

FoSCL Chairman **Richard Morris** writes:

**W**e now know where we stand with regard to the timescale for the start of the next Northern England franchise. On 26th March the Secretary of State for Transport announced the revised dates for the various franchises that had been postponed in the wake of the WCML affair and reorganisation of the Department for Transport. Our new franchise start date has been put back to February 2016, by nearly two years. The Transpennine Express Franchise will now also finish on the same date as Northern's. You may like to put two and two together, or should I say one and one...

All this is in a sense good news, as it gives us extra time to consult on our proposed new timetables for the S&C and associated lines and on our detailed business case. The starting gun for potential bidders will be fired around July 2014, by which time we expect to have a solution which has been agreed with government and the rail industry at all levels.

Undoubtedly FoSCL will need to take action to promote the continued development of the S&C and that of the local economy. Currently, freight is in decline, surprisingly after Network Rail's massive investment in new track and intermediate block signals a few years ago. The expected freight diversions from the WCML have not materialised. Gypsum, formerly three trains a day, is now only seen occasionally. And just before our AGM it was announced that Scottish Coal had gone into administration. It's not yet clear what effect this will have on coal traffic over the S&C but we shall be monitoring the situation closely. However, it was encouraging to see quite a few Virgin Voyagers diverted from the WCML over Easter and weekends since.

And speaking of Easter, only a week earlier, on Saturday 23rd March, the line was closed by massive snowdrifts in the Kirkby Stephen and Ais Gill areas. The following day Network Rail attacked the snow with snowploughs from either end – nice to see the one that's often stabled just outside Carlisle station getting some use – and by Sunday evening the line was clear, give or take the odd huge icicle in Blea Moor tunnel.

The AGM this year was actually enjoyable: we got through the formal business in good time for a lunch break, then listened to an excellent talk by John Ellis, Chairman of the Cotswold Line Promotion Group. They of course gave FoSCL invaluable support in the early days and it's been a real pleasure to strengthen our relationship with them in recent months. John's other hat is Chairman of the National Railway Heritage Awards, and you'll remember seeing the photo in the February Journal of Marion Armstrong receiving a certificate for Appleby station refurbishment from him. So the discussion after the talk centred on just how valuable our unique heritage is, and how important it is to preserve and maintain it.

Signal boxes are now coming to the forefront of our deliberations on heritage: all the remaining manual ones on the S&C are expected to close by 2020 at the latest, with the possible exception of Howe & Co's Sidings. English Heritage have been looking at them closely, have consulted us in the process, and have decided to list Settle and Garsdale. The former already belongs to FoSCL and is very well looked after. But Garsdale? Network Rail are currently trying to improve its foundations in order to stabilise it, hence the big hole in the platform in front of it and the scaffolding at the back. Would we want to take on that one or any of the others? We shall have some difficult decisions to make in the coming years.

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.

Speaking of Howe & Co's siding, the bracket signal there has just been replaced with a single semaphore signal plus ground frame. When we heard of this we contacted Network Rail, as there was general agreement that it ought to be preserved and that we, FoSCL, were best placed to look after it. Network Rail have been very helpful and it is to be relocated to Settle, where it will take its place alongside the signal box.

There was a very nice event in Settle on 13th April, when I had the great pleasure of declaring Nigel Mussett's renovated Settle-Carlisle exhibition open. This occupies a complete room at the Folly Museum and is well worth a visit next time you're in the area. The opening was followed by Nigel giving a fascinating talk on some of the myths and legends of the S&C, a lot of it based on his own original research. Particularly interesting to me was the life of C S Sharland, the young surveyor of the route of the line, about whom very little was known until recently. We were given chapter and verse on the exact locations of the various navvies' settlements between Ribbleshead and Dent Head, and finally the story of the loco on the Garsdale turntable that was spun round out of control by the wind. It's true, and Nigel has the documentary evidence to prove it!

And another landmark event: the opening of the restored Ribbleshead Stationmaster's House on 24th April. See the full report elsewhere in this edition.

Some of you may have noticed that the Settle-Carlisle Partnership web site, [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk), has been revamped. This is the result of a great deal of work by our developers, Dales.Net, not only to bring the site's appearance into the 21st century, but also to incorporate the Settle-Carlisle Railway Design Guide, the bible of all those planning to alter or rebuild any structure along the line, used to good effect in the restoration of Settle Station Water Tower by Mark and Pat Rand.

I should mention in passing that Mark announced at the committee meeting prior to the AGM that he would not be seeking re-election this time. Some people have commented in the past that in any organisation, it is unusual for a former Chairman to remain on the committee once he has retired. To his credit, two years ago when I took over Mark did just that, and I was very pleased that he did; there was continuity in the leadership of FoSCL



**Construction company Eric Wright Civil Engineering installed new semaphore signals at Howe and Co's Sidings during April; they are in the foreground and replace the tall 'bracket' signal behind. Also visible is Howe and Co's sidings signalbox which was installed by the Midland Railway in 1912 and which is expected to survive for a time after the closure of the rest of the S&C's signalboxes.**

**Photo: Eric Wright Engineering**

and that the handover was amicable. And over the past two years he has regularly attended committee meetings and made a significant contribution to FoSCL in spite of having the small matter of a Water Tower to attend to. He has stressed though that he would still be delighted to contribute to FoSCL's future projects whenever he feels he has something to offer, and we are delighted at this. He will be welcome at committee meetings in future and we hope to see much more of him.

And finally, just to revert to our campaign for better rail services: we are of course engaging with the relevant MPs along the line. And on that subject, I must mention something that happened one afternoon recently. I was in the Hallmark Hotel in Carlisle, about to have a quiet cup of tea, when I was accosted by John Stevenson MP who said "Come and join us!". I'd no idea what I was joining but I went along anyway and found myself at a Tory fundraising event. It cost me £10 for Tory party funds, which was well worth it because the Foreign Secretary, William Hague, was the star attraction and I was able to have a conversation with him. He is well aware that the line touches his constituency and promised to write letters in support of our campaign. What more could we want? £10 well spent!

## Editorial

**W**e are all in this together! Now where have we all heard that before? I was reminded of this 'well-known phrase or saying' on the afternoon of the FoSCL AGM whilst listening to the guest speaker – John Ellis, Chair of the Cotswold Line Promotion Group and of the National Railway Heritage Awards.

Mr Ellis was keen to point out, tongue in cheek of course, that FoSCL is the junior partner to the CLPG in the railway support-group stakes. After all, CLPG gave invaluable advice and support when 'FoSCLA' (as we were then) was formed back in 1981. After passing on greetings from the 'senior group' Mr Ellis went on to give a fascinating outline of his railway career which included being Managing Director of Scotrail. He then described the origins and work of the CLPG; this involves working WITH the railway on common concerns: linespeeds, stock, car parking at stations, connecting bus services, relations with the DfT, connections at each end of the line and the pros and cons of electrification on a line with a lot of heritage value. Does this all sound familiar? There are differences as well; although both are long-distance, rural lines, the Cotswold route has the added problems of interface with different NwR and TOC areas. And of course it has the advantages (disadvantages?) of its close proximity to London and of its serving far larger centres of population. Unlike the S&C it does not have a large amount of freight traffic and has two ten-mile sections of single track. This latter seems not to be a problem for the S&C as we only have the short stretch along Ribbleshead viaduct; but wait a minute! What about the lengthy stretch through Darwen in Lancashire which has a serious impact on our campaign for Manchester-Carlisle services?

Then there are manual signalboxes; those on both lines are likely to disappear by 2020. Do we seek to preserve any? And which? And who should pay for that? And many see the sustained future of passenger services to be in electrification. There are contradictions in this due to both lines being in sensitive areas; already there are problems in the West Country with the GW electrification scheme through Bath. These can be obviated to some extent by sensitive designs like those in Princess Street Gardens, Edinburgh. Technology is constantly moving forward; but would this give us the environmental advantages that we want?

Yes, we ARE all in this together!

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

# FoSCL Notes

## AGM 2013

The Annual General Meeting of FoSCL was held on Saturday April 20th 2013, at the Victoria Hall, Settle. 95 members were present and there were 29 apologies for absence. The minutes of the previous AGM were accepted as a correct record. A member asked the meeting to note the loss of a bus connection at Garsdale on Sundays and Bank Holidays under 'Matters Arising'.

The Chairman, Richard Morris, presented an Annual Report, mentioning:-

- that our committee were ably supported by 200 active volunteers.
- Our Constitution stated our aims, which was essentially a mission statement, and might be encapsulated as trying to maintain the heritage of the line and to improve rail services.
- We maintain a dialogue with members through the Journal, correspondence, and monthly minutes of meetings which are published on the website.
- There is still a lot of heritage left on the S&C; and two examples of work are the restoration of the Ribbleshead Stationmaster's house and the project to catalogue all the lineside structures.
- Some of the freight is in decline such as coal and gypsum traffic, whilst cement and timber run regularly.
- The S&C is in use for diverted trains from the West Coast Main Line.
- Statistics show some ticket sales to be slightly reduced.
- A potential timetable has been developed by FoSCL which would give enhanced journey opportunities.
- Contact is maintained with MPs; including John Stevenson at Carlisle who introduced our Chairman to Foreign Secretary and Richmondshire MP, the Right Hon. William Hague.

The Treasurer circulated a financial report showing a healthy position with Total Assets of £270,621 and Income for the year of £67,764 and Expenditure of £72,345.

Financial help had been given to many projects; e.g., the Swaledale railway

connecting bus, Lineguides, the Ride2Stride walking festival, and station gardens. The shops and membership team leaders (Pat Rand and Peter Davies) were thanked for achieving high levels of income.

The Auditors, H&M Ltd of Skipton, were re-appointed.

The election appointed Richard Morris as Chairman, Paul Kampen as Secretary, Stephen Way as Treasurer, plus Pete Shaw and Peter Davies as committee members.

Mark Rand decided not to stand again, having served several years as previous Chairman, and then on the committee too. Ken Shingleton proposed a vote of thanks to Mark.

Several questions were then put by members including:-

- The potential threat to rail freight of increased road lorry sizes.
- Could the Dent coal road be gritted, as the bus could not get up to the station in winter.
- How can heating, air conditioning and toilet problems on Class 158 Sprinters be solved.
- Who is responsible for clearing refuse from the trackbed in platforms 5 and 6 in Carlisle.
- It is noticeable that diversions from the West Coast Main Line are reduced, with many passengers having their journeys disrupted by being put onto buses.
- A query about the possible purchase of Langwathby station; this has been examined but was beyond our financial capacity.
- The linespeed is not satisfactory at 60 mph and could be increased.
- Could FoSCL do more to encourage bus links from stations.

