Tricoya extreme durability MDF. The intricate glazing bars are cut using a CNC (Computer Numerical Control) router as one large fret per window that has reduced the numbers of joins, and thus weak points, to a minimum. Throughout the design care has been taken to increase durability and reduce water ingress at joints. All components are spray painted and assembled with foam glues and modern sealants. The finished job looks authentically Victorian but is every inch a 21st century design.

At project inception we planned that Ged would make the panels working as a guest in the Wonder of Wood workshops. This was overtaken when, subsequently, FoSCL established their own workshop facilities in Unit 8a at Settle and this job migrated to the new workshop. Wonder of Wood have continued to generously support this, and other S&C jobs, by allowing Ged to use specialist machinery not available in Unit 8a, by sourcing materials and constant encouragement and advice.

The new panels were installed by Ged and FoSCL volunteer Matt Field on 13th and 14th July. The on-site work was supervised by a Site Safety Supervisor from the Network Rail Works Delivery Team and feedback from all quarters has been very favourable. The sun shone brightly which, at Ribblehead, is a bonus not an expectation! Building on this success, plans are well underway for other projects along the line beginning with replacement of time-expired doors at Settle Station.

We hope that this project signals a new era of collaborative working. Thanks to everyone whose support and enthusiasm has delivered this success.

Nick Pearce

Editor's Note: Please see the photographs on pages 20 to 23.

Appleby Smarter

Appleby Smarter is a group of retirees in the town of Appleby-in-Westmorland who on a voluntary basis carry out small jobs to smarten the town. The tasks include tree and bulb planting, grass strimming, painting seats, litter picking and also encouraging councils, agencies and businesses to do their bit to keep the town looking good. Following Storm Desmond in December 2015 much effort was put into returning the town to the gem in the Eden Valley.

We have recently turned our attention to Appleby Station which suffered from a long period of sustained coach transfer traffic when the Line was closed following the Armathwaite landslip.

Two members of the Appleby Smarter team were instructed into railway company Health and Safety procedures, special Midland paint was purchased and good weather prevailed.



This has allowed Carl Bendelow and John Wilson to press on with painting parts of the station entrance (picture, Carl on left). Plans are in hand to repaint platform seats so if you want to join in contact Appleby Tourist Information Centre (017683 51177); if you cannot do that donations to our work about town are welcome!

Carl Bendelow

Walk The Line

Bob & Lindy Clarke are going to walk the route of the Carlisle to Settle in stages over the next few months. Northern have agreed to offer a Day Rover ticket to everyone who completes all sections and the first one - Carlisle to Armathwaite – was walked on Saturday 1st July. Stephen & Susan Way are going to repeat the first 2 sections in August and we may get offers from other leaders to repeat some of the other walks later but only the dates below are confirmed at the moment. Appleby to Kirkby Stephen - Saturday 2nd September; Kirkby Stephen to Garsdale - Saturday 9th September; Garsdale to Ribbleshead Saturday 7th October; Ribbleshead to Settle Saturday 14 October

It is hoped that all sections will be repeated. All the walks will use the 08.49 train from Leeds out but the more northern sections (Carlisle to Appleby) will probably end for the 18.07 from Carlisle train back.

David Singleton

Appleby Station Supervisor nominated for National Award

One of the Settle-Carlisle's team of station staff has been shortlisted for a national award. Manny Wright is Station Supervisor at Appleby station where day-in, day-out he goes above and beyond his duties to give passengers and visitors to the station a fantastic service.

He is well known for his warm welcome for visitors to the station and particularly helped customers throughout closure of the Settle-Carlisle line.

He has received industry-wide recognition by being shortlisted for the Outstanding Personal Achievement award at this year's National Rail Awards.

Manny told us "Working on such an iconic line as the S&C, and at such a friendly station as Appleby is an absolute privilege, and as far as I'm concerned, providing the best possible experience for my customers and colleagues is what I am here for."

So if you are at Appleby Station and he is working in the booking office, do say hello.

A Birthday Treat

Passengers travel on the Settle Carlisle Railway for a variety of reasons; it could be on a bucket list or it is a commute to work or for shopping in Leeds or Skipton or just a day out to see the wonderful scenery of the Yorkshire Dales and Eden Valley.

Several weeks ago, we received an enquiry about a group to travel from Carlisle to Settle. Subsequently, a booking for a return trip was confirmed together with a request to serve strawberries and prosecco during the journey. We discovered that one of the group was celebrating his 100th birthday and the refreshments were a surprise treat.

Monday, 24 July started a little overcast but by the time the group boarded the train at Carlisle, the clouds were clearing to reveal blue skies, sunshine and some great views of the Eden Valley and Yorkshire Dales.

Carole from our trolley team made sure some seats were available together for our special guests and Northern's conductor, Paul Charlesworth, announced the special occasion to the passengers on the train. Taking over the trolley service at Appleby, John and Barbara boarded the train with a basket laden with strawberries (and of course a little cream) and some bottles of "fizz".

Barbara has only recently joined the trolley team and she had the delightful privilege of serving birthday centenarian, Stanley, and his family with the strawberries and cream and the prosecco.

FoSCL On-Train Guide, Anthony, provided useful information to the group, and then made sure the glasses were washed and ready for the group to have another glass of wine on their return trip to Carlisle.

What a lovely way to celebrate a special birthday.

Our group travel team help groups to make bookings to travel on the Settle-Carlisle Railway. With a wealth of local knowledge, they can make suggestions about other attractions groups can consider as part of their itinerary and arrange special treats such as a birthday cake or pre-booked refreshments.

So, if there are ten or more planning a trip on the Leeds-Settle-Carlisle line, please contact the group travel team at Appleby, telephone 017683 53200 or email grouptravel@settle-carlisle.co.uk

Anne Ridley - Operations Manager

Handy Bus Links

Have you seen the banners at stations promoting bus links which we have produced in conjunction with Northern? If so, have you tried these links?

The Northern Dalesman runs on Summer Sundays and August Bank Holiday Monday from Ribbleshead Station connecting with the 09.00 Sunday train from Leeds (change at Shipley from Bradford). After passing through Hawes it goes over Buttertubs Pass and then direct through Muker, Gunnerside and Reeth to Richmond. A connection is available to Keld.

The Malham Tarn Shuttle runs on Summer Sundays from Settle to Malham via the Tarn whilst the Bowland Explorer links Bentham and Clapham Stations (on the Lancaster line) with the Forest of Bowland and Clitheroe.

Railcards can be used on all Sunday DalesBus services to get a discount fare – just £7 for unlimited DalesBus travel.

