

SETTLE - CARLISLE RAILWAY
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Destination Settle-Carlisle?

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the May 2013 magazine will be Friday 12th April. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

ADVERTISEMENT RATES FOR THE MAGAZINE: Full Page = £75. Half page = £45. Quarter Page = £30. Four ads for the price of three if booked at the same time. All standard formats acceptable.

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50. Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Photo: Part of FoSCL's campaigning in the next few years will be for better trains on the S&C. 2014 may see stock 'cascaded' from other lines on completion of electrification schemes. Could this First TransPennine Class 185 - seen at Melton Ross, near Barnethy, on a Manchester Airport - Cleethorpes working - be heading for the S&C?

Photo: Copyright Dan Sellers, reproduced under licence

FoSCL Chairman **Richard Morris** writes:

Should we have a mission statement? Recently a member chided FoSCL for not having one. The Committee duly discussed the matter and concluded that the Objects in the FoSCL Constitution served the purpose perfectly well.

Surely our objectives nowadays are twofold; to preserve and maintain our unique heritage, and to improve our rail services. Over the past year we have been working pretty hard at both and the Committee is satisfied that it knows where it's aiming to get to. Maybe we just haven't communicated this well enough.

On the heritage front, for the first time the SCRCA project is seeking to catalogue all the structures within the 72-mile Settle-Carlisle Railway Conservation Area. You will have seen a selection from Mark Harvey's comprehensive database of photographs in previous magazines. But the project goes further. FoSCL has never had clear guidelines on what structures are worthy of conservation: Midland Railway era only, LMS, BR? And what process should we adopt for such decisions? This was brought into sharp relief recently by Network Rail's planning application to demolish Long Meg signal box: for those that don't know it, it's a 1960s BR box, long disused, in a sad state of disrepair and a bit of an eyesore. But it does have one or two unique features. The consultation period fell between two FoSCL committee meetings, so no chance to discuss it. Lacking clear guidelines, your Chairman polled various august and knowledgeable gentlemen connected with the S&C, whose unanimous advice was that it should be demolished. He then responded to the Planning Authority that in this instance FoSCL had no objection, but that this should under no circumstances be regarded as a precedent for future applications.

Mark's project is working to develop and agree a set of questions / assessment criteria (aligned with English Heritage guidelines) against which the relative importance of these structures can be assessed. These will in future be used every time there is a planning application to demolish any historic structure along the line. See under the History tab on the FoSCL web site for full details of the project. How the finance to preserve our heritage will be raised in future is a difficult question and I would ask you to read the article on the subject in this issue.

While still on the subject of preserving and maintaining our unique heritage, the restoration of Ribbleshead Stationmaster's House is nearing completion. Its importance in the history of the line is documented in an article by David Ward in this magazine. I should also mention that David has now retired as Chairman of the Settle and Carlisle Railway Trust. He had a difficult task in keeping the Trust on an even keel at a time when sources of grant funding were drying up and it is to his credit that the Stationmaster's House has reached its present stage. He is succeeded by Peter Drury, who is profiled elsewhere in this edition.

Our second major objective: improving passenger rail services on the Settle-Carlisle Line. When John Stevenson, MP for Carlisle, spoke at our AGM in April, he left me with two sound pieces of advice. The first was "Engage with Government." I took this to heart, and we've now met all levels of government from the Minister downwards. John's and his PA Hannah's assistance in getting us in to see Theresa Villiers, then Rail Minister, in July was invaluable in that it's opened various doors. If you've called on the Minister, other people can hardly refuse to see you! Since then we've had an ongoing dialogue with a couple of key civil servants in the DfT, been to see Transport for Greater Manchester, met all three relevant

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

counties, spoken to Direct Rail Services about loco-hauled and widened our contacts within Northern Rail. In parallel with this the Committee has agreed FoSCL's strategy for the next franchise (whenever and whatever that might be), which we are now busy presenting to anyone in government when we meet them. This strategy is documented in full elsewhere in this edition of the magazine: high up on our list of aspirations is better rolling stock.

What have we learnt so far? Regrettably I think we've rather confirmed what Sir Roy McNulty said in his report on Value for Money in the rail industry in May 2011. Sir Roy speculates on "whether the lack of leadership has contributed to the problems in relationships and culture." This was again highlighted in Sam Laidlaw's recent report on the West Coast Main Line franchise débâcle: according to RAIL magazine, in the DfT there was no-one in overall charge of any single project. Which brings us on to John Stevenson's second piece of advice: "Leadership, leadership, leadership!"

Where does the leadership lie when it comes to developing the potential of the Settle-Carlisle Line? The DfT still more or less runs the railways, but see the preceding paragraph. Northern Rail, in conjunction with the DevCo, has done a lot for the line with the Dales Railcard scheme and by promoting group travel. We have excellent relationships with our Northern Rail Stakeholder Manager and other senior management, and long may this continue. But Northern is tightly constrained by the current franchise specification. How about the metropolitan Passenger Transport Executives and the shire counties? They have their own agendas to pursue and quite rightly have to concentrate on their prime objectives, and our little, sparsely populated line is rather far down the agenda.

When the Settle-Carlisle Line was under threat in the 1980s, an incredibly wide coalition of organisations, government bodies and individuals came together in a powerful and ultimately successful campaign to save the line, as we all know and remember. But one by one they've dropped out over the years and now, like it or not, our three-way Partnership of FoSCL, the DevCo and the Trust is on its own. Only we can provide the leadership needed to maintain our heritage and, we hope, develop our rail services for the benefit of the local community. It's likely to be a long haul.

James Towler, in his definitive book on the saving of the line, states that "the Settle-Carlisle Line inspires a quasi-religious fervour in those connected with it." And if that fervour sustains us in our mission, then we shall ultimately succeed.



On 8th November 2012, a team of FoSCL volunteers and committee members visited Manchester Victoria station in order to lobby for support for the Manchester - Carlisle campaign. Seen here l - r are Joy Orwell, Ruth Evans, Paul Levett, Susan Banks and Stephen Cross.

Photo: Mike Cooke

Editorial

Once was in conversation with a senior manager in my old world of work - classical music - who had risen from the ranks of the orchestra. He was getting out and going in for something else because, as he put it, "I am turning into one of those people you all refer to as 'they'!" I knew what he meant; many a time in the bandroom or canteen with colleagues a conversation would start with "guess what 'they' want us to do now!"; "'they' have made a right mess of arrangements for that tour!"; or "'they' seem to think that we have no lives outside this place!" These and similar comments were always made with a disparaging inflexion on the word 'they'. I was reminded forcibly about this yet again on a train (you never know who is listening do you?) when two gentlemen in the seat behind were pontificating loudly on what the FoSCL committee was up to now and, yes, 'they' were up to no good! Well I am afraid that it was all news to your Hon. Secretary/Editor!

It just goes to show how important communication is; but communication is a two-way thing. In particular, please do not turn over the page and ignore anything in this journal that is 'business'. We all love this line and want to read about its heritage, scenery, memories of the past etc., but FoSCL business is the business of all of us. For example, I would urge all members to refer back to issue no. 126, November 2011, and Richard Morris' description of the 'S&C Partnership' and the separate responsibilities of the three partners.

And lastly, please write to us, send us an email or contribute to the forum on the FoSCL website - www.foscl.org.uk - this latter being a way of very quick communication which is sadly under-used at present. We need to know what you are thinking. But please, don't believe everything that you hear on trains!

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

Below: Images from the Settle Open Day on December 8th 2012. Photos: Mark Rand

***Far Right:
Margaret
and
Brenda Moss
at the sherry
table.***

***Right:
Members of
the Opera
North
Horn Club
entertain.
L - R: your
Secretary/
Editor,
Jenny Nicks,
Bob Shaw
and
Harold
Barnes.***



FoSCL Notes

FoSCL Christmas Events - 2012

FoSCL Christmas lunch - 1st December

Taitlands has a small, but interesting, part in the history of the S&C; it was the home of the Stackhouse family during the 19th century. They were worried about the driving of Taitlands (also known as Stainforth) tunnel under their house and grounds and successfully applied for compensation. The house was later used as a Youth Hostel and some members may remember an episode of the BBC TV Victoria Wood comedy programme which was filmed there. Now a licensed tea room and events venue, it was the venue for our 2012 Christmas lunch. 85 members attended and enjoyed the special atmosphere which it provides.

Thanks go to Rob Gingell who acted as 'conductor' on the bus provided to take members to Taitlands from Settle station, to John and Jill Tiernan who organised the raffle and, of course, to FoSCL Events Organiser Ruth Evans for her co-ordination of the day. The raffle raised over £104 which was distributed around the excellent Taitlands staff. Mark Rand's powerpoint presentation on the Water Tower restoration was much appreciated and many people viewed with interest the newspaper fragments found on a wall of the shed (navvy hut?) brought from Appleby.

On a personal note I would like to thank Chairman Richard Morris and the committee for the presentation to mark my 20 years as FoSCL Editor - a much-appreciated surprise.

Paul A. Kampen

Settle Station Open Day - 8th December

The weather was kind to us this year and, although it was cold, the hardy Settle Voices regaled passengers, staff and visitors with a great selection of carols and seasonal music on the Up platform. Fortified by Brenda Moss's delicious home-made mince pies (home-made mincemeat as well) and

some warming sherry, the choir was in excellent voice.

A little later in the day members of the Opera North Horn Club entertained with seasonal music in the Passenger Information Room, venturing on to the platform to greet arriving trains – a gesture which was much appreciated.

As well as passengers, who partook of the refreshments and entertainment with enthusiasm, we were delighted to see many old friends as well as new among the visitors. Donations flowed in and, after expenses, we took just over £100. It was good to see how much the day was appreciated by all.

I should like to give special thanks to Clive and Pauline Whincup, who served pies and drinks all day, also to Rob Gingell, Eric Stanley and Mike Cooke who washed up with an enthusiasm which I am sure would amaze their wives! The gentlemen also did much fetching and carrying between the platforms, as Brenda and her daughter Margaret, together with Kay Craven, manned sherry and mince pies in the Down Waiting Room during the morning, returning to the Up platform fold at lunchtime. I should also like to thank Margery Davies, Kay Craven and others for their contributions, which were much appreciated and disappeared alarmingly fast. And we mustn't forget Michael Davies, who manned the shop all day, greeting the hordes of customers in his usual inimitable style, resulting in record takings.

However, as always, the star of the day was Brenda Moss, who made dozens of mince pies, which I heard described as "the best mince pie I have ever tasted" by one visitor. Not forgetting Dave Moss, who helped at both ends of the proceedings, meanwhile escaping to his sanctuary, gardening at Horton Station. Thanks also go to Ruth Evans and Paul Kampen, who helped with the arrangements. If I've forgotten anyone, forgive me. I was blessed to have so many willing helpers who made the day such a success.

Pat Rand

Langwathby Lunch - 15th December

The 8th Langwathby Christmas Lunch at the Brief Encounter Restuarant on Langwathby station got off to a bad start as our guest speaker 'phoned in sick at 7.30 that morning. There was no time to find a replacement and, although I had a quiz prepared as a fall-back, I felt unwell too. Ruth Evans came to the rescue with a picture quiz which went very well: a big 'thank you' to Ruth.