## Pete Shaw

*(The full account details are available from the Secretary – please send an A4-sized s.a.e to the address in the front cover – or can be seen on the website in the 'Members Only' section)*

## Ribblehead ‘Shanty Town’ Walks

Walking tours on foot around the railway construction site at Ribbleshead will take place every Wednesday from July 3rd to September 11th inclusive plus Saturdays 20th July & 17th August.

On all days there will be a short walk of approximately two and a half miles covering the shanty town sites. This walk returns to Ribbleshead at approx. 1.00pm in time for the 13.18 train south or the 14.05 north. The long walk is approx. five miles and goes over Blea Moor to view Littledale, where stone was obtained to construct the viaduct, and the tunnel airshafts. This tour arrives back at Ribbleshead at approx. 3.00pm. On both walks we talk about the history of the railway’s construction, the life of the railway builders and refurbishment of the viaduct. We also hope to answer your questions. Waterproofs, stout footwear (preferably walking boots which must be worn for the long walk) are essential whatever the weather which at Ribbleshead, at any time of the year, is unpredictable and can be severe. A packed lunch is essential for the long walk. Please meet at the main building on Ribbleshead station at approx 10.25 for either tour - this gives good connections from the trains in either direction (08.49 from Leeds, 08.53 from Carlisle - NB train times are different on Saturdays). There is no charge but donations would be appreciated.

**NEW FOR 2013/14!** On Sundays 22nd September, 20th October 2013, 16th March & 20th April 2014, there will be a ‘short’ walk - leaving Ribbleshead station at 10.15. This will be of particular value to people using the new ‘Ribble Valley Connect’ Sunday service connecting with the S&C trains at Hellfield.

Whilst every care will be taken, participants must be mindful of their own safety whilst on the walks and no responsibility can be taken by FoSCL. Instructions from the leaders must be followed at all times and we reserve the right to shorten, re-route or even cancel walks at short notice if weather conditions are deemed to be unsafe. We also reserve the right to ask people not to join us if they are not suitably kitted out. Please do not take this as being unfriendly or unwelcoming; there are no serious dangers to the tours - but that is because we do not take risks! And lastly - sorry for all the strictures! - the walks DO NOT go onto the Ribbleshead viaduct itself. We look forward to meeting you.

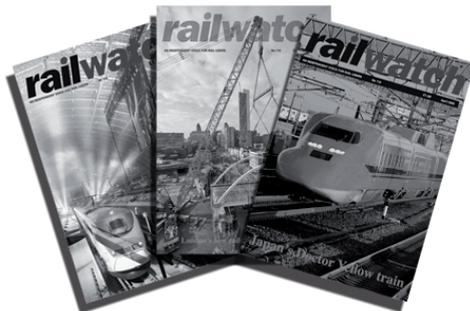
# Railfuture

■ ■ **Special offer to FoSCL Members:** As you are already a Member of the Friends of the Settle-Carlisle Line, Railfuture would like to welcome you as a Railfuture Supporter, at a bargain rate of £9 a year.

■ ■ Railfuture Members and Supporters receive the magazine *Railwatch* free four times a year and the chance to join local branches and take part in local and national events. You can choose to be a Supporter or a Member but only Members can vote in Railfuture elections.

■ ■ We all need a good, modern rail network cheap enough for everyone to use. Railfuture has a proud history of fighting for **new and reopened lines and stations**, high speed rail and electrification, and has campaigned against **high fares and overcrowding**. We were also involved in the fight to save the Settle-Carlisle line

■ ■ Railfuture is not affiliated to any political party but lobbies to ensure rail is promoted and receives its fair share of investment.



**Yes** I want to join *railfuture*  
 .....

- Railfuture Membership: £21
- Family Membership: £21 (+£2 per person)
- Unwaged Membership: £14
- Railfuture Supporter (FoSCL): £9**

**Join online at [www.railfuture.org.uk/join](http://www.railfuture.org.uk/join)**

Or send a cheque payable to Railfuture to  
**Railfuture, 6 Carral Close,  
 Brant Road, Lincoln LN5 9BD**

## Membership Matters

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

Mr. T. Armitage, Meltham.  
 Mr. John Carol Case, Thornton in Craven.  
 Mr. R. A. Dungleison, Minehead.  
 Mr. Douglas Hartley, Bradford.  
 Mr. Lindsay Graham, Northern Ireland.  
 Mr. J. P. Houghton Huntingdon, Cambridgeshire. Mr. Houghton was a founder life member and died on 28th February, 2013.  
 Mr Robert (Bob) Leakey, Settle.  
 Mr. Geoffrey Luke. Mr. Luke passed away this year on 20th January.  
 Mr. V. Walker, Ripon.

The following journals have been returned undelivered.

Mr. P. Nowell, Snodland, Kent.  
 Master A. Pollard, Lazonby.  
 Mr. R. W. Rollins, Arnside.

If any body has the correct contact details for these three members could they please let us know.

**MEMBERSHIP CARDS:** 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).

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

Barclays Bank PLC  
 Skipton Branch  
 Sort Code 20 78 42  
 Account number 90370894

**PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.**

**DIRECT DEBITS:** We still have several members who pay their subscription by Direct Debit. This costs FoSCL 37p per transaction.

If you are still paying by Direct Debit could you please consider setting up a Standing Order instead? We can supply a form for this purpose; please contact the Secretary (address in front cover) for this.

**Peter G. Davies -  
 Membership Secretary**

## Con Wilman

The committee would like to thank the family and friends of the late Con Wilman for their kind donation of £120.00 in his memory.

Con was a keen supporter of the FoSCL guided walks and he travelled regularly from his home in Scunthorpe to take part in them. He requested that the donation should be allocated toward the cost of funding the walks.

## Stephen Way

## 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. Please allow two weeks for delivery.**

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

## Promoting the S&C

FoSCL continue to play an active role in helping to market the line, to ensure that passenger numbers remain high. This was a pledge which we made during the campaign to keep the line open.

Over the last Winter period we have distributed 15,000 Lineguides from our store at Shipley; and we will do the same this coming Summer – so you should find one enclosed with this magazine.

We have also placed entries into “Bedroom Browser Folders” – the information packs which go to hotels, guest houses and campsites. There are 12,500 of these for the Yorkshire Dales, and 36,500 for Lakeland.

**Pete Shaw**

## Electronic Magazines

Members can take advantage of an electronic magazine by contacting the Editor. This is sent in PDF format meaning that it can be blown up in size on the computer screen. It can also be read by users of Kindle Fire.

## Sales Department Shop Opening Hours

Core opening hours for our two station shops are:

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

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

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](http://www.foscl.org.uk)

The webshop 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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# News Notes



## Ribblehead Ceremony

**F**or the opening ceremony of the restored Stationmaster's house at Ribblehead on 24th April a warm sunny day would have been perfect, but it was not to be – a howling gale and low cloud were the order of the day!

S&C Trust Chairman Peter Drury greeted guests on the platform as they alighted from the 12.02 train, and ushered them across to assemble in the visitor centre in the main station buildings. A lively throng of representatives from the rail industry and supporting organisations were engaged in conversations.

We then moved into a marquee for the speeches, because it was far too cold and inclement to have the ceremony outside as had been planned.

Peter Drury outlined the success story of the restoration, followed by previous Trust Chairman David Ward who gave a more detailed history of the Stationmaster's house, and the various stages of the current restoration works. The plans had varied from the original idea of the house becoming a holiday let, to a caretaker's home, and back to a holiday let. The architect John Ives had drawn up various options, and the final configuration included re-instating a weather porch, plus the walled yard which would have housed an outside privy. (The luxury of an inside loo will greet visitors now though!) Double-glazing, central

heating and a modern fitted bathroom & kitchen also bring the standard of facilities up to date. Ridge tiles, barge boards and slatted fencing all conform to the original designs.

Next, the Chairman of the Railway Heritage Trust, Sir William McAlpine, spoke about the extensive restoration, and how the weather made civil engineering projects in such an exposed place quite a challenge. This is emphasized by the remaining part of the work to waterproof the external walls still needing to be funded. Sir William praised those who had been involved in the technical side of the work, and quoted his grandfather as saying that the art of success was often in choosing which engineering contracts to tender for, and which to leave alone!

The former Bishop of Carlisle Graham Dow (now a Trustee) performed a blessing with a prayer.

Then Peter Drury summed up, thanking all those involved in the project, whether it had been the planning stages, the fund raising (which includes FoSCL), or the physical work, and those involved in organizing the ceremony.

Groups of people were then escorted on tours round the house to see the finished article. The standard of work is excellent, and the immediate impact for me was just how warm and cosy it was compared with outside! Furnishing was to be completed





later, and the house will then be available for letting. And what a base for a holiday – railway station adjacent, the iconic Ribbleshead viaduct in view, the Three Peaks of Ingleborough, Whernside and Penyghent surround the house ready for your ascent, the towns of Settle, Ingleton, Hawes and Dent lie at the four points of the compass, plus the magnificent Dales scenery all around.

After touring the house a buffet lunch was available for guests at the opening ceremony.

**Pete Shaw**

*Facing Page Above: Sir William McAlpine Bart. speaks about the restoration of the house.*

*Facing Page Below: The plaque  
Photos: Pete Shaw*

*Above: This impressive view of the house shows the newly rebuilt porch; the original one was blown down in a gale many years ago.*

*Photo: Geoff Bounds*

**LINESIDER**  
Video

*New release*



**NORTHWEST MAINLINE STEAM 2012 (87 mins.)**

Covering the varied action in 2012 on the S&C, Shap, Beattock, Wilpshire & more.

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Follows 'Uphill & Down Dale: NW Mainline Steam 2007-2011'

87 minutes, 96 shots On-screen details

Brief, informative commentary

**DVD: £12**

Available from the FoSCL shops at Settle and Appleby stations

Orders also welcome at [www.linesidervideo.co.uk](http://www.linesidervideo.co.uk)

Or by sending your order and a cheque for £12 made payable to 'David Ainsworth' to: 27 Broadway, Fulwood, Preston, Lancashire, PR2 9TH

## Storm force from the East and hot coffee for the snow plough driver

The weather station has recorded its strongest gust since its installation on the water tower. 57.6 mph at 11.36 today, from a direction of 107 degrees. That is storm force, more or less from the East. For Settle, that is cold.

