



Quarterly Magazine
May 2015
No 140

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NEXT MAGAZINE: Copy date for the August 2015 magazine will be Saturday 18th July. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at:

paul.kampen@settle-carlisle.com . For electronic (PDF) copies of the magazine please contact the Editor.

Past copies of the magazine may be seen at: www.foscl.org.uk

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

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Cover Picture: *We can restore this line to the purpose for which it was built in the 19th century! The National Railway Map (reproduced by kind permission of the Association of Train Operating Companies - ATOC) shows how trains from London to Carlisle via Leeds and Settle can offer a multiplicity of connections whilst offering passengers a ride over Ribbleshead viaduct. Image: Rachel Griffiths/Imagerail*

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

We now know the shape of S&C passenger services in the next franchise. At a time when the Treasury wants "more for less", and we could have ended up with a worse service in future, the Invitation to Tender published by the DfT on 27th February guarantees the existing Leeds-Carlisle service for 10 years, plus some improvements: two extra Sunday services in each direction from 2017, and a mid-afternoon extra departure from Leeds on weekdays with mid-evening return from Carlisle, from 2019. This is the Train Service Requirement that the bidders for the next franchise must honour, and they can improve on it if they wish. So all those hours spent lobbying the DfT and the politicians have paid off, and the way is clear for the FFG to build on this for the future.

The FoSCL Futures Group is rapidly evolving and may yet become FoSCL's campaigning arm. It has a wealth of expertise at its disposal: FoSCL's ability to call on former and serving railway people is second to none. It's already proving its worth in Ken Harper's correspondence through Transport Watch North West with Virgin, and his contacts with Passenger Focus, on the subject of diversions. Other subjects on the agenda are maximum line speed and an hourly service for the next franchise.

Much needed, as just at the moment there are worrying trends: diversions are rare, and steam non-existent thanks to Network Rail having temporarily revoked West Coast Railways' licence after a serious SPAD (Signal Passed at Danger) involving one of their trains on 7th March. Access charges for freight were increased on 1st April, with the result that coal traffic has since then almost disappeared from the S&C. All the more important to have a guaranteed passenger service for the next 10 years.

We've been asking for better and more predictable rolling stock for years. Two problems:

1. We often don't know in advance whether trains will be 2, 3 or 4 carriages. How can you book groups on trains and be sure people won't have to stand?
2. Our carriages are designed for commuter use: too little leg room, too little space for luggage, bikes and baby buggies. This was highlighted by a question at the AGM.

We'd like properly designed trains for long distance rural routes, compare the Scotrail Scenic Trains initiative. We asked the DfT - not their responsibility. So we've lobbied all the bidders and we live in hope. We have the support of Rail North for Leeds-Carlisle as a "Northern Regional Service", together with other long-distance routes such as York-Blackpool.

There's another interesting development for the next franchise. When we went to see the Director of Franchising at the DfT just over a year ago, he was particularly interested in what the DevCo do. The ITT states that "the new Northern franchise will be required to appoint a manager of suitably senior status to develop community rail in the north of England ... and develop and implement new policies". Paul Salvesson, who is credited with being the originator of Community Rail Partnerships basing his ideas on the DevCo, has written a paper that proposes the development of a more locally managed railway and suggests that a pilot project could be tried out on the Settle Carlisle and Bentham lines. I have made sure that FoSCL has been represented at all the meetings to develop these ideas and that we, along with the DevCo and the Bentham Line CRP, influenced the content of Paul's paper. It has been favourably received by the DfT and the counties and we are continuing our involvement in the evolution of these ideas. It could be the best opportunity we've had since the saving of the line from closure to take more control over our railway.

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.

Many people will be aware of the recent industrial relations problems on the refreshment trolleys which the DevCo provide on many of our services, which became all too public thanks mainly to the involvement of the RMT union. We are very pleased that this dispute has now been resolved and we can resume our close cooperation with the DevCo in the various areas where we have a shared interest.

Unit E, which is to be FoSCL's new home just opposite Settle station, is still awaiting finalisation of our tenancy agreement; but things are moving and it shouldn't be long now until we gain access. This could be the beginning of a new era and we can think of many different uses for it. Thank you to those who have suggested more glamorous names: I'm sure we shall be able to do better than Unit E! This has had an intriguing spin-off: FoSCL is an Unincorporated Voluntary Association, in other words it has no corporate identity and can't purchase or lease property in its own right. Any lease on Unit E would require nominees, named individual committee members, to take out the lease. Better, the Committee thought, to set up a subsidiary company for this purpose which could also in future perhaps take over some of FoSCL's other activities, for instance trading. So, thanks to the generosity of Edward Album, FoSCL has acquired the Midland Railway Company Ltd! Edward had bought this in 1988 and has kindly donated it to us. We have no intention of taking on the role that this company had in the 19th century...

The AGM on 18th April went well, and it was good to see some new faces present. There was some favourable feedback from members who were there, they felt the combination of formal business in the morning and the SCRCA presentation by Mark Harvey and Richard Tinker in the afternoon provided a nice balance. The FoSCL Volunteer Brochure, highlighting in full colour the great range of activities our volunteers undertake, received an especially warm welcome from those present. We shall use this to good effect, publicising the 40,000 hours per year that we undertake in support of the Settle-Carlisle Line. No other voluntary rail organisation comes near, and this is just another reason why, as we safeguard its unique heritage, our line is so special.



There have been few diversions on the S&C in recent times: a Virgin Voyager is seen here in Dentdale.

Photo: Pete Shaw

Editorial

The comments on electrification contained in the previous two issues of this journal have at last prompted people to enter the debate with different ideas from those of previous correspondents. My thanks go to both of them for very interesting communications. The situation at the moment is that three lists have been produced of electrification prospects for lines currently diesel-only. The S&C is about halfway down list three (with the Skipton-Morecambe line the last of all). So those of you who are horrified at the idea can take comfort from the fact that, if it ever happens, it will probably not be for a long time yet. Informed commentators have expressed the view that the earliest when we may see the S&C wired for electric trains will be Network Rail's Control Period 7 which means 2024 – 2029.

At the risk of prolonging what may therefore seem to be a useless debate I would ask people to consider the following: does the electrification of the scenic lines in Switzerland detract from their beauty? And where will technology be taking us? NwR have had a competition for new and much less obtrusive catenary equipment and great care is currently being taken to minimise the effect of electrification in sensitive areas of the Great Western line – especially around Bath. And what about the current experiments with IPEMUs (Independently Powered Electric Multiple Units)? Do these mean that, soon, electric trains will not need lineside equipment anyway?

We are in a time of great change but also serious threats. Comments of “the line is safe, they would not dare to try to close it again” may not be 100% accurate: freight traffic is plummeting with the recent increases in charges including massive ‘carbon taxes’; steam charters may be a thing of the past (see page 23) and there seems to be a thinly-disguised policy of resorting to buses, rather than diversions, when the WCML is closed.

And what about new, better, trains for the S&C? Units cascaded from electrification schemes do not seem to be destined for the S&C; some of Northern's 156 units are being leased to TransPennine to replace TPE's 170 units which have been transferred to Chiltern Railways. These 156s are being taken from the Cumbrian Coast line and, to replace them, Northern are leasing two loco-hauled sets from DRS.

Nobody seems interested in building new diesel trains; do we really want refurbished cast-offs from the London Underground running on the S&C? Please read carefully Mark Rand's article on the work of the ‘FoSCL Futures Group’ which he chairs (page 4). This is the kind of work which must be undertaken to secure the future of the S&C – whether we see it as a form of public transport or as a ‘playground’ is immaterial. Your comments are welcome but, above all, the FFG needs your wholehearted support.

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

(Could members please note that the email address: editor@settle-carlisle.co.uk is no longer available. If members wish to contact the editor by email they should use the address above or the generic '@settle-carlisle.com' address contained in the front cover).

Dates for your diary

Sunday 28th June - Railway Service at Mallerstang (see page 23).

Saturday/Sunday August 22nd and 23rd - Skipton Model Railway Exhibition (See page 29).

Saturday December 5th - FoSCL Christmas Lunch at the Falcon Manor, Settle.

Saturday December 12th - Open Day at Settle Station.

FoSCL Futures Group

Who, Why and What's Going On?

This journal has carried recent references to the curiously titled 'FoSCL Futures Group'; FFG for short. The FoSCL committee set up the FFG as a formal sub-group following concern at an AGM that FoSCL, 26 years on from the line's re-privatisation, was good at looking back (anniversaries, past glories etc.) but needed to look firmly forwards too.



WHO?

There are seven of us:

1. I am the FFG chairman. Was FoSCL chairman, former police officer and water tower restorer. I suppose I bring precious little to the party apart from a truncheon and whistle.
2. Douglas Hodgins. Was Chairman of the S&C Development Company, Vice Chairman of FoSCL and Trust trustee. A stockbroker and generally good Scotch egg.
3. David Ward (see page 9). A towering figure in the railway world with a 46 year career in front line posts including S&C responsibility, 'Wardy' was chairman of the S&C Trust. He is a self confessed supporter of Dr Beeching and "believes in playing things straight down the middle". Also a former choirboy (you read it here first)
4. David Lowe (see page 5). Musician, canal-coholic signalling expert. Trained number 7 (see below) how to be a signaller.
5. Ken Shingleton. Freight specialist. Career railwayman with extensive knowledge of the UK network. Prison Chaplain.
6. Ken Harper. Career railwayman with in-depth Settle-Carlisle and north west regional experience. Knows every sleeper and what's underneath.
7. FoSCL member number xxxx. Train driver, signaller, and TOC manager. He is to the FFG as was The Stig to Top Gear.

We meet infrequently as we are scattered around the UK. However, we communicate almost daily, by e-mail and telephone.

WHY?

FoSCL has always had among its members and supporters people within the railway industry and elsewhere, some of whom were deeply involved in the line's fortunes when under threat of closure and since. Nuff said.

An informal group of former and still serving senior railway people was established during my time as FoSCL chairman and proved hugely valuable in analysing the happenings along the line and what was going on in the wider world. This was (and still is) a great help in enabling FoSCL to keep abreast of current issues that might otherwise slip below the radar of what is after all a voluntary support group. Over time FoSCL has been able to speak and to negotiate with knowledge, confidence and realism - based on inputs from its Wise Men. That remarkable access continues in a spirit of mutual trust and respect.

Now we have the FFG whose brief is simple - 'To Look Forwards and to Report Back'.

WHAT'S GOING ON?

There is so much. See elsewhere in this Journal. We have assessed the S&C's Strengths, Weaknesses, Opportunities and Threats - the SWOT analysis.

The only certainty about the future is uncertainty. We try to make sense of a rapidly changing here-and-now on the railway and look for immediate and longer term consequences. Four of the FFG members are taking the lead on line speed (David Lowe), passenger matters (David Ward), diversions (Ken Harper) and freight (Ken Shingleton). The rest of us chip in and help as needed.

None of the FFG is a current FoSCL committee member though a few of us have been in the past. We are just there, as our remit says, to Look Forward and Report Back.

Mark Rand

David Lowe joins FoSCL's Futures Group (FFG)

Musician David Lowe has joined the FFG, bringing to bear a detailed knowledge of railway signalling.