Little White Bus runs daily from Garsdale Station to Hawes and daily buses run from Skipton Station to Grassington and from Settle and Giggleswick Station to Ingleton and Kirkby Lonsdale (Sunday service is Summer only to Ingleton).

Western Dales have taken delivery of a second bus and continue to run on Saturdays all year round from Dent Station to Dent, Sedbergh and Kendal and on Summer Sundays to Dent, Sedbergh and Cautley (for the Howgills). No service on August Bank Holiday Monday. They also run services on Tuesdays from Sedbergh to Hawes via Garsdale Station and on Fridays from Sedbergh to Kirkby Stephen via KS Station.

As regards the Eden Valley, discussions continue with bus and train operators to bridge the gap between Kirkby Stephen Town and Station and between the S&C at Appleby and WCML at Penrith.

Forthcoming Changes:

Bus 11 Tosside – Settle – Horton will be revised following the closure of Horton Primary School
Saturday 74 Ilkley-Grassington finishes on October 28th.

Full details at www.dalesbus.org or pick up a timetable from stations, cafes, pubs, TICs and attractions.

john.disney@ntu.ac.uk
Phone: 0115 9322356

Network Rail Staff departures from the S&C

Three S&C-based Network Rail staff have or are about to leave the S&C for promotion at Carlisle.

Jay Hartley started his railway career with British Rail in 1985 as a seasonal clerk in Windermere booking office and then went into Oxenholme booking office. In the mid to late 90s he became station supervisor at Oxenholme & Penrith for InterCity West Coast and then Team Leader at Lancaster Castle station for Virgin Trains. In May 2002 Jay had a career change of direction and became a signalman at Garsdale quickly followed in October as a relief signalman at Blea Moor covering Kirkby Stephen to Hellifield signal boxes. He has remained in this position until recently when he transferred to Carlisle Power Signal Box (PSB) as Shift Signalling Manager (SSM). Jay has always been a keen railway photographer living in Kendal but is now moving home to Carlisle.

Chris Strong started on the railway as a signalman at Culgaith in 1998 and has been a Mobile Operations Manager (MOM) and relief signalman covering the north end of the S&C over the last few years. Chris lives in Penrith and has transferred to Carlisle as a MOM.

Jim Lee is a relatively 'new boy' - joining Network Rail as a crossing keeper at Brierfield in East Lancashire in 2013. He quickly became a signalman at Blea Moor and then a relief signalman for the southern end of the S&C. Jim lives in Hellifield and is transferring to Carlisle PSB as a relief SSM.

All three will still have some responsibility for the extreme north end of the S&C,

as well as the greater Carlisle and WCML area, and we wish them well in their new positions.

Ken Harper

'ExploreMore' goes live at Ribbleshead Visitor Centre

A new way of looking at the Settle Carlisle line has gone live at the refurbished Ribbleshead Visitor Centre. Using a touch screen you can now view the line between Settle and Blea Moor tunnel using aerial photography and 3D models. By clicking on the main features of the line (Ribbleshead, Horton and Settle stations, Blea Moor and Settle signal boxes, Helwith Bridge quarry etc) you can explore further. Each feature has a gallery of images and stories including personal reminiscences.

The project is part of the 'Stories in Stone' project with funding from the Heritage Lottery Fund, FoSCL and the Settle Carlisle Railway Trust. High quality aerial photography was provided by Network Rail and the system was developed by Atlantic Geomatics, a Penrith based company specialising in aerial mapping. Atlantic Geomatics used drones to create 3D models of Ribbleshead Viaduct, the navy camp, and Ribbleshead and Horton stations. It is possible to switch between aerial images, a modern map, and the original Midland Railway plans of the line.

'ExploreMore' was created for Ribbleshead Visitor Centre, but it is also possible to view on-line using the link: www.exploremoresettlecarlisle.co.uk

You will need a good internet connection to get the full benefit of the aerial images and 3D models. 'ExploreMore' enables us to make more information available on-line, which we hope will be of widespread interest. For example, local historians and people researching family history will find material of interest.

Our task now is to add more stories, images and other information. If you have any comments, or new information, please email me at:

bryangray@bryangray.co.uk

Special Traffic Report

19th April	57316/47854	Southport - Edinburgh	
22nd April	*46115	Carlisle - Euston	
29th April	*60163	Leicester - Carlisle	
8th May	NMT	Heaton - Derby	
10th May	*48151	Kidderminster - Carlisle	
13th May	57306/57309	Crewe - Carlisle, Northern Belle	
13th May	NMT	Derby - Heaton	
13th May	*46115	Carlisle - Euston	
16th May	*60103/47746	Edinburgh - Euston	
19th May	2 x 57	York - Carlisle, Northern Belle	
19th May	2 x 68	Carlisle - York, Northern Belle	
20th May	37116/37219	Derby - Heaton	
20th May	68017/68002	Kings Cross - Carlisle	
20th May	*46115	Carlisle - Euston	
20th May	88002+68025	Appleby - Didcot	
24th May	47237/57316	Chester-le-Street - Carlisle	
27th May	*46223	Norwich - Carlisle	
30th May	*46115	Carlisle - Chester	
5th June	NMT	Heaton - Derby	
5th June	*46115	York - Carlisle	
6th June	*46115	York - Carlisle	
10th June	NMT	Derby - Heaton	
11th June	57309/57307	York - Blea Moor, Northern Belle	
13th June	*48151	Chester - Carlisle	
18th June	*48151	York - Carlisle	
20th June	*46115	York - Carlisle	
3rd July	*48151	York - Carlisle	
3rd July	NMT	Heaton - Manchester Piccadilly	
4th July	*48151	York - Carlisle	
8th July	NMT	Derby - Heaton	
8th July	2 x 57	Derby - Carlisle	
9th July	*60103	York - Carlisle	* Denotes steam train.

Following full re-opening of the line after Eden Brows, the regular freight trains have returned to the S & C. These are the Clitheroe to Moss End cement, Carlisle to Chirk logs, and the Carlisle to Crewe engineers wagons. A new working is the northbound Crewe to Carlisle engineers train on Mondays.

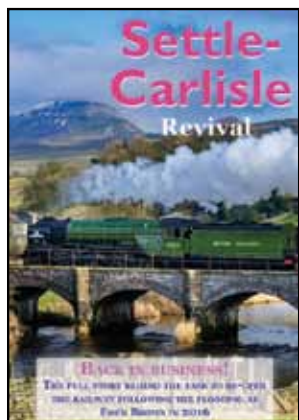
The first visit to the S & C from a new DRS class 88 was on the passenger charter on 20th May. The class 88s are electric locos with pantograph, and also have diesel power - really to get them to short haul destinations where there isn't electricity.

Pete Shaw



The first ever Class 88 to run over the S&C - 88002 - is seen here at Appleby working there from Didcot Parkway and return.