The railway has been closed at times over the weekend because of drifting snow. Scheduled track works today (Sunday 24th March 2013) have been shortened and snow ploughs are out again today on the line.

Pat deals with the 'contact us' messages on the Friends of the S&C website. Yesterday she received this heart warming message from one of the heroes battling to keep the line open:

*"I would just like to express my gratitude to your staff at Appleby today. Having been called at short notice to operate a snow clearing engine at Blea Moor with members of the p way staff. We were really grateful for the flask of coffee and biscuits provided as we battled to keep the line open for Network Rail. It restores your faith in people's kindness and left me speechless.*

*I will be singing your praises to my bosses this week and hopefully I can repay this act of kindness!! Thanks again Willy"*

(To give credit where due, the coffee will have come from the S&C Development Company's Appleby kitchen that normally services the trolleys for the S&C's passenger trains)

**Mark Rand**

## From an On-Train Guide's Logbook

The advanced age of Northern's fleet is a matter of record. On-Train-Guiding recently our train from Settle to Carlisle lost a lot of time because a set of doors would not close properly and unless the doors are closed the train cannot move. In fact nobody used that particular set of doors after Appleby and the train made up some lost time. I congratulated the driver at Carlisle. With a wry smile and a twinkle in his eye he thanked me and explained "I think it's the newness wearing off".

**Mark Rand**



*A sight that the public does not normally see! Icicles in Blea Moor tunnel seen from the snow-plough.*

*Photo:  
Willy Ward*

## Garsdale Signaller Retires

One of the signalmen from Garsdale box retired in March, Mr Nick Chetwood. Because the signalbox is located on the station platform, many passengers will know of Mr Chetwood. He frequently came out to inform people about their trains being on time (or late!). This was over and above the call of duty and it was noticeable that he stood out in this regard. And passengers being kept informed makes for a less stressful wait. He had worked at Garsdale for nine years, and lives outside Sedbergh – often cycling all the way to work.

FoSCL and passengers wish him well.

**Pete Shaw**

Rose Caravan Park. That prompted us to give them a go and we duly booked them out with Clive at the Midland (24 hours notice is helpful).

We can ride a bike - but we aren't fit - so didn't quite know what to expect. The joy of gently pedalling (you don't even have to do that - but somehow we felt we ought to) up steep gradients whilst having the energy to enjoy the views and some conversation was invigorating.

We rediscovered roads we are used to travelling far too quickly along behind a steering wheel and even enjoyed the decidedly bracing conditions, once we'd equipped ourselves with 2 sets of gloves from Allsorts in Appleby and a copious supply of chocolate.

The bikes are claimed to have a 60 mile range (we didn't test that out), come with helmets, lock, maps and instruction (though even we picked up the controls in a few seconds) and are great fun.

We would heartily recommend trying them out for yourselves - and certainly recommending them to visitors through the season.

For non-locals, they can be rented at a very reasonable £30 a day and are a really good way to discover the Eden Valley for the first time.

Go to:  
[www.appleby-cumbria.co.uk](http://www.appleby-cumbria.co.uk)  
for details.

**Murray and Jackie Winters - Colby**



*Nick Chetwood cautions the driver of a charter train at Garsdale. 11/6/2011*

*Photo: Roger Templeman*

## Taking to the country lanes

February's Heart of Eden church Newsletter carried an article about electric bikes available at the Midland Hotel by Appleby Railway Station and Wild

## 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](http://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 have been calling additionally at Hawes Market Place outside the public toilets since Sunday February 24th. 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](http://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 commenced 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 09.00 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

### 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**



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including weekday buses in Wharfedale, Wensleydale and Swaledale will continue unchanged.

Our volunteers have been 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](mailto:media@dalesandbowland.com) or ring: 0115 9322356.

**John Disney**

## The Return of the Music & Ale Train

There is something quite surreal about watching a pint of real ale being pulled from a traditional hand pump as you ride over Ribbleshead viaduct on a scheduled Northern service. But, surreal or otherwise, that was the scene on Saturday 4th May as the inaugural train of a series of three made its progress on a lovely spring evening.

The beers on the bar were Three Peaks Brewery's Ingleborough Gold and Nine Standards Brewery's Silver Standard and both were greatly enjoyed by the customers on board. This year, all the ales will be sourced from breweries local to the railway line in both Yorkshire and Cumbria.

Entertainment was provided by the Worth Valley Hot Stompers (jazz) and The Hall Brothers (folk). The folk musicians also stepped off the train to play on the platform at Ribbleshead station while travellers stretched their legs and enjoyed the views.

Thanks to all the team for their hard work on the night. All the effort was well worth it judging by the happy faces on board.

The remaining two trains will run on the first Saturdays of June and July (see page 15 for further details). Do join us for a pint

or two and remember, July is the Sausage Special!

**Josephine Shoosmith**

## Ribblehead Anniversary

It is twenty years since the new northbound platform at Ribbleshead station was opened.

When eight local stations re-opened for regular passenger use in 1986, only the southbound platform existed at Ribbleshead, the original northbound one having been demolished when all the small stations were closed in 1970. That was done to make better access to the Quarry Sidings.

A campaign to build a new northbound platform was launched by the S&C Business Liaison Group and FoSCL. Lobbying and fund-raising went on for several years, and then on 28th May 1993 the new platform was officially opened.

The funders were FoSCL, the Yorkshire Dales National Park, the S&C Trust, the S&C Business Liaison Group, the Rural Development Commission and the B.R. Community Unit.

The twenty years have flown by and the platform is now taken as the norm. Prior to its building though, anybody for Ribbleshead had to travel through the station on a non-stop train and alight further north at Dent, then wait for a southbound train, and alight from that at the southbound platform at Ribbleshead quite a long time later!

How peculiar that sounds now!

Ribbleshead is a focal point on the line; with the iconic viaduct, isolated Blea Moor signalbox, access for walkers in the Three Peaks country, for railway enthusiasts, local passengers who go towards Leeds or Carlisle; and soon - holidaymakers in the refurbished stationmaster's house.

A good project indeed.

**Pete Shaw**



## Obituaries

### Richard 'Dickie' Birtle

**A**fter a long illness, Richard 'Dickie' Birtle of Lazonby died peacefully in Penrith Community Hospital on Thursday 18th. April 2013. He had a fifty-year career on the railway starting as junior porter at Lazonby and retiring, five years ago, as a relief signalman at the northern end of the S&C. He trained as a signalman at the old Long Marton signalbox and eventually worked in all the boxes from Kirkby Stephen to Howe & Co's. He also had a spell at Carlisle in signalboxes and the carriage and wagon department; and for a time he worked with his father in law, Vince Armstrong, in the permanent way department on the S&C.

For many years he was a keen railway first-aider and along with Hughie Watson and Jimmy Richardson represented the Penrith team in competitions. He could always tell a good story and some of them are featured in Bob Swallow's book *Against the Grade*.

Outside of work he was involved with many village organisations and was a keen sportsman playing cricket and football in his younger days. In the early 1980s, as manager of the Lazonby football youth team, he got permission to use the redundant Up side waiting shelter on the station as a changing room.

Dick's funeral service was held at St. Nicholas's Church, Lazonby and then Carlisle Crematorium on 25th. April. The church was packed and there was an extremely good turnout from former colleagues to prove his popularity.

### Kenny Harper

### Robert 'Bob' Leakey

**O**ne of the more colourful members of FoSCL, Mr Robert Leakey of Settle, has passed away aged 98.

A familiar figure around Settle and a regular visitor to our station shop, Mr Leakey was born in Kenya and was one of four siblings. Both his brothers became senior army officers and, despite being in a reserved occupation (aeronautical engineering), Mr Leakey joined up in the

Second World War - being in the thick of the fighting in Burma.

Mr Leakey then returned to engineering and settled in Settle - starting a business called R & B Leakey which manufactured inshore fishing equipment and 'Leakey boats' (this term he coined himself!)

He was a pioneer potholer and cave-diver and is particularly associated with the discovery and exploration of Mossdale Cavern. He also explored caves and climbed mountains in the Himalayas, and was once reported as having survived three flying accidents, two car crashes and five Japanese bullets with one broken arm and one broken back.

A man of trenchant political views, he often wrote letters to the press and more than one of our Settle shop volunteers has received a monologue from him on the environment, railways (of course), politics, the monarchy, capitalism and much more.

Mr Leakey was a magistrate and a school governor and twice stood as an independent both for parliament and for the local council - on both occasions being the oldest person in history to do so.

FoSCL sends its condolences to his family.

### John Carol Case

**A**n internationally-known figure from the world of the arts and a FoSCL member, Mr John Carol Case of Thornton-le-Dale, has died aged 89. Mr Carol Case was born in Salisbury and studied at Kings College, Cambridge. After war-service in the Queen's Regiment, he commenced a career as a baritone singer - mainly in oratorio and lieder although he also took part in recordings of opera including Gilbert and Sullivan. His discography includes recordings with the world's greatest conductors. When the demands of constant touring and performing began to take its toll, Mr Carol Case established himself as a teacher - one of his pupils being the young Lesley Garrett.

He retired to North Yorkshire where he was able to indulge in his twin-passions for motor-bikes and Yorkshire County Cricket Club. FoSCL sends its condolences to his civil partner.

## Settle-Carlisle Railway Music & Ale Trains Back for Summer 2013

After a two-year break, the Settle-Carlisle Railway Development Company will be running its popular Music & Ale Trains again this summer in conjunction with Northern Rail.

Each train will feature live jazz and folk music, provided by The Worth Valley Stompers and the Hall Brothers. A variety of real ales will also be on board with beers coming from the Three Peaks Brewery in Settle and a selection of guest beers from breweries based along the Settle-Carlisle Line.

Other drinks and fresh coffee will also be available, along with Taste of Eden dairy ice cream so there really will be something for everybody.

In a new departure, the July train is being branded "The Sausage Special". Tickets for this train will include a freshly barbecued sausage sandwich served on the platform at Ribbleshead Station. Sticking to the local

produce theme, these will come from the Blue Pig Company, producers of free range traditional-breed bangers based at Settle.