David had three ambitions from a very early age. The first was to join British Railways, and to that end he was helping out at Saltaire station, issuing and collecting tickets, and despatching trains by age 12 – encouraged by the Shipley Station Master Mr Dolby. Not long afterwards he graduated to the various local signal boxes, especially Shipley Bingley Junction, which he was working by age 14! (None of this could even be contemplated today – but he was by no means the only youngster who was encouraged in this way around the BR system). Sadly, the Beeching ‘cuts’ meant no job for David after leaving university so he turned his attention to another passion – music – and this provided a successful and rewarding career, playing the organ in cinemas, ice rinks, and on radio and TV, leading to concerts at home and abroad and recordings. This in turn allowed David to purchase a historic canal narrow boat (another major interest being inland waterways) and he started what became a large and very successful family boat and barge business – both pleasure and freight. He’d kept his railway interest with membership of the



Keighley & Worth Valley and Talylyn Railway societies and occasional signal box visits and, by chance, he was offered a job as signaller at Shipley Bingley Junction. This led to relief posts, and progression up the grades to Signalling Manager (Healey Mills, Wakefield area), Operations Trainer (Leeds and Watford), and finally Area Signalling Inspector, based York, responsible for overseeing 137 signal boxes and locations. Now retired he continues his railway and waterway interests with some consultancy and voluntary work, organ tuning and maintenance, and concerts, plus navigating his historic narrow boat to various rallies and events around the UK, as a director of a freight barge business and on the NE Board of the Canal & River Trust.

Mark Rand

David Lowe working in Starbeck signalbox (between Harrogate and York)

Photo: Richard Pulleyn.

Is There a Future for Freight traffic on the S&C?

Interested observers of the S&C have been noticing a marked drop-off in the number of freight trains using the line in recent weeks. Apart from the cement (Wednesdays and Fridays with occasional Mondays) and engineers' trains, plus the ever-popular 'logs' and up to five gypsum trains per week, coal traffic has plummeted from a maximum of about 15 per day at its height some years ago. It has been reported that on Wednesday 25th March eleven loaded and empty coal trains ran with thirteen on Thursday 26th. The following Wednesday saw only one coal train followed by two on the Thursday. Similar services via the WCML and Tyne Valley have also reduced. It has also been reported that twenty sets of coal wagons have been mothballed. Why?

FoSCL's Freight friend Ken Shingleton explains it this way: "There are two main drivers of these changes; access charges and environmental legislation. On the first, the Office of Rail and Road (ORR) has levied an increase in access charges to reflect more accurately the cost to the network of freight - particularly heavy haul - due track maintenance, signal enhancement, loops, etc., which would not be required for a passenger-only railway. There was much negotiation with the Freight Operating Companies on this about a year ago, and various concessions were achieved, both on scale of increase and timescale. Intermodal and biomass benefitted, but coal much less, if at all. Due to the long haul of Anglo-Scottish coal the FOCs realised they could alleviate the pain by concentration as much as possible on EC Ports.

At the time, the question of effect on the Scottish economy, employment, etc. was asked of the ORR: their reported reply was 'that is a matter for the Scottish Government'! (The exclamation mark is mine). Maybe the effect on Carlisle, Tyne, York etc. was overlooked? As to the environment, I believe the UK has signed up with EU to a strategy of reducing pollution from coal fired Power Stations, with 2020 targets of reduction, but I am unaware of the statistics. Some Power Stations have spent megabucks on screening for polluting gasses, but others have not and closed down already. For example Didcot received some 20 trains per day when I was Divisional Manager; it has now gone, despite some four-tracking and signal enhancement to deal! I believe Ironbridge will soon close, to follow several already shut in the Midlands. On the other hand new gas fired Power Stations have been built, two in South Wales, said to be less polluting, but still fossil based!

The FOCs were faced with stocking as much as possible before the changes took place this month, and indeed the S&C and other Anglo-Scottish routes experienced a short 'flurry' during March. It remains to be seen what happens in October, but my understanding is that some coal business will return to the S&C; indeed two loaded trains each day seems to be the new norm for the time being. The issue must be for the FOCs to manage the human resource problem this has created; what, for example, has ever become of the domestic distribution intermodal that Geoff Bounds was involved with; political posturing to gain planning consents, or am I an ancient cynic?! Domestic distribution intermodal e.g., Wakefield or Leeds container terminals similar to those of the short-lived Kirkby Thore plasterboard express, or indeed the gypsum. Deep sea containers would require massive works of enhancement, probably unacceptable against line heritage?"

An FOC driver has reported that "Hunterston import terminal was the busiest that it's ever been up to 31st March (more than it could adequately cope with – long delays the norm and returning sets empty commonplace). I believe this is because it's the second deepest terminal in the UK (after Milford Haven), so the use of bigger ships negates the extra land haulage cost of using the East Coast ports. As such, the S&C is likely to see a fair share of whatever coal traffic remains, plus diverts off the Tyne Valley once its

passenger goes half-hourly”.

Certainly there is hope for expansion of the cement and gypsum traffic with the promises of new house building being made by the political parties in the run-up to the General Election; and the Helwith Bridge project comes on-stream later this year (as reported by Mark Rand on page 23) – could that lead to similar projects by Lafarge’s competitors?

So not all doom and gloom then but, a serious situation.

With thanks to A.Driver, Ken Harper and Ken Shingleton for information contained in this article.



Left: Ken Harper on the 25th anniversary special train - 11th April 2014

Photo: Pete Shaw

Right: Ken Shingleton

Photo Mark Rand



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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St Pancras – Leeds – Settle - Carlisle

There are strong indications that the passenger usage of the Leeds-Carlisle line via Settle is changing.

There is evidence that the usage by local residents is falling - probably because of the infrequent and irregular timetable and often crowded trains. Meanwhile, tourists from elsewhere still flock here by coach and under their own steam, so much so that pre-booked coach parties have to be rationed at busy times of the year.

The increasing market nowadays appears to be through passengers - to/from south of Leeds and to/from north of Carlisle. This is evidenced by observation of actual passengers on actual trains. Suitcases, Scottish accents and more and more Scottish banknotes in the trolley takings are strong hints. So too are conversations between FoSCL On-Train Guides and passengers who consistently tell us that London (or Leeds) - Scotland journeys via the S&C are on the up, and up, and up. Oddly enough the early Midland Railway used to run into Kings Cross until that station became so crowded they built St Pancras. The building of the S&C followed soon afterwards. History, to some extent at least, is repeating itself. We even have our regulars doing these journeys via the S&C in preference to the more obvious and quicker West and East Coast Main Lines. The reasons are not hard to see.

Just take a look at the UK's rail map (front cover). The London Kings Cross - Leeds trip (now Virgin East Coast) is fast, frequent and cheap. The Carlisle - Glasgow element (Virgin West Coast) is also fast, frequent and cheap. At both Leeds and Carlisle there are the easiest of cross-platform changes of train. In between is the slower journey between Leeds and Carlisle on a comparatively poor train taking three hours or so. But what a journey! One of the World's finest.

Not just that, the whole trip London - Glasgow can be done for £20 or £30 if you know your way round the UK's labyrinthine ticket system. In fact, the railway industry's information systems positively discourage use of this route by hiding it within their search protocols. So, with no help whatever from the railway industry, people who have time to enjoy life and to get good value are discovering it for themselves.

Passenger Focus recently published a guide for passengers to get best value. Among their tips were the use of Advance Purchase tickets, splitting journeys and seeking alternative routes. This sound and official advice pays off handsomely for the London - Scotland journey via Leeds and Carlisle.

We and others will be working with whoever wins the Northern franchise and with Network Rail to bring the Leeds - Settle - Carlisle part of this amazing journey into the 21st century. In so doing we can restore this line to the purpose for which it was built in the 19th.

FoSCL is on the case. Watch this space.

Mark Rand



Settle to Carlisle Passenger Service

David Ward presses the case for a regular hourly service

Presently, the S&C train service in frequency and journey time is little better than when the line was re-opened 26 years ago. It is slow and tedious with an average speed Leeds to Carlisle of 40mph. The service frequency is irregular with three hour gaps Northbound 05.29 to 08.49 and 14.49 to 18.06, Southbound 05.50 to 08.53 and 08.53 to 11.55.

The Invitation to Tender (ITT) for the next Franchise requires the late afternoon Northbound gap to be filled in 2019 but, unless the preferred bidder chooses otherwise, the other gaps will remain and the overall service remain as now. FoSCL's Prospectus for the line, presented to each of the ITT bidders, calls for 'a total revision of the timetable with an hourly service as the starting point' (see Settle-Carlisle Railway Journal 138 for more details). The FoSCL committee reconsidered and reinforced that position by unanimous vote at its April meeting.

Accurate passenger journey/loading figures are not available but it would seem that North of Skipton there may be a decline of 20% since the 1990s. FoSCL has figures which purport to show morning loadings are down but afternoon loadings up. This indicates a loss of the day return business and an increase in through journeys. This downward trend has occurred when the line has been relatively free of blockades.

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

The decline has also occurred when on the rest of the Network passenger journeys have increased by up to 50% and are continuing on a rising trend. Even on the Middlesbrough to Whitby line which has only a sparse population they are up 50% and the ITT requires the Newcastle to Carlisle service to be increased to a frequency of half hourly indicating a passenger boom on this line. There are also indications the Skipton to Morecambe service will be increased from five to nine trains per day. These two improvements will increase competition on the via Lancaster and Newcastle routes for through journeys that would otherwise use the S&C. The other alternative of Leeds to Carlisle via Manchester has also improved with the more frequent and faster Trans-Pennine trains and the very attractive new electric Class 350 trains between Manchester and Glasgow/Edinburgh. Unless something is done to drastically improve the S&C service it has a very bleak future.

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

The cause of the problem is not hard to see. The minor stations already have a more frequent service than their footfall would justify elsewhere. The use of these stations is not likely to increase because of the sparse population and only better marketing would produce an improvement. The market for improvement has to be in through journeys to and beyond Leeds and Carlisle and at Settle and Appleby as railheads. The present service however is a deterrent to this market because:-

- a) It operates over only nine hours of the day.
- b) The three hour gaps in the frequency involve long connectional waits.
- c) The service is slow and tedious.

Although the S&C is potentially the fastest route between Leeds and Carlisle, in reality for long periods of the day through passengers are obliged to take alternative longer routes

involving changes of train because of the shortcomings in the S&C timetable.

The solution is an hourly frequency on the S&C over a longer period of the day and on accelerated schedules. If the journey time could be reduced from 2¾ to 2¼ hours a Leeds to Glasgow journey time with a 15 minute change at Carlisle would be 3½ hours at an average speed of 60mph. Today if it is assumed the average wait at Carlisle is an hour because of the limited S&C frequency together with a 2¾ hour journey on the S&C, the Leeds to Glasgow time is 4¾ hours at an average speed of 48mph. Via Manchester it is nearly an hour quicker and via York and Edinburgh 45 minutes quicker and in both cases over a longer period of the day. This is only one illustration but it is typical of many other long distance journeys. The telephone and internet enquiry services are programmed to divert passengers away from the S&C to these alternative routes.

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

An hourly frequency makes much better use of the rolling stock. If the journey time can be reduced to 2¼ hours an hourly service can be run with 5 x Class 158 DMUs with 15 minute turn-rounds at Leeds and Carlisle. With three Units starting at Leeds and two at Carlisle and each Unit doing three round trips an hourly service can be operated from 06.00 to 20.00 from Leeds and 05.50 to 20.30 from Carlisle. An actual check on the 15.05 Carlisle to Leeds has shown that 2¼ hours is practical with the existing stops on this train, all the timetable padding removed but sticking to the existing 60mph Line Speed and permanent speed restrictions. This leaves the question of time required for stopping at the minor stations. This could be covered by several measures:-

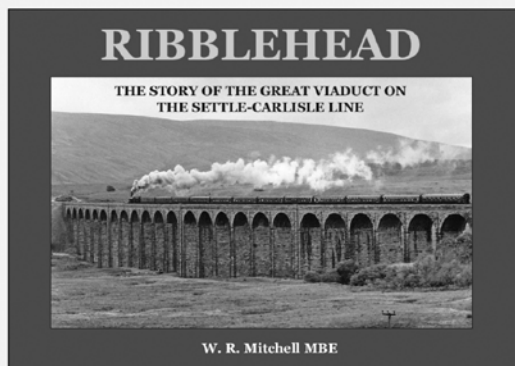
1. An increase in the Line Speed.
2. Removal of the permanent speed restrictions.
3. With 15 trains in each direction a day instead of the existing 7 the number of stops per train could be reduced by 56% to give the same number of stops as now.
4. Rationalisation of the existing stops, e.g. such journey and alighting figures which exist indicate a three hour frequency is all that is justified at smaller stations.
5. Reducing the stops south of Settle at stations which have a frequent alternative service.
6. On the first and last journey of each of the 5 Unit diagrams starting earlier and finishing later would enable more stops without destroying the 5 Unit maximum requirement.