Photo: Michael Summers

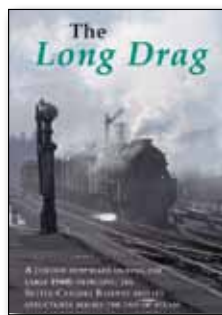


Settle-Carlisle titles from Kingfisher

‘Settle-Carlisle Revival’ The full story behind the re-opening of the line following the flooding and landslip at Eden Brows. Aerial footage of the works to rebuild the section of railway plus the re-opening special by *Flying Scotsman*. Extensive coverage of *Tornado*’s ‘plandamp’ trains run to promote the new season of 2017 and up-to-date footage of freight flows and passenger services, including steam charters. **50 minutes £12.95**

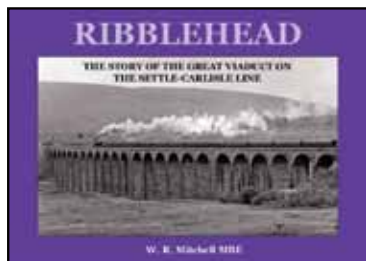
‘The Long Drag’ An award-winning, colour film, made during the early 1960s depicting the Settle-Carlisle Railway and its structures before the end of steam. This is a very special opportunity to own a copy of the film ‘The Long Drag’ on DVD. Made between 1960 and 1963 by Peter Boocock, a keen film maker from West Yorkshire. His filming period included the severe winter of 1962-3 and brings to reality the harshness of a snow covered Pennine route.

DVD 50 minutes £14.95



‘Ribblehead’

by **W. R. Mitchell** - Packed with photographs from throughout its 137-year history, the book also delves into the station and tunnel at Blea Moor. Black and white photographs, plans of the viaduct, detailed photographs of the repairs carried out 20 years ago and first-hand accounts of



the works and rare colourviews.

Hardback book, £18

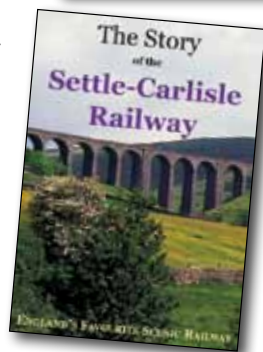
‘Cab Ride Skipton to Carlisle’

Cab ride view up the S&C aboard Class 47 47444 in January 1990. The line had just been reprieved from closure and so this rare ride shows the railway at the stage before the work to improve the line.

DVD 136 minutes £17.95

‘The Story of the Settle Carlisle Railway’

Filmed along the whole length of the railway, the DVD has an in-depth look at the many stations and structures along the 72-mile route and interviews railwaymen and others associated with its long and eventful history. We hear how the line was saved in the 1980s and



from the Network Rail director how they have refurbished the railway in recent times. Archive films from the days of steam along the railway and operation of signal boxes in the years when the line was threatened with closure. **DVD 90 minutes £13.95**

Available from FOSCL shops or from other good railway shops or direct from us. Many more titles are to be seen on our web site. Please add £1 per item for P&P. Cheques or POs to-

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

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

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

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



CAMPAIGN FOR
BORDERS RAIL
building on success

www.campaignforbordersrail.org

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Upper: Copyright Walter Baxter, geograph.org.uk
Lower: Copyright Robert Brysdale, CBR.





**Ribblehead
Down Shelter.**

Day 1.

**Thursday 13th
July 2017.**

**Left Above: Start
of Day.**

**Above: Removing
the front panel.**

**Far Left: Fixing the
top batten.**

**Left: Patching the
floor.**

**Right: The end of
the day.**

**Photos:
Nick Pearce**





Ribblehead Down Shelter

Days 2 & 3

***Friday 14th and Saturday 15th
July 2017***





*Far Left Above: Ged fitting the door lock
Left Above: Matt tidying window seals
Above: Inspecting the job
Below: Midland Railway Bullseye Fenestration at its finest*

Left: The site team

*(L-R)
Steve Allan
(Network
Rail Site
Supervisor);
Matt Field
(FoSCL
Volunteer);
Ian Cockle
(Network Rail
Works Delivery
Manager)
Ged Pinder
(FoSCL
Volunteer)*

*Photos:
Nick Pearce*





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A festive rail journey from
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Explore the historic city and visit the
St Nicholas Fair Christmas markets.
Leave the car behind and travel in style!
A great day out for all the family.



For more information and to book tickets visit
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Return fares from £65.00 for adults and £40.00 for children

Approximate timings:

Depart Carlisle 07:00 arriving at York 11:00

Depart York 16:00 arriving at Carlisle 20:00

Calling at:

Langwathby, Appleby,

Kirkby Stephen, Garsdale, Settle & Skipton

Telephone: 017683 53200

Email: admin@settle-carlisle.co.uk



Search: @setcarrailway

Ride2stride 2017

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



Dropping Down to Appleby on Wednesday 28th. Photo: John Wood

Ride2stride was named by the Daily Telegraph as No 2 in its Top Ten Walking Festivals in Britain 2017

“This week-long event combines rambling with railway. All walks begin and end at stations along the spectacular Settle-Carlisle line; start times tie in with the arrival of trains from Leeds or Carlisle.”

Ride2stride – the Movie!

This year film makers David Halsall and Bridget Izod brought their cameras to Ride2stride and their short video is available on YouTube.

Please share it and embed it on your own websites <https://youtu.be/q-fmkiVKUfg 2>

Tuesday April 27th: saw the start of Ride2stride 2017. A large crowd gathered on Settle station, to hear Ian MacPherson from the Yorkshire Dales National Park Authority open the 6th Festival, before setting off on a walk. By the end of the day a total of 195 people had taken part – the busiest opening day yet. People travelled to Ride2stride, either daily from Yorkshire, Lancashire and Cumbria or from further afield, staying locally, many of them in Settle.

Overseas visitors came from the USA, New Zealand and Denmark. Walkers were asked who had travelled by train and the majority had, with 75% of people

telling us they had travelled on the line at some point during the festival. The large numbers staying in Settle this year were already there for walks from Settle station but used the train when walks started further up the line. On the day of the strike most walkers travelled to Garsdale by car.

Walks: *“On the train heading home after the first day, had a good walk, met up with old and new friends, had a nice meal and listened to some excellent live music, all that and another 6 days yet to enjoy”*

This year there were 31 walks on the programme. As usual there was a mix of the very strenuous – High Cup Nick, Wild Boar Fell, the Three Peaks, Snaizholme; lots of moderate 6 to 10 mile walks and some very popular tours round Giggleswick School Chapel, Settle Watertower & Signal Box and Appleby Castle & Town Trail.