The trains will leave Skipton at 20.00 on Saturdays 1st June and 6th July, arriving back at Skipton at 21.38. Tickets for June are £6.00 and the "Sausage Special" in July will cost £9.00. Tickets are on sale at Settle Station, Café Express in Skipton Station and online at [www.scrdc.co.uk](http://www.scrdc.co.uk).

The trains offer a unique experience by combining constantly changing (and spectacular) views with the best of local music and ales.

**Josephine Shoosmith,  
Development Manager -  
The Settle-Carlisle Railway  
Development Company  
email:**

**[josephine@settle-carlisle.co.uk](mailto:josephine@settle-carlisle.co.uk)**



*The Hall Brothers perform on the first Music and Ale train for 2013 Saturday 4th May.*

*Photo: Josephine Shoosmith*

**Music and Ale Trains**

2013 Dates  
Saturday 4th May  
Saturday 1st June  
Saturday 6th July

[www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)

SETTLE - CARLISLE RAILWAY

## Station Master's House, Ribbleshead

The Trust is delighted to announce that it is anticipated the Station Master's House, Ribbleshead will open as Holiday Let from 24th May 2013. Details of the facilities, prices and booking arrangements can be found on the Trust's website [www.sandctrust.org.uk/stayatastation](http://www.sandctrust.org.uk/stayatastation) and further advertising is in preparation.

The restoration has been a large, costly and difficult task due to the sandstone walls being found porous to the wet and cold Ribbleshead climate and the roof and floor structures having considerable wet rot. Internal damp had clearly been a major problem since the House was built because photographs exist showing the external walls clad with tiles. The land on which the walled Yard is located also proved unstable and it has been necessary to provide substantial concrete foundations. The ugly UVPC windows have been replaced with hardwood double glazed windows to the original Midland Railway appearance. The Midland Railway design ridge tiles, barge boards and fencing have been reinstated and structurally all the later modern additions have been removed and the Yard and Porch reinstated. The Porch has been turned round so that its opening faces East and therefore away from the prevailing wind. Externally therefore the building looks much as it did when first built with

the exception that the East chimney stack has not been replaced. The interior rooms are exactly as built in shape and size but are now fully insulated and centrally heated with the blocked up downstairs fireplaces reinstated. A modern kitchen and bathroom

have been installed and the original larder is now a downstairs WC. The reinstated walled Yard is as near to original as possible with the former privy now replaced by a modern wash room. The drainage system and septic tank have also been renewed and drinking water from the borehole now passes through a modern purification plant. The exterior walls still have to be repointed and treated with fungicide and a waterproofing compound to stop penetration of rainwater through the stonework which hitherto has caused considerable internal dampness.

From time to time the cost of the SMH restoration has been unjustly criticised. It might be helpful therefore for FoSCL Members to have the final estimated costs.

Based on the 2010 estimated cost for undertaking the work under commercial contracts updated for inflation and adding the cost of the extra work that has been found necessary the commercial price in 2013 would have been c £318,000. The final price is now estimated to be £232,000 showing a saving of £86k thanks to Network Rail managing the Project as a Gift in Kind to the Trust. In addition the Trust has been able to obtain £150k in Grants and Donations and the Trust is very grateful for the very large grants from the Railway Heritage Trust and many other smaller donations. The difference of £82k between the commercial price of c £318,000 and the aggregation of the Gift



in Kind and grants/ donations of £236k has been funded by a £40k loan on deferred terms from FoSCL for which the Trust is most grateful, a £25k mortgage from the Bank and the balance of £17k has come from Trust's funds.



In the final analysis therefore the SMH which was valued in the Accounts at £155k in 2010 and because of its condition was declining in value has now been increased in value due to the restoration to c £300k. A capital improvement of £145k for an investment of £82k. In addition the SMH is now in a condition to start earning its cost of insurance and maintenance which was not possible before restoration making an annual saving of c £6k per annum.

The £236k external financial contribution which the Trust has been able to attract to this restoration is a good example of the value the Trust can bring to the S&C line buildings and structures and hopefully convincingly answers the question posed by Richard Morris in the last FoSCL Journal "should FoSCL continue to fund the Trust's work".

**David Ward**

***Above: Work in progress on the house. Photo: Patricia Beckwith***

***Left: Seen at Ribbleshead station during the Trust meeting in April 2013.***

***Back Row L-R: Peter Drury (S&CRT Chairman)***

***Andrew Morgan (Network Rail Project Manager)***

***Margaret Ritchie (S&CRT Secretary)***

***John Ives - Architect (Potts Parry Ives & Young, York)***

***Andrew Elsdon (Network Rail Project Manager)***

***Jamie Anderson - Contractor (DTA Construction Ltd, Widnes)***

***In the foreground:***

***Douglas Hodgins (in his capacity as Trustee)***

***Ruth Evans (invited to help the Trust plan our 25th Anniversary events)***

***Tony Freschini (Trustee, our most longstanding in fact)***

***David Ward (Trustee & past Chairman with an ongoing responsibility for the SMH to finalisation)***

***Richard Morris (FoSCL Chairman - always invited to our meetings)***

***Other Trustees & Trust Officers present but not captured in the photo were Graham Dow, who took the photo, Jon Blythe and Ian Watson; also Pat & Tony Beckwith. Sadly we were missing nine people on the day, partly due to the appalling weather.***

## The SCRCA Historic Structure Recording Project – update no. 3

The long-term project to identify, record and monitor the condition of the remaining historic structures within the Settle - Carlisle Railway Conservation Area (SCRCA) is progressing nicely.

The Midland Railway Company's 1911 land plans have been digitally linked to modern Ordnance Survey mapping and position information (grid references and latitude / longitude coordinates) has been obtained for every milepost, gradient post and major structure marked on the plans. The land plans used for this exercise were made available by Tony Freschini, the Resident Engineer for the Ribbleshead Viaduct repairs in the late 1980s/early 1990s and they have proved to be an invaluable resource for the SCRCA Project. However, they are reproductions from micro-fiche copies of the originals, which means that some of the fine-detail is difficult to decipher. Fortunately, the task has recently been made easier thanks to Roy Burrows and the Trustees of the Roy F Burrows Midland Collection Trust who have kindly donated a CD containing digitised versions of a clearly readable set of plans dating from 1912.

High-definition "drivers'-eye view" video footage filmed and supplied by Ian Fisher of Creative Imagineers Ltd in 2012 is currently being reviewed to identify structures that have been added or removed since 1911/12. Once this has been done, similar (standard definition) footage filmed in 1984 and 2002 (supplied by Peter Middleton of Video 125 Ltd) will be reviewed to identify changes since 1984.

Geoff Bounds and Peter Robinson have supplied bi-directional footage filmed in 1992 during preparations for creating the SCRCA and Northern Rail has supplied a copy of its 2010 bi-directional driver training video. As part of the video-review process, individual video-stills are being extracted for each visible structure. These will provide an invaluable record of the significant changes that have taken place since 1984. The valuable nature of this

material is illustrated by the reduced-size stills reproduced opposite.

Andrew Kidd from Network Rail has kindly supplied photographs of many structures that are not visible from publicly accessible locations and he has offered to provide more in the future if required.

A set of questions/assessment criteria has been drawn-up to enable the relative importance of individual SCRCA structures to be evaluated. They are fully aligned with English Heritage guidelines for listed buildings and 'local listing', but reflect the SCRCA's unique status as a linear conservation area straddling and encompassing a modern and busy operational railway line.

A comprehensive and flexible internet-based document and data storage / retrieval system has been developed to provide secure storage of, and easy access to, all project-related material. A selection of this material is gradually being made available to the public via the 'History' section of the FoSCL website - see:

<http://www.foscl.org.uk/content/scrca-project>

The long-term programme of field-visits is now well underway and approximately 25% of the 1,893 logged structures have been visited and recorded. However, only a small fraction of the material collected has been uploaded to the computer database so far. We are urgently seeking additional volunteers to help us with the processing of digital images and the uploading of material to the computer system.

If you feel you may be able to help us with this, or any other aspect of the SCRCA Project, please contact Ruth Evans (FoSCL's Volunteers Coordinator) via e-mail at: [ruth.evans@settle-carlisle.com](mailto:ruth.evans@settle-carlisle.com).

**Mark Harvey**



## SCRCA Historic Structure Recording Project – the value of ‘stills’ from “driver’s eye view” video footage

### A: The “Naptha Store” in the cutting between Baron Wood Tunnels 1 & 2.

There is no public access to the Baron Wood Tunnels area, making the video footage invaluable for identifying and recording structures and assessing their current condition.



*Filmed on 30" August 2012 - © Creative Imagineers Ltd. (2012)*

### B: The signal box and adjacent buildings at Howe & Co's Siding.

There is no public access to this area either. The current signal box opened in 1916 on a different site to the earlier structure. However, the 2012 video footage allowed the location of these structures to be plotted with a reasonable degree of accuracy.



*Filmed on 30" August 2012 - © Creative Imagineers Ltd. (2012)*

### C: Compare Long Meg Sidings in April 1984 . . .

The signal box and lamp hut are in good condition, the telegraph pole, point-rodging, sidings and foot crossing are extant, and a pair of signals are just visible in the distance.



*© Video125 Ltd. (1984)*

### D: . . . with Long Meg Sidings on 30" August 2012.

Only the signal box and coal-bunker remain, but not for long as these too were demolished at the end of January 2013.



*© Creative Imagineers Ltd. (2012)*



*Above: 60009 Union of South Africa at Birkett Common on a bitterly cold 2nd February 2013.*

*Photo: John Cooper-Smith*

*Below: The same loco rounds the curve prior to Dent station with the 'Hadrian' tour from Leicester to Carlisle on March 30th 2013.*

*Photo: Pat Arrowsmith*





**Above:** 66525 working into the loop at Blea Moor with 6E63 from Hunterston on Saturday 9th March 2013.

**Below:** With Ingleborough in the background, 66525 awaits clearance to leave the loop; the signal arm is a full 'home' which replaced a smaller 'calling-on' arm some years ago.

**Photos:** Keith McGovern





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The Station Master's House at Ribblehead

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**Special offer for FoSCL members only,  
book any week or part week in June and  
get a 25% discount!**

Phone Rachel now on 01768 800 208 for details  
or visit the website at  
[www.sandctrust.org.uk/stayatastation/](http://www.sandctrust.org.uk/stayatastation/)  
for a full listing of the dates available.