“Slower Route With a Very Limited Service”

Engineering works on the West Coast Main Line over Easter produced no diversions over the S&C. Instead, the strong advice to passengers from Virgin and Network Rail was ‘do not travel’. Appreciating that some people needed to travel regardless of the difficulties Virgin Trains West Coast published a map showing alternative rail travel options. In the north west these included the Tyne Valley line and the S&C. The Settle-Carlisle route was shown with the annotation ‘Slower Route With a Very Limited Service’. A powerful statement of the present position. The franchise bidders, Network Rail and the S&C’s own organisations must respond to the challenge of an hourly service. Urgently.

***David Ward on the special 25th anniversary train - 11th April 2014.
Photo: Pete Shaw***



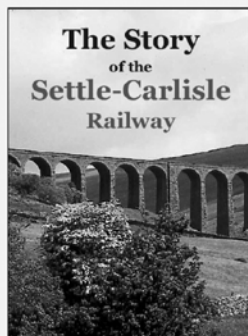
'Ribblehead'

by W. R. Mitchell MBE

The new hardback book devoted to the viaduct and immediate area around Ribbleshead is out now.

Full of colour and black & white images and, this book details the history of the viaduct from the building period of the 1870s through to the restoration of the late 1980s and early 1990s. Close-up images of the viaduct as it was fully restored and never seen before photographs of the

work as it progressed. The book also examines the tunnel at Blea Moor and the station at Ribbleshead showing the restoration of the buildings and the many weather conditions experienced! **Hardback book, large landscape format, 80 pages £18**



'The Story of the Settle-Carlisle Railway - England's Favourite Scenic Railway'

This programme studies the line in every respect from its construction through to its operation in the 21st century. Filmed along the whole length of the railway, the DVD has an in-depth look at the many stations and structures along the 72-mile route and interviews railwaymen and others associated with its long and eventful history.

DVD 90 minutes £13.95

'Tales of the Settle-Carlisle Railway'

We hear amazing stories from the video archives of Bill Mitchell MBE as he interviews local railwaymen and women about their lifetime's work on the Settle-Carlisle Railway. Derek Soames, George Horner and others relate their experiences on the line. Listen to the accounts of major accidents on the route in the early years and how tough life was in harsh winter. **DVD 60 minutes £12.95**

'Cab Ride Skipton to Carlisle' Filmed from the cab of Class 47, No. 47444 on the 10.45 from Leeds to Carlisle in January 1990. A crucial period in the line's history - less than a year after BR reprieved it from closure.

NEW DVD edition 136 minutes duration, £17.95

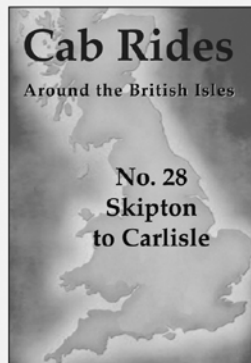
Full catalogue available, or visit our web site.

By post or via our web site. Please add £1 per item for P&P.

Kingfisher Productions

'Felmersham', Mills Road, Osmington Mills, Weymouth
Dorset DT3 6HE

www.railwayvideo.com



FoSCL Notes

Membership Matters

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

Mr Richard Cameron - Selside.
 Mr. Roger Christy.
 Miss E. C. Davey - Kirkby Stephen, Cumbria.
 Mr Gordon Derry.
 Mr. E. J. Eele - Chalfont St. Peter, Bucks.
 Miss D.M. Higson - Bolton, Lancs.
 Mr. G. Hodgson - Huddersfield.
 Mr M.A. Holmes – Warwick.
 Mr David Jeeves.
 Mr. D. Johnson - Newcastle upon Tyne.
 Mr Douglas Marshall - Warrington.
 Mr N. Matthews.
 Mr P.E. Moore.
 Prof. Carl Newton – University of Newcastle
 Mr A. Podmore.
 Mr Trevor Thomas - Brough Sowerby.
 Mr Trevor G. Thomes.
 Mr Michael Tombs.

Magazines addressed to the following members have been returned undelivered:

Mr. and Mrs. S. Niemuth - Leeds

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

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

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

**Friends of the Settle-Carlisle Line
 Barclays Bank PLC
 Skipton Branch
 Sort Code 20 78 42
 Account number 90370894
 PLEASE QUOTE YOUR MEMBERSHIP
 NUMBER AS A REFERENCE.**

**Peter G. Davies -
 Membership Secretary**

Obituary

Richard Cameron 1938 - 2015

We are saddened to record the death on March 11th of Richard Cameron, of Selside, aged 76. Many FoSCL members and other Settle-Carlisle railway passengers will have known Richard; perhaps not personally, but he was the man who used to wave to trains from an upstairs window in the railway cottages next to the S&C at Selside, between Horton-in-Ribblesdale and Ribbleshead. This became a feature of travelling during the 1980s, when the line was under threat of closure, and a large number of passengers would be looking for Richard, with waves exchanged and frequently a toot from the driver!

The family came from Lasswade in Midlothian, with Richard having a brother – Chris – and sisters Judy and Sylvia. After school in Edinburgh Richard went on to be a professional musician, playing the 'cello. His career included time spent with the Sadlers Wells Orchestra where he accompanied artists such as Dame Margot Fonteyn. He was always interested in railways and the cottage at Selside was his ultimate dream – the Yorkshire Dales and a railway, quite literally on the doorstep.

The funeral was held at St. Oswald's parish church at Horton-in-Ribblesdale on 26th March. Amongst the mourners were people with railway connections including: Matthew and Marianne Bayes, Pete Brown, David Farnhill, Wilf and Hilary Fenton, Paul Kampen, Stuart Marsh, Alan Mayor, David and Brenda Moss, Kath Smith, myself; plus several well-known musicians, locals and the family – to whom we extend our condolences.

Pete Shaw



FoSCL Dalescards

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

The current price is £17.

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

RENEWING AN EXISTING FoSCL RAILCARD:

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

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

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

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

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

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

Reduced Fare Travel

We continue to receive complaints from Northern Rail staff that members are trying to obtain reduced fare, or even free, travel using their FoSCL membership cards. Could everybody please note that FoSCL membership in itself does not afford travel privileges. Northern Rail do offer reduced advance fares; or you can purchase a FoSCL Dalescard (see panel above). And please note that a receipt for the purchase of the card does not count - you must hold the card itself and this must be up-to-date. Many thanks for your cooperation.

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

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



Open all year.

For brochure or additional information contact:-

Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

FoSCL AGM 2015

The Annual General Meeting of FoSCL was held on Saturday 18th April 2015, at the Victoria Hall, Settle.

81 members were present and there were 24 apologies for absence. The Minutes of the previous AGM were accepted as a correct record. Under "Matters Arising" Ruth Annison gave an update on the Wensleydale Railway, noting that planning permission had been granted for their Aysgarth station site; that the Wensleydale Railway Association and Trust were considering merger proposals, and that the old weigh hut at Hawes station yard had been restored.

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

- * Much effort had been put into lobbying for service improvements in the next franchise, with meetings at the Department for Transport and with the three short listed bidders - Abellio, Govia and Arriva; and also with the Transpennine Express bidders.
- * The Invitation to Tender (ITT) for the next franchise specified an extra afternoon Leeds-Carlisle service and return, plus two extra return services on Sundays.
- * Our aim was for trains to operate as through services, Leeds-Settle-Carlisle.
- * The new bidders can add more, giving an enhanced service, and we are pressing for an hourly service and increased line speed.
- * The Manchester-Carlisle service is unfortunately not in the specification though we did not expect it to be. We can expect some progress towards this during the course of the next franchise.
- * The S&C Trust and Property Company have been overhauled and better relations prevail.
- * The overall advisory body or "Association" is chaired by Bryan Gray.
- * The Development Company catering trolley difficulties are resolved.
- * The 25th anniversary of the line being saved from closure was followed by the Ride2Stride walking festival, Dent music festival and Walk the Line.
- * FoSCL are negotiating to take on an industrial unit in the Sidings at Settle for

a base, giving office and storage space, with a workshop.

- * Analysis of our volunteers shows 40,000 hours of work last year, with an equivalent value of perhaps £1/2m.
- * The Government is looking at expanding Community Rail to possibly include more elements for a locally managed railway. FoSCL is taking part in discussions with other interested parties to influence the shape of these plans.
- * FoSCL have set up a Futures Group to look at better use of the S&C for diversions, increasing linespeed and, perhaps, an hourly service.
- * The Chairman thanked all our volunteers, committee and our members for their support; and reminded the meeting that he would retire next year, so we need to think about a new Chairman.

The Treasurer, Stephen Way, circulated a financial report showing FoSCL to be in a healthy position. We ended the year with a surplus of £107,805 - largely due to a very generous legacy. Total assets are £371,583. Income was £169,966 and Expenditure was £62,161. Thanks were expressed to Membership Secretary Peter Davies and the sales team led by Pat Rand for all their efforts in raising income.

FoSCL has agreed to advance up to £65,000 to the Trust for payment of their mortgage on the Ribbleshead Stationmaster's House, to save them needlessly paying interest.

Two questions were asked; one about legacies, the reply being that if specific projects were not mentioned, legacy monies would go into our general funding pot; the second about how our funds are invested; we have several accounts now giving relatively poor interest rates 0.05% to 1.8%.

The election saw Richard Morris re-elected as Chairman, Stephen Way as Treasurer, Paul Kampen as Secretary; with Ruth Evans and John Johnson as committee members.

After the close of formal business various questions were put by members, which will be covered comprehensively as an appendix to the formal minutes.

After lunch a fascinating presentation was given by Mark Harvey and Richard Tinker

on the S&C Railway Conservation Project. This aims to record, by photographs and description, all the structures and artefacts on the route. It was noted that the rate of demolition of older structures had increased and so the opportunity had been taken to document what was left. It includes everything from stations, bridges, tunnels to smaller items like mileposts. Mark and Richard showed photographs of interesting examples - such as the building thought to be "most at risk" - the upside (disused) waiting shelter at Cumwhinton station; and a foot underpass near Carlisle with a light vent half way through. The speakers were clearly enthralled by their topic and their enthusiasm spread to the audience. The data compiled will span all the local authority areas, and can be then used to assess priorities for maintenance funding, preservation, re-use etc.

A most valuable project.

Pete Shaw

SCRCA Project

Full details of the SCRCA Project are available online (on the FoSCL website) at:

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

If you have any photographs of (or other material relating to) railway-related structures between Hellifield and Carlisle that you are willing to share with the SCRCA Project Team, please contact us either via the Editor, or via the 'Contact us' form on the FoSCL website, or by writing to Ruth Evans, 49 Kings Mill Lane, Settle, North Yorkshire BD24 9FD. We can make the material accessible to the general public or restrict access to members of the SCRCA team and the professionals responsible for managing the SCRCA (i.e. the relevant Local Authority and Network Rail personnel), whichever is requested by the contributor.

Headcounts on the S&C

How many passengers actually use the S&C, which trains do they use and where do they board and alight? These are fundamental questions which are often asked but no one seems to know

the true answer. With ungated stations, Group Bookings, through tickets valid via different routes, Rover Tickets and special promotions often not route specific, this is a complex situation so FoSCL has decided to address it.

Our volunteers surveyed every train for one week in August and another week in October and have followed up with headcounts on selected trains to enable us to build up a complete picture.