A strenuous walk from Dent to Ribbleshead via Snaizholme.

Photo: John Wood

The Jericho Shanty Town Experience was a great success with the following email showing how much people enjoy these themed events.

“Congratulations!! An excellent event on Thursday – helped by great weather. The volunteers were brilliant and having the presence of the guy who worked on the viaduct and the lady who grew up on Blea Moor was wonderful. As a retired museum educator, with an interest in reminiscence, my wife was full of praise for the mix of presentation approaches. I was impressed by the relaxed, efficient team work between the volunteers. When it works you hardly notice it happening but it takes a lot of effort to get it right.”

Just some of the highlights of 2017:

Talks: There were two talks this year.

The ever popular Dr David Johnson of Ingleborough Archaeology Group talked about "How the coming of the railway changed the Dale" and Chris Grogan gave an illustrated presentation called "90 Glorious Miles" about the creation of the long distance path A Dales High Way. Both talks had associated walks, a combination which people always enjoy.

Music: For many the singers and musicians are a highlight of the festival. Music in the pubs each evening encourages walkers to stay and eat and drink and Ride2stride is now firmly established not just as a walking festival but also on the folk music calendar. This year we were very happy to be welcomed back to the Moorcock Inn in Garsdale.

Everyone involved is a volunteer. The walk leaders, the speakers, the musicians, the people who distribute the programmes, the steering group - no one gets paid. We do have some costs though. We have a website www.ride2stride.org.uk and we design and print 15,000 programmes. We are very grateful to Friends of the Settle Carlisle Line, Northern, Settle Carlisle Development Company and Castleberg Outdoors for their cash contributions, to Briggs Bros of Cononley for reducing the cost of printing, to Welcome to Yorkshire for giving Ride2stride free membership and to Skyware Press for maintaining the website and designing the programme.

What Next?: Ride2stride will run from Tuesday May 1st to Bank Holiday Monday May 7th 2018

SAVE THE DATE



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

See you next year!

Chris Grogan

Left: High Cup Nick on April 26th.

Below: Smardale Gill Viaduct on April 27th.

Photos: John Wood

Ride2stride events are all put on by organisations active in the Yorkshire Dales and Eden Valley and co-ordinated by a small steering group made up of representatives of some of the participating groups. This year Friends of the Settle-Carlisle Line (FoSCL), Friends of Dales Rail (FDR), Yorkshire Dales Society (YDS), Ingleborough Archaeology Group (IAG), Yorkshire Dales National Park Authority (YDNPA) and Friends of A Dales High Way (FoADHW), all took part. As usual the music was organised by the 3 Peaks Folk Club.



News from the Wensleydale Railway

By Ruth Annison

THE OFFICIAL LAUNCH of WR's regular Afternoon Tea train was on June 17, as a partnership between the railway and a local catering business. The service runs from Bedale to Redmire, with tea served in a 1912 North Western Railway Directors' Saloon. Catering is provided on board by a local cafe (called *Upstairs at Institution, Bedale*); the combined price for the return journey and afternoon tea is £37.50 per person. A total of 20 dates are available in September and October, which are listed on www.wensleydalerail.com or phone the WR office on 01677 425805.

Advance bookings are essential (enquiries for party bookings and corporate events are also welcome), directly to the caterer - not to WR - on 01677 425541.

IN JULY, WR received news of a grant of £72,050 from Richmondshire District Council's Economic Growth Fund, for development work at Leyburn station. The cheque - which was presented by Councillor Yvonne Peacock of Bainbridge in a ceremony at the station - marks a major contribution to a £100,000 project, for which we are extremely grateful. WR's project manager is David Walker, who also led the Scruton station restoration project. Needless to say, many Association volunteers and other WR supporters are crucial participants in both projects! The work at Leyburn station will include installation of a passing loop and supporting infrastructure, including a viewing platform and footbridge; signal box with period signalling; water tower and crane to service steam locomotives; and passing loop to allow engines to run round trains. The development will create a new attraction for Leyburn and allow more frequent services to run - including shuttle trains from Redmire to Leyburn in support of local events. The footbridge - which is currently stored at Leeming Bar - was moved from Brigg with the support of Network Rail (see www.wensleydalerail.com for pictures).

THE BOOK OF BRIDGES: Last year, special events were held in and around Hawes to mark the 140th Anniversary of the opening

of Garsdale station in 1876 - i.e when the Settle-Carlisle line opened. A highlight of the programme was the chance to see the book of original engineering drawings for structures on the Garsdale-Hawes Branch, opened in 1878.

The book itself (which is a yard wide, two yards when open, and two feet high) is old, fragile and in need of skilled professional conservation/restoration to safeguard the drawings inside. However with modern techniques it can be digitally scanned for permanent reference, and replica copies made, to be used for research or exhibition purposes and, importantly, to ensure that a replica copy is kept elsewhere in case of loss or damage to the original.

Formal consent has now been granted for restoration to be undertaken and experienced conservators appointed. I am convening a group to raise funds by launching an Appeal for the necessary £3,100 so that the work can begin as soon as possible. Advice and support have been received in planning the project, from staff at the North Yorkshire County Record Office, the Dales Countryside Museum (DCM) in Hawes, Network Rail Archives and trustees of the Macfie-Calvert Collection (held at the DCM) and others - a tremendously encouraging start.

The reason for reporting this work to FoSCL members is that the Garsdale-Hawes line was built by the Midland Railway Company, and by contractors who also built many miles of the Settle-Carlisle line. If, because of this connection, any FoSCL member would like to contribute to the restoration and conservation of The Book of Bridges (as it is known locally), donations would be greatly appreciated. The Friends of the Dales Countryside Museum (a registered charity) have agreed to act as bankers for this appeal; cheques should be made out to them and sent to the treasurer of the FoDCM, Mr. Graeme Thompson c/o the DCM, Hawes, N.Yorkshire DL8 3NT. **Ruth Annison**

I will be pleased to answer any enquiries and acknowledge all donations for which contact details are given (01969 650349; ruth.annison@gmail.com).

Bridge SAC 322

One day in December 2015 I was walking up to Armathwaite station and came across a Network Rail Response Unit van at the bottom of the path. Three Network Rail guys were just preparing to walk along the track in a southerly direction. What was the problem, I asked, anything serious? We don't know yet, they replied, we're going to have a look.

This was the start of a saga that ran in parallel with the Eden Brows work, a project that may well have cost millions yet was invisible, and which led to a major heritage structure being buried under thousands of tons of rock.