## Special Traffic Report

Jan 19th	HST	Heaton - Derby, test train
Jan 26th	44871+5407/47854	Carlisle - Manchester
Feb 2nd	60009	Carlisle - Euston
Feb 9th	37218+37609	Bristol - Carlisle
Feb 9th	60009	Carlisle - Euston
Feb 16th	60009	Carlisle - Euston
Feb 18th	HST	Heaton - Derby, test train
Feb 23rd	60009	Carlisle - Euston
Feb 23rd	HST	Derby - Heaton, test train
Mar 8th	47854/47760	Cleethorpes - Fort William
Mar 9th	47854/47760	Fort William - Cleethorpes
Mar 15th	47237/47786	Hereford - Newcastle
Mar 16th	67026	Euston - Sellafield
Mar 20th	31285	Carlisle - Longsight, test train
Mar 20th	48151	Saltburn - Carlisle
Mar 30th	57316/47826	Leicester - Carlisle
Mar 30th	60009	Leicester - Carlisle
April 1st	37607/37409	Dumbarton - Exeter
April 6th	67023/67022	Derby - Heaton, test train
April 6th	57313/57316	Carlisle - Hereford
April 9th	97304	Carlisle - Neville Hill, test train
April 11th	60009+61994	Hellifield - Carlisle
April 13th	57316/57313	Carlisle - Milton Keynes
April 20th	57316/57601	Carlisle - Holyhead

**H**heavy snowfall on March 22nd/23rd resulted in all regular Northern Saturday passenger services being cancelled; and 37218 went ploughing between Carlisle and Blea Moor. On Sunday March 24th the S&C was closed for engineering work anyway, and the replacement bus could not get through due to heavy snowdrifts - especially in Mallerstang. 37218+37602 and the large "independent" snowploughs cleared the route; the first time that the large ploughs have been used for many years.

The WCML has been closed for engineering works in late March, and throughout April and May, at weekends. Only a small number of Virgin Voyager services were diverted via the S&C, with most passengers being sent on the M6 with a bus. A few freights were also diverted onto the S&C, notably a Washwood Heath to Carlisle service carrying new concrete sleepers (on several Saturdays); plus a celebrity loco 56105 on the diverted Carlisle to Chirk timber working on 20th April. Class 56 locos are vintage machines, but a handful still have main line clearance in the smaller companies, 56105 being in Colas orange, black and yellow livery.

The first train-load of timber for the new season was scheduled to run from the loading point in Ribbleshead Quarry to Chirk on Friday 19th April and, although the train was loaded up, the loco was deemed too low on fuel, so was cancelled. The loco ran to Carlisle instead, for fuel, and returned to take the train out on Monday 22nd.

**Pete Shaw**

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### Dates for Your Diary

Saturday November 30th: FoSCL Christmas Lunch - Venue TBA

Saturday December 7th: Open Day at Settle station

Saturday December 14th: Christmas Lunch at the Brief Encounter, Langwathby Station

Saturday April 26th 2014: FoSCL AGM, Hallmark Hotel, Carlisle

## News from Wensleydale Railway By Ruth Annison

**A** positive start to the year was the planned reconstruction of Bedale level crossing, which was described by WRA chairman Ken Monkman as “our biggest infrastructure project to date.” This work involved a three day road closure for the lifting and replacement of the crossing deck, rails, sleepers and ballast. Barely had this work been completed than the track suffered a major landslide further up the dale. The wintry weather and repeated snowfalls made life very hard for the volunteers who turned out day after day to repair the extensive damage; however the very generous response to a public appeal to pay for new materials was heart-warming. It was followed by further encouragement when Hambleton District Council gave planning permission for a temporary platform close to Northallerton – a useful stepping stone before taking train services back to the mainline station.

**This is the Tenth Anniversary year** since passenger trains returned to Wensleydale on July 4, 2003. Whilst reflecting on what has already been achieved – with the support of thousands of individuals and many organisations, including FoSCL - we must also peer ahead, to plan for the long-term goal of re-connection with the Settle-Carlisle line at Garsdale. Meanwhile the Vintage Bus provides a weekly Tuesdays (only) connection between Redmire-Hawes-Garsdale until October 29 and the Little White Bus service runs between Garsdale and Hawes every day.\* It's proving especially useful for walkers to walk one way and ride the other – as 21 people did on May 3 during 'Ride2Stride,' the Settle-Carlisle Walking Festival. On Friday 29 November, Wensleydale Railway's annual Christmas shopping excursion to Carlisle uses a local coach to pick-up passengers from Bedale, Leyburn and Askrigg for the connection to Garsdale station and journey on the train to Carlisle.

**Next year**, Wensleydale's stunning scenery will be seen on television screens around the world when the world's top cyclists are in Yorkshire for two days for the Tour de France's Grand Depart. For

those who will be watching at home, the route on Saturday July 5, 2014 includes the ten miles of the A684 between Aysgarth and Hawes, before the steep and demanding climb up the Buttertubs into Swaledale. However, if you want to be here, you should probably have booked accommodation by now as there are few beds or self-catering properties left along the cyclists' route.\*\* Also, come early to find your way around as there will be many road closures – or perhaps book accommodation in the larger catchment area of the Settle-Carlisle corridor and go by train to see the cyclists at Skipton!

**Wensleydale Railway's lively programme for 2013 includes some events repeated from earlier years but also new Afternoon Tea Trains and Open Week-ends at Aysgarth station. Some events must be pre-booked: see: [www.wensleydalerailway.com](http://www.wensleydalerailway.com) Tel 08454 50 54 74.**

*\*Little White Bus tel 01969 667400*

*\*\*Information on accommodation and the Tour de France route from Welcome to Yorkshire*

## Keswick to Penrith Railway Project

**P**enrith MP Rory Stewart has recently advised CKP Railways that he supports the reinstatement of the railway between Keswick and Penrith.

Mr Stewart has spoken to Government colleagues and has tried to encourage Eden District Council to be more supportive.

Eden District Council has over the years expressed concerns about the plans of train operators to reduce the number of trains stopping at Penrith; train operators have told CKP Railways that they would be interested in stopping more trains at Penrith if the Keswick line was open. There is the potential to relieve parking problems at Penrith station and Penrith generally, encourage visitors, connect Keswick, Penrith and Carlisle more sustainably, ease congestion in the Lake District and much more.

So 18 miles of re-instated railway can bring wide-ranging benefits. See: [www.keswickrailway.com](http://www.keswickrailway.com)

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DENT

Award winning luxury holiday accommodation at England's highest mainline station, weeks are available from £700 and now booking for 2013.



National Railway Heritage Award



Tourism & Leisure Award 2008

BBC

As featured in a BBC2 documentary on England's great railway journeys.



Now available



Snowhuts

DENT

Newly refurbished luxury accommodation with weeks available from £400



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

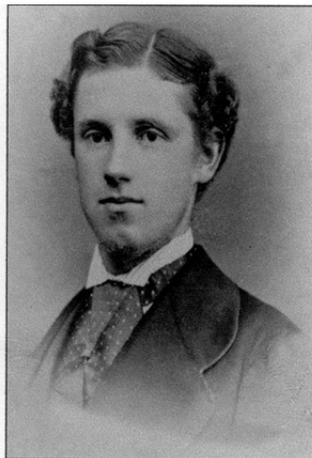
The Snow Hut is available on a limited weekly basis with first option to those who have already booked the station.

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

## The Engineer Sharland - Part 1

### by Nigel Mussett

One of the many good things to come out of the Settle-Carlisle Centenary celebrations of 1975-1976 was the contact made with living relatives of Charles Stanley Sharland, the young Tasmanian engineer employed by the Midland Railway to help survey the route which the line should take over the Pennine fells. Quite by chance O.S. Nock, who was helping with the celebrations, happened in 1975 to meet a gentleman in Bristol called Roger Sharland and, by a further stroke of good fortune, Roger's parents, Michael and Iris, who lived in Tasmania, were planning to visit England later that year. They stayed in Settle during the course of their itinerary and met several members of the Centenary Committee, of which I was secretary. We drove them as far as Dentdale and showed them the viaducts at Ribbleshead, Dent Head and Arten Gill and stopped off at Gearstones. They were thrilled to be able to visit what they in Tasmania called "their railway". Roger Sharland, accompanied by his family, and Mr and Mrs O.S. Nock were among the many distinguished guests attending the Centenary banquet held at Settle station on 1 May 1976.



*Charles Stanley Sharland  
2 October 1869 on the eve of his 25th birthday.  
Photo: Elliot and Fry, London, courtesy of  
Michael Sharland*

At this time, all that we knew about Sharland came from references to him in the two books by Midland Railway historian F.S. Williams (1,2) although Baughan (3) had confirmed the connection with the Maryport and Carlisle Railway in 1865. From these incidents recalled by Williams arose many of the legends concerning this young Tasmanian from the early days of the Settle and Carlisle railway.

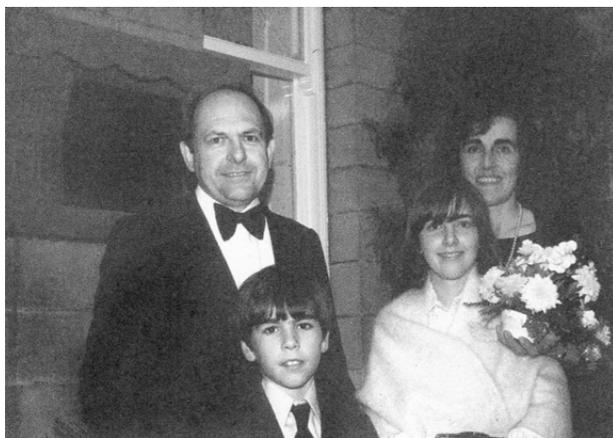


*Woodbridge House, New Norfolk, Tasmania,  
birthplace of Charles Stanley Sharland on 3 October 1844.  
Photo: Michael Sharland*



*Visit of Michael and Iris Sharland to Settle, 5 September 1975.*

*Above: Michael at Arden Gill viaduct.  
Right: Michael and Iris at Gearstones Lodge.  
Photos: Nigel Mussett*



*Settle-Carlisle Railway banquet, Settle station, 1 May 1976.*

*Left: Roger Sharland and family.  
Right: Mr and Mrs O.S. Nock  
Photos: Nigel Mussett*

In one account we learn that Sharland was “unusually commanding in figure and appearance”, that he walked the entire route from Carlisle to Settle in ten days “taking flying surveys and levels” but later “developed the lurking seeds of disease” and subsequently died at Torquay “regretted by all who knew him”. Williams also mentioned in passing that Sharland had previously been professionally engaged on the Maryport and Carlisle Railway. Perhaps the most well-known story of Sharland is that he and his team of six men were snowed up at “a little inn on Blea Moor” (i.e. Gearstones Inn) for three weeks in the early stages of construction whilst staking out the centre line of the route which the Settle-Carlisle railway would eventually take. The date was December 1869, the only date given in fact by Williams (2) for any of the stories he relates about Sharland.