Ruth Evans and Pete Shaw arranged the willing volunteers without whom we could not achieve this and John Disney has analysed the data. Our most important findings to date are:

- 49% of northbound and 55% of southbound passengers "cross Skipton" once Airedale local journeys (which cause much of the variation in loadings) are filtered out. This emphasises the need to operate through trains from Leeds to Carlisle.
- Whilst Saturday is by far the busiest day all year round the average loading per train is actually highest on Sundays, so the promised extra Sunday train will be welcome and well used.
- The busiest trains on the Skipton to Carlisle section are the 0849 ex Leeds and 1155 and 1404 ex Carlisle
- The "Express Trains" (possibly the slowest "Express Service" in the UK?) have much lower loadings than the stopping trains immediately preceding and following them indicating that they should serve all stations between Settle and Kirkby Stephen. This would boost the rural economy and have absolutely no effect on the arrival/ departure times for passengers to Glasgow / Edinburgh who would simply have slightly less waiting time in Carlisle.
- Remoter stations with bus links such as Garsdale (for Hawes) are experiencing patronage growth whilst those without such links (such as Kirkby Stephen) are struggling to attract more users. FoSCL will be pressing the new franchisee to support more bus links and has produced a promotional leaflet for the existing links this summer.

If you have any queries about these headcounts please contact me on 0115 9322356 or john.disney@ntu.ac.uk

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

Thanks to one of our locally-based members, Howard Butterworth, our Settle shop now opens regularly on Sundays.

We continue to add to our range of stock with new calendars, books and DVDs. And, in a new departure, we can offer a Blu-Ray film (see advertisement on opposite page). A sample of this can be viewed at:

www.youtube.com/watch?v=HhgUh1FUzi8

This film can be purchased in both our shops.

Kingfisher Productions have produced *Ribblehead* by W.R. Mitchell M.B.E. This new hardbacked book is devoted to the famous viaduct, seen on the front cover of this magazine, and the area immediate to it. This area can be explored by joining one of our 'Shanty Town Walks' (see panel on page 29).

The book, which has 80 pages in a large landscape format, also details the tunnel at Blea Moor and the station at Ribblehead. Please see ad on page 11.

The book, DVD and Blu-Ray can be obtained from our shops at Settle and Appleby stations, plus our webshop.

FoSCL Webshop - www.foscl.org.uk

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

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

Self-Catering Holidays at Kirkby Stephen Station

SPECIAL DISCOUNT for FoSCL members

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

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

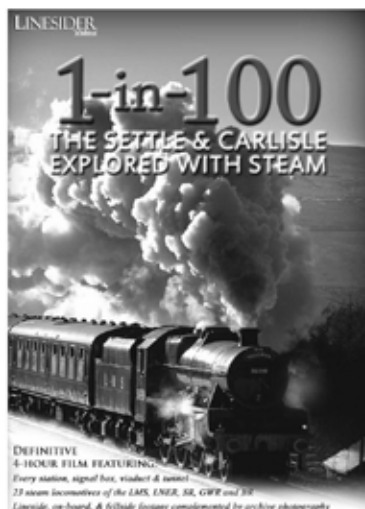
 FREE Wi Fi for guests



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"A very professional production; a valuable record of the line"

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

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

Special Traffic Report

Jan 24th	45407/47760	Carlisle - Manchester Victoria
Jan 24th	67027/67012	Derby - Carlisle, test train
Jan 26th	67012/67027	Carlisle - Derby, test train
Feb 7th	46233	Carlisle - Euston
Feb 7th	67012/67027	Heaton - Derby, test train
Feb 14th	57314/47760	Skegness - Carlisle
Feb 14th	67026/67005	Kings Cross - Carlisle
Feb 21st/23rd	67012/67027	test train
Feb 28th	46233	Carlisle - Euston
March 21st	5690	Tyseley - Carlisle
March 21st	47237/46115	Carlisle - Euston
March 21st/23rd	67027/67012	test train
March 28th	46233	Carlisle - Euston
April 11th	37604/37612	Derby - Heaton, test train

Pete Shaw

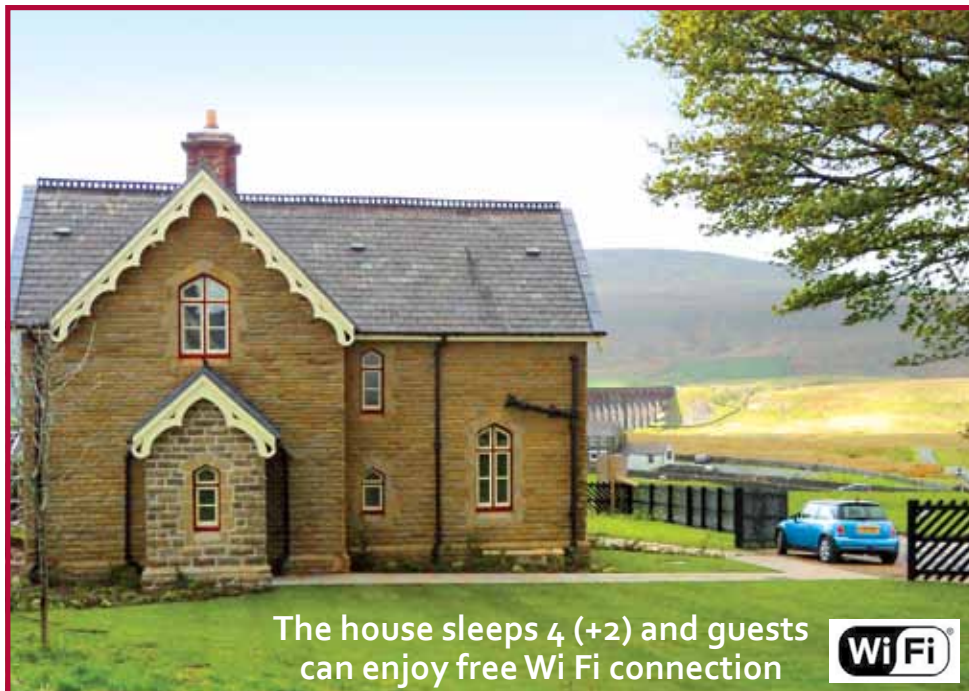


On Sunday April 19th the Branch Line Society ran a six-car 185 set down the S&C. Surely the quality of train that we would like to see on the S&C's daily services?

The train is seen here at Garsdale, taken from this angle with the permission of Network Rail.

Photo:

Kevin Adlam/Branch Line Society.



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

Discount rates for FoSCL Members

Phone Rachel now on 01768 800 208 for details
or visit the website at
www.sandctrust.org.uk/stayatastation/
for a full listing of prices and the dates available

An entirely voluntary organisation with 3,300 members, we are the UK's largest rail user group. Thanks to the generosity of our members we have significant funds to invest in the Line.

Our railway line is unique: it is a key part of the national rail network, yet it incorporates a wealth of Victorian railway engineering heritage and runs through a remarkable, varied and wonderfully scenic landscape. Its entire 72-mile length between Carlisle and Settle Junction is a conservation area.



Our main aims are:

- to encourage, support and promote the use and development of the line
- to support the preservation and restoration of the structures and buildings along the line
- to provide new facilities or to improve existing facilities for users
- to promote knowledge and appreciation of the line

In support of these aims our 150 active volunteers contribute over 40,000 hours per year to the wellbeing of the Settle-Carlisle Line. Multiplied by the national average wage of £13.60 per hour, this equates to an annual financial value of around £544,000. In addition, over the past few years we have put in over £300,000 of our own funds into preservation and maintenance work, directly benefitting the local economy.

Our Voluntary activities

Headcounts and Passenger surveys Over a three-year period Friends of the Settle Carlisle Line (FoSCL) volunteers have carried out a wide range of on train headcounts and passenger surveys, culminating in a massive exercise in August and October 2014 when numbers boarding and leaving trains at every station between Leeds and Carlisle were recorded on every train in both directions for one week. The resulting data has meant that we have an unrivalled understanding of current travel patterns - origins, destinations and purpose of journey - on the Settle-Carlisle Line. This forms the basis for our case for new and improved train services.

Liaison with TOC, NWR, government, YDNP, voluntary organisations We represent passengers when dealing with the Train Operating Company and Network Rail. Customer concerns are discussed at length and a satisfactory resolution is usually achieved. In recent years we have lobbied government at all levels from the Secretary of State downwards for better trains and an improved service. In the run up to the next Northern franchise we put our case to all bidders for both the Northern and TPE franchises. We have also achieved excellent coverage for the Settle-Carlisle Line in railway magazines and local media.



On Train Guides These volunteers travel with pre booked groups travelling on the line. As the train travels over the line, the guide will describe the passing scenery and talk about the railway. They also travel on other trains and talk to any passengers that want information, plus selling books of interest about the Settle-Carlisle Line.

FoSCL has also created an MP3 audio guide to the Line which can be downloaded to mobile phones and other devices, and listened to as the journey proceeds.



Guided Walks Walkers have always been keen supporters of the line and the FoSCL programme of free guided walks from trains continues this tradition. The walks are to encourage people to us the train instead of their cars. This brings a double benefit, firstly for the train operator and secondly for the environment. Guided walks are offered throughout the year every Saturday, and many Sundays and Wednesdays. There are around 25 experienced leaders.

The walks vary in nature from easy to strenuous and cover a wide area, including the western Yorkshire Dales, Eden Valley, North Pennines, Lake District and Lancashire. Some walks make use of local rural bus services to connect with the trains but all walks start and end at one of the stations on the S&C or Lancaster/Morecambe lines.



Ribbleshead Heritage Tours The Ribbleshead Viaduct is the highlight of the route with its magnificent 24 arches spanning Batty Moss over 100 feet below. The Ribbleshead Tours look at the archaeological sites and the history of the Viaduct. They explain how the navvies lived and built this tremendous structure with assistance from steam cranes and muscle power.

Places of interest that are visited are the site of the Batty Green Shanty Town including the site of the hospital, the narrow-gauge tramway, the maintenance shed for the steam locomotives, the brickworks, lime kilns, the stone sorting area and the Viaduct itself.



Ribbleshead Visitor Centre The centre illustrates for visitors the history of the site from its beginning to the present day - and includes fascinating insights into the construction and repair of the line, its viaducts and tunnels. The Centre and its small shop is open 7 days a week for much of the year and is staffed mainly by FoSCL volunteers.



Shops and Trading FoSCL have two shops, one at Settle station and the other at Appleby station. There is a large pool of volunteers selling Settle-Carlisle memorabilia and a range of local produce. Settle Station shop is usually open 7 days a week.



Signal boxes Settle Station Signal Box was opened in 1891 and closed for operational purposes in 1984. It lay derelict for more than a decade. It was given to the Friends of the Settle-Carlisle Line "on long-term loan" in 1997, with the proviso that the structure be re-sited and restored. It is now run as a small working museum dedicated to mechanical-era railway signalling on the Settle-Carlisle Railway. It is staffed and maintained by a small group of dedicated FoSCL volunteers and is open to the public on a regular basis.

The current Armathwaite Station Signal Box was built in 1899 to replace an earlier signal box which was destroyed by fire, and closed in 1983. It was leased to the Friends in 1992 and it has since been fully restored to its Midland Railway appearance. It is now maintained by a group of enthusiastic FoSCL volunteers. The original lever-frame is still in position and the signal box houses number of interesting exhibits.

Station gardens The ten station gardens between Armathwaite and Settle are largely cared for by our dedicated volunteers. Significant sums of money are also spent by FoSCL on stocking the gardens and support for the gardeners. The results are plain for all to see and favourable comments are often made by the travelling public.



Painting & decorating From time to time there is need for small repairs to be done on the stations. As the Settle-Carlisle Line is on the National Network FoSCL are limited as to what we can do. Painting by volunteers is something that is often undertaken.



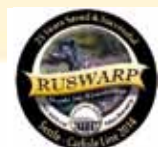
Station furniture FoSCL has provided and owns most of the heritage style benches on every station between Settle and Armathwaite. Volunteers regularly monitor the state of the benches and repair and repaint them when necessary. FoSCL also has a long term lease on the wooden waiting shelter on the up platform at Langwathby and is responsible for keeping it in good decorative order.