It was serious, there had been a landslide on the up embankment just south of structure SAC 322, a particularly impressive and well-constructed farm access underbridge. Fortunately, as a local resident with access to this area, I had photographed this very fine bridge in 2009 so we had a permanent record of it before it was damaged. If you would like to see more photos and details of the structure, a search on the FoSCL web site for Bridge SAC 322 will bring up the relevant SCRCA (Settle-Carlisle Railway Conservation Area) page and a map showing its exact location.



Above and Above Right: The landslide in December 2015

Right: The structure before the landslide

The landslide had taken with it part of the south-east wing wall of the bridge and masonry was now strewn over the field in front of the bridge. Network Rail reacted quickly and produced a temporary fix to the problem involving piles, sleepers and tons of rock: unsightly, but it made the up line safe again. As local residents, we

rather assumed that was it.

All then went quiet, until in January 2017 activity resumed with much noise and deployment of large diggers and a large "orange army". Network Rail leafletted nearby householders to warn that there would be noise, sometimes at night, but didn't say anything about what they were up to. You can't see much of the site from the road, so being curious I went up into the adjacent woods in March this year, and was horrified to find that the east end of the bridge had been completely buried under thousands of tons of rock. You can't get access to the west end of the bridge any more but you can see it from the train, and in case you're wondering, they've done exactly the same on the other side, buried the bridge portal under tons of rock. In fairness, they've installed a drainage culvert through the buried bridge and done more drainage work leading down to the road at the bottom.



Now all this raises some questions. First, why was there no consultation with local residents, let alone FoSCL or the Railway Heritage Trust? There is a 72-mile conservation area incorporating the entire



length of the Settle-Carlisle Line, does this not count for something? A phone call to Eden District Council established that there is no need for Network Rail to apply for planning permission to carry out this type of maintenance work on the railway. By virtue of the original 1866 Act of Parliament they have permitted development rights; basically they can do what they like to make the railway safe without consultation.



They had in fact submitted a Prior Notification of the planned work in December 2016, you can view the detailed plans on the Eden DC web site Planning section, reference 16/1069. But neither Eden DC nor NwR were bound to consult and the Council simply went back to Network Rail and said there were no objections. Of course there weren't, nobody knew about it!

So, some questions to our members: are we, FoSCL, content to accept the situation that Network Rail's permitted development rights allow it to do whatever it feels necessary within the conservation area without consultation? They have of course spent tens of millions on the S&C in the past few years: if they hadn't, we should be right back in the 1980s with the threat of

closure hanging over us once again, and we can be grateful that all this effort has been put in to make the line more resilient in the face of climate change.

There remain some niggling doubts in this case, though: was it really necessary to go to the lengths of completely burying one of our fine heritage structures under thousands of tons of rock in order to stabilise the embankment? The temporary fix put in by Network Rail in December 2015 was holding up well: wouldn't something like this have been enough, leaving the bridge visible? It was a very solid structure and not likely to be further damaged by any earth movement. Should we, FoSCL, establish with Eden District Council guidelines for consultation when any such future work is planned by Network Rail? So far I've only been in contact with them as a local resident. Should we agree guidelines for Network Rail to consult FoSCL and maybe the Railway Heritage Trust when such work is planned? What do FoSCL members think?

Richard Morris

*Left: Another View of the Landslide
Below: Work in Progress on the East bank.
March 2017*

Photos: Richard Morris



Ten Years On - Amazing!

July – mid Saturday 9.26 and I start my weekly stroll along the two carriages en route Settle, only today I am travelling beyond to meet a coach party at Skipton. At one of the tables is a lady I sort of recognise from way back. ‘Goodness me’ she exclaims, ‘Are you still doing this?’ Her companions shrink in alarm at the implication and hastily buy two books. ‘I am amazed as well’, I smile as I recall being amazed when I started as an on train guide in 2007 – lucky me, no age restrictions.

I begin my day spread out at a table but often move as passengers increase, and so it was today as a birthday party got on at Appleby. I shifted, thus affording them two adjacent tables. Unusually, I was rewarded as one of the group later sought me out with refreshment – home made quiche and two giant strawberries on a posh napkin to go with my coffee.

I waved as I went through Settle and on reaching Skipton was pleased that my coach was already on the forecourt having dropped around 50 day trippers in the market town – they would be back for 1.00 giving me ample time to get to know them before their train to Appleby. I had a good hour for my own lunch.

The group today was from Staffordshire and their own tour guide was also coming on the train with them. They had left home quite early and so far had not been favoured by the weather. They seemed a very nice lot and interested to hear about the scenery and history ahead.

When the train came in it was only two coaches but the good news was that the yellow reserved tickets were spotted in place in the first coach. The bad news was that there were people already seated in them and these had been informed that they would be fine until they reached Settle. Most of them reluctantly moved on to the end coach but this was already crowded and stuffy.

Mid-way along the partly reserved coach, squashed at a table, were five young men on their way to a wedding do at Kirkby Stephen. They had travelled from the south, changing at Leeds, and there were further three on the train.

They had tried booking as a party of eight but found this impossible. They were pleasantly determined to stay put. They told the train guard that they would move if he could get them a table in the next compartment and they had so much in the way of cans and bottles and cartons that a table would obviously be useful! They were not rowdy but they did make a fair amount of noise and at this stage I was in the happy position of being able to reduce my hearing aids. Throughout the journey good humour was maintained, it being recognised that nobody on board was to blame for the situation and things must somehow be endured. I would like to say the views made up for all but, alas, heavy mist and rain reduced visibility. Those who had bought books could now read about what they were missing!

The situation was greatly helped by the refreshment trolley from Settle onwards and in due course the train stopped at Kirby Stephen. By now our young men were well oiled and reached for their coats and luggage in such a leisurely manner that the train set off again before they reached the door so on they went to Appleby, much to the amusement and glee of the coach party.

From Appleby to Carlisle calm was restored and I had time to reflect. Why am I still doing this and why will I go on doing it for as long as is possible. The answer is that the Settle-Carlisle line is itself amazing with its history of struggle and determination to overcome and it is a huge privilege to be able to play a very small part in its survival. Most Saturdays are less dramatic than the one I have cited but they are all special and I approach each with a sense of anticipation.

Ruth Kershaw – On Train Guide

*The Rev. Ruth Kershaw at
Carlisle Station.*

Photo: David Sampson



Memories of A3s by David Mathias

This summer, 2017, *Flying Scotsman* worked a series of Sunday specials between York and Carlisle under the titled train name of yesteryear, *The Waverley*, which ran from London St Pancras to Edinburgh from round 1927 until the mid 20th century. The more famous crack express on the Midland route was of course *The Thames Clyde Express* from London to Glasgow. But what a splendid journey was *The Waverley*, especially north of Leeds, when it traversed not only the S&C but the equally superb Waverley route.