The food and service, as always, was excellent and a big 'thank you' goes to Gordon Edgar and his staff for that. £62 was raised in the raffle the first prize for which, a hamper, was provided by Gordon Edgar; again, 'thank you' for that. The money raised will go to the yellow signal box at Armathwaite which you see when passing on the train. Anybody wanting to visit the signalbox can do so by contacting myself on:

01228 593943 or:

077595 93224 or email me at:

jj.johnjohnson1066@googlemail.com

The box is open on most Sundays or when requested.

John Johnson



Below: Brenda Moss (left), Althea Shevill (centre) and Settle Voices (right upper). The board on the right lower says it all!

Photos: Mark Rand





The Friends of the Settle-Carlisle Line Annual General Meeting - 2013 Victoria Hall, Kirkgate, Settle Saturday April 20th 12.00

The Annual General Meeting of the Friends will be held on Saturday 20th April 2013 at the Victoria Hall, Kirkgate, Settle.

Registration will be from 11.00 (tea and coffee available - donation requested).
Formal business will commence at 12.00.

All members should find an agenda paper enclosed with this magazine; this agenda paper and your membership card should be brought to the meeting. You may need the agenda paper in order to vote and we may not be able to supply replacements.

At 14.30, following a break for lunch, our guest speaker will be:

**John Ellis - Chairman of the Cotswold Line Promotion Group
and of the National Railway Heritage Awards.**

Paul A. Kampen - Secretary 10th February 2013

Membership Matters

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

Mr Barry Atkinson.
Mr Robert Avery.
Mr. J. Abbott – Sunderland.
Mr. A. Bell – Preston.
Mr. R. Cryer – Loughborough.
Mr. John Priest - Winchester.
Mr. L. G. Smith - Harrogate.

Could all members please note that we do not normally send out membership cards separately from magazines. When you renew your membership you should receive your new membership card with the next magazine. Should anybody want their new membership card by return when they renew their membership, could they please send a stamped addressed envelope to the Membership Secretary (address in inside front cover).

**Peter G. Davies -
Membership Secretary**

FoSCL Dalescards

All FoSCL members, wherever they live, are entitled to purchase a 'FoSCL Dalescard'. This gives the same benefits as the Dales Railcard (i.e., one third off the price of rail tickets on the S&C) but is available to all FoSCL members, whatever their postcode. The cost is £15. Holders of family memberships are entitled to two cards per membership.

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

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

Sales Department Christmas Postal Sales

Kath thanks everybody who sent good wishes in 2012 and wishes everyone a Happy New Year.

Since August Christmas orders have been wrapped with the help of Jimmy Richardson, Marsden Cross and John Wilson. Kath hopes that everyone was satisfied with their purchases and, do not forget, items can be ordered at any time by post.

Thanks go also to everyone who has helped in the Appleby shop throughout the year and we look forward to them returning in 2013.

Kath Smith

(Editor's Note: members will be sorry to learn that Kath is still far from well after her accident last year. I am sure that everybody will join the FoSCL committee in thanking her for the work that she has done on Christmas sales despite her injuries, in wishing her well for 2013 and in hoping that we see her back in our Appleby shop as soon as her health permits.)

Shop Opening Hours

Core winter opening hours for our two station shops are:

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

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

New volunteers are always welcome: please contact our Trading Manager, Pat Rand, at: pat.rand@settle-carlisle.com

Why not visit our secure webshop?

- www.foscl.org.uk

The webshop has seen record sales in the months up to Christmas and is the easiest way to order books, DVDs, calendars, cards and the full range of goods which can be found in our shops. We will update it constantly as new lines are introduced.

New memberships and FoSCL Dalescards can also be purchased online and existing members and cardholders can renew in this way.

Orders for goods are normally despatched from Settle within five working days.



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



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Friends of the Settle-Carlisle Line Strategy for the next Northern franchise and beyond

Summary: We and our partners have greatly increased the number of passengers travelling between Settle and Carlisle. With better rolling stock we could further develop passenger traffic. Modest investment in 3-car long-distance trains would show a substantial return.

Our surveys have shown a considerable demand for travel from the Yorkshire Dales and Eden Valley to Manchester Airport in addition to the existing demand for walking and other leisure travel from Lancashire to the Dales. We have produced a business case for a new Manchester-Carlisle service via the Settle-Carlisle Line in both directions.

Our surveys have also shown a demand for a modest improvement in the Leeds-Carlisle service. In the short term there is a case for a departure from Leeds between 14.49 and 18.06 to plug this existing gap of over three hours.

There is a need for better connections at Carlisle to Newcastle and Dumfries.

We have a long-standing wish for an increase in the line speed to 75 mph from the present maximum of 60 mph.

As part of our proposals for a new service to Lancashire, we would like to see signalling improvements at Hellfield to allow trains to turn round there.

Background: The Friends of the Settle-Carlisle Line, www.foscl.org.uk, were set up in 1981 to campaign against closure of the line. It was reprieved in 1989. With some 3,500 members, we are now the largest rail support/user group in the UK.

We provide support to the Settle-Carlisle Railway by providing on train guides for booked groups and other tourists and by leading guided walks from stations and at the historic Ribbleshead site throughout the year. We finance and distribute promotional leaflets to boost passenger numbers. We look after station gardens and provide and maintain heritage style benches on stations.

We act as a user group through liaison with Northern Rail and Network Rail. We

have excellent relations with both, and are uniquely placed to understand passengers' concerns and relay them to the relevant authorities.

We run shops at Settle and Appleby stations selling a wide variety of S&C related items and local produce.

We are an entirely voluntary organisations with some 150 active volunteers.

In a unique partnership, we work closely with the Settle-Carlisle Railway Development Company (SCRDC) and the Settle and Carlisle Railway Trust to encourage, support and promote the use and development of the above lines. We and our partner organisations are keenly aware of the value of the railway to the local economy through service to local communities and through tourism.

Rolling Stock: The SCRDC has done wonders in promoting group bookings on the line, on some trains doubling the number of passengers. FoSCL works closely with the SCRDC to encourage and support tourist groups.

We are now constrained by lack of rolling stock. We no longer advertise for group bookings and sometimes have to turn groups away to avoid severe overcrowding. The number of carriages on any given train is unpredictable: it can vary between 2 and 4. In order to realise the potential for tourism in the Yorkshire Dales and the Eden Valley, and thereby maximise the benefit to the local economy, it is imperative that we have a 3-car standard of appropriate trains, not the commuter rolling stock that we have at present.

The top end of the tourist market is served by the steam specials run by charter operators. These are expensive and highly seasonal, typically running only in the summer holiday period. Booked groups on scheduled services are typically coach parties and represent in the main the lower end of the market but do cover most of the year. We believe that there is a large untapped middle market and a considerable overseas market that we could attract but we will not attempt to do so until we have acceptable rolling stock.

Direct Service to Manchester: There is an hourly service on weekdays from Manchester Victoria to Clitheroe. There are six trains every weekday between Leeds and Carlisle in each direction which stop at Hellifield. The 12-mile stretch of modern double track between Clitheroe and Hellifield is unused for regular passenger services. This is a missing link in the national rail network.

For years the only semi-regular use for passengers has been the Lancashire DalesRail summer Sunday trains bringing walkers from Lancashire into the Yorkshire Dales. This market is declining with increasing average age of the participants. Government and TOCs have only ever considered this one-way travel.

FoSCL has now looked at the demand for travel in the opposite direction, notably from the Eden Valley and the Dales to Manchester and airport. We have uncovered a massive demand, with over 50% of the population flying regularly from Manchester and almost all travelling there by car. There is unquestionably a business case for direct services to and from Lancashire.

Improved Leeds-Carlisle service: After two years of explosive growth in 2010 and 2011, passenger numbers have levelled off in 2012. Competition from the West Coast Main Line and the East Coast Main Line means that we have to fight for our rightful share of the Anglo-Scottish traffic. To this end FoSCL is campaigning for greater prominence to be given to the S&C in online booking systems.

Some people would like to see an hourly service between Leeds and Carlisle. With the competition from WCML and ECML and sparse population north of Skipton, we cannot justify this. In the medium term we would like to see a regular two-hourly service instead of the rather spasmodic present pattern with 3-hour gaps. We recognise however that with current train loadings this is unrealistic and in the short term are looking for two minor improvements to the existing timetable:

- An additional departure from Leeds at say 16.49, to plug the gap between 14.49 and 18.06. This is the one unsolicited request for improvement that we often get from passengers. This train could then return from Carlisle at around 20.00, giving an evening departure to Leeds. At present the last train leaves at 18.18.

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• There is a 20.57 departure from Carlisle on the five Thursdays before Christmas, when there is late shopping. This train turns round at Kirkby Stephen at 22.00 and returns to Carlisle. There is evidence of demand for such a train on Saturdays throughout the year and we would like to see this trialled, not just for people returning home from Carlisle but for those who, especially in the summer months, might like to spend the evening in the Eden Valley and go for a meal or a drink in the country.

Better connections: Connections at Carlisle with the Tyne Valley line and the Glasgow & SW line are badly timed. Trains for Newcastle or Dumfries often leave Carlisle just before the train from Leeds arrives. We consistently get complaints about this and would strongly request that these timings be looked at as soon as possible.

Infrastructure: We have a long-standing aspiration for a maximum speed of 75 mph on the Settle-Carlisle Line, compared with 60 mph at present. While this would not massively shorten the journey time, it would help in the competition with the WCML and ECML and increase passenger numbers. So far this proposal has completed stage 2 in Network Rail's GRIP process and we would like to see it expedited.

Signalling at Hellifield Station: presently trains are unable to turn round there on a regular basis. We would like to see improvements to the signalling to allow this to happen. In the longer term we should like to see reinstatement of the bay platform at Hellifield. We support doubling of the track around Darwen as a means of increasing the frequency of the service from Manchester Victoria to Clitheroe, with consequent benefit to our plans for a through service to Manchester.

**Richard Morris - Chairman,
Friends of the Settle-Carlisle Line**
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Magazine Mailing

We would like to issue a big 'Thank You' to our magazine packing team who muster at Baildon Moravian Church Hall in West Yorkshire. Four times per annum we collect between 25 - 30 volunteers who spend just over three hours putting your magazine into envelopes, with any inserts, and the address card. Now a finely-honed team, the variables which might take us into overtime are two: (a) the number of inserts extends the time taken, and (b) the home-baked cakes range from super-tasty to utterly-perfect, and can cause a rush, with people seemingly auditioning for the part of Oliver Twist, - "Can I have some more please"!! Our thanks to Brenda Moss in that department.

By undertaking two sortations normally carried out by the Royal Mail we earn a significant discount on our postage costs. Each envelope is nearer 40p than the £1.10 of the full public tariff. This has enabled us to save a staggering £8675.75 on our four mailings in 2012.

Pete Shaw

Electronic Magazines

Members who are visually impaired and who have access to a computer and email can take advantage of an electronic magazine by contacting the Editor (contact details inside front cover). This is sent in PDF format meaning that it can be blown up in size on the computer screen.

Past issues of the *Settle-Carlisle Journal* can be found on our website: www.foscl.org.uk - also in PDF format.

The Editor is always pleased to receive suggestions as to how we can improve our services to members; for example, would anybody be interested in receiving their magazine in Kindle book form?

By all means let us know what you do not like as well but, please remember, your dislikes may not be shared by other members!