Two further incidents recalled by Williams (2) involve encounters he had with the redoubtable Mr Crackanthorpe of Newbiggin Hall in connection with his oak wood on the banks of Crowdundle Beck and through which the Midland wished to build its railway. The second of these occasions was seemingly more amicable than the first, possibly thanks to the conciliatory discussions which the Midland’s General Manager James Allport and Chief Engineer John Crossley had had with the landowner in the intervening period. One other interesting reference to Sharland in Williams (1) is to a letter written by him describing a terrible storm in Dentdale when a waterspout had burst over the tunnel (Blea Moor). The scene of devastation is vividly described when two and a half inches of rain fell in three-quarters of an hour.

Returning to the Centenary celebrations, Michael Sharland turned out to be none other than a nephew of Charles Sharland! He brought with him the only known photograph of the young engineer, taken in October 1869, and a copy of the family pedigree. We learnt that Charles Sharland was born on 3 October 1844 in New Norfolk, Tasmania. Charles’ paternal grandfather John had migrated to Tasmania in 1823. John’s younger son

William became a surveyor there and was father to fourteen children, of which the sixth was Charles, who in turn trained as a surveyor. Michael also mentioned that the Sharlands were apparently friendly with another emigrant family in Tasmania called Allport but neither the Sharland nor the Allport families could establish if there was a connection with Sir James Allport, erstwhile General Manager of the Midland Railway back in England. If there were a connection, then this may possibly help to explain how it was that young Charles came to be employed by the Maryport and Carlisle, and later by the Midland, railway companies following his arrival in England.

Stimulated by these new leads, I was able to follow up the trail at Torquay later in 1975, obtaining a copy of Sharland’s death certificate and confirming the existence of his relatives and death whilst in their care at 4 Modena Terrace on 31 March 1871, aged 26 years. However, it took thirty-six years for me to return to Torquay, only finally succeeding in 2011 in locating Charles Stanley’s grave in the cemetery on Barton Road. After all this time it was something of an anti-climax to find that the white marble memorial above the grave had been laid flat and that there was no reference on it to the Settle and Carlisle railway, or even to the fact that Charles Stanley had been an engineer. Perhaps I was expecting too much?

#### Notes

1. Williams, F.S. *Our Iron Roads*. (orig. pub. 1852); Third Edition 1883, Bemrose & Sons. [Reproduced in facsimile in two volumes, with a new Introduction by Chris J. Ellis, 1981, Greshams Books.]
2. Williams, F.S. *The Midland Railway: Its Rise and Progress*. (orig. pub. 1876); Fourth Edition 1878, Bemrose & Sons. [Reprint of the Fifth and final Edition of 1888 by David & Charles, with a new Introduction by C.R. Clinker, 1968.]
3. Baughan, Peter E. *North of Leeds*. 1966, Roundhouse. [Second Edition 1987, David & Charles.]

*To be concluded*

## Ordnance Survey Benchmarks, Part 3 - Projecting Brackets by Roger Templeman

In the November 2012 and February 2013 issues of the Magazine, general information was given about Ordnance Survey benchmarks with examples of the cut mark and rivet types on S&C structures. These marks involved cuts into stone and brick surfaces. In this part, projecting bracket (PB) benchmarks are discussed. These are metal brackets with a horizontal platform providing the reference surface at which height above sea level is determined. They are cemented into a vertical surface and bear the letters OSBM (Ordnance Survey Bench Mark) and the familiar arrowhead.



The Bench Mark Database: <http://www.bench-marks.org.uk> has details of 258 PBs but only 26 are listed as surviving in good condition. Examples of PBs still existing near the railway are on a buttress of the Hellifield Institute and on St Oswald's Church at Horton-in-Ribblesdale: these are described in detail at: <http://www.bench-marks.org.uk/bm1423> and: <http://www.bench-marks.org.uk/bm1424> respectively.

There is one on the Helm railway bridge: <http://www.bench-marks.org.uk/bm25208> for which no photograph is known. Until recently there was a PB on the bridge which carries the S&C over a minor road at Waitby. Described at:

<http://www.bench-marks.org.uk/bm24289> it disappeared between March and November 2008, whether stolen or by vandalism is unknown. Another 'lost' PB was on a railway bridge at Appleby: <http://www.bench-marks.org.uk/bm25206> where there remains a scar.

Anyone wishing more information on benchmarks, or to report finding a benchmark, or able to provide a photo of the PB at Helm is welcome to contact me at: [cd2rom@aol.com](mailto:cd2rom@aol.com).

**Roger Templeman**



*Above left: PB Benchmark at Hellifield*

*Left: PB Benchmark at Waitby*

*Photos: Roger Templeman*

## The Vital Role of the Station Masters House in Railway Operation

by David Ward

The preservation and refurbishment of the Station Masters House, Ribbleshead, to its original external condition provides an opportunity to record the important role these houses played in the efficient operation of the railway.

A Station Master was appointed at most stations until the 1960s. His responsibilities included issuing of tickets, answering passenger enquiries, forwarding and receiving parcels conveyed by passenger train and forwarding and receiving goods conveyed in wagons by freight train. His responsibilities included all the documentation and accounting for this multitude of items and he was also responsible for all contact with traders and being the railways' representative in the area. To assist him a Station Master would have booking clerks, parcels and goods clerks, porters, a drayman or van/lorry driver with the actual number of staff depending upon the volume of business at the station. These duties were fairly obvious to the public using the railway but he was also responsible for the efficient operation of a length of railway line on which his station was located and for this purpose he would have control of one or more signal boxes, level crossings and ground frames. For example it is probable the Stationmaster at Ribbleshead would also have had responsibility for Selside and Blea Moor boxes. At Blea Moor there would be the added responsibility of regulating trains into and out of the Up and Down loops to ensure important trains were not delayed by slower moving trains. It was the Station Master's job to see that all these posts were manned according to the rostered hours of opening and that signalmen etc., were carrying out their duties in a safe and proper way including compliance with all rules and signalling regulations. For this purpose the Station Master was required to visit his signal boxes regularly (including out of hours), observe the signalman at work and check

all emergency equipment (e.g. Wrong Line Order forms, detonators, hand lamps, flags, etc) was in good working condition. Normally a Station Master would be "on-call" alternate weeks with his colleague at an adjacent station. This required the on call Station Master to be available at reasonably short notice (within 1 hour) to deal with any emergency throughout the 24 hours. For this purpose they would leave a message with the signalman of where they could be found if they were not in their house. For example, if they went to the local cinema they would arrange with the Cinema Manager for a message to be flashed on the screen indicating they were required back at their station immediately.

For the purpose of supervising their signalmen and dealing with emergencies, Station Masters were required to be proficient in rules and regulations on which they were re-examined every two years by the District Superintendent or his Assistant and if they were not up to the standard of knowledge required could be removed from their post. Emergencies could take many forms and the Station Master was expected to take immediate charge until, in the case of a serious emergency, help arrived in the form of District Inspectors or the District Superintendent or his Assistant. If for example a freight train became a complete failure and was likely to block the line for over an hour before it could be rescued the Station Master would be required to introduce single line working over the other line. For this purpose until he could obtain assistance from another competent person he would have to act as Pilotman, wear an authorised armband to this effect and be the equivalent of a single line staff and authorise each movement over the single line and when the next train over the single line was to come from the opposite end of the single line section to where he was located travel on the footplate of the locomotive of the last train from the end he was located to the other end. Before single line working could be introduced the Station Master would have to issue Single Line Working forms to the signalmen at each end of the section advising them SLW was in

operation until the form was withdrawn and arrange Permanent Way men to clamp the points on the main to main crossovers whenever these became facing points for the direction of movement to be made and also to act as liaison with the signalman. The single line working forms also gave the name of the Pilotman who was the only person authorised to allow a train to enter the single line. This is just one example of where the Station Master was key to keeping the railway running. Other examples are a land slip, signalling failure, level crossing gates or bridge hit by a road vehicle, suicide, cattle on the line, train divided, signalman taken ill etc. In every case the Station Master had to take charge and according to circumstances implement the best course of action to keep the trains running and minimise delay. In doing this he would be guided by the District Control who would have a wider knowledge of the whereabouts of trains and the possibilities of diversion via alternative routes. Even the latter could require action from the Station Master if trains were to be diverted via his section of line and it was necessary to open up signal boxes to shorten block sections or if the line was closed at the time the diversions were required he then had to open up the line completely and if necessary act himself as a signalman until called out men arrived.

Until the 1950s the only means of communication on the remoter parts of the railway was the omnibus telephone circuit between signal boxes on the line together with the connection to the District Control. GPO land line telephones were restricted to avoid misuse and their cost and there were of course no mobile phones. Very few railway men had cars and therefore efficient operation was dependent upon Station Masters being located on the ground. For this purpose the Station Masters House was essential and it formed a vital part of the railway operating infrastructure.

Station Masters Houses took many forms. In many cases they were an integral part of the station building with a communicating door between the station offices and the private apartments, in others they were a completely separate building as

at Ribbleshead and other stations on the S&C line. In some cases they would be in the form of a larger house at the end of a terrace of houses built by the railway for its workers.

The attractiveness and location of the house could be a deciding factor in a Station Master applying for a vacancy which would give him promotion because his wife would have a considerable say on whether she was prepared to move to a house on which she might have reservations. Houses were only modernised over a long period of time and at Ribbleshead for example for many years there was no bathroom and only an outside privy, lighting was by oil and water from a pump.