Somehow *Flying Scotsman*, since it was bought by the National Railway Museum and following an extensive overhaul, has really captured the imagination of the public - so much so that its star quality is a magnet for the general public to watch its majestic progress on the mainline. It isn't as if the loco is a stranger to working over the S&C; way back in the 80s, when steam returned to the line and the loco was in its LNER guise, it could often be found working charters over the line.

I have to admit I like the loco in its current form, as this is how I remember the A3s from my youth. The A3s were partly responsible for my first interest in the S&C. I became aware of the line almost by accident. Yes, I had read a little book on *The Thames Clyde* and *The Waverley* come to that. I had even seen the engine changes for the respective trains when visiting Leeds City station - but the route remained unknown to me. That is until I read a *Trains Illustrated Summer Special* magazine with an article on the route of *Condor* - a nightly freight container train which ran from London to Scotland over the line. I never actually saw it, but from what I recall the train was usually powered by a couple of Metropolitan-Vickers Co-Bo diesels, usually double headed.

The article was accompanied by daytime pictures of the line by that doyen of railway photographers, Right Rev. Eric Treacy. Here for the first time I saw pictures of Ribbleshead Viaduct, Blea Moor and Pen-y-Ghent. Not long afterwards, as dieselisation encroached ever more, some of the A3s were cascaded to work over the S&C. Pictures began to appear in the railway press and I was hooked. I had

to try and see some. My first opportunity came one grey wet midweek day, when I was on holiday and my dad had a day off work. It was also about the only time I recall undertaking this particular journey to Skipton by rail. Normally the most convenient way was to catch X43 service from Rawtenstall - but this time was different as it was to be by rail.

Flying Scotsman
approaching Long
Preston with the
returning "Waverley"
on 16 July 2017.
Photo: David Mathias



In those days I lived in a village called Higher Cloughfold, near Rawtenstall. I hasten to add it is not a village in quite the same way as those in the Yorkshire Dales, as the towns and villages in the Rossendale area really all merged into each other, in what is called linear development. But I digress. The next station after Cloughfold was Rawtenstall and the Rawtenstall-Ramsbottom-Bury section survives and thrives as the East Lancashire Railway. At Ramsbottom we changed trains and initially headed back in the direction we came, but then took the line through Helmshore to Accrington, which in those days was still a triangular station. We continued from Accrington through Burnley and Nelson and on to Colne, now the terminus of the line from Blackpool South. Colne Station to day is the end of single track from Gannow Junction, Burnley.

Now we rode on the branch SELRAP are trying so hard to reinstate, the Colne-Skipton branch. The journey took a lot of time, but eventually we reached Skipton. It wasn't all that long before a rather grubby A3 eased through the now Platform 3 with the down *Waverley*. Armed with my new, to me, camera, a folding Kodak

Retina. Unlike my previous Kodak 127, this had settings with a top shutter speed of 1/60th. I managed a picture of sorts, which is somewhere lurking hidden away. If memory serves my right I pressed the shutter rather too soon, a habit which has stuck with me occasionally even to this day! This was the main occasion where I actually saw an A3 on the line.

In those far off days my main interest was train spotting. Little did I realise the newly acquired A3s were to be short lived on the line. Dieselisation was taking over and within a few short years steam would be but a memory. Even worse, railways were under going close scrutiny as to their viability. The Beeching Report was not far away, and in a couple of decades the very line itself would be under serious threat of closure. But happily we know the positive outcome. Then, as now, it is wonderful just to be able to watch an A3 speed along, forgetting for too short a time the cares of everyday life; instead just to enjoy the sight and sounds of a steam hauled express speeding along what Bishop Treacy declared was the "third wonder of northern England."

David Mathias



660026 hauls the log train over the new structure at Eden Brows on 21st June.

*Photo:
Peter Ainsworth*

Children Visit the S&C Armathwaite School magazine article

When the *Flying Scotsman* came past on 31st March, all the pupils from Armathwaite Primary School went down to the trackside to see it go past. One of them was so inspired that he made a wooden model of the engine in his own time.

Headteacher Helen writes: "Ben is in Year 5. He has designed and made his Flying Scotsman in school during his child-initiated independent learning time. This was his own individual project. He has worked independently on it throughout." Ben says: "It's taken me a while to make my train but I'm glad that I got it finished. My dad has really liked seeing it as I have been making it and always looks at it when he drops me at school. I have had to be very resilient because if I'd just done it the easy way it wouldn't have been as good. I had to be resilient and persist – I just kept going back to it. There were lots of problems to overcome as I went along.



Actually it started off as a plan to make the Hogwarts Express from Harry Potter but then I changed to the Flying



Scotsman when I was inspired by seeing it going past when the Carlisle to Settle Line reopened. We all went down to the railway line to watch it - the whole school. We all waved white hankies too, like in the Railway Children. I was very absorbed when making it and feel very proud of it. Hopefully I will keep it forever."

(This article was provided by Richard Morris and we are grateful to the Headteacher of Armathwaite School for permission to use it and the accompanying photographs).

Children from Horton-in-Ribblesdale and Bradford at Ribblehead

On Thursday and Friday 29th and 30th June each day 36 children, plus staff, from Horton-in-Ribblesdale School and Swain House School, Bradford visited Ribblehead. They were accompanied on a walk to the viaduct by Mike Cooke, Neil Simpson and myself; and into the Ribblehead Nature Reserve by Joy Smith, FoSCL's Schools Co-ordinator, and Anthea Hanson, Stories in Stone Schools Out Officer for the Ingleborough Dales Landscape Partnership, who co-ordinated the visit.

The children's reaction can be summarised by the words of one Year 4 boy from Swain House on seeing the viaduct close-up for the first time from the access road: "It's massive!"

Joy Smith comments that "Seeing the viaduct in context, rather than in pictures, maximised its impact on the children's imaginations".

Swain House are studying/finding out about the S&C for their history project over the 2017/18 academic year; projects like this with children are vital for the future of the S&C.

Paul A. Kampen – FoSCL Secretary

Thanks go to the headteachers of Horton in Ribblesdale School and Swain House School, Bradford, for permission to use the photograph.

Images From The Settle-Carlisle Railway Conservation Assessment Project by Keith Nunns

The following two images are of structures which few members will have seen as they are the air vents above Risehill Tunnel. The first is a view from the south of the southern vent, constructed of grey brick. Also can be seen the spoil heaps from the tunnel.



The second image is of the northern vent which is less tall than the first, and hence the fencing to keep people from accessing it. Also in that image are parts from an earlier vent which are scattered around the vent.