Paul A. Kampen - Secretary/Editor

Financing our Heritage

In the Chairman's letter I say that we have as one of our prime objectives to preserve and maintain our unique heritage. But who are "we"?

The Settle-Carlisle Partnership has no formal status. It is an informal association of FoSCL, the Settle-Carlisle Railway Development Company (DevCo for short) and the Settle and Carlisle Railway Trust (the Trust for short).

The Trust first acquired long term leases on, then restored, three of the station buildings along the line: Horton-in-Ribblesdale, Kirkby Stephen and Ribbleshead. They were restored to a very high standard, with the aid of grants from various donors: for instance, the Ribbleshead Project was made possible through a number of grants, including those from the European Union Regional Development Fund, the Yorkshire Dales National Park Authority, English Heritage, the Railway Heritage Trust and Friends of the Settle-Carlisle Line. Similarly for Horton and Kirkby Stephen.

In the 2000s, the Trust also received regular income from various sources: charitable foundations, government organisations, Railtrack/Network Rail and of course the Friends of the Settle-Carlisle Line. But one by one these sources of grant income have dried up, leaving only the Friends. Preserving Victorian buildings and heritage is far from simple, and can be very expensive. The harsh Pennine weather takes its toll, and so there is a never-ending need for painting and other general maintenance. The Trust is always looking for support to help fund ongoing and running costs.

Over the past few years FoSCL has contributed £15,000 per year towards the Trust's running costs. The Trust has never been a commercial organisation – that was not the intention when it was first set up – though it has received rental income from tenants at Horton and Kirkby Stephen. More recently it has converted Kirkby Stephen to two self-catering apartments which provide a useful additional income stream. But its income still falls well short

of what is required.

Ribbleshead Stationmaster's House was purchased outright in 2006. The intention was for it to be converted to two self-catering apartments but conversion costs were found to be too expensive. A new set of plans for a single dwelling were drawn up and planning permission for occupation by long-term tenants was sought, and eventually approved after lengthy discussions with the Yorkshire Dales National Park Authority. It was finally decided to use it as self-catering accommodation as this would in theory provide more income, and after seven years, faithful restoration of the house to its original design is nearing completion. FoSCL contributed half of the initial purchase price and has recently paid £40,000 towards the cost of restoration.

It has recently become apparent to us that the Trust is short of money. It has been able to finance the restoration of the Stationmaster's House – just – thanks to the Railway Heritage Trust, FoSCL, a second bank mortgage and the sale of interest-bearing bonds. Its current income is well short of what is required to run it.

The FoSCL Committee will meet on 8th February to debate the Trust's £15,000 annual grant for 2013. The Committee has so far decided against contributing any more money to the Stationmaster's House now that its restoration is nearing completion.

Normally the Committee makes decisions without reference to the membership: after all, you elected us to get on with the job and you don't want to be pestered about every minor decision. But there is a feeling that where really large sums of money are concerned, we should seek the opinion of members. So in this instance we'd like to hear your views on how much support FoSCL should give the Trust in future.

Since March 2006 FoSCL has contributed £225,000 to the Trust, of which £117,500 has gone into the Stationmaster's House. £60,000 of funding was made available to the Trust in 2012 alone.

Another opportunity has recently arisen: we are in discussions with the owners

of Langwathby Station about a possible purchase of the station building and premises. The station building currently houses the *Brief Encounter* restaurant and tearoom, with an empty room at the end which was previously a gift shop. In addition, there is a large shed which is currently used as a garage for the owner's wedding car business.

The cost to FoSCL could be up to £100,000, but this could provide a substantial return on investment. Again, we would welcome your opinion on this. Times are hard, no-one else is going to bale us out and we have to be smarter in financing the preservation of our unique heritage in future. Your opinions and support are, as always, most welcome.

Richard Morris - FoSCL Chairman

New FoSCL Trustees

Members will be aware that FoSCL appoints five members of the S&C Railway Trust. There has been a casual vacancy caused by the prior retirement of Geoff Bounds, and another FoSCL-appointed trustee - Philip Johnston - retired at the December 2012 Trust meeting.

David Ward retired as Chairman of the Trust at the same meeting. We welcome his replacement, Peter Drury, who introduces himself on page 16.

The FoSCL committee has appointed Patricia Beckwith and Douglas Hodgins as trustees and has also re-appointed Graham Dalton for another term.

'Our' other trustees are Graham Dow and Tony Freschini.

We wish all the trustees well in the difficult decisions which they must make in the months to come and thank David and Philip for the huge contributions that they have made on our behalf.

Paul A. Kampen - FoSCL Secretary

FoSCL Guided Walks 2012 Co-ordinator's report

Despite the generally poor weather, 2012 has been yet another very successful year for the programme of FoSCL guided walks.

During the year, over 1400 people have joined the walks which are led every weekend by a dedicated team of 25 volunteer walk leaders. A total of 162 walks have taken place including 16 on the Morecambe Line and 22 from the Carlisle to Settle trains. If someone had managed to go on every walk they would have walked 1,829 miles! It is interesting to note that mid week Wednesday walks are proving to be particularly popular. During the year 33 walks took place on Wednesdays and attracted an average of 14 walkers with the largest group being 35.

As well as the regular walks, 2012 saw the first Ride2stride-Settle to Carlisle walking festival in early May. This was the brainchild of FoSCL members Chris and Tony Grogan who brought together an ad hoc organising committee comprising 13 organisations active in the Dales including FoSCL, Friends of DalesRail, the Yorkshire Dales Society, the Wainwright Society, Wensleydale Railway and many others. After a very windy first day the weather was generally kind and each of the 35 events attracted a good crowd. People stayed in pubs, B&Bs, hostels and holiday cottages along the length of the line just to take part in the festival, and as the week went on began to greet each other like old friends. The festival was deemed to be such a success that a second Ride2stride week will take place in 2013 from 30 April to 6 May. A copy of the programme is included with this issue but for further details please visit the web site: www.ride2stride.org.uk

In December the annual Walkers Christmas dinner was well attended by over 40 guests. Leaders Andy & Rosemary Feather led a walk from Settle, ending at the Hart's Head in Giggleswick for a festive meal. Grateful thanks to Andy & Rosemary for organising this popular event.

The guided walks continue to be promoted by leaflets and on the web site. A number of email enquiries have arisen from our web presence and significantly quite a few have come from overseas visitors who have been researching the area before visiting. We have welcomed walkers from various parts of the world as a result.

The walks would not take place without the dedication of the team of volunteer leaders and I would like to take this opportunity to thank them all for their enthusiastic support and help.

David Singleton
FoSCL Walks Co-ordinator

**FoSCL Walk: Dent to Ribbleshead:
Sunday 8th November 2012**

Ah the perils of being a FoSCL walk leader! As our train rumbled over Ribbleshead Viaduct I peered into the whirling snowflakes outside with some trepidation. This wasn't in the forecast! The hills sulked under lowering grey clouds yet it was clear that there was lying snow up there. Need a plan B I thought or maybe even a plan C or D depending on conditions. No doubt this was going to be a challenging day.

Alighting at Dent I stepped into freshly fallen snow on the platform and that made my mind up, we would not be going up Great Knoutberry Hill and probably cutting it all down to a simple walk direct to Ribbleshead. The group could see this coming and concurred but FoSCL walkers are made of sterner stuff and we would have a good day out no matter what. Yet as we climbed up the Coal Road the mists seemed to be lifting, the snow wasn't that deep and my companion at the front appealed to my spirit of adventure; "let's do Great Knoutberry after all" she said. I

agreed but wondered almost immediately if I'd done the right thing as the vista down Dentdale vanished behind an ominous black cloud and the snow started to fall thickly. Well at least it's picturesque we agreed on the trudge up the slopes. Yet on the summit while having coffee the miracle happened. Holes started to be rent in the cloud sheet, the snow stopped falling, the sky lightened, blue sky appeared, the clouds were torn away and we blinked in disbelief at a sunlit, snow-covered landscape as far as the eye could see. Ingleborough and Whenside appeared as great white Alps yet the hills above Wensleydale were still green, clearly the snowfall was very local and perhaps Winter was just practising for later on in the year.

High spirits now prevailed on the descent to Widdale Gate and over Wold Fell to a sunlit lunch stop in the lee of a wall with a view down to Ribbleshead to die for. After this we carried on down to the Newby Head road then traversed Blea Moor to the little visited trig point on the Crag of the same name where even some of our regular walkers confessed that they couldn't remember when or if they had been there before. Finally we followed a very wet track above the tunnel to the three peaks path and returned to Ribbleshead thinking how lucky we had been to be in the beautiful Dales landscape on such a day of days.

Steve Brown



The Settle signalbox 'Summer Wine Gang' - Robin Corbett, Robin Sisson, Derek Soames and Bob Swallow, aided and abetted by Mark Rand - have been busy re-fitting restored signs to Settle station as these images show.

*Photos:
Bob Swallow*



Appleby station commended in National Rail Heritage awards

The National Rail Heritage Awards were first instituted in 1979 as the 'Best Restored Station Competition', with the object of encouraging high standards of structural restoration and environmental care by amateur groups involved in railway preservation. It was then suggested that awards might also be made for restoration work by British Rail itself, by other public or commercial organisations, or by private individuals responsible for restoring an operational or redundant station structure, so for several years the competition was divided into Voluntary and Public & Commercial Sectors.

A further change in the emphasis of the individual Awards has seen the two sectors now competing successfully on equal terms. Any present or former railway or tramway structure is eligible if it falls into one of the categories - basically that means the building has been restored to compliment the long, proud heritage of the railway. The awards grow every year with the number and range of applications.

This is an event that I look forward to every year. For anyone feeling gloomy about the state of our Railways it's the perfect antidote. Applications to the awards range from amazing multimillion

pound restorations such as Kings Cross Station to relatively small projects - such as Appleby station. It's always very satisfying to be short-listed but the Network Rail partnership award itself was carried off by Burntisland station in Fife, while Appleby received commended.

Many other amazing projects are featured - and the judges give them all a thorough inspection to assess the quality of the work. I am extremely proud that Appleby managed to gain a commendation and be in the same category as some of the finest railway restoration work undertaken in Britain.

**Marion Armstrong -
General Manager, SCRDC**

BBC One Show on the S&C

The BBC's One Show claims that "there is nowhere our Street Barber, Michael Douglas, won't cut someone's hair". The S&C certainly put that claim to the test when a BBC crew spent the day on the line on the 29th November.

The crew, made up of producer, director, sound recordist, camera operator and hairdresser, got on the train in Leeds on a bitingly cold morning. They were joined on board by their victims (sorry, eager volunteers); Lynda Maclean from the trolley service, Drew Haley of Northern

Rail and David Stopher, Director of the S&C Development Company and FoSCL member.

As the train made its progress through the Three Peaks, the scenery unfolded in stunning clear sunlight, with the tops of the fells covered in snow. There could not have been a more beautiful day to showcase the line.

Left: Marion Armstrong receives the award from John Ellis - Chairman of the National Rail Heritage Awards.

Photo: © Duncan Phillips Photography





Two haircuts completed on the train and we arrived at Carlisle, where there was just time to grab a sandwich before the return journey.

The crew left the train at Garsdale station for the third and final cut of the day. Temperatures were well below freezing and the sun was casting long shadows over the still frost-covered platform. Lunch was eaten in the waiting room where the team huddled under the heater. The camera rolled for the last time and David

Stopher bravely sat on the station platform for 40 minutes or so while his hair was cut. What must the passengers on the 14.20 to Carlisle have made of the scene that greeted them as they pulled in to Garsdale station?