As communications improved, cars became much more part of every day life and as the railway was modernised with the abolition of unbraked freight trains, introduction of modern signal boxes controlling long sections of line, installation of train or remote signal box activation of level crossing barriers it became less necessary to have a Station Master located geographically to manage staff and deal with emergencies. Their other commercial duties had also declined with station closures and much of the traffic they had hitherto been essential for had now transferred to road. Station Masters (and other railway staff) who had lived cheaply in railway owned rented houses also found they had lost out financially from not owning a house where inflation would have given them a rich reward.

An era which had lasted for around 100 years therefore passed into history and all that remains now are the former Station Master Houses. This era however did not pass quickly or quietly and I can still remember in 1960 doing my best to keep out of the middle of a vehement argument which lasted some months over whether the Station Masters House at Manea (between March and Ely) should be rebuilt. The house was decrepit and sinking into the Fen and unsuitable for future habitation. The Divisional Operating Superintendent argued a Station Master located at Manea was essential on this very busy piece of railway and that relying on an

adjacent Station Master was unacceptable because the only road access from the North and South was via very circuitous routes round the Sixteen Foot Drain or the Hundred Foot Drain. The Divisional Manager on the other hand argued that if the route was blocked adequate diversionary routes were available and he could use the rebuilding money for much more important projects. The house was not rebuilt but the strength of feeling never completely subsided during my time in the Cambridge Division.

The restored Station Masters House at Ribbleshead therefore represents a bygone era when railways were common carriers, labour was cheap and the railway could afford manning which ensured emergencies could be recovered with minimum disruption to train working, passengers and movement of goods. In those days cancelling passenger trains or even the local daily pick up goods train was almost unheard of and single line working (or even working to and from the point of obstruction) and using diversionary routes was the order of the day. Putting railway

passengers in buses would never have been contemplated.

I hope the content of this article will help answer criticisms from those who consider purchase of the Station Masters House, Ribbleshead by the Trust and FoSCL was a mistake.

### Mr Rodney Hampson

A very welcome visitor to the opening of the newly restored Ribbleshead Stationmaster's house on Wednesday April 24th was Mr Rodney Hampson. Mr Hampson was Stationmaster at Dent in the 1950s and his reminiscences from that period have been carried in previous issues of the Settle-Carlisle Journal. Thus he has memories of the house when it was occupied by stationmasters; in particular Mr Joe Shepperd - photos of whom can be seen in the Ribbleshead Visitor Centre in connection with the display regarding the role of Ribbleshead as a weather station. Mr Hampson has donated a collection of books and artefacts to FoSCL. We are very grateful to him for these which will find a home in our archives and elsewhere.

## SELF CATERING HOLIDAYS AT LONG MARTON STATION



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## Reg Irving the Train Driver



I knew Reg as the old man who seemed to always be standing on his doorstep on Brunswick road Penrith smoking his pipe. An old man with white hair and a wrinkled face.

When his daughter Joan died in 1997 I inherited a metal steam engine doorplate. A heavy piece of metal screwed to a piece of wood. So I decided to find out how he came to have it.



Reg was a driver of trains at Long Meg and I realised I never knew him at his best. Driving trains was once his life and I think the day of his retirement would have been a difficult day for him.

Having to leave his work place only to return as a visitor.

No longer sharing his days with powerful beautiful machines.

Reg drove the W.S.T.(William Stuart Trimble) engine when it arrived in Long Meg on 10th June 1954.

Now the engine spends most of its time at Bowes railway.

Reg was born Joseph Reginald Irving in August 1911 at Yew Tree Cottage Skelton. His father Robert was a steam road roller driver. At one time Reg was a bellringer at St Andrews Church Penrith. He met and married a lady who was also a bellringer - Mabel Lamb whose family came from

Great Salkeld. They were married in 1936 and had a daughter, Joan, in 1938.

I have a photograph of Reg driving the WST on the first day at Long Meg. I also have a few pictures of the diesel train that took over from the steam.

Now I can remember Reg as a train driver and not just the old man who stood at his door smoking a pipe.

**Elizabeth Hodgson**

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## Calling All Photographers

The 25th anniversary of the saving of the S&C falls in 2014. We are hoping to produce a special, 'standalone', insert to the magazine which will have two themes: 'then and now' photographs of locations on the line as they were in 1989 and as they are in 2013; and a 'special or unusual events of the last 25 years' section. If you have anything which you would like to submit could you please contact the Editor. Digital images are preferred but prints would also be welcome.



*between Nateby and Outhgill (between Kirkby Stephen and Garsdale). It is seen here near Dalefoot, Mallerstang.*

*How's this for an unusual event? On 24th March 2013 the Settle-Carlisle line was closed for engineering works. The replacement bus had to turn back due to deep snowdrifts*

*The photo was taken by the bus driver, Mr Malcolm Bell of Reay's, Wigton, and supplied to FoSCL by Alan Mayor.*

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

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## Reviews

*All these items may be purchased from the FoSCL webshop: [www.foscl.org.uk](http://www.foscl.org.uk) or from our shops on Settle and Appleby stations.*

### DVD Reviews

#### North West Mainline Steam 2012

**2**012 was a good year for steam in the north west and Linesider have produced a DVD showing a good number of the railtours which operated.

Many of the shots include the WCML and S&C, with double-heading featuring well. A total of fifteen locomotives are included and many have appeared before; so it was good to see 5043 Earl of Mount Edgcumbe and 61994 receiving good coverage on their journeys over the S&C.

Gordon Hodgson's driving skills are very apparent in the final shot of 6201, as the loco struggles to recover at Wilpshire.

The DVD was shot and edited in High Definition and the commentary is rightly kept to a minimum. Anyone looking for a record of steam activities in the North West in 2012 will find this a worthy addition to their collection. It represents good value at £12.

**Mike Cooke**

#### Steam Lives on the Settle-Carlisle Railway Two-disc DVD by 10D Videostream

**T**he Settle-Carlisle Railway continues to inspire writers, artists and DVD producers to publish further items on this celebrated railway.

This two-disc set covers the down (Northbound) movements on Disc 1 and the up (Southbound) section on Disc 2. It is also very pleasing to see good coverage of the Eden Valley as well as the ever-popular 'Mountain Section'. I particularly enjoyed seeing 6233 in black, the lovely vintage shots of ex-NBR Maude en route to Rainhill and Compound 1000 double-heading with Leander.

The celebrated driver Gordon Hodgson adds his own very interesting and

knowledgeable comments on the locos which he has driven over the line which is very close to his heart.

It is a shame that there are computer glitches on the cover of the DVD. Overall I enjoyed watching the many locos at various locations on our favourite line.

**Mike Cooke**

### Book Reviews

#### SETTLE & CARLISLE REVIVAL - The Line That Refused to Die. By Brian Sharpe ISBN978-1-909128-02-6 Mortons Media Group Ltd / Heritage Railway 130pp £6.99p

**T**his is an A4 size full colour book-zine. This is a book to drool over. Lavishly illustrated with bang up to date photographs plus the very best of historic ones it tells the remarkable story of the S&C's recovery from the brink of oblivion and its remarkable success over the years since. Stunning pictures predominate but the text is well researched and written. The description of the line is cleverly tackled and avoids the difficulty of describing a one way journey by dealing with the S&C in two halves - Settle to Ais Gill and Carlisle to Ais Gill. It works. Besides the travelogue, chapters deal separately with freight, steam, weather and diversions. Available from FoSCL shops, online and from the trolleys on the trains, at £6.99p this is astonishing value for money.

**Mark Rand**

#### The Leeds, Settle & Carlisle Railway: The Midland Route to Scotland By Martin Bairstow.

Leeds, Martin Bairstow. 2012. ISBN 978 1 871944 41 9  
96pp. 176 illustrations, 6 signal diagrams, 1 map and 1 gradient diagram. £15.95

**T**hose familiar with the author's earlier volume under the same title will generally welcome this new expanded

edition. The large illustrations, chiefly from the LMS and BR periods, are again an important feature; nearly half are new and show a wider range of subjects than before, including seven small industrial locomotives. Strikingly, all of the images appear sharper, too, helping to show intriguing details and which all help to give this compact little volume a thoroughly neat and attractive appearance. There is, however, no contents page, index, bibliography or reference to sources except to Peter Baughan's *North of Leeds* (1966).

The chapter headings follow the earlier format but there is now a welcome new chapter devoted entirely to the Hawes branch. The text has been revised and brought up to date but at the expense of omitting some important factual details here and there, all of which I would have preferred to have been retained, especially in the chapter entitled 'The Closure Controversy'. The style is detectably terser than before, more matter of fact and to my mind makes for a less comfortable read. Closer inspection shows that some space has been saved by only showing one half of

some of the return tickets hitherto shown complete although there is one new ticket illustration. One would be interested to know the dates of issue of these tickets, since no captions or dates are given. The list of thirteen opening/closure dates seems superfluous since all but one of the dates are also given in the text. Again, the review of a book on tunnels on the Southern (Railway/Region) on the last page seems oddly out of place even if it is juxtaposed with an image looking north out of Blea Moor tunnel: the space taken up by these anomalies might arguably have been more profitably given to further explanatory text or further illustrations. One is also obliged to mention that the height of Ribbleshead viaduct is unfortunately again given incorrectly as 165ft and the sequence of Sheriff Brow and Little viaducts north of Stainforth (page 12) again inadvertently reversed.

**Nigel Mussett**

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## Letters to the Editor

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

### Rolling Stock

In February's journal, Richard Morris informed us that "better rolling stock" is high on FOSCL's aspirations whilst John Cooper-Smith advocated the use of steam and heritage diesel traction on trains frequented by coach parties and tourists.

I joined FOSCL in 1981 as I felt the closure proposal was short-sighted given the S and C had so much potential for development. History proved us right; the line has been modernised and is now a major freight route whilst the passenger service has and continues to be improved. Unlike Mr. Cooper-Smith, I did not wish to see the line retained as 'traditional railway' running with costly non-standard and unreliable rolling stock constrained by low line speed and outdated signalling. I would like to see the line electrified but realistically this will not happen in my lifetime.

I welcomed the introduction of modern class 156 diesel multiple units in 1990 but was pleased to see them replaced by class 158s in 2007. I hope the 158s will be replaced with class 185s on completion of TransPennine electrification schemes. In the meantime, I believe class 158s offer the best option for the timetabled services.

I am not against use of steam or heritage diesel locomotives but such services must be over and above the existing timetabled trains with ticket prices reflecting increased costs of operation. For example, a standard class day return on the Jacobite steam train between Fort William and Mallaig is £33 compared with £13.60 (advance) on a class 156. The scenery is the same whatever option you choose.