There are also three photos taken for the SCRCA project between Dent and Risehill Tunnel, south portal of a culvert passing under the line in April and May 2015. Culvert 253850 is 3' 6" in diameter and little can be seen of it from the train. On the eastern side there is a metal warning guard above the first photo. The second photo was taken standing in the stream that was fortunately running low that

day. The image shows (which was a great surprise to me) a stepped roof inside the culvert, presumably to add strength to the structure. The third image shows the western side of the railway where the culvert exits the hillside highlighting the steepness of the hillside. The railway is just out of shot above the banking and the exit of the culvert cannot be seen from the train.

Keith Nunns



Life at Blea Moor (Part 3) by Nancy Edmondson

More From the text of a talk which Nancy gave to the 2015 FoSCL Christmas Lunch (Image c/o Roger Hardingham)



During the Easter holiday of 1952 there was an accident just above the cottages when one of the engines of the express train derailed at the points. I was sunbathing at the time on the pigsty roof. There was the most awful noise of hissing steam and I sat up as the clouds of steam cleared to reveal the engine and first three coaches lying on their sides at the edge of the track. I flew down the hill, across the little stream and up to the line to see what I could do. Luckily no-one was killed and most of the injuries were superficial from broken glass. One boy, about my own age, had been thrown through a window and had sustained deep lacerations to both legs; he was taken into our front room where we bandaged his legs with torn up sheets. He stayed there until the ambulance men came up from Winterscales and stretchered him back to the ambulance.

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Then we made cups of tea and supplied home-made biscuits to the rest of the passengers until they could continue with their journey.

It was a very busy day at Blea Moor and I remember taking off over the fell to avoid the newspaper reporters who were pestering me for the gory details. They reported next day that I had been playing with my dolls at the time of the accident. As I was nearly 14, this was not what I wanted my friends to read!

However, I received letters of commendation from the Railway Authority, and the Girl Guide Association; I was later presented with a watch at a ceremony at Settle school.

It had cost £10 which was quite a lot of money at the time; and it is still working today.

It must have been around this time that the railway cottages were modernised. Water was brought into the living room and so we had a sink and a cold water tap. We still had to heat all the water in the boiler but at least we did not have to carry

buckets any more. The old earth toilet was finally filled in and the wooden seat replaced by a chemical toilet. My father contemplated this for a while, working out what was involved, and then declared "Them as uses it empties it" and promptly disappeared up the fell to a convenient pothole.

(To be continued)

Progress!

The August issue (469) of *Steam Railway* carries an interview with veteran S&C steam driver Gordon Hodgson who gives insights on S&C steam from BR steam days until the present day.

"The S&C was a good fast railway" he asserts. "I don't think it's widely recognised that in steam days, a lot of the West Coast Main Line north of Preston was restricted to 75 mph running but the Midland (the S&C) was 80 mph"

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Book Reviews

The Golden Age of Yorkshire Railways by Peter Tuffrey
ISBN 978-1-912101-72-6
Great Northern Books 192pp
£19.99

Railways in the broadest sense - trains, stations, people and structures in over 300 photographs superbly reproduced and described. No index but the locations are alphabetical. Happily for the S&C the old Ridings define the county boundary so Hawes Junction is included. Anybody with memories of God's County will be fascinated with this book as 'their' stations are sure to be covered in this largely unique collection of old photographs and extensive narrative detail. **MR**

Smoke Across the Fells by Michael Welch. Rails Publishing
ISBN 9 781854 144119 112pp
£19.95

All the northern claimants to the roof of England title are covered here, the S&C accounting for 25 pages. Day to day steam aplenty, much of it in colour. Nostalgia too, well explained for, as it says on the back cover, 'those who witnessed (steam's) closing years and for those not so fortunate'. There is a detailed page about Ribbleshead station showing the buildings clad with tiles against the weather - salutary for whoever later thought it would be a good idea to remove them! A dip-into treat of a book. **MR**

Ticket to Dent by Robin Hughes
-ISBN 978-1-909625-72-3
Book Law Publications 128 pp £25

The remarkable story of Dent, England's highest main line station written by its owner and restorer, Robin Hughes. A coffee table book if ever there was one. This is the inside story of the painstaking and award-winning restoration of a run down S&C station and the nearby snow huts. Shrewd and energetic marketing has put Dent station well and truly on the map showing just how this wonderful railway line has such enormous potential when parts of it find

the right developer. No aspect of Dent is missed - the weather, the views and the railway of course but also the VIP visitors; even recipes. This impressive book could be the bible for anybody teetering on the brink of acquiring a station, appreciating it and turning it round in style. Oh, and that view helps a bit! **MR**

Pete Shaw's 2018 Railway Calendar

What a year it has been for the S&C! The line fully restored following completion of the repairs at Eden Brows, the excellent 'Plandampf' with faultless running by *Tornado* in February, and the *Flying Scotsman* hauled reopening of the line special on 31st March.

An excellent way of reminding ourselves of the S&C's beauty is to purchase a copy of Pete Shaw's 2018 calendar featuring both steam and diesel movements. It begins in January with a striking shot of the Network Rail 'New Measurement Train' (*Yellow Banana* to some!) at Ribbleshead with Whernside. Steam is featured with *Scots Guardsman* and *The Great Marquess*. But I feel that inclusion of a photograph of *Tornado* would have been very appropriate! Maybe next year Pete?

All told it is another excellent production and a 'must' for all who love the S&C. Priced at £8.95 it is very good value and is available from the Ribbleshead Visitor Centre or from the FoSCL outlets listed below.

Mike Cooke

All these items are available from the FoSCL webshop which can be found at: <https://www.foscl.org.uk/shop/>

Or from our shops on Settle and Appleby stations (opening times can be found on page 5 of this issue).

Or please see the postal sales list which all members should have received with this issue of the journal.

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.

A Journey on the S&C

After many years of hearing about the Settle - Carlisle railway and the great work of your organisation and many others involved in the local partnership, David and I travelled from Edinburgh to London on the Cathedral Express, hauled by the wonderfully renewed *Flying Scotsman* in early May.

We had a wonderful time and were delighted to have the opportunity to stop at Appleby and explore the town and its beautifully presented station, where I purchased a back copy of your excellent journal. Being the August 2016 edition it provided answers to all our questions on the complexity and size of the remediation works that were undertaken at Eden Brows - which were huge. I have also had a look at the excellent video from Story construction/Network Rail about the project. My thoughts naturally went back to the pioneering engineers and labourers

who designed and built the initial railway line - they would have been amazed by the technology and engineering used.

The railway really does provide a unique perspective and access to the Dales given their remoteness. We could not have had a better setting for the lunch we enjoyed on the *Flying Scotsman*.