The 15.13 back to Leeds was a sight for sore eyes as, by now, the team was ready to get back in the warm. This had been a fun day for everybody involved and the finished piece will be great publicity for the line.

**Josephine Shoosmith -
Development Manager, Settle
Carlisle Railway Development
Company**

(Editor's Note: please keep an eye on the website for transmission details of the programme.)

Michael Douglas, the Street Barber, has a warm, friendly interview manner and the haircuts are, in reality, more of an excuse for a chat than a radical re-style. He gave Lynda a trim whilst discussing her work on the trolley service. An interesting observation he made during their conversation was about the atmosphere on the train. The day before, he had travelled from London to Leeds in a train carriage where none of the passengers spoke to one another. On the S&C, however, he had been struck by the constant hum of chatter and laughter between the passengers.

Drew Haley was Michael's next 'client' and he was very pleased with his new 'do'. Mind you, he admitted that he usually cuts his own hair with a pair of trimmers in the garden so there was possibly quite a lot of room for improvement.

***Above and right:
David Stopher has a haircut
on Garsdale station.***

***Left: Lynda Maclean has a
trim in Salon Northern Rail.***

***Photos:
Josephine Shoosmith***



Peter Drury – the New Chairman of the S&C Railway Trust



I am delighted to have this opportunity to introduce myself as the new Chairman of The Settle and Carlisle Railway Trust, and to give a brief summary of what the Trust does, our achievements in the past and our aspirations for the future.

I have greatly enjoyed being a Trustee since 2001. I was born on a farm in Reedness in what was then the West Riding and I recently discovered that my great great great grandfather was born in the same village in 1746. In the 1960's I roamed the rails of northern England in pursuit of steam engines, and I particularly well remember a birthday treat in the dining car on the *Thames Clyde Express*. Sadly though, even in those days, the S&C was being run down and by the time I was living in Leeds in the 1980's it was approaching its nadir. The saving of the line was a monumental achievement – there was surely no precedent for it – and now the line is in its best shape for many years thanks to the wonderful efforts of various groups. I am looking forward to the 25th Anniversary celebrations now being discussed and it is a particular ambition of mine to put up Michael Portillo

in our newly restored Stationmasters House at Ribblesdale ('SMH') so that he has only to look out of the window to see how right the decision was in 1989 and how well we have all risen to his challenge to play a full and active part in making the line a success.

The Trust's focus is the restoration and preservation of the S&C built environment. Our current project is the SMH and my predecessor, David Ward, has given a further update on progress elsewhere in this magazine. It has been a huge project involving considerable climatic and geological challenges and a total cost of more than £400,000 since acquisition in 2006. We could not have entertained doing this without support and financial help from FoSCL, and I would also like to acknowledge with thanks the donations made by FoSCL members which have been invaluable in enabling work to progress.

The SMH is the fourth major property restoration carried out by the Trust. The first was Ribblesdale Station in 2000, and that remains our flagship project with a very popular Visitor Centre open from late March to October and staffed these days mainly by FoSCL volunteers. In 2003 we restored Horton-in-Ribblesdale station, and two years later we completed Kirkby Stephen. All three restorations won awards, with a plaque at Kirkby Stephen commemorating its unveiling by HRH Prince Charles.

The Trust owns the freehold of the SMH and we hold the three stations on 125 year leases from Network Rail - it is a tribute to the Trust that Network Rail has that level of confidence in us. But along with long term ownership comes an obligation to manage each property and to do so in a way that pays for its upkeep. At Ribblesdale we have a small shop and café, and we also appreciate the generous donations put in the collection box there. Horton station is substantially let to an excellent tenant and the remainder is used to store S&C archives including the famous letter written by Michael Portillo to Edward Alburn, a founder and long-serving Chairman of the Trust and still an active Vice-President. Kirkby Stephen station now includes two holiday lets, and upon completion the SMH

will also become a holiday let - we hope to welcome our first guests on 22 March. The ongoing workload of the Trust increases with each property, especially where we have to run a business, but we have no intention of stopping here. On the contrary, we have a vision – recently committed to print in a prospectus – which embraces more projects down the line (please forgive the pun!). If any interested reader would like to receive a copy of the prospectus please write to me at alanpeterdrury@gmail.com.

The Trustees are a dedicated and highly competent bunch of people and we are handsomely supported by a cast of Officers and helpers plus our very hard-working employee, Tony Beckwith, who will be known to many of you. On top of his day job Tony and his wife Pat (now a Trustee) worked tirelessly to set up Platform Cottage at Kirkby Stephen, and they are now engaged in project managing the fitting out of SMH.

In all of our endeavours we want to work ever more closely with FoSCL and also the Settle & Carlisle Development

Company. I met yesterday in Carlisle with their respective Chairmen, Richard Morris and Douglas Hodgins, and we shall be making a habit of this. FoSCL and the Trust also invite representatives to each other's meetings.

Finally, we should be delighted to receive help from FoSCL members in any of the following ways:

- donating any surplus but high quality furniture which could be used in fitting out SMH;
- taking a vacation in one of our holiday lets – full details are available on our website www.sandctrust.org.uk;
- volunteering to help look after our properties, for example with gardening (I am always hugely impressed by the platform flowers at Horton which are entirely the voluntary work of a FoSCL member, David Moss);
- making a donation, either online at www.justgiving.com/sandctrust or by sending a cheque (please write "Gift Aid" on reverse if eligible) to The Treasurer, The Settle & Carlisle Railway Trust, 29 Allerton Grange Gardens, Leeds LS17 6LL.

Self-Catering Holidays at Kirkby Stephen Station

SPECIAL DISCOUNT for FoSCL members

Call Rachel on 01768 800 208 to find out more.

Two cottages to choose from,
both offering comfortable
accommodation and great views.
Book now for 2013.

**Ribblehead
Station Masters House
opening for holidays soon.**

Visit www.sandctrust.org.uk
where details will be posted...



**Visit www.sandctrust.org.uk/stayatastation
for details or call Rachel on 01768 800 208...**

I can assure you that 100% of donations are applied to our work, and very quickly too as our cash reserves are very low. None of our Trustees receive anything from the Trust. We are prohibited from being paid and it has become the norm for Trustees not to claim reimbursement for expenses incurred but to treat them as contributions in kind.

I hope other Trustees will be able to introduce themselves in future issues and to share their experiences of working with the Trust.

Peter Drury
11 January 2013

**Station Masters House -
Ribblehead**
**Update on progress to 21st
December 2012**
by David Ward

Considerable visual evidence is now apparent of the work progressing on the Station Masters House. The ridge tiles, barge boards and all the new windows have now been fitted. The ridge tiles require the addition of the finials which are glued into a channel on the top of the tile and difficulty has been experienced in firing these without creating a warp which results in the finial

not fitting into the channel. Two deliveries have had to be rejected for this reason. The new barge boards and windows considerably enhance the appearance of the house and the windows, in particular, which are made from hardwood and have been double glazed without distorting the original Midland Railway appearance, are a major achievement. The West wall has been completely repointed and the basic structure of the Court Yard is complete so the overall original appearance of the building can now be seen.

All the interior walls and ceilings have been lined with insulated plaster board and, with the exception of two downstairs window spaces, the walls have now been completely replastered. Most of the interior plumbing to the kitchen, bathroom and central heating system is in place leaving the fittings still to be installed. The fireplaces in the lounge and dining room/ third bedroom are on order and will be fitted at the end to avoid damage.

Externally a new digester-type septic tank and below ground LPG tank have been installed. New drains have been fitted to the septic tank and the grey water from the roof channelled to the old septic tank via new drains. A new water purification system for house water drawn from the borehole which meets today's stringent



*A view of the
Stationmaster's
house at Ribblehead
- from the 'up'
platform of the
station - taken on
January 10th.*

Photo: Pat Beckwith

standards has also been approved and ordered.

Remaining work includes wall tiling and fitting of radiators, sanitary/kitchen ware etc., fitting of all the refurbished internal doors and skirting boards, complete decoration throughout and proving all systems work. The external paving work, environmental and garden work and completing the work at the roadway entrance is also on the remaining work list.

Providing work is not held up by severe weather and funding does not run out it is hoped to have all work completed by the end of February ready for furnishing and equipping as a holiday let to commence.

Ribblehead Station Masters House- Appeal

In our last magazine we carried an appeal to help complete the restoration of the Station Master's House - thanks to your generosity over £5,000 has been raised.

However there is the fitting out and furnishing of the property to pay for and more funds are urgently required.

If you can help please donate online at: www.justgiving.com/sandctrust or send a cheque to:

The Treasurer
The Settle & Carlisle Railway Trust
29 Allerton Grange Gardens
Leeds LS17 6LL.

Kindly write 'Gift Aid' on the reverse if eligible.

Douglas Hodgins

SELF CATERING HOLIDAYS AT LONG MARTON STATION



Three Miles North of Appleby
Just as it was in 1875 but with all mod cons (inc Wifi).

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

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

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

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

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

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



Above: 47513 Severn on 1S47, the 06.15 Euston-Glasgow just north of Blea Moor tunnel; 24/4/1993.

Below: An Inter-City 125 on 1V52, the 09.50 Glasgow-Penzance, south of Margery's Bridge in Mallerstang; 27/3/1993. Photos: Pete Shaw





Above: 47674 Women's Royal Voluntary Service on 1M02, the 09.24 Edinburgh-Birmingham, in Mallerstang; 27/3/1993.

Below: 47973 Derby Evening Telegraph plus Driving Van Trailer, on 1M18 the 07.05 Glasgow-Euston, crossing Arten Gill viaduct in Dentdale; 24/4/1993.
Photos: Pete Shaw



News Notes

Hawes Bus Stop

Northern Rail have agreed that, when S&C trains are substituted by buses, there will be an additional calling point *en route* from Ribbleshead station to Garsdale station, in Hawes town. This is a really positive step, and will avoid people on the bus having to travel the needless six miles from Hawes (where the bus passed through but you could not alight) through Appersett, Moorcock, and to Garsdale; followed closely by your chauffeur in the car, who then drove the six miles back to Hawes!

Pete Shaw

Santa Train to Hellifield

On Saturday 8th December Ribbles Valley Rail, in conjunction with FoSCL plus the Friends of Hellifield Station and Northern Rail, organised a Santa Special all stations Blackburn to Hellifield. The train was sold out within days. Santa travelled on the outward journey handing out gifts to the one hundred and forty youngsters plus Christmas greetings to the one hundred and fifty adults.

The train was comprised of a four car Northern 156 set. Arriving around 12.30 the passengers disembarked for a ninety minute stopover while the train proceeded empty stock to Settle Junction to lie over on the Morecambe line.

Sheila Metcalfe did a fabulous job in organising a puppet show in the newly refurbished exhibition room. Such was the demand, it ran to three showings. Settle Voices, who had already been singing at the Open Day at Settle Station, gave two renditions of Christmas music, joined by several eager youngsters. The café, where the staff had been heavily augmented, was under siege, though extra tables and seating was available outside under the canopy. LaSRUG also had a stall.

All too soon the special returned, being held over several minutes while onboard stewards searched frantically for a large supply of mince pies buttonholed for the

return journey.