Class 158s are neither "commuter rolling stock" (Mr. Morris) nor "guided buses" (Mr. Cooper Smith). They were originally built for inter-regional medium/longer distance services such as TransPennine. Northern Rail uses them on longer services such as Leeds-Nottingham, York-Blackpool and Leeds-Carlisle. They have been refurbished to a reasonable standard and are reliable,

comfortable, and probably cost effective.

The main problem is inconsistency in train lengths rather than the actual trains. Until Northern can provide three coaches on each train, they should channel the coach parties onto the longer or less busy trains. For example the 9.47 ex Leeds is normally a two-coach train whilst the 10.49 has four coaches.

Mr. Morris speaks of 'nicely refurbished class 158s' on the Far North Line. I suspect Scotrail had a more generous refurbishment budget than Northern.

There is no first class on the Far North line as Mr. Morris implies; the trains have a declassified first class. Presumably they formerly ran on routes where first class was available. Mr. Morris suggests there would be a demand for first class on the S and C. I disagree. I suspect it would run empty most of the time with use largely confined to people with free rail passes. The rest of us, the fare paying passengers, would be crammed into the reduced size standard class. On TransPennine standard class is often full with standing passengers whilst the first class section is operating well below capacity.

Like Mr. Morris I have travelled extensively on scenic lines in Europe. I recently sampled the new "media distancia" service which offers a scenic day trip from Malaga to Ronda via the spectacular El Chorro Gorge; a journey time of just under two hours. Our train was a spotlessly clean modern three coach multiple unit with no first class. There was plenty of legroom, large seat back tables, fully accessible toilet, cycle racks with locks, Scotrail style information displays and a drink/snack service provided by vending machines (not as good as a trolley).

My teenage son however was most impressed with the plug socket at each seat. He spent the journey playing on his iPad. FOSCL should recognise that not every passenger wants to look at the scenery. S and C passengers are travelling

for many different reasons; plug sockets and better still free Wi-Fi may be top priority for some.

I support much of FOSCL's strategy including a direct service to Manchester, Leeds-Carlisle service improvements, raising line speed and better connections at Carlisle. I am however disappointed that re-introduction of a Leeds-Glasgow service is not mentioned although FOSCL is committed to promoting Anglo-Scottish travel via the S and C. Perhaps a start would be to show the Glasgow connections on the Northern timetable leaflet, (as used to happen).

In conclusion, I believe that focussing on rolling stock is premature given that the class 185s are not yet available and could dilute our case for other improvements.

**Philippa Simpson** (FoSCL Committee member/Assistant Secretary/Magazine Editor 1984 - 1992) – by email

### Extra Services

Commenting on suggestions to improve the Leeds-Carlisle services I feel that a path could be made for a St Pancras to Glasgow train. This would start from St Pancras at a about 9.00 am and arrive Glasgow at about 4.30 pm. Not only would it give people from the south a through-service, but it would connect the North-West Midlands and South Yorkshire with another route to Scotland.

It has been mentioned that the line is popular with tourists from abroad and to travel in style and comfort with a restaurant car (both classes) and tabled seats would be an added pleasure.

**E.R. Morton - London**

### Class 142 Units

There has been a lot of criticism surrounding the Class 142 units in our magazine of late – most of it starting from a later date than it should. British Rail did not want to buy four-wheeled vehicles for passenger use; the government of the day insisted on the purchase because they were cheap and ideal units for lightly patronized branch lines. A little while after their introduction, station overruns and

signals passed at danger became a feature of work with these units. Reprimands were given to drivers and, in a small number of instances, suspensions with loss of pay. Repair books – there is one in each cab – became filled with complaints about poor brakes. At this point the drivers' union – A.S.L.E.F. – became involved and insisted that a serious examination of the braking system took place. To the B.R. management's horror, it was found that the braking system was faulty and the blame was not attributable to careless drivers.

The braking system of each car was activated by a brake piston which drew the brakes to the wheels via a series of steel cables. With use, the cables stretched thus reducing the brake's efficiency. When the true situation was realized, instructions were sent to all depots telling drivers to ignore the timetable and concentrate on stopping the train when required. Brake looms were replaced at regular intervals until a brake system, with an air supply to each wheel, could be fitted. At Newton heath depot, the scrap holding area had a pile of cables two metres high.

All reprimands against drivers were removed and money lost was returned. But the problems with these units remains. Great difficulty is experienced negotiating tight curves such as those at Accrington and the units are, I understand, still barred from the branch line between Daisyfield Junction (Blackburn) and Hellifield. The worry is that the McNulty Report seems to favour this kind of unit.

**W.G. Richards – Darwen Lancs.**

### A Second Station for Carlisle?

Toby Harling asks in the February Journal whether FoSCL will lobby for a second station in Carlisle.

The short answer is No. In these days of financial stringency we have to be ruthless in directing our campaigning towards objectives which can be seen to be financially viable. Hence our pushing for improvements in rail services for which we can make a business case.

While a nice idea, a second station for Carlisle simply could not be justified for the foreseeable future. Conon Bridge station

on the Far North Line from Inverness was recently reopened at a cost of £600,000. There had been a long-running campaign and it still wouldn't have happened if the bridge carrying the A9 over the Beaully Firth hadn't been partially closed for engineering work for an extended period.

Our passenger surveys over the past two years have shown that there is, surprisingly, very little demand for interchange between the S&C and the Newcastle line. Traffic flows through Carlisle are mainly north-south (e.g. Leeds-Glasgow) and east-west (e.g. Workington-Newcastle). All the more reason to improve Citadel station rather than build a new one.

If anyone can come up with a viable business case for a second station in Carlisle we'll look at it. But for the present it seems to be a non-starter.

**Richard Morris – FoSCL Chairman**

## Curve Radii on the S&C

With regard to Mr. P.C. Scott's letter on Page 37 of the February 2013 issue: the figures quoted in it are not strictly correct. I have a copy of the original detailed gradient and curve diagrams at a scale of 2" to a mile. There are many curves which are <50 chains radius which I list below:-

Blea Moor Tunnel Sth. 45c; Arten Gill 46c; Dent Station 34c; Rise Hill North 37c; Garsdale Viaduct 35c; Bridges 130/132 48c; Bridges 134/140 40c; Bridges 190/194 40c; Bridges 210/212 48c; Armathwaite South 41c; Bridges 326/328 41c; Bridges 330/331 46c.

When we are assessing an economically affordable maximum speed for the line (in other words not to incur excessive track maintenance costs) we need to consider the speed differential between the fastest and slowest trains. In former times, when

we had Class 1 expresses as well as very slow-moving unfitted freight trains, there was quite a wide speed differential. How different is it now?

Whilst I do not have to hand a LMS Appendix W H Foster in his famous S&C book quotes "The general Speed Limit on the line in 1965 is 90mph"

Food for thought!

**Roger Bastin - York**

## Where Were You When the Line Was Saved?

The Friends of the Settle-Carlisle Line have recently requested for any significant memories of 11th April 1989 and you may be interested in the following.

At that time I was a Lieutenant Commander in the Royal navy, serving at the Ministry of Defence in London. The 11th April date was of personal significance already - my son had been born on that date in 1970. In 1989 he was a student at Newcastle University. I had, of course, telephoned him that evening before he started celebrating with his fellow students. With that done I was able to leave the office and catch the bus to my lodgings near Crystal

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Palace, arriving there shortly after 9.00pm and just in time to catch the news on BBC1. I can recall nothing about that programme other than that the last item covered was that the closure of the Settle-Carlisle Line had been refused by the Minister - Michael Portillo. This was a wonderful way of rounding off a busy day! It did mean that, for the rest of my time in the Royal Navy, unless travel to and from Scotland involved an overnight journey, it could be done by using 'The Best Way'.

Many of my work colleagues at the ministry knew that I had registered as an objector to the closure of the line and also that I had spoken at one of the public debates in Leeds - many (including some pretty senior uniformed Naval officers) had also signed the petition against closure. A significant number of them were kind enough to seek me out the next morning and offer me their congratulations on such a successful result. I thanked them for their support and tried to explain that all I had done was to follow advice from those running the campaign, and it was that team that deserved the real praise and thanks.

As a (possibly interesting) aside, I left the Ministry of Defence in February 1991 and joined H.M.S. *Sheffield*, a Type-22 Frigate. Having affixed the (obligatory) photographs of my wife and children to the bulkheads (walls) of my cabin with Blu-Tak I still had quite a large bare area which I felt needed some kind of decoration. In amongst my uniforms and other belongings there just happened to be a photograph of 46229 *Duchess of Hamilton* on a southbound special on Ribbleshead Viaduct - which fitted nicely. Shortly afterwards, one of the ship's Chief Petty Officers (sadly, I cannot recall his name now) came to see me and showed interest in the photograph. We had a nice chat and it turned out that we were both Friends of the line; he had actually joined FoSCL shortly before I had. Thus, in a warship with a crew of just 273, there were serving at the same time two of the first 24 members of FoSCL. What odds would a bookmaker have given on that?

**David Costigan - Gosport (Mem. No. 24)**

## And Finally! - Incident at Settle Station

I had just visited Settle Station and spoken to Paul Kampen on duty in the shop. Not ten minutes later and back home the telephone rang. I left it to ring anticipating a double glazing salesman when just as it got to recording sequence Paul's agitated voice was heard. Picking up the phone, he blurted out (Editor's Note: *gave due regard to the urgency of the situation and said...*) to me, "Quick, can you get back to the station, we have a panic".

Visions of someone have fallen on the line, or worse. Then, "please bring your signal box keys".

Arriving back at the station within five minutes, the cause of alarm became clear. A large lorry with integral HIAB unit was needing to reverse past the side of the signal box to unload a stand by generator in connection with the radio mast beyond. The driver had realised that it was going to be a tight fit to pass the home and distant signals at the on position - horizontal - so would I pull them off?

Normally when out of use the box is 'switched out' to allow the batteries to recharge. I had to switch in allowing me to pull the levers to move both signals to the off before switching the box back out.

This allowed the lorry to safely pass them and unload the generator. Not often that road traffic is controlled by railway semaphores!

Settle preserved signal box is open to the public most Saturdays 10.00 to 16.00.

## Bob Swallow