Congratulations on what is not only a wonderful project to preserve one of the great railway journeys of the world, but also delivering real economic benefit to the communities of the region. I was most intrigued by your Ride2Stride festival and how it has broadened the appeal and use of the line for a wide range of recreational pursuits. Hopefully during a future trip, I might be able to join you from 'down under'.

Best wishes and keep up the great work.

Jane Sharwood and David Hosking
- by email

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Bus Links

I've been following the correspondence about bus links in and out of Penrith and, for what it's worth, I'll share my experience of over 40 years ago when I had the pleasure of being Ribble's Superintendent at Penrith depot.

At that time there were buses between Appleby and Penrith approximately every two hours; even then there was negligible demand for through travel but the service survived as virtually every journey ran via a different permutation of villages either side of the A66 and also along the East Fellside serving Skirwith, Blencarn, Milburn, Knock and Dufton. This latter service became a semi-casualty of the funding regime introduced after the 1968 Transport Act - Cumberland (there was no Cumbria then) were keen to support their section and actually reduced the number of hired coaches so as to transfer the schools traffic on to it. Westmorland, meanwhile, weren't the least interested in what happened to it so thereafter it turned back at the boundary near Blencarn.

What little demand there was for through travel was satisfied by the once-daily GNE service which originated in Darlington and ran through to Carlisle.

I was also instrumental in implementing the X169 service which replaced the rail service calling at all intermediate stations between Appleby and Carlisle. Usage was rarely above single figures of passengers.

And the moral of this tale?

Bus services tend to do best when they go via the chimney pots and don't plough on regardless along the main road; and rail passengers don't easily convert to bus users - but we knew that anyway didn't we?

David Verity – by email

Settle and Carlisle Signalling - Likely Modernisation

Updating the line's signalling is inevitable in the near future, and indeed must happen if the line is to have a future. Whatever the detailed plans, it is essential certain criteria are met:

The ability to raise speed limits now, or in

the future, must not be compromised. The ability to increase the line's capacity must also not be compromised. The short single track sections over Ribbleshead viaduct and out of Carlisle station should be re-doubled.

A long term future for the S & C must include more freight and some long distance fast passenger trains. The re-signalling of the S & C must protect its most valuable and cherished heritage items. These are the former Midland Railway & LMS signal boxes. The timber construction MR boxes must be retained in situ with a new role or moved to a permanent new location, on a preserved line with a Midland history. Examples are KWVR, Embsay, Butterley and Wirksworth. It is hoped some of the LMS/BR brick base boxes could be retained in situ housing equipment etc. Blea Moor is the most important to save. The large MR box at Hellfield, although just off the S & C, must be by now virtually unique & every effort should be made to persuade some organisation to save it, probably on a different site. Midland Railway centre at Butterley?

The equipment in the manual boxes is now getting rare and should be offered to heritage railways, lever frames, locking frames and shelves of block instruments will soon be just memories if some are not saved.

The external equipment, not just signals but also wire run guides, point rodding & cranks etc may be invaluable to some heritage lines in the north of England.

The visual memories of traditional manual signalling on a trunk main line also need preserving. This could be a subject for a BBC 4 documentary, with live sequences in some iconic boxes like Settle Junction, Blea Moor and Garsdale. A possible title could be "Call Attention", one beat on the bell if I remember correctly. This needs to be filmed fairly soon!

Roger Goode - by email

(Editor's Note: *there is much food for thought here. The S&C boxes, apart from Howe and Co's Sidings, were due to close in 2020 with control passing to the new Operating Centre in Manchester. Inside*

information suggests that they may survive a bit longer but, close they will. Two – Settle Junction and Garsdale – are listed and must be preserved in situ. So, who is going to maintain them? And with what funds? Then the others: we are advised that there are so many Midland boxes in preservation that it may be that the heritage railways do not want any more. Realistically, how many people are going to want to go to Blea Moor in the middle of a harsh winter to help preserve its signalbox? There are actually no original Midland block instruments in the boxes – they were removed some years ago because, although they were still usable, nobody was left who knew how to maintain them.)

A Satisfied Customer

Full marks to Northern and the Virgin Carlisle Station Team for the exemplary customer service that I received from them in relation to an item of lost property.

In my haste to leave the 14.49 Leeds to Carlisle train at Settle on Wednesday 24th May (at the start of a short break) I inadvertently left a bag containing a pair of walking boots in the luggage rack above my seat and feared that I may have lost them for good.

However, thanks to the helpful advice given by Paul Brown and Mike Pryall of the Settle station staff and the train guard (on his return to Settle at 19.50) plus the willing assistance of two Northern Customer Service telephone advisors and members of the Carlisle Station Team, I recovered my property on the following morning.

The walking boots were of great importance to me as they were newly broken-in and required on this break. The only adjustment needed to my itinerary to save my full break was to bring forward a trip over the full Settle to Carlisle line in order to collect them.

In the absence of a fee for the lost

Rear Cover Images:

Above: The team for the shelter project: (L-R) Charlie Holl (Network Rail), Malcolm Wood (Company Secretary, Railway Heritage Trust), Julian Palfrey (Promotions & Publicity Officer, Cotswold Line Promotions Group), Andy Savage (Executive Director, Railway Heritage Trust), Douglas Hodgins (Chairman, FoSCL) & Paul Levett (FoSCL Manager for the project).

Below: Douglas Hodgins thanks the sponsors. Photos: Nick Pearce

property service I am making a donation to the Settle and Carlisle Railway Trust's fund for the upkeep of station (preferably Settle) buildings along the route.

Ron Barry – by email

Replies to Correspondents in the May Issue

In regard to Professor G.L Huxley's letter in the last Magazine, I understand that it was at the "Closure Hearing" at Skipton on 21 April 1986 that the issue of the proposed BR replacement Leeds to Carlisle service and the Down Goods Loop at Carnforth came to light.

Briefly it was explained, that the northbound morning Service reached Carnforth, where the train had to gain access to the WCML, 51 minutes was allowed to cover the 13 miles from Carnforth to Oxenholme. Although time was needed for the locomotive to "run around", the train would indeed stand for 30 minutes waiting for a path.

Other proposed replacement Services were later shown to have the same fate.

In regard to the letter by Graham Thompson my understanding is that: BR estimate for the repair of Ribbleshead viaduct in 1981 was nearer £6M and not the stated £23M. Indeed it is my understanding that the actual repair was carried out at a lower cost than this. Additionally, BR in their corporate plan for 1983-88 stated that the closure of the Settle-Carlisle line would produce an annual saving of £600,000 and a reduction of £9M on expenditure on renewal and maintenance. This included the repair to Ribbleshead Viaduct.

What would be interesting to know is whether the cost of £23M for Eden Brows also includes the payment to the Train Operator for the cost of running replacement Services, etc.

Edward Evans – by email

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