Despite its being a very cold day there were no complaints and of course Hellifield is blessed with a large canopy, which has over recent months had over 200 panes of damaged Georgian-style wire glass replaced.

Bob Swallow

Opening of the Settle-Carlisle Railway Exhibition at the Folly

On Saturday, 13 April, 2013 at 7 pm, Richard Morris, Chairman of FoSCL, will open the newly re-displayed Settle-Carlisle exhibition in The Folly, Settle. A year ago the Friends generously donated a sum of money to meet the costs of a range of professionally-produced exhibition panels and a 12-foot illustrated scale map of the line. We have been extremely fortunate in being able to call on the knowledge and expertise of Nigel Mussett, who has spent many hours in gathering new material for the exhibition and designing a coherent layout. After the opening, at 7.30 pm, Nigel is giving an illustrated talk with the intriguing title 'Settle-Carlisle Railway: Busting the Myths'. He will be exploring some of the commonly held misunderstandings about the line and its construction, drawing upon much of the detail he has unravelled over the past 40 years. An entertaining and informative evening is guaranteed!

We do hope that as many members of the Friends as possible will come along and enjoy this important occasion. Tickets for the talk (£6, including refreshments) should be booked in advance from The Folly or on 01729 822893. For further details please see www.ncbpt.org.uk/folly or ring 015242 51388

Anne Read



Bus Links from the S&C

There are several important changes to note over the coming months as summer timetables are introduced on DalesBus services. For the latest news please use www.dalesbus.org. Please note that other websites are often out of date and may give you the wrong information.

Rail replacement buses serving Ribbleshead and Garsdale will additionally call at Hawes Market Place outside the public toilets from Sunday February 17th. This is a major improvement and reflects the fact that Northern now recognise the importance of the Little White Bus Garsdale Station to Hawes bus which runs daily to meet selected trains and can offer a demand responsive service at other times. To use this stop you need to have a valid train ticket to/ from Garsdale if travelling from / to Leeds or to/from Ribbleshead if travelling from/to Carlisle; concessionary bus passes are not valid on RRB's. Exact times will be added to RRB timetables and station publicity and www.dalesbus.org will show these nearer the time but they will be approximately 20 minutes before / after Garsdale. Please note that the RRB will NOT stop at any other point en route.

The Western Dales Community Minibus is scheduled to commence operation of the Saturday Dent Station - Dent - Sedbergh - Kendal bus service from April 6th with a Sunday service commencing in May. This will operate using volunteer drivers and will provide a similar service to that offered in 2012. However a 16 seater bus will normally be used, enhanced on "peak days" when the operator has been informed of a large walking party or a major event is taking place in Dent. If you plan to use this bus service with a group of people please let the operator know (contact details will be in the Summer DalesBus booklet or on the website) in advance; similar advance warning is also much appreciated by the Little White Bus. These are very valuable services for walkers in particular.

Some DalesBus Sunday services will commence their Sunday timetables from Easter with others following from May 5th.

These are expected to include the popular Northern Dalesman service from Lancaster to Richmond connecting at Ribbleshead Station with the 0900 train from Leeds. The return journey will operate later this year to connect with the later evening return train so you will have more time to explore Wensleydale and Swaledale - the journey over Buttertubs Pass to Muker, Gunnerside and Reeth is arguably the most scenic bus journey in England and there will be a discount again for holders of valid train tickets to Ribbleshead.

Minor changes will occur to other timetables but the majority of bus services including weekday buses in Wharfedale, Wensleydale and Swaledale will continue unchanged.

Our volunteers will be out and about distributing Summer timetables on S&C trains and DalesBuses from late March and updating timetable displays at bus stops and stations. If you don't see them and aren't able to pick up your free copy from stations, TICs and Metro outlets please send an A5 SAE to John Disney, "Milldale", 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW and I will post you a copy.

If you have any queries or suggestions or if you experience any problems please let me know preferably by e-mail to: media@dalesandbowland.com or ring: 0115 9322356.

John Disney

The 25th anniversary of the saving of the S&C - 2014

FoSCL's programme of events will include:

Friday April 11th 2014: A major FoSCL event in the Settle area.

Saturday April 26th 2014: FoSCL AGM at the Hallmark Hotel, Carlisle. There will be a further major event during the AGM weekend. **But this is not just a FoSCL celebration!** Many other organisations were involved in the fight to save the line. Have you got an idea for an event? Was your organisation involved at the time? We may be able to offer some financial assistance to an organisation planning their own event. Please contact the Editor (contact details in front inside cover).

Obituary

Barry Atkinson

We are sorry to have to advise you that Barry Atkinson died on Friday 23 November after a long battle with cancer.

Barry was an original member of the FoSCLA committee and the first newsletter editor.

In more recent times he played a leading role in promoting Hellfield Station, over several years arranging a monthly programme of slides, AV or powerpoint presentations on the first Friday of the winter months October - March. It has been a regular occurrence for up to seventy folk to attend these shows.

For the future it is intended to dedicate the newly opened exhibition room to the memory of Barry plus providing a Midland style seat to enhance the south facing platform.

Bob Swallow

The Fellsman

Statesman Rail have confirmed that the Fellsman regular summer steam-hauled trains over the Settle & Carlisle line will again be operated in a marketing partnership with Northern Rail and Virgin Trains with posters and leaflets available at stations and further details on the respective websites.

This is the 5th year of a marketing partnership with the respective train operators which no doubt has led to the tremendous success of this product and sell out-trains since their inception in 2009. The trains will run every Wednesday from 12 June to 28 August from Lancaster, Preston, Blackburn, Clitheroe & Long Preston and advance ticket sales for the 2013 season are well in advance of previous years with 1,500 seats sold to date representing 25% of the total availability.

For passengers travelling from a long distance and wishing to enjoy a break in Lancashire or the Yorkshire Dales in quality 3 star hotels we have a joint promotion offering reduced rate accommodation at either the Penny Street Bridge Hotel in Lancaster, or, the Lion Hotel at Settle for the reduced rate of £77.50 per room per night on a bed & breakfast basis. Staff employed by Virgin Trains and Northern Rail are able to purchase tickets on an exclusive 'buy one get one free' basis by calling the Statesman Rail reservation office on 0845 310 2458 and quoting their staff travel card identity number.

Bookings made through the Statesman Rail website will benefit from a 5% discount off the normal price.

NB: Please contact the appropriate operator for details of these and all other steam charter trains.

Railway Cottage at Garsdale Head Station

Cosy and comfortable, 3 bed cottage on the Settle to Carlisle Railway

Spectacular views, coal fire. Well behaved pets welcome



Fixed tariff all year round £300 per week, short breaks subject to availability

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or visit the website:

www.garsdalecottage.co.uk

Special Traffic Report

Oct. 22nd 2012	HST	Heaton - Derby, test train
Oct. 27th	HST	Derby - Heaton, test train
Nov. 17th	6201	Carlisle - Tyseley
Nov. 19th	HST	Derby - Heaton, test train
Nov. 24th	HST	Heaton - Derby, test train
Dec. 5th	2 x cl 47	Blackpool - Edinburgh
Dec. 5th	2 x cl 47	York circular, Northern Belle

An unusual loco worked the Carlisle to Chirk timber train on 27th November, taking logs from Kielder Forest. This train is a Colas operation, but was hauled that day by the DRS loco 66434 in "Malcolm" livery, which is normally seen on their container trains on the WCML. Passing Settle very late at about 16.15 hrs it was fully dark and impossible to photograph!

** As we go to press we hear that the WCML will be shut for engineering works during several weekends in the Spring of 2013. Trains will be diverted over the S&C during March, April and May.

Pete Shaw

Right: FoSCL Settle shop volunteer Michael Davies takes a rest whilst clearing snow on the drive leading to Settle station on the morning of January 26th.



Photo: Mark Rand

Railfuture

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Wensleydale Railway

A Journey to Paris from the Wensleydale Railway?

In 2014, Yorkshire will host the preliminary stage of the Tour de France - the Grand Depart. Cyclists and spectators from around the world will arrive for the start in Leeds and two days cycling round the county on July 5/6, before they transfer to London and France.

The Grand Depart (an international event) will take place only three months after the 25th Anniversary of the Reprive of the Settle-Carlisle line on April 11 (an event of international interest). What an opportunity for promoting the Settle-Carlisle railway and its various near neighbours: Middleton; Keighley & Worth Valley; Embsay & Bolton Abbey; Blackburn & Hellifield; Lancaster & Morecambe; Wensleydale Railway; Eden Valley; Stainmore; Alston - and indeed the full Anglo-Scottish route via Settle-Carlisle. What about journeys to France from this area? One of my long-term aspirations has been to travel from Wensleydale to Paris entirely by rail. From Northallerton on the East Coast main line to Kings Cross is straightforward; then it's a short walk round the corner to St. Pancras to board the Eurostar train for Paris. However there is a six mile gap in passenger services between WR's Leeming Bar station and Northallerton.....

Not for much longer, however, thanks to a proposal to open a new station at Northallerton West later this year, to mark the 10th Anniversary of restoration of passenger services to Wensleydale on July 4th, 2003. This station will be within walking distance of the main line station (if

you don't have much luggage) so I hope to make the rail journey from Leyburn to Paris in 2013. It will be both a real journey and a symbolic journey, with heartfelt thanks to all those - past and present, including many FoSCL members - who made it possible. And after that? There's 18 miles to go to reinstate the 'missing link' of track between Redmire and Garsdale so that Wensleydale Railway can offer two routes to Paris: via Northallerton and the East Coast line or via Garsdale and the Settle-Carlisle to Leeds; then on to London Euston and a walk along Euston Road to St Pancras and the Eurostar train!

FoSCL and its members supported the long-running campaign to save the Settle-Carlisle line from closure in the 1980s. The Reprive was eventually announced in 1989, so the 25th Anniversary will be celebrated just before Easter 2014. Garsdale station - the long-term goal of the Wensleydale Railway - was also saved by the S&C reprieve. Thank you!

There is a full season of WR train services ahead, with lovely views through the carriage windows and a great programme of events during the year, including: Easter Week-end (Lunchtime Specials, Open Days at Aysgarth station and a Family Easter Egg Hunt from Redmire station to Bolton Castle) and Friday May 3 (two walks from Garsdale station to Hawes, part of the S&C Ride2Stride walking festival). Meanwhile, if you notice a passenger on the train this spring studying an English-French dictionary, it may be me - preparing for that special railway journey from Wensleydale to Paris!

Ruth Annison (01969 650349)



A scene which we would like to see on a regular basis! Hellifield station teeming with life. On this occasion it was due to the Ribble Valley Rail Santa Train on Saturday December 8th.

Photo: Simon Clarke

Rolling Stock by Richard Morris

Our partners in the Settle-Carlisle Railway Development Company have done wonders in promoting group bookings on the line, on some trains doubling the number of passengers. FoSCL works closely with the SCRDC to encourage and support tourist groups.

We are now constrained by lack of rolling stock. We hardly advertise for group bookings and sometimes have to turn groups away to avoid severe overcrowding. The number of carriages on any given train is unpredictable: it can vary between 2 and 4. In order to realise the potential for tourism in the Yorkshire Dales, the Eden Valley and Carlisle, and thereby maximise the benefit to the local economy, it is imperative that we have a 3-car standard of appropriate trains, not the commuter rolling stock that we have at present.