Archives FoSCL's Historian has done a great deal of work on recording and cataloguing the resources available to students of the Settle-Carlisle Line.

In addition comprehensive documentary archives on the history of the line and the campaign against closure in the 1980s are housed in the station building at Horton-in-Ribblesdale. These are only partially catalogued and it is envisaged that the work will be undertaken by volunteers when the archives are moved to Settle in the near future.

Events As part of the 25th anniversary celebrations, FoSCL took part in various events up and down the line in 2014. This included support for the Ride2Stride walking festival and the Dentdale Music and Beer Festival.

A specially brewed beer and souvenir beer glass were commissioned for the latter. Regular events such as Settle Station Open Day are held every year.



RE-OPEN THE WAVERLEY ROUTE FROM CARLISLE TO EDINBURGH

Image: Shankend Viaduct, near Hawick. Copyright Walter Baxter.
Source: <http://www.geograph.org.uk/photo/511565>. Reproduced under licence.



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

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

With YOUR support we can achieve our aim, and we look forward to the day when we can renew the Waverley's historic connection with the Settle and Carlisle Line, to the benefit of both.

Membership is from only £5 a year to £50 for life; just ring our secretary on: **0161 775 5669** or email **dgma@talktalk.net** for details of how to join.

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

www.campaignforbordersrail.org

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

Campaign for Borders Rail

News Notes

Quarry Traffic

It has taken time but the re-connection of Dry Rigg and Arcow quarries at Helwith Bridge with the S&C main line is now under way with a target of October for the actual re-connection work. This will be the first re-connection since the line was saved from closure and a cause for celebration. Anybody got some ribbon and a pair of scissors?

Mark Rand

Railway Service - St. Mary's, Mallerstang

The Annual Railway Remembrance Service will take place on Sunday 28 June at 10.30 am at St. Mary's Mallerstang, when we will remember those who died during the construction of the Settle to Carlisle Railway in the area between 1870 and 1875.

It will also mark the 20th Anniversary of the Aisgill Rail Crash, which occurred on 31 January 1995, in which the conductor of one of the trains, Stuart Barry Wilson, died and thirty passengers from the two trains were injured.

All are welcome

Gordon Hutton

Steam Trains

As we go to press several rumours are circulating regarding the future of steam charter trains in the railway



network. This follows an incident on March 7th which is currently being investigated by the Office of Rail & Roads Regulation and the Health and Safety Executive. The incident involved the West Coast Railway's 'Cathedrals Express' hauled by 34067 *Tangmere* which ran through a junction near Swindon against the signals; a high-speed train had occupied the junction approximately 55 seconds earlier. NwR suspended West Coast Railway's licence pending the results of the enquiries; this includes all charter passenger, freight, NSC and light engine movements. A statement by WCR said that they would continue operating under another operator's licence. WCR provide the stock and locos for several of the steam charter operators; the 'Winter Cumbrian Mountain Express' which was scheduled for Saturday 4th April did not run; neither did the 'Hadrian' which was due to traverse the S&C on Easter Monday - this latter had already been postponed from an earlier date. At the time of writing about ten scheduled steam workings have been cancelled. However the three series of steam charter trains which are due to run over the S&C over the next four months are still being advertised and prospective passengers are advised to keep in contact with the various operators and not to necessarily believe what the rumour mill is currently extruding.

That said, loss of steam charters, coupled with the current huge drop in the number of freight trains, would not be good news for the S&C.

The best source of up to date steam train running information can be found at: www.uksteam.info

Paul A. Kampen

Could steam charter trains be going away for good?

46233 Duchess of Sutherland is seen here passing Wharton Dyke with the southbound Cumbrian Mountain Express.

Photo: Pat Arrowsmith

The Refreshment Trolley Service

Many of you will be aware that during the last few months the S&C Development Company has been involved in an industrial relations dispute with the RMT and some union members of the trolley team. This followed a review of management structure of the Company and the subsequent redundancy of one employee.

Following negotiation through ACAS, the RMT have now withdrawn from any future strike action and confirmed that they are no longer in dispute with the Company.

The refreshment trolley service is a much-appreciated feature of Settle-Carlisle passenger experience and, since its launch some eleven years ago, has served thousands and thousands of passengers. It has supported the local economy though the purchase of supplies from local businesses.

We now look forward to a successful future based on a viable economic operation providing a welcome food and drink service to passengers on the line.

**Anne Ridley -
Operations Manager, Settle Carlisle
Railway Development Co**

Better Buses are on the way

After recent cutbacks and uncertainties it is pleasing to report that the picture for Summer 2015 is better than many feared; FoSCL and Northern are working together with the Dales & Bowland CIC to mount a vigorous marketing campaign.

FoSCL and Northern have both contributed to the match funding from the YDNPA Sustainable Development Fund to maintain the Sunday & BHM Northern Dalesman bus which departs Ribbleshead Station at 10.30 (waiting for the train from Leeds) for Hawes, Buttertubs Pass, Muker, Gunnerside, Reeth & Richmond. Connections are available on Sundays at Hawes to Aysgarth and Leyburn (for the Wensleydale Railway). This supplements the daily Little White Bus from Garsdale Station to Hawes; remember this will meet most trains on request in addition

to timetabled journeys. Please ring 01969 667400 (Office Hours) or the bus mobile 0781 698 6448 to book. Weekday Hawes – Leyburn buses are now operated by Little White Bus to a revised timetable. There is also a Sunday afternoon tour from Ingleton round the Ingleborough massif calling at Ribbleshead Visitor Centre for browsing and refreshments. Holders of return train tickets to Ribbleshead or Horton can join this bus at 15.25 for a free ride to Settle for the Express train to Leeds.

FoSCL also support the Western Dales Bus which provides links on Saturdays and Sundays (not BHM) from Dent Station to Dent Village and Sedbergh – perfect for a walk in the Howgills or a visit to the Dent Heritage Centre or book town of Sedbergh with Farfield Mill only a short walk away.

A major improvement from May sees Summer Sunday & BHM buses introduced from Lancaster to Skipton via Kirkby Lonsdale, Ingleton, Clapham and Skipton. This fills the void created by the lack of Sunday morning trains from Lancaster and also creates extra journey opportunities between Skipton and Settle. The Monday to Saturday Skipton – Settle service will become hourly with alternate buses extending to Kirkby Lonsdale; these buses pass Giggleswick Station (buses stop on the lane by the Craven Arms entrance) which often provides better connections from Leeds. These are all commercial services operated by Kirkby Lonsdale Coach Hire.

Malham can be reached direct from Settle on Sundays & BHM via the Malham Tarn Shuttle together with weekend buses from Skipton to Malham; some connections are available on Saturdays from Settle by bus or train via Gargrave.

If you are travelling from Leeds/ Bradford to Malham (weekends) or Wharfedale (daily) then remember that the Dales Rambler ticket will cover train travel to Ilkley or Skipton (you can go out via one and back via the other line) and unlimited bus travel (including Sunday Cravenlink buses between Ilkley & Skipton but not the X84) for just £11.50 with Railcard discounts also available. Note that this ticket is available on ALL trains but the Two Together Railcard discount is not available before 0930 Mon-Fri.

One downside for Bus Pass holders this year is the exclusion of many Sunday DalesBus services from this scheme meaning that everyone will have to pay a fare for journeys starting in North Yorkshire. However discounts will be offered by DalesBus to Bus Pass Holders and a £6 Concessionary Dales Rover is the maximum that Bus Pass holders will have to pay though many shorter journeys will be just £2 for Bus Pass holders. Please don't let this deter you from exploring off the line this summer and support the DalesBus network.

Full details are at www.dalesbus.org or pick up a Metro timetable booklet from stations and TICs. Follow us on Twitter @DalesBus. If you have any problems getting a copy please send an A5 SAE to John Disney, Milldale, 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW. Feedback on DalesBus services is welcome to john.disney@ntu.ac.uk or ring 0115 9322356.

John Disney



Kev Adlam of the Branch Line Society presents a cheque for £15,185 to Tim Brawn and Luke Gardner at Carlisle station during the BLS's railtour on Sunday April 19th. The funds were for 'The Railway Children' charity and were later increased by further fundraising on the train.

Photo: Kev Adlam/Branch Line Society

Walk the Dales Way by Train and Bus

The Dales Way is a popular 78 mile long distance walk from Ilkley to Bowness and whilst it fits perfectly in a week's holiday it is also surprisingly easy to do in day stages (or a couple of long weekends) by train and bus from West & South Yorkshire.

There are several guide books but the best is Dales Way – The Complete Guide by the co-founder Colin Speakman (Skyware Press £11.99) which also includes 1:25000 maps. Using the new Watershed Alternative Route avoids the needs to walk from Gearstones to Ribbleshead Station and back along the road and up and down the Coal Road from Cowgill to Dent Station.

A suggested itinerary is:

Day 1: Ilkley to Grassington. Return by bus to Ilkley or Skipton. Daily – use Dales Rambler Ticket.

Day 2: Grassington to Buckden. Bus from Skipton or Ilkley to Grassington and return by bus from Buckden. Daily – use Dales Rambler Ticket.

Day 3: Buckden to Dent Station (using Watershed Alternative Route). Bus from Skipton to Buckden returning by train from Dent. Daily but a strenuous walk on Sundays with less time; the 0800 Skipton to Buckden bus (Mon – Sat) gives a much earlier start.

Day 4: Dent Station to Sedbergh. Sat & Sun only. Train to Dent Station return by Western Dales Minibus from Sedbergh to Dent Station.

Day 5: Sedbergh to Burneside Sat & Sun only – check return trains from Burneside on Sundays! Train to Dent and Western Dales Minibus to Sedbergh; return via Carnforth or Manchester

Day 6: Burneside to Bowness Potentially daily but check train times carefully on Sundays before travelling. Train to Burneside and return from Windermere.

If travelling to Burneside / Bowness via Skipton & Carnforth it may be much cheaper to split your tickets at Keighley or consider using a North West Rover ticket (But remember it has weekday morning

time restrictions)

If you are planning to walk in a small group then please contact John Carey in advance to arrange extra capacity on the Western Dales Minibus – e-mail: acu61@dsl.pipex.com

Don't delay – plan it today whilst all the pieces in the transport jigsaw fit together – who knows what might happen in the future?

John Disney

West Yorkshire success at 2015 Sheila McKechnie Foundation Awards at House of Lords

Two prominent West Yorkshire campaigners have been awarded for their community activism by the Sheila McKechnie Foundation. Colin Speakman from Ilkley, and Doug Paulley from Wetherby, were presented with their awards at an event in the House of Lords on Monday, 23rd February.

Colin has been at the forefront of the introduction of Dales Rail which combined the provision of trains with integrated bus connections and Doug rose to prominence after he was forced off a bus because of a passenger's refusal to remove a pram from a space used for wheelchairs.

Recently, Colin has been involved in developing the Dalesbus network with a focus on improving the Sunday services that links key urban centres with the Dales and Doug is hopeful that a statutory ruling on wheelchair spaces on buses is forthcoming as a result of his work.

The Transport Campaigner Award was presented to Colin by Zac Goldsmith MP at the Foundation's 10th anniversary celebrations and Doug received his from South African human rights activist, Kumi Naidoo.

Doug highlighted how media appearances, especially on Channel 4 News, helped his campaign gain 'unexpected' rapid awareness.

Mr Paulley said: "I was very surprised to win the award because I wasn't aware that I had been nominated. I'm pleased at how much the campaign has taken off, especially in the media where I've been invited onto Channel 4 News and many others to discuss the work of my

campaign and what needs changing. If we can get the campaign to the Supreme Court, then great. But if nothing else, it's raised awareness of some of the struggles wheelchair users face when using public transport."