Well, these 158s aren't bad, says the average passenger. And compared with the Pacers (aka 1980s Leyland buses on rails) which bedevil the Tyne Valley Line, they're right. But Northern's 158s aren't designed for inter-regional long-distance services, they're for the relatively short interurban routes of West Yorkshire and Greater Manchester. That's ok for those that commute from Settle to Leeds or Appleby to Carlisle, but we've always been very proud of our scenery and heritage and like to promote tourism on the S&C.

Let's look at what other parts of the world do. First, Scotland, or to be more precise, First Scotrail. Scotland understands tourism, scenery, and long-distance rural railways. There are some nice 3-car Class 170 trains Glasgow to Inverness, Inverness to Aberdeen and even on the Fife Circle. And more to the point, there are some very nicely refurbished 158s on the Far North Line, Inverness to Wick and Thurso.

Points to note: nice seats, plenty of tables, information displays suspended from the ceiling. Scotrail have refreshment trolleys which don't however offer the same range of goods as ours do. But plenty of tables means that the trolley staff can hand out menu cards before the train starts.



Now, long-distance rural routes need plenty of space for luggage, wheelchairs, bicycles and baby buggies. How does this look? Surely a far cry from the cramped bicycle accommodation and makeshift wheelchair space on our commuter style 158s!



There's a small first class compartment on these nicely refurbished Scotrail 158s. We don't need this for tourists, do we?



Ah, but FoSCL's on-train surveys show that we regularly have 10% business travellers, even on our existing rolling stock. First class would boost Northern's revenue...

So, if Scotrail can refurbish their 158s to this standard, why not Northern? Blame the nature of the franchise: 9 years starting in 2004, no new rolling stock because no passenger growth. (Actually passenger numbers have gone up 40%). When Northern were allocated these 158s a few years ago some of them were in a disgusting state, and Northern have actually done quite a decent job in getting them to an acceptable standard. But the economic case for improving them further, to Scotrail standards, won't have been made. What would you do, with only a year or two of your franchise to go?

Just across the English Channel there's a massive potential tourist market. Some years ago we were sent a copy of *Chemins de Fer*, a French magazine containing a long, excellent and accurate article on the Settle-Carlisle Line. And then there was the Dutch article including an interview with Douglas Hodgins who was described as "de Lid". This was puzzling. My friend Henk enlightened me – it means Leader! Earlier this year we were sent a copy of another excellent article on the S&C, this time from a German rail magazine. And this could explain why one or two German groups have found their way onto the S&C in the last few months.

Now, what might the expectations of a group of European visitors be? Let's look at Austria to get an idea. There's a scenic country with some rather spectacular mountains, not to mention some nice rivers and touristy towns. In October July and I stayed in Salzburg for a few days (and yes, we went there by train). Rapidly tiring of The Mozart Experience, we had a day trip to Vienna and another to Innsbruck. I suppose Salzburg-Innsbruck is a bit similar to Leeds-Carlisle, in terms of distance, I mean: the cities are a wee bit different.

Austrian Railways have some nice inter-city trains that they call Railjets. Fairly new and rather quick, plenty of legroom and nice big windows. Tourist trains? Not



especially, all-purpose really. But, one up on Scotrail's information displays: they tell you all you need to know about your journey, just like you get in some aircraft. And moreover, the display shows a map at three different scales, so you can see exactly where you are. The blue arrow moves along the line as the journey proceeds. This facility would be immensely useful on the S&C so passengers could see when Ribbleshead Viaduct was coming up!



Can we really expect to attract European tourists with our current rolling stock? Won't they be used to something a lot better, and would they come back again? This government is business oriented and should understand the concept of investing in order to get a return. Put a relatively small amount of money into decent rolling stock for the Settle-Carlisle Line and it would pay a handsome dividend. The trouble is, we can't find anyone to take the responsibility for doing this. We've talked to government at all levels, to the TOC, Network Rail, and the freight companies and we still can't find who's in charge. But that's outside the scope of this article...

Richard Morris

An Early Complaint about Services on the Settle & Carlisle Line

Letter to the Editor of the Carlisle Journal
 Sir, - When the Skipton and Carlisle branch of the Midland Railway was completed, five or six years ago, great expectations were raised. Visions of a new country with lovely scenery hitherto known only to the pedestrian or the angler who made his way up from the bed of the river Eden, were spoken of as being thrown open to the lover of rural scenery. Admirers of Wetheral and Corby Woods were told they might vary their excursions by visiting Armathwaite and the Nunnery. Tradesman in Carlisle expected fresh customers as a natural sequence to tapping the country in a new direction, and the rural population were reasonably expected to be able to get their produce to market and return home at night independent of the jolting and delay of the ordinary country cart.

But after all these years what do we find? Although the Midland Company have been at the expense and pains of erecting very superior station accommodation and maintain a staff of officials at each station sufficient to administer to the a large passenger traffic, a comparison of the Midland timetables with those of any other of the seven (sic, actually six) railway companies convergent at Carlisle is simply astonishing. For any person living near any of the stations between Appleby and Carlisle, there is no train timed to reach Carlisle earlier than 10.17 a.m., and that train is so notoriously unpunctual that is generally nearer eleven o'clock than ten at which it arrives. There is one other train timed to arrive in Carlisle at 3.20, but which not infrequently arrived just in time to return, leaving Carlisle again at 4.10 p.m. prompt, which is actually the latest train leaving Carlisle by the Midland which calls at any intermediate station between Carlisle and Appleby. The one other train leaving Carlisle and calling at local stations leaves at 8.25 a.m., and generally takes home a few unfortunates who have missed the 4.10 p.m. train the day before. It seems extraordinary that, running so few trains, they should be timed, as it were, the wrong way before. It would seem natural

for people living in the country to desire to get early to the city for business purposes, returning home when business is over. Instead of this, they can only get to the city much too late to commence business and leave again in the middle of the afternoon.

It is quite possible that the management being at Derby, have formed an erroneous idea of the capacity for development in this neighbourhood, from the returns showing few passengers at local stations, there is sufficient population to develop a traffic that would not merely be a public convenience, but would soon have a beneficial effect on the dividends of the shareholders. I am, &c.,

H MOSS

Fern Bank House, Cumwhinton, 2nd Feb., 1881

Maybe the Midland did listen to such complaints for Bradshaw's Guide for August 1887 shows a much improved local service to and from Carlisle. All-stations trains arrived at Carlisle at 8.45 a.m. (from Appleby), 10.17 a.m., then 12.30 (from Appleby), 2.56, 5.2 (from Langwathby M-F, Appleby SO) and 7.55 p.m. Return trains serving all stations to Appleby departed at 8.30 a.m., 2.15 (to Langwathby/Appleby), 4.10 and 6.20 p.m.

Peter Robinson

Where were you on April 11th 1989? *(the date of the announcement that the S&C was saved)*

This was a mixed week of emotion for me. Refreshed by the news on Tuesday 11th that the Settle-Carlisle line had been saved, like many I was thrilled to hear the announcement. A few days later on the 15th, I was in sadness as a football fan as I watched my team, Portsmouth, away at Crystal Palace when the news circled the ground, during the game, of the tragedy unfolding at Hillsborough where over 90 lives of spectators were eventually lost at an FA Cup Semi-Final between Liverpool and Nottingham Forest. It really was an emotional week for contrasting reasons.

Richard Owen

Ordnance Survey Benchmarks, Part 2

In the November 2012 issue of the Magazine, general information was given on benchmarks with examples of the cut mark type on S&C structures. In this part rivet benchmarks are discussed. With cut marks, which occur on vertical surfaces, the height above sea level is determined at the horizontal cut above the arrow cuts. For rivet marks rivets are inserted in horizontal surfaces which provide the reference surfaces at which altitude is determined. The rivet is usually accompanied by arrow cuts either on the horizontal surface pointing to the rivet or on an associated vertical surface pointing up to the rivet. Rivets occur most commonly on the tops of bridge parapets, stones in walls, milestones and boulders. The Bench Mark Database <http://www.bench-marks.org.uk> has details of about 1400 rivet marks.

<http://www.bench-marks.org.uk/bm23036> is for a rivet benchmark on a ledge on a rock in the verge of the Coal Road about 50m south of the bridge at Garsdale Station. The rock can be seen in the photo below taken on 13 June 2012 at 14.21 which shows 158906 on a northbound service train while 66848 takes the log train south.



The close up of the rock (right) shows the arrow cuts but the rivet itself has been lost.

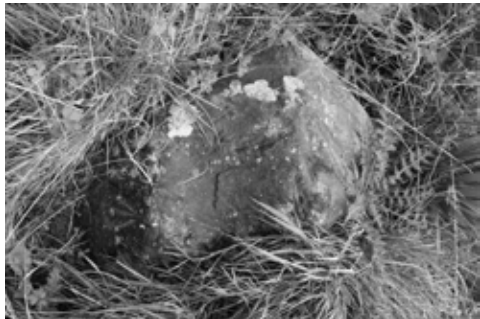
<http://www.bench-marks.org.uk/bm43505> describes a rivet benchmark (photo right top) where the rivet is clearly still in place on top of an abutment pier of the bridge at Blea Moor which takes the



S&C line over the track to Winterscales Farm. The pier can be seen in the middle of the photograph (below) of 66554 heading a rake of HXA bogie coal hoppers south over the bridge at 1417 on 18 June 2012.

Anyone wishing more information on benchmarks or to report finding a benchmark is welcome to contact me at cd2rom@aol.com.

Roger Templeman



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

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

Settle-Carlisle Diversions

Whilst sifting through my archives during the Christmas holidays I came across a number of references to the use of the S&C as a Diversionary Route, which activated all sorts of memories.

In more recent years, when the West Coast Main Line has been closed for engineering work, the tendency has been to tip passengers out of their trains and onto a bus for part of their journey, and back onto a train later. But twenty years ago, the railway was more customer-friendly and, almost the entire WCML timetable was simply diverted via the S&C. This meant no interruptions for passengers, no hassle transferring luggage, plus a scenic alternative route by way of a change.

Under British Rail one year, special fares were even advertised so that passengers on diversion days could make journeys which would be virtually impossible normally - such as a day return from Blackburn to Appleby!

Some knowledgeable people went across from Leeds to Preston via Huddersfield, especially to board the then prestigious Royal Scot on its journey from Euston to Glasgow, because they could obtain a freshly-cooked lunch with fine wines in the restaurant car! After gourmandising through Garsdale they would return to Leeds on the normal service.

A little-known aspect of diversions in those days was what happened to the Sunday newspapers. Printed in London, the newspapers would normally have been carried on overnight passenger trains (usually Sleepers) and dropped off at Penrith for the Lake District and West Cumbria. But on diversion weekends, the Leading Railman at Appleby station (Booking Clerk to you and me) would be rostered to work in the early hours of Sunday morning to unload newspapers! A long train, often comprising two class 47 locos and sixteen sleeping cars plus a couple of vans, would glide smoothly into Appleby at about 04.30 hrs, and bundle after bundle of newspapers would be off-loaded onto the old fashioned platform

barrows. Sometimes a window would slide open and a sleepy voice would enquire if this was Inverness? Lorries from Menzies or W.H. Smith would eventually turn up, often after mistakenly still going to Penrith as usual. Occasionally the train driver would forget the Special Stop Order and the newspapers would go roaring straight through at line speed, followed by much urgent telephoning to ensure that they were taken off at Carlisle, and the waiting lorries set off in hot pursuit.

The four photos in our centre-spread feature diversions from Spring 1993 - exactly twenty years ago. These particular services were from Euston to Glasgow, Edinburgh to Birmingham, and Glasgow to Penzance.

During the long weekend from 04.00 Saturday 27th March to 07.00 Monday 29th March 1993, there were 70 passenger trains diverted plus 1 freight. My notebook records that I missed seeing just four of them, on the Sunday evening - "absent due to tea at Sandford"!!

On a similar long weekend 24th - 26th April 1993 there were 77 passenger services diverted plus 1 freight.

These logs show that a very intensive service was maintained (interspersed with regular S&C traffic) even without all the signalboxes and Intermediate blocks that we have today.

Over the years the S&C has frequently been used by diversions from the WCML and also from the East Coast Main Line; for both planned engineering works and short-notice emergencies. In my submission to the Public Hearings to try to keep the line open, I explained how important the S&C was as an alternative route - a function which it still fulfils today.

Pete Shaw



Flooding and culverts

A few years ago I wrote an article for the magazine in praise of culverts. Unsung heroes of the S&C, I called them. This was prompted by the appearance of a Network Rail van one day at the farm near Low House crossing where I help out. I asked whether I could help and the driver said he was looking for a culvert. Together we eventually found it, only some two feet square, hidden behind vegetation and with an outlet into the farmer's field. Network Rail do a regular survey of all structures along the line.

This was highlighted by the occasion when my wife met an old Network Rail friend of FoSCL's in the woods by the side of the line. But that's another story...

This winter, various people had commented on a significant lurch when southbound trains passed a certain point at Eden Brows, between Howe & Co and Low House. By mid-January this had worsened to the point where anyone standing risked getting thrown sideways onto a seat. A quorum of FoSCL committee members travelling back from a meeting agreed that it was time to email Network Rail. We had an immediate and detailed response from senior management, reassuring us that they were well aware of the problem: the inlet to a culvert had got blocked with leaves and silt. The water cascading down the hillside had to find another route across the tracks, presumably taking some ballast with it, hence the lurch. The inlet was cleared last November.



Since then it had rained a lot more (you may remember!) and the inlet had once

again got blocked, hence the worsening of the lurch. It has now been cleared again but the damage had been done. Should there not be a Temporary Speed Restriction imposed, we asked. Sure enough, within 24 hours there was a TSR on this stretch of the line, which may be coincidence, or may be due to FoSCL's concern. Just another example of the small ways in which we care about the line and passengers' welfare. The following Monday I met our Northern Rail Stakeholder Manager. "We're slowing down your trains", I told him. I'm not entirely sure what he thought.

For completeness, here's a photo of the outlet of the culvert:



It illustrates just how solidly our Victorian ancestors built, and how well they understood the importance of proper drainage when they constructed the line. We continue to benefit from their forethought.

Richard Morris

Photos: Network Rail



Reviews

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

The Man from Tasmania.

Kenneth D. Duffin.

2012. Privately published.

192pp. 59 illustrations.

£25.00 from the FoSCL Settle shop

An appropriate sub-title for this most welcome and remarkable book would be "The Life and Times of Charles Stanley Sharland", for so it is: an exhaustive account of the young engineer's short life and the influential family into which he was born. In his absorbing narrative, the author considers the larger picture by describing the background of events in England and overseas against which the major characters all play their part. For too long the mysteries of "Mr Sharland", as Midland Railway historian F.S. Williams calls him, have remained little more than speculation, even prompting one author to question whether Sharland ever existed at all!

But exist he did, and FoSCL member Mr Duffin, having traced his ancestry back to the 18th century in some fascinating detail, then presents a well argued chronology of events up to the time when, suffering from tuberculosis, Charles Sharland is forced to quit the Settle-Carlisle project in November 1870 and join his relations in Torquay for the final months of his life. He died there on 31 March 1871 and was buried in the cemetery on Barton Road where his memorial remains to this day. Mr Duffin has spent many years extensively researching his subject both in England and Tasmania; he critically tackles many of the questions which have arisen concerning Sharland's involvement with the Settle-Carlisle railway. Concurrent with the author's research, but sadly unknown to him, the present reviewer was also following up various leads concerning Charles Sharland begun in 1975 when the young engineer's nephew, Michael Sharland, also from Tasmania, visited Settle with his

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wife and met members of the Centenary Committee. Michael produced the only known photograph of his uncle Charles together with a copy of the family pedigree, thereby adding significantly to what little we knew about him at that stage, derived as it was almost entirely from the works of F.S. Williams.

Through family connections, Charles Sharland's grandfather John was able to find employment in India and ultimately to emigrate in 1823 to the emerging colony of Van Diemen's Land, later renamed Tasmania. It was from this former penal colony on the other side of the world that the young Charles sailed to England with his elder brother in 1862. He was at first employed on the Maryport and Carlisle Railway, a fact recorded by Williams and confirmed by Baughan in his monumental work North of Leeds. Later in 1865 Charles Sharland was working with the Midland Railway, carrying out a general survey to find the best route for the new line. This was when he walked from Carlisle to Settle in ten days. The famous incident at Gearstones, where he was snowed up for

three weeks with his surveying party whilst staking out the line, was in December 1869, the only date recorded by Williams although he does quote from a letter sent by Sharland telling of the great storm which afflicted Dentdale and which we know from other sources occurred on 9 July 1870.

The book is profusely illustrated in colour; there is a most comprehensive bibliography and a useful index. Moreover, the value of the work is enhanced further by a series of notes where sources are meticulously listed, as indeed they should be in a work of this nature. This new book adds substantially to the large corpus of Settle-Carlisle resources but one is obliged to observe that the manuscript would have benefited from the services of a more exacting proof-reader before it went to print.

Nigel Mussett

A Railwayman's Odyssey - 1930 to 1970

From Junior Clerk to Superintendent

Stan Hall ISBN 978 0 7110 3750 2

256pp hardback

Ian Allan Publishing Ltd £24.99

This beautiful book illuminates from within a period of dramatic change in the railways - the demise of steam and a massive contraction of the system. Stan's attention to detail and amazing recall should satisfy the appetite of the experts whilst delighting those of us who simply remember the era. Flung around the country on promotion Stan tells it as it was. He is never slow to praise the colleagues from whom he learnt so much and to poke fun at some of the dafter ideas they had to

embrace. Time and again he had charge of massive pieces of the railway estate which later disappeared. Many of the excellent photographs are of this area but just about every region is covered. His spell at Kings Cross was the highlight for me. Altogether, a privilege to read this book by an author (a FoSCL member) it is a privilege to know.

Mark Rand

A Journey on The Settle-Carlisle Railway

- Creative Imagineers Ltd - 102 Minutes -

Special FoSCL Price £14.95

www.greatrailwayvideos.com

Filmed on what must have been the one and only day of summer in 2012 this is the ultimate cab-ride. Filmed in High Definition clarity from no less than five cameras aboard a Northern Class 158 you really are up there at the front end. Some cab-ride films are hypnotic to the point of slumber but not this one! There is an excellent commentary, which you can elect to turn off if you prefer just to hear the noise of the train. For fun there is a bonus four minute 'high speed' trip to enjoy - all the way in four minutes, much as the famous London to Brighton BBC film of 1952. Pause at any point of interest and you have a perfect HD image with no speed blur. And you see every bit of the line, tunnels included. The producers make a point of keeping rolling right through Blea Moor and Rise Hill tunnels (both curved) letting you see the pinpoint of daylight emerge from a black screen. The journey from Settle Junction to Carlisle station as never before.

Mark Rand

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

This former railwayman's cottage sleeps 6 and is situated alongside Garsdale Station on the Settle-



Carlisle railway. Situated high on the hillside it affords excellent view across fells and moorland. The cottage is fully double glazed, comfortably furnished, has oil fired central heating, open fire and satellite TV. Children and well behaved dogs are welcome.

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Letters to the Editor

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

The long term Future of the S&C

I note, with some disquiet, the references to possible electrification mentioned in your last two issues and by some recent correspondents. I think it is high time to remind ourselves that much of the weight of opinion and support which went behind the formation of the FoSCL and the campaign to save the S&C from closure in the 1980s was generated by the likes of myself who wanted to retain a traditional railway of world class calibre which was under threat. Well, it's great to see it prospering now, as part of the national network, but I for one, do not want to see it electrified. The record of adverse visual impact of electrification schemes elsewhere in the UK has, frankly, been appalling (it is interesting to compare with Germany and Switzerland, where, despite extensive electrification, the overhead equipment is rather less intrusive, presumably in part due to their higher loading gauge). And even where scenic lines have been electrified (Shap, for example), a significant part of the traffic remains diesel (Birmingham-Glasgow voyagers and much of the freight in Shap's case), negating the supposed environmental argument for electrification. The S&C is a stunning piece of railway which passes through outstanding landscapes and is rightly world famous. As such, its visual character is priceless and must be preserved. No, I don't mean turn the S&C into a just another preserved "museum" line. Nor, however, should the S&C be just another "modern" railway with the only motive of maximum profit. I think a third type of railway needs to be conceived, and the S&C has already partly evolved as such.

To determine that third way, we must look at the long-term future of the line in relation to preserving its visual appeal and character. On a timescale of, say, 20-50 years, we are going to see far less freight as the coal fired power stations are

phased out, resulting in cessation of the flows of coal and gypsum. Timber from Kielder will end when this finite resource is exhausted. That just leaves, maybe, cement, plus any new flows. On the passenger side, demand is burgeoning, but the present class 158s are uncomfortably cramped, with seat/window positioning which does not maximise the enjoyability of a trip in wonderful scenery. The typical 2 car formations are simply too short to cater for the demand, especially when one of the regular bus parties joins the train taking up half of the seats on it. Yes, I quite agree with whoever disparagingly referred to "one of those things on this run". And, yes, I entirely sympathise with the sentiment that those services which are used by tourists should be steam (or diesel loco) hauled. People come from all over the world to ride the S&C and are rightly disappointed when they have to travel on an overcrowded guided bus. Indeed, the demand for steam haulage over the S&C is such that it has been necessary to post notices to spare booking office staff from the barrage of that demand. I therefore feel it is time for the specialist operators in the running of main line steam (and for that matter diesel loco) hauled trains and Northern Rail to get together to see what could be done to capitalise on this demand by running certain of the regular services (i.e., those most popular with tourists and bus parties) with steam and heritage diesel traction using hauled stock in place of the class 158s. The latter could then be freed up for use elsewhere or strengthening other S&C workings. Sounds like a win-win situation to me. But will these parties talk to one another? I do hope so.

And for heaven's sake, leave electrification to the likes of HS2 for the speed addicts – they have no place on the S&C. A trip on the S&C is an event to savour, not something to be done in the shortest possible time.

John Cooper-Smith – by email

Curve Radii on the Settle & Carlisle Railway

Someone recently wrote to me, "Put your head above the parapet, and be prepared to be shot at!" The figure of a minimum radius of curve of 80 chains [1 mile] has been widely quoted for the Settle & Carlisle line. This now appears to be completely erroneous. So where did it come from? A figure appearing on an early tender document perhaps? However, the Railway as built has a number of curves sharper than 80 chains radius.