Colin Speakman (right) with Zac Goldsmith MP.
Photo: Andrew Wiard

Mr Speakman said: "Campaigning is about giving a voice to many thousands, perhaps millions, of people whose views and needs are too often ignored by decision makers. Transport decisions are frequently made by people who rarely use public transport, especially bus services, who cannot imagine what life is like when a local bus service is withdrawn or curtailed. In the Yorkshire Dales we have been able to move from campaigning to delivering, through a social enterprise, the Yorkshire Dales Society's Dales & Bowland Community Interest Company, has become the best integrated public transport network in any UK National Park. I am delighted to accept this Award on behalf not only of myself, but my inspired team of colleagues whose work and resolve will be strengthened by the national recognition SMK has given us. In an age of cruel austerity, we still have much to do to protect services for local communities and visitors. Thank you for such wonderful support."

The 2015 awards were presented by author and broadcaster Muriel Gray and attended by politicians Zac Goldsmith and Victor Abebowale.



Award winning luxury holiday accommodation at England's highest mainline station, weeks are available from £700 and now booking for **2015**



National Railway Heritage Award



RICS Tourism & Leisure Award 2008



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



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.



www.dentstation.co.uk

07824 66 52 66

The Future starts with the Past

The Settle-Carlisle Line has a long history and, as we all know, without the efforts of the Friends, it would not have a future. The campaign to save the line is one chapter in a long story. It is important that we keep records so that we, and future generations, can appreciate every aspect of the Line's rich history.

Every day part of the story disappears: changes are made to buildings and line-side equipment; personal records are lost or destroyed; memories fade away. Therefore it is important that we collect material and organize it so that it is accessible.

For some years we have been building up what can be described as 'Collections and Archives'. They include actual objects (signal box diagrams, furniture, notices, uniforms), books, magazines and a huge range of printed material (minutes, letters, reports, photographs). Some of it is unique, including material relating to the saving of the line. Nigel Musset and others have done a good job of sorting and recording, but there is much to do if it is to be useful.

Many objects are located (often in unsuitable conditions) at stations, signal boxes, and in people's homes. If we do nothing material will gradually disappear. Apart from anything else, we have legal obligations to look after the material.

For all the reasons outlined above we have set up an informal committee with the following remit:

'To identify, record and conserve collections of material, records and archives of the Settle Carlisle Railway and to make them accessible in order to increase public knowledge and understanding'

Behind these words is the need to do simple practical things for which we need help. Jobs include:

- Sorting through boxes of material and recording what's in them.
- Scanning documents so they can be made available on-line
- Sorting photographs and identifying: what/when/where.

If you can help in any way please contact me. Thank you.

Bryan Gray (bryangray@bryangray.co.uk or 07802 950222)

News from the Wensleydale Railway

*The past we inherit; the future we build.**

Scrolling back (as one says these days) to May 23rd, 1990, Redmire Village Hall was the venue for the inaugural meeting to establish the Wensleydale Railway Association (WRA). There were two earlier informal meetings, both held in the lovely panelled drawing room of Simonstone Hall Hotel near Hawes, at the invitation of the late John Jeffryes who had been a great local campaigner in the battle to save the Settle-Carlisle line from closure. The Redmire meeting might have been held a month or so earlier but heavy snowfalls led to postponement of both the earlier meetings.

Happily the May 23rd meeting in Redmire took place as planned and, as it has since turned out, a late May date is a good time to celebrate the anniversary. It is early in the visitor season - but not too early as, by late May, there are lambs in the fields, spring is in full swing and (usually!) there is no more snow to contend with on the roads.

Last year, the FoSCL Committee and its members celebrated the 25th Anniversary of the 1989 Reprieve of the Settle-Carlisle line, which provided the trigger for setting up the WRA in 1990. This year the WRA is celebrating its own 25th Anniversary, with special events over the week-end of May 23rd-25th and other events throughout the year (including a Silver Jubilee Mile of silver coins to be laid on the platform at Leyburn station and a Festival of Railway Literature in Bedale from October 23-25). Meanwhile steady work is going on to make progress on Wensleydale Railway's longer-term plans. For example, on April 14 the Yorkshire Dales National Park Authority approved WR's application for developments at the former Aysgarth station, in advance of the track being reinstated from the present railhead at

Redmire. The target date for completion of this 2.8 mile section of the line is 2020.

The first (of two) objects of Wensleydale Railway Association Limited (amended 13th June and 2nd December 2009) is:

To support, promote and participate in the reinstatement of the railway between Redmire and Garsdale (Hawes Junction) together with the consolidation of the existing railway between Northallerton and Redmire (the Redmire Branch Line) to enable the eventual running of trains between Northallerton and Garsdale.

As the person who called the first meeting in 1990, I hope to see this object fulfilled!

Ruth Annison

***A phrase that has been widely quoted as a report and conference title since at least 1985.**

Skipton and District Model Railway Society Exhibition - August 22nd/23rd

The Annual Model Railway Exhibition takes place this year at a new location - Ermystead's Grammar School on Gargrave Road, Skipton BD23 1PL.

Opening times are: Saturday 10.00 - 17.00
Sunday 10.00 - 16.00

Admission is £4, Adults/£3, Children and £12 Family 2 + 2.

For more information please see:
www.skitonrailsoc.org.uk

Ribblehead 'Shanty Town' Walks

Walking tours on foot around the railway construction site at Ribblehead will take place every Wednesday from May 27th to September 2nd inclusive.

On all days there will a short walk of approximately two and a half miles covering the shanty town sites. This walk returns to Ribblehead 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 Ribblehead 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 Ribblehead, 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 Ribblehead 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). There is no charge but donations would be appreciated.

NEW FOR 2015! On Wednesdays July 8th, July 29th and August 19th participants on the 'short' morning walk can also join events which are being organised for the afternoons of these dates by Natural England. Families with children may find these a very suitable way of spending the afternoon! For further details see Natural England publicity. It is hoped a further event will be held on August 12th.

Any enquiries can be made to: paul.kampen@settle-carlisle.com

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 or Natural England. 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 Ribblehead viaduct itself.

We look forward to meeting you.

Diversions Over the S&C

There has been a protracted email correspondence over the last few months between FoSCL member Edward Evans, a railway professional based in Germany, and Passenger Focus with regard to the current lack of diversions over the S&C.

In the first of a two-part series we present an edited version of this correspondence. Bold italics are the Editor's

Passenger Focus to Edward Evans (regarding disruption on Virgin Trains):

I'm pleased that you have already seen our Rail passengers' experiences and priorities during engineering works research and the key messages that we have been pushing with the industry. As you have noted, one of the most important findings was that passengers would almost always prefer to travel by train, even if it means a longer journey than would be possible by rail replacement bus.

I have passed your specific comments to my colleague who leads Passenger Focus's work on disruption. They have told me they will contact Virgin Trains and First TransPennine Express to question whether they are making enough use of the Settle and Carlisle line during planned and unplanned closure of the West Coast Main Line.

Passenger Focus to Edward Evans: We have now had a joint response (*from Virgin Trains and TransPennine Express - ed*) explaining that both Virgin Trains and First TransPennine Express have investigated, but they don't believe using the Settle Carlisle line is practical for the following reasons: ***Lack of opportunity for crews to travel the route during the course of their normal working rosters***, which is essential in ensuring that their route knowledge is current. Both drivers and conductors covering the routes come from a number of depots. In order for an exercise of this nature to work, they would all require training, and for that knowledge to be maintained so that they have worked the route at least every 12 weeks, which would be impractical to manage.

Lack of electrification; this would mean that First TransPennine Express could only operate with Class 185s, which they

wouldn't have available to utilise for Anglo-Scottish services without cancelling services elsewhere across the network.

Line speed would also be a consideration as the increase in journey time would make it less attractive and possibly on a par with rail replacement services.

As you know Passenger Focus has been promoting the message that ***passengers would almost always prefer to travel by train, even if it means a longer journey than would be possible by rail replacement bus***. However, we do accept that rail replacement buses will sometimes be the only practical option. On this occasion we are satisfied that the train companies have investigated and accept that unfortunately it will often not be practical for them to use the Settle and Carlisle Line when the West Coast Main Line is disrupted.

Edward Evans to Passenger Focus: I have read the response from Virgin and TPE, am disappointed (but not surprised) and I would like to make the following observations:

1. On the Southern half of the WCML, Virgin use diversionary routes. For instance on the Chiltern Line (which is not electrified). For this to take part, Chiltern run a regular weekly Service on these lines so that their drivers keep their route knowledge. This could easily happen on the S&C, with one Voyager Service being diverted on a weekly basis.
2. ***Lack of electrification did not stop BR even when they were proposing to close the line.*** Indeed, there is no reason why Virgin could not divert the Voyagers on the S&C as they are diesel powered! As for the Line Speed, I understand that NR is currently looking at increasing this to 90mph on the S&C. However, irrelevant of the Speed, Passengers do not wish to change trains with luggage etc.
3. I would draw your attention to the East Coast Mainline, and East Coast Trains policy. During October 2014, the ECML was closed between Newcastle and Edinburgh. ***Did East Coast Trains put everyone onto buses?*** No, it used its fleet of HSTs, and diverted trains via the Newcastle-Carlisle line. Indeed on the 17 Dec, due to an incident at Berwick it diverted the Highland

Chieftain on this route. East Coast Trains manage to ensure their staff Keep the route knowledge, so why not Virgin and TPE?

4. During the times of closure, except by the staff at Carlisle station, Virgin Trains, TPE and NR **did not inform passengers that the S&C remained open, and that passengers could use Northern Trains.**

Then we also get on the Point about the Sleeper? When I wrote to you, that night the sleeper was cancelled due to the WCML being closed. Why could it not have run via the S&C?

Noting the above, and that the WCML north of Preston has been closed for about 15 days this year, I would appeal that you look at this again. I am more than willing to call you, and go through my points in more detail. At the end of the day, as your report shows, passengers do not like travelling by bus. Network Rail has invested a lot of Money in the S&C in new signals and track. Virgin, TPE and Scotrail should use it. The reason they do not, is simply that it would result in an additional cost. Therefore, I expect to see Virgin Trains and TPE being officially requested by Passenger Focus to ensure that the replacement buses have 1st class accommodation, tables to enable work to be carried out, wifi, and a full refreshment service that would exist if the trains were diverted via the S&C. The TOC's cannot have it "both ways".

Edward Evans to Passenger Focus: I note that the WCML is closed for **Engineering Works (again)** for 2 weeks in February. I note that despite Virgin having plenty of Voyagers available (the diversion via

Banbury are not taking place), Virgin is still putting people on buses. Noting your Mission Statement, why is Passenger Focus not supporting the Passengers (who wish to travel by train), and that the WCML trains be diverted, instead of Taxpayers Money (via NR) is used to subsidise the bus industry.

Passenger Focus to Edward Evans:

We agree it isn't acceptable to most passengers to have to travel by bus when the West Coast is disrupted - as you know this is what our own research tells us. Furthermore we agree that as East Coast trains use the Settle - Carlisle Line that the operators of the West Coast and TransPennine franchises should also make use of this route. As you know we asked the current franchisees to investigate this and I relayed their reply and reasons to you. What I should have made clear was that **we aren't able to compel the current operators to use the Settle - Carlisle Line as a diversionary route**, but this doesn't mean we think this shouldn't change.

What we will do, as part of our formal input into the franchising process, is argue strongly that a commitment to using the Settle - Carlisle Line is included in future franchises.

Edward Evans to Passenger Focus: The Settle-Carlisle line has received a high investment in new track and signalling. It is not acceptable that when there are Engineering Works on the WCML, Virgin and TPE hire road vehicles using taxpayers (via Network Rail) money.

To be continued

A Virgin Trains Voyager diverted over the S&C and seen here at Waitby Common.

Photo: Andrew Griffiths



Chat on Trains by Jackie Moffatt

People talk to one another on trains. They talk in a way they simply don't elsewhere. Perhaps it's to do with the noise of the engine, the rhythm of the tracks, the face-to-face or buttock-to-buttock proximity. Maybe it's because on trains we are all passengers, not doctors or students or tree surgeons or drainage operatives, just passengers: a universally shared, egalitarian status. Who knows?

Yes, yes, I know I am the most awful chatterbox and I'll talk to absolutely anyone but even so... This first vignette owes little to the Line We Know and Love, beyond the fact that I used the Settle/Carlisle to get myself from Armathwaite, to Carlisle so please, can that count a bit?

From Carlisle, I took the train to Glasgow and hopped across from Central to Queen Street and found my seat on the Aviemore-bound train (all hail Scotrail, Club 55 - I tell you, when I hit 55 you could hardly see me for a cloud of dust as I tore into Carlisle station for my geriatric cheapo ticket - all that way and a miserly £19 return - who says getting older's all bad?) Clutching my bargain pass to paradise, I found someone in my seat. Deep, deep gloom. I scowled, meaningfully. He looked. I looked. A beat passed. "Is there a problem?" he asked. Come to think of it, he had a very nice face. Plus he had his laptop plugged in and the seat opposite was vacant. "No, no, of course not (I hate confrontation) I'll sit here..." He lifted my hand luggage into the overhead thingy and I settled down and opened my book - usually a killer for conversation. "Are you going somewhere nice for the weekend?" It was Friday after all... "Why would I go some where not-nice?" I responded, archly. And that was it. We didn't stop talking until Aviemore, by which time he was my new best friend - Ian, he's called, and we've been in touch several times since. He showed me pictures of his wife, children, tree house (a man with a tree house - imagine!) told me about his several businesses (great shame that he had a Mitsubishi dealership and not a mini one,

because I was on the look out for a mini convertible at the time - since bought one and love it, so no, don't offer me yours) and we'd exchanged email addresses.

Weeks later, on the dreary southbound journey to Milton Keynes, sardined in a miserable carriage with sour faced travellers - is it a southern thing, this disaffection with engaging, friendship, chatterboxiness? - and with far too many people for safety or indeed, sanity, I texted him: where the hell are you, Henderson, when I need you most? We had agreed, when I disembarked at Aviemore (and yes, of course, he got my luggage down for me - he's a gentleman), that we had had the best train journey in each other's company and would stay in touch.

Months later, heading north, again, I was off to the Jack Vettriano exhibition at the Kelvingrove (mixed feelings about Jack the Lad, by the way, but still bought three prints), I found myself opposite a ruddy faced Ulsterman, who told me his life story: successful carpet business, retired, bored, now delivering cars hither and yon for his youngest son, today from Mary Hill to Sheffield. Could be anywhere, this time tomorrow, he said. He meant it. And his accent was that of audible melting chocolate. A joy.

Finally - and this was before we'd even boarded, to the utter horror of my friend, I was chatted up on Platform 4 at Carlisle. Perhaps I did the chatting, I'm not entirely sure - my interlocutor was a European diplomat and we discussed, in no particular order, country life, magazines, trains, Liverpool airport, Gustav Klimt and the atrocious weather... Now I'm sorry, but none of any of the above could possibly have happened on a bus, on a plane or a ferry or in a queue. Anywhere. Ever. Trains, or, at a push, on platforms, that's where you get proper craic.

It's as good a reason as any for using them instead of any other means of transport. Except perhaps a horse. You chat to a horse, but rarely, in my experience, do they have much to say by way of response.

Jackie Moffatt - Writer in Residence

Pop up Studios by Tracey Johnson

John, Ian and I were delighted to see so many people at Armthwaite station. Artist in Residence Sarah Hutton was heading towards the signal box having brought a large group of people with her. Sarah's project (Pop-up studios) began last May. Explore & Draw was designed for all ages, young and old, and took place at stations along the Settle - Carlisle Line on the 1st Sunday of every month until April 2015.

Sarah and the rest of the group had travelled up by train on the 1st Feb 2015 from Leeds to Armthwaite. I'm not sure how we managed to cram everyone into the tiny signal box but we did. They seemed to appreciate the roaring coal fire.

Together Ian and John can answer most questions regarding the box. Block instruments, bells and levers are on display; with much enthusiasm they will happily demonstrate how they work.



*Ian Graham shares his experiences; to the right is John Johnson.
Photo: Tracey Johnson*

Ian is very entertaining when sharing his experiences and stories about his career as a steam train driver and fireman. I was clicking away with my camera when by accident my finger touched the erase button, deleting all pictures that I had previously taken. The group was unaware of this as by now they were mainly concentrating

on drawing items within the box. I was amazed at how quickly their art work took shape.

As mid-day approached it was time to go. Before leaving Sarah the group said how impressed they all were and so delighted to have been given the opportunity to experience drawing inside such a charming and historical signal box. We left Ian & John standing in front of the coal fire while the rest of us made our way down into the village. We headed towards the Fox & Pheasant Inn. Once inside we followed a waitress who led us into a lovely, comfortable back room where meals previously ordered arrived.

The food was delicious, the company and atmosphere great; I'm sure other patrons and visitors who were only a short distance away could hear our laughter. At this point Sarah stood up, she made her way around the room taking notice of people's drawings which were laid out on the tables. She picked out a few, asking permission first she then showed the pictures to the rest of the group. I found it interesting to see the different ways and styles of art from one artist to another. I admired their talent from where I was sitting.

Next Sarah invited those who wished to, to venture back outside, encouraging them to draw once more. Earlier in the day a lady kindly offered to give me her pad and pencil which she wasn't using.

Where would I start? Armthwaite is surrounded by scenic countryside. In the end I decided to focus on the bridge which leans across the River Eden. The end result was reasonable, I told myself, for someone who lacks experience and patience which real artists possess. I returned to the pub at the arranged time re-joining everyone else. Hot tea and biscuits were placed on the tables and still the conversation flowed. To be honest I was surprised at how much I had enjoyed myself, considering I'm no artist. I can only describe the day as a complete success.

Tracey Johnson

Amongst the Navvies Transcribed and Edited by Peter Robinson

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

The account begins with a long flowery description of the remoteness and wildness of the country through which the railway would pass, and the difficulties of getting there. Making his way up Chapel-le-Dale from Ingleton, he takes sustenance at the Weathercote Inn (is this now known as the Old Hill Inn?). Seeing two shepherds passing the time of day in the ingleneuk, "very laconically - one might almost say grumpily" - of the bluntness of the local of Yorkshire speech he comments, "it seems to me they like a man the better, the abrupter he can persuade himself to be". Suitably refreshed - or perhaps fortified - he strikes up the valley from there.

In the distance we see the railway workings. The smoke is rising from the stationary engines at the downshafts of the long Blea Moor tunnel, and from the foreshoulder of an outwork of Ingleborough hill the timberwork and scaffolding of a monster viaduct spans the depression till close up to the mouth of the tunnel. Trucks are being canted down the edges of the embankments, travelling engines are sputtering about on tramways around the foot of the viaduct, and as we pass under the already completed archway on the line at Batty Green, the navy capital bursts into view. It is not much to look at. A number of low, wooden huts, covered with tarred felting, have grouped themselves together without pretence to arrangement on either side of the road, that winds down rather steeply

from the archway to the little pool formed by the headwaters of the Ribble, as they spring out of the limestone rock. Great square-shouldered, rough-faced men, with slouched billycocks, knotted handkerchiefs, dingy slops, very short moleskin trousers, and tremendously stout ankle-jacks, come lurching out of the huts, and stride heavily through the oozy moorland to the scene of their work. Pigs walk about Batty Green at their sweet will, rooting in the garbage about the gables of the huts, or rolling themselves lazily in the swiftly flowing gutter. Batty Green merges imperceptibly into Inkerman, which is close to the Ribble head, and having passed it we are on the moorland again, with Ingleborough hill on our right, the great mass of Whernside behind us, the lower swell of Blea Moor on the left, and the peaked crags of Pen-y-Ghent away in the distance in front, over the intermediate fells. After about a mile's drive we reach this lonely wayside inn - and here I halt. In reply to my question where can I have quarters, a woman who has come to the door observes, "Ah doan't know," and disappears, being shortly visible at the wash-tub. I am left vaguely drifting about a kind of lobby, unregarded by any creature except a suspicious dog. My driver tacitly repudiates me, walks into the kitchen, sits down and silently smokes. There is no other inn within four miles. I find a man in the tap-room, and try to get him sociable, but I might as well have made love to the Sphynx. In desperation, I extract my portmanteau from the cart, march upstairs, throw open the first door I come to, and finding it an unoccupied bedroom, take seisin (possession) of it by depositing therein my portmanteau, after which I descend, enter the kitchen, and claim dinner as a right. Perhaps the method necessity forced upon me is the custom of the country; anyhow, it was regarded as a matter of course, and the landlady, emerging from the wash-tub, promised my dinner, and actually deigned to show me a sitting room.

I presently revisited Batty Green, which I found was not the right name for it at all, its proper appellation being Batty Wife-Hole. Call the place what you will,

it is as dispiriting, shiftless, unhomey, ramshackle, make-shift an abode for humanity, as ever one might wish to run away from. It was created for the navvies, and when the navvies have done their work, it will be spirited away, leaving only a few blotched bricks behind. Its annals are not long. Three years ago nobody abode in the solitude, unless perhaps the ghost of Batty's wife. I found easily enough the oldest inhabitant in the place, an ex-navvy, who runs a sort of provision store and a daily conveyance to Ingleton as well as keeping navvy lodgers. He arrived in a caravan, in which he abode for three months before his hut was built for him by the contractor. The caravan still endures – being tenanted by a married daughter – and probably he will go away in it as he came. The huts are comfortable enough – water-tight, and warm in winter, when good fires are kept. They have raised floors, and there are no complaints of dampness. The huts are let by the contractor to married navvies, who take in the single men as lodgers. Some have four, some as many as ten; they find their lodgers in bed,

board and washing for about 13 shillings a week (65 pence). I suppose it must pay somehow, but the somehow puzzles me. The navvy works hard – ten hours a day, and no lazy pottering when he is at work – and he insists on living well, as he has indeed a right to do. He has four meals a day, and meat with every meal. In one house in Inkerman, where there are eight navvy lodgers and a family besides, the consumption of butcher's meat is over 100 pounds (about 45 kilos) a week. The allowance of butcher's meat to an Australian stockman is 12 pounds a week, and the navvy probably consumes about the same. He is not particular about his bed, so long as there are bedclothes enough, but he will have his victuals, and a big fire to sit by when work is over. He likes, too, to board in a house where the people keep "a sup of beer for their own use," which means as much beer at market price as the navvy has a mind and funds for. No doubt he does better to take his drink at home than in the public-house, especially considering what ghastly places for conviviality are the two public houses in the place.

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From the habitation of the oldest inhabitant I cross the road to "the Welcome Home," which has all the aspect of a drinking booth at the diggings, There are two dismal bare taprooms, that give on the same shudder as does a cavern. A navvy is asleep in one; in the other a blacksmith is eating cold meat and bread with a clasp knife. The lady of the Welcome Home is very civil, but of a desponding temperament, which is added to by the fact of its being washing day. She and her family are the second oldest inhabitants of the place. The navvies, she says, seldom quarrel in the Welcome Home, but when they do begin, she sequesters herself in a detached building at the rear, and leaves them to fight it out. Her trade suffers by the universality with which beer is supplied at home to lodgers.

(To be continued)

(Editor's Note: This was the last of several items which the late Peter Robinson contributed to our magazine; it is reproduced here in his memory. Modern visitors can visit Batty Green and the Ribbleshead railway construction site by partaking in one of our 'Shanty Town Walks'.

Please see the panel on page 29).



In 2014, a party looks on as FoSCL volunteer Richard Pike explains a stone block, obligingly left for us by the navvies, which shows evidence of how the stones were dressed.