In the book, "The Midland Compounds" by O.S. Nock [David & Charles 1964], on pages 30 and 31, there are a pair of Gradient and Curve Diagrams between Leeds and Carlisle. One needs a magnifying glass to read the radii of the curves, but when one tabulates them, one sees that the two sharpest are both 45 chains – the curve through Dent Station and the one at the north end of Rise Hill Tunnel. The next tightest are two at 54 chains – the north end of Birkett Tunnel and south of Crosby Garrett Tunnel. There are no other curves tighter than 60 chains radius, between Settle Junction and the approach to Peterill Bridge Junction.

Looking into the book, "Stations & Structures of the Settle & Carlisle Railway" by V.R. Anderson & G.K. Fox [OPC], there are a number of useful illustrations. Figure 25 is a drawing of Arten Gill Viaduct – the radius of the railway being shown as 60 chains. Plate 62 shows a train passing through Dent Station – the curve is obviously much nearer to half a mile radius than one mile. Plates 72 and 73 show the curve at the north end of Rise Hill Tunnel; clearly of a similar radius. The question that was originally put concerned the possible speed increases that could be applied to the route. That paper sought Line Speeds of 75mph for stopping passenger trains, and 60mph for goods trains proceeding steadily. Those two speeds mix well on a double track, with just one loop on each side of the 72 mile line. The 45 and 54 chain curves would only restrict speeds to 90mph; and the other curves between 60 and 80 chains radius would realise a maximum speed of

100mph.

It was John Gough, author of "The Midland Railway – A Chronology" [RCHS – 1989], who alerted your scribe to this misapprehension. So he should have the last word; as I cannot put it any better. "A fast railway and a better railway than the Lancaster & Carlisle for sure, but it is to be doubted that the S & C could ever have allowed an unbroken 110mph for non-tilting trains."

Peter C. Scott – by email

First Memories of the S&C

My first experience of the Settle-Carlisle took place some distance away from our beloved line. It was the early seventies, and I was twelve or thirteen and spending a couple of hours trainspotting at Leeds station while my mother shopped in the city centre. It was March, and it was cold and grey and dreary and had been raining or drizzling for ever. Wet diesel multiple units rasped their way into and out of the station, and Peaks and Class 47's came and went on long-distance services. On Platform 5, a Deltic sat awaiting the road to King's Cross.

And then, amidst the damp and the puddles and the water running off every roof and falling from every gutter, a Class 40 came out of the murk at the west end of the station, swirls of steam emerging from its rake of Mark I compartment stock. There was nothing out of the ordinary about that, but as the train entered the platform and braked to a halt, I saw that every part of its bogies was encrusted and packed with thick layers of compacted snow and ice, and festooned with icicles.

David Jenkinson's "Rails in the Fells" hadn't yet appeared, indeed I'm not sure I'd even heard of the Settle-Carlisle by then, but I knew one thing - every other train in the station, including even the mighty Deltic and its London express, was humbled by this ice-bound arrival. That train had clearly been somewhere, and that somewhere was clearly special.

Still is.

Dave Hodson – by email

Additional Carlisle Station

FoSCL is quite rightly pushing for improved services on the line, and I fully support the quest for a Carlisle to Manchester Service as well as an hourly service overall. Whilst additional trains will attract new customers, I feel what is being overlooked to increase passenger numbers (needed in order to justify more services) is improving access to the railway.

Carlisle (the largest settlement on the line by far) desperately needs an additional station, situated in Durrhill between the suburbs of Botcherby and Harraby. This would serve both the Newcastle and Settle lines, and could have sufficient parking to accommodate park and ride commuters and shoppers, as well as providing an easier starting point for passengers driving to the line from the Brampton direction.

Carlisle has expanded dramatically since the railway opened in 1876, and now there are literally thousands of people who live within walking distance of the Settle and Newcastle railways, and yet have no easy access to their nearest station.

Travelling to Carlisle's Citadel station by car is slow and inconvenient due to heavy traffic in the city centre, and the cost of parking at the station is a deterrent (£4.00 per day, even at weekends). Walking from Botcherby or Harraby is unrealistic except for the most committed pedestrian. Going by bus adds a disproportionate amount of time to the journey, and again is expensive, particularly for 2 or more people travelling together.

A new station would remove all of the above barriers to accessing the railway, and would for the first time make journeys on the Settle / Newcastle lines a practical proposition for thousands more Carlisle residents.

Also, the minutes of the 2011 AGM note that trains on the Settle / Newcastle lines are waiting outside Carlisle for access to the station, until a train on the other line has gone out, thereby scuppering connections between the two lines. A new station at Durrhill would mean that passengers could change trains there instead of at the Citadel station, restoring these connections again.

Finally, consider Exeter, a small city a similar size to Carlisle. Exeter has no fewer than 7 stations, yet Carlisle still only has 1. Could FoSCL lobby for another please?

Toby Harling - by E-mail

The Future for S&C Signalboxes

I hope you'll forgive me for harking back to last May's journal but the recent holiday period provided the time to catch up 'cover to cover' with some copies of the journal I'd put to one side after an initial brief scan.

Anyway, back in May David Stuttard wrote with concern about the condition of the listed former Selside signal box and the Chairman made some helpful comments in response. As I expect most members know, if a listed structure is at risk it is the duty of the (often hard pressed) local planning authority, usually the District Council, along with English Heritage, the Government agency with responsibility for listing, to consider intervention, up to and including possible enforcement action, to get the owner to take action. I don't think listing would prevent moving the structure, as David suggests, but of course that does present other problems. Before considering reporting them for neglect though, perhaps West Coast Railways could have a right of reply on this one, since I hope they are not in the business of actively neglecting railway heritage.

Our Chairman raises the interesting question of what to do with the remaining boxes when they are eventually taken out of service. It's on this point that I wondered if members of the Friends and the Committee were aware of the report commissioned and published by English Heritage (EH) on this very issue. For anyone who has not read it, it is well worth a read. The reference is English Heritage Research Report Series no 28-2012, Railway Signal Boxes - A Review, by John Minnis ISSN 2046-9799 or ISSN 2046-9802. This is free to download from the internet and is a report commissioned by EH with the help of Network Rail to consider all of the remaining signal boxes on the English network in the context of the national plan to gradually replace them all. The author considers them by railway company

and builder and notes that approaches to listing in the past have not always been systematic, with important gaps in the listing of certain styles and designs. The report makes recommendations for considering further listing.

Where this is of interest to the S&C is a clear recommendation "noting the important contribution that the boxes make to the visual unity" of the line and "their continued existence should form part of the overall heritage management of this line" (page 5). This theme is enlarged upon in the section on page 28 concerning Midland Railway boxes where the author recommends "some way in which they can be retained should be explored". These are clearly serious comments from the Government's heritage advisory body so I was hoping that FoSCL and related organisations that have done so much to preserve the character of the line (quite rightly within the context of a modern operational railway) are part of this important discussion about these iconic structures.

Turning to structures more broadly, it has been a great pleasure to read Ruth Evans' reports of the work of the Conservation area team. This project seems to me to be of great value. Last week was the first time in over five years I have been able to travel along the line and I was able to look out for platelayers huts and such like with renewed interest. It is right to identify the risk these buildings are under, but important to recognise their contribution to the character of the Conservation Area. Reading Ruth's report in November on the work being done to the Ribblehead hut I was sad that the icing on the cake was not planned with a new roof, but I am sure these matters have been given much thought! I wish this project well and look forward to reading more in future Journals.

Finally, and on the subject of structures, I am well aware that there is never a shortage of ideas, but often a shortage of time to carry them out or money to fund them. With little spare time I can't help with the former but can at least help with the latter so a donation is in the post for the Station Master's house project.

To all of you working actively on these

projects best wishes with your efforts. Don't underestimate the amount of pleasure it brings to travel on a line without the air of dereliction, or blessed with little more than plastic bus shelters by way of passenger facilities.

Dan Lucas – by email

Long Meg Mine

I do not think that it would be possible to re-open Long Meg Mine as a tourist attraction (*Letters to the Editor - November 2012 journal*) for the following reasons.

The mine closed in 1976, after nearly a century of use, due to the cost of extracting anhydrite becoming too high. After closure, all the machinery was removed, exits blocked up, and the mine allowed to flood. So it would be a very highly expensive and dangerous job to open it up again. Access to the area is difficult; most of the production went off by rail as the single-track road to Little Salkeld is still virtually just a farm-track and would require an expensive upgrade. Both Long Meg and Howe and Co's Sidings near Cotehill shipped out Anhydrite which is used in the manufacture of sulphuric acid. From Long Meg (1955 – 1975) and Howe and Co. (during World War 2) trains went to Widnes and Prudhoe respectively. Gypsum had been mined at both sites much earlier. Industrial locos used in the sidings were swapped at times.

Here is a brief potted history of Long Meg sidings and Howe and Co's sidings and mines:

Long Meg:

Mine opened – 1879

Siding and first signalbox opened in 1896: signalbox on up side of the railway north of the sidings.

1915 – first signalbox closed and replaced by a ground frame.

1955 – new signalbox and sidings installed; box on the down side of the railway south of the sidings.

1976 – mine closed

1981 – sidings removed

1983 – signalbox closed.

Howe and Co

Quarrying and Mining from the 17th century (Cocklakes area)

1877 – signalbox installed on the up side; also siding to brickworks; material brought from Cocklakes to sidings by horse and cart.

1879/80 – line opened up to workings (Cocklakes) which dispensed with horse and cart workings to sidings.

1916 – second signalbox (still in use) installed on down side.

1940s – extra sidings installed for shipping Anhydrite to Newcastle.

1966 – mine closed.

1981 – plasterboard factory closed (sidings and line to mine and factory little-used after 1975).

Books to research:

Gypsum in Cumbria by Ian Tyler. Blue Rock Publications 2000.

Stations and Structures of the Settle-Carlisle Railway by V.R. Anderson & G.K. Fox. OPC 1986/2000.

Alan Prosser - Baildon

(Editor's Note: A photograph of the original - pre-1915 - Long Meg signalbox can be found in the Anderson and Fox and other books. It looks to have been a tall structure like the preserved Armathwaite box.)

FoSCL Walkers Christmas Dinner

I just want to say how much I enjoyed the Settle circular walk and Christmas dinner at the Hartshead Inn, Giggleswick on Saturday 15 December. The walk took in areas that I've never been to before and the lunch stop was very memorable or perhaps a bit hazy when I had a glass of whiskey in one hand and a glass of mulled wine in the other! Facilities for a change of clothing were much appreciated at the Hartshead Inn and the meal there was very enjoyable. All in all an excellent day. Many thanks to Andy and Rosemary Feather for leading the walk and organising the event at the Hartshead Inn and to Ian Moffatt for transporting our change of clothing.

John Langford - by email**The End of the Line**

You might be interested in the photo below of the Warcop branch taken on a walk around 1985. It says it all! The chap on the left is the late Harry Baxter of Carlisle who was the walking group's programme secretary. Harry was a great character. He would sometimes cause bemused silence from the booking office staff at Carlisle by asking for a return to Hawes Junction!

Tony Iles - by email

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Rear Cover: The 13.03 Leeds - Carlisle service was still worked by a first generation Diesel Multiple Unit in this view at Smardale viaduct, exactly one month before the S&C was saved from closure, on 11/3/1989

Photo: Pete Shaw