Photo: Ken Taylor



This historic photo shows a trial run of the prototype Deltic locomotive on the S&C in August 1956. Immediately behind the locomotive is crimson and cream liveried ex L.M.S. dynamometer car No 3 (M45049) which is now in the National Collection and on loan to the Midland Railway Centre at Butterley.

We are grateful to FoSCL member Bob Watson for lending us this photograph.

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.

The future of the S&C - and that of the FoSCL

I note with interest the Editorial in the latest issue and the 25 year manifesto published in the previous issue. I fully support all of the proposals in that manifesto. I am also delighted to see the proposal to reinstate the whole of the Waverley Route through to Carlisle. Not one of these, however, requires the S&C to be electrified. As for the "playground" also referred to in the previous issue, that's precisely what the S&C is - not just for railway photographers but for thousands of other "normal people" who visit and ride on the line for what it is - an unspoiled railway in a beautiful landscape. Indeed, they come in anticipation of a ride behind steam and in my own journeys, I so often overhear their comments of disappointment when the usual class 158 turns up. They won't be inspired to do so if it's also festooned with OHLE and associated carbuncles and that could mean passenger numbers actually fall - not good for the longevity of the line or for businesses in the area. The ethos of the modern railway that it is not there for enjoyment, only for work, is a major

factor which undermines the quality of life in modern Britain. The S&C is a major factor in the quality of many people's lives, precisely because they enjoy it.

Since we started electrifying our railways with 25KV overhead line equipment (OHLE) in the 1960s, Britain's railway engineers have done themselves no favours with its hideous appearance. Their continental counterparts have done rather better in this regard - in Germany and Switzerland, slender lattice masts and wire overhead supports over multi track formations make a notable difference to the adverse visual impact of their OHLE. Why not so in the UK? 50 years ago, a very strong argument for rail was its visual harmony with the landscape. Nowadays, all parts of the UK's electrified railways get treated in the same manner as that which passes round the back of Birmingham through scrapyard country, rendering our overhead electrified railways as hideous linear eyesores. Is there any wonder at the ferocity of objections to HS2? By the way, I'm in favour of such new build lines provided thought is given to making the visual impact harmonious with the landscape - indeed HS2 is where electric traction really is the right form of traction.



There are currently fears for the future of steam services on the S&C. Here Class 5 45407 The Lancashire Fusilier passes Keld on 24th January 2015.

***Photo:
Robert Lazenby***

As to the future of the S&C, for the service passenger traffic, I note with interest that a battery powered EMU is currently being tested in East Anglia. Development of this technology could well be the answer to any need to have electrically powered through trains passing over the S&C whilst not ruining it (and other scenically precious railway assets elsewhere in the UK). Pantograph down at Skipton, up again at Petheril Bridge Junction. Battery power up the Drag, regenerative braking down the other side. Another technology which might provide the answer is electro diesels. First pioneered on the Southern Region of BR in the 1960s, I note DRS's forthcoming class 88s will have this technology. For the S&C's likely future freight traffic, such electro diesels (or more powerful developments of them) would be ideal with diesel power on the S&C and electric elsewhere without loco change. And another form of electric traction could be the Southern's third rail, which is vastly preferable to OHLE not only in terms of visual impact, but also its far greater suitability for operation in locations subject to the high winds which commonly affect the S&C. Dual electrical traction systems in the rolling stock would be necessary - again, the cost of this could be shared by constructing similar stock for other routes of this nature, notably Scotland.

The long term future of north/south freight traffic needs to be considered from a national perspective. I would support the construction of a totally new dedicated (and, yes, electrified) heavy freight railway - HF1. This should be built to the Berne loading gauge, which would allow lorries to be transported with drive on/drive off facilities using rolling stock of the type used on the Channel Tunnel shuttles and the Swiss Rollende Landstrasse. I would envisage HF1 running parallel to the M74/M6/M1 with pickup/set down points at Mossend, Kingmoor, Warrington (or Trafford Park), Bescot, Willesden and then forking to the Channel Tunnel in one direction and Felixstowe on the other. Wow that really would unclog our motorways of HGVs and make travelling around the UK far easier for us all, and thus no need to

despoil the S&C for intermodal freight. I make these points to illuminate the fact that I'm not opposed to the modern railway and electric traction where it's appropriate. However, the S&C is something very special which must be conserved (even if not preserved). OHLE would be its destruction.

I therefore propose that the S&C, along with certain other scenic routes such as the West Highland should be given special status and protected from such visual blight as OHLE in perpetuity, much in the same way as buildings regarded as national treasures are listed. There is no reason why such protected routes should not continue to be effective parts of the national network as well.

No doubt some will dismiss my opinion as being that of a mere photographer whose opinions don't count. Some cite the absence of other respondents in print against S&C electrification as a *carte blanche* case to press for it. Be assured that I'm not the only one against it; a great many of those I have spoken to about this are horrified. Most think electrifying the S&C is so far out in cloud cuckoo land in terms of its inappropriateness for the line's traffic levels that they think it's too improbable to come about and thus aren't minded to spend their time writing in. As always in matters political, there is a mass of apathy out there and only when catastrophe presents as a *fait accompli* will the outcry occur in the form of letters and other more concerted forms of action; it will be too late then.

I fear also that the electrification issue could well become a wedge which splits the FoSCL asunder, driving away the support of members such as myself (indeed might this be the intention?). I took out life membership about 20 years ago assuming I was supporting an organisation which was committed to conserving a priceless asset on behalf of the nation. In the paragraphs above, I offer some possibilities on offer from modern railway technology which have the potential to satisfy all parties in this debate. Constructive dialogue between the parties is far more likely to bring about constructive changes than the the making of offensive remarks about certain groups of railway enthusiasts. After

all, we are supposed to be the Friends of the S&C. The Committee should be representing all the Friends' views, not just those who concur with one point of view, and certainly not to act purely as a "yes men" group in support of the railway's desires for political funding. The future of the FoSCL is at stake just as much as is the future of the S&C.

John Cooper-Smith, Settle

Modernisation

Reading the Letters page in the February 2015 magazine, I suspect that, to secure the S&C's long-term use, it is necessary to embrace a degree of modernisation. This would attract operators like Virgin to run trains on S&C tracks.

Roy Simmons – Pinner

But!

In the February edition of the journal you ask for comments on electrification. I am against it – for the obvious reason that the masts and wires will compromise the environment of our line. But also, as already expressed elsewhere, that the equipment is vulnerable to adverse weather conditions which are fairly common on the line. And there is a selection of powerful diesel locomotives which will defy the conditions when other routes are closed.

If the S&C line is to be restricted to scheduled trains from Leeds to Carlisle with a maximum speed of 60 miles per hour, and to long distance diesel-hauled freight trains, then why spoil the line for the occasional train that can only go under the wires?

Of course if our line was to become one of three principle north-south arteries, or at the very least the path for regular Leeds to Glasgow services, I would withdraw my objection to electrification. And Ruswarp would probably agree.

C.A. Price - Shropshire

Bentham Line Signs

I write in response to Mr Swallow's article on the Bentham line signs.

He should remember that the original main line was Leeds-Shipley (1846), extension to Skipton (1847), Skipton via

Hellifield & Clapham to Ingleton (1849, Clapham Junction via Bentham and Wennington Junction to Lancaster Green Ayre being completed by 1850.

So in 1850, Hellifield's original station was on the Leeds-Lancaster (and Carnforth) 'little' North Western main line. In 1880, with the opening of the through route from Blackburn, Hellifield had its current station. In 1875 Settle Junction was created at Cleatop and the Settle Junction- Petheril Bridge Junction route opened.

The Bentham line does not leave the Settle-Carlisle route, Settle Junction is where the S&C leaves the Leeds-Carnforth route!

The "Bentham Line" signs are there to encourage people to travel by rail from the stations where those signs appear, to anywhere in the country – not just to Carlisle and Leeds!

The "Bentham Line" name was chosen because it is the largest populated town (bigger than Settle) and is the busiest station between Carnforth and Skipton.

I think that Mr. Swallow is being very narrow-minded; does he not realise that people travel from stations in the Lancaster, Morecambe, Carnforth and Bentham areas to Hellifield to change trains and go to Carlisle?

Finally, I think that all passenger routes in the UK should be electrified!

Peter Robinson – Low Bentham

Manchester Victoria to Carlisle via Hellifield

I read with great interest the articles which appear in the magazine about the attempt to re-instate the above mentioned route.

In 1961, aged 16 years, I started work at Horwich Locomotive Works in the Accounts Department. We had one perk which was to serve tea, sandwiches, pies etc from a trolley on the trains at the week-end in the summer months. Our 'section head' used to receive each Friday from Manchester Victoria Station, a schedule of train services around the country which had to be covered. One of the scheduled routes was Manchester Victoria to Carlisle which I did on two occasions.

On the Saturday morning, I would go

down to Manchester Victoria Station to collect my trolley and stock. My memories are of pulling into Hellifield Station which was bustling with people and trains, the steam engine working hard to Aisgill summit and then 'free wheeling' down Mallerstang to Kirkby Stephen.

When I was 18 years old, I was promoted and sent down to the Chief Accountants Office in London, so that put an end to my trolley experiences.

I do really hope that the service can be reinstated as it is such a wonderful journey. As a matter of interest, in 1961 Horwich Locomotive Works employed 3,500 men and women.

Neil Brown

Mystery Card

With regard to the letter from John Harrison in the February 2015 magazine I once received a copy of this card and it reminded me of a photograph contained in the old *Trains Illustrated* from the 1930s. It was of a Newquay train passing along Luxilyan Valley in Cornwall and beneath a disused mineral line across the valley – just a suggestion.

Tony Bills – Harrogate

(Editor's Note: I have had similar suggestions from Peter Davies and John Hooson – a mystery solved?)

Bus Links

I share Simon Norton's regret at the loss of the 564 'bus between Kendal and Brough. It had many uses taking folk from Sedbergh-Kendal for shopping, Ravenstonedale to Kirkby Stephen on pension day, itinerant hikers on part of their journeys between rural youth hostels. A major, unused potential journey was not developed. With a short change at Brough you could have a coffee/loo stop before joining the connecting 'bus for Darlington where the vehicle stopped near the rail station. Drivers watched for connecting passengers

who paid the modest through fare of £4.50 single/£6.50 return. Find the correct platform and you could be whisked away to York, Newcastle or Edinburgh with little waiting time! This was a little known gem of a journey, which I reckoned to be cheaper than rail only, certainly on the York leg. I told Cumbria County Council and little was done.

We now need to improve rail/'bus co-ordination at Windermere Interchange. The Lancaster-Kendal-Keswick 555 'bus calls here in both directions and drops/picks up very close to the platform, served by double deckers all year and supplemented by a few Optares. Buses to the more remote areas, like Great Langdale, Coniston and Hawkshead mainly run to/from Ambleside which limits usage by adding a change of 'bus.

I am now middle aged and have a seniors' rail card which also gives a discount off Plus Bus Tickets, a great boost for those in limbo waiting for the elusive free 'bus tickets to arrive, probably in threes.

Graham Lund – by email

Geoffrey Clark

Please pass on the thanks of Geoffrey Clark's family for all the cards, letters and donations which they have received and for the support of the members who attended his funeral.

He was cajoled into joining the guided walks by Harold Buchan and it is one of the happiest decisions that he made. No other commitment was allowed to interfere with his days with the Wednesday walkers. That even applied when he had to join the 'lower mileage' group. Our grateful and sincere thanks go to Sarah, who kept him going for so long; he just waited for that important phone call every week and she was with him on the last walk that he undertook in July. Thank you FoSCL.

Molly Clark - Leeds

Rear Cover Images: Earlier diversions on the S&C.

Above: A *Virgin Voyager* on a Glasgow to Plymouth service, at Ais Gill 13/11/2005.

Below: 47489 on a Glasgow to Euston, at Selside on 18/11/1995.

Photos: Pete Shaw

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