

SETTLE - CARLISLE RAILWAY
JOURNAL

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Track renewals continue

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

NEXT MAGAZINE: Copy date for the February 2013 magazine will be Friday 11th January. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

Cover Photo: Just like painting the Forth Bridge: track renewals are ongoing in October 2012, as they were in this view at Selside thirty years ago. Photo: Pete Shaw

FoSCL Chairman **Richard Morris** writes:

Until 3rd October everything was predictable: First Group would take over the West Coast Main Line franchise on 9th December, Virgin would give up railways completely and FoSCL could carry on developing its business case for an improved service on the S&C, secure in the knowledge that, come what may, the present franchise would end on 31st March 2014.

On 27th September we called on Transport for Greater Manchester. Why Manchester? This is the lead authority in a proposed consortium of PTEs (Passenger Transport Executives) which would be responsible for the next Northern franchise. Earlier this year we had responded to the DfT's consultation document on devolution of powers, saying that it was immaterial to us who controlled the franchise provided the Settle-Carlisle Line was regarded as special. So we were putting our case to TfGM. Well worthwhile, we found them very receptive and they made some helpful suggestions as to how we should proceed. Assume consultation on the next franchise will begin very soon, they said, maybe as soon as October: get your business case ready by then. Because of all the investment in the North's infrastructure and widespread electrification, the next franchise should only be for seven years to cover this period of transition. Oh, and the betting is that Northern and Trans Pennine Express will merge.

Then came the midnight bombshell: the Transport Minister had been told that the DfT had made errors in its WCML franchise calculations and the whole WCML franchising process would have to be re-run. The other three pending franchises would be on hold. Unprecedented: blaming civil servants when it's usually the politicians who take the rap. We saw Northern for a detailed timetabling meeting two days later. Notwithstanding that their entire bid team is in place for the next franchise, they had no more idea than we as to what happens next. Presumably nothing, until the Chairman of Eurostar produces his report in December. Meanwhile, friends of ours have found they can't book tickets on the WCML after 9th December... So what should FoSCL do now? We're well on with developing the economic case for a Manchester-Carlisle service via Clitheroe and Hellifield and various surveys have told us what improvements people would like between Leeds and Carlisle. So let's carry on as if the timetable remains unchanged: we'll be ready when the starting gun is actually fired.

Progress on Ribbleshead Stationmaster's House is now clearly visible from the train, with the rebuilt yard and outbuildings nearing completion and the entire house surrounded by scaffolding. When complete, it will be the only stationmaster's house along the entire line to be restored to its original footprint and appearance. The Settle and Carlisle Railway Trust are now launching an appeal, featured elsewhere in this magazine, for the final push to furnish the house for self-catering use. We wish them luck!

National Rail Enquiries (NRES): the dialogue continues. We had a meeting on 17th September with Northern and a representative of ATOC (Association of Train Operating Companies) who effectively run this system, which is the basis for all the online booking systems. You may remember the issue, that the S&C is quite often not given as an option for Leeds-Glasgow even when it's cheapest. For those who are interested in algorithms and databases there's an update elsewhere in this magazine!

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

Most people will by now know of Mark and Pat Rand's ambitious project to restore the Settle Station Water Tower and convert it into a dwelling. It was featured on the Restoration Man TV programme, which attracted a huge audience and a lot of visitors to Settle. A follow up programme is now being filmed. But the really exciting news concerns the large wooden hut that Mark has erected in front of the building: many of the timber planks in it are old and he suspected they dated from the era of the S&C's construction. A breakthrough occurred the other week when a scrap of old newspaper was found stuck to one plank, dated 1878. So in effect Mark has reconstructed a genuine navy hut!

There was a rather nice event in the Victoria Hall and elsewhere on Saturday 29th September: Settle Showcase. Various local businesses and organisations had stands in the Victoria Hall, FoSCL included. Pat Rand and other volunteers loyally staffed the stand throughout the day and as a result a lot more of our Manchester campaign postcards were filled in. I took the opportunity to do a survey of those who visited the stand. As expected, a majority fly regularly from Manchester Airport and would benefit from a through train service. Nice to have it confirmed, though. And I met the Mayor of Settle: *a dynamic young man!*

Finally, we had a most enjoyable visit by a delegation from the Cotswold Line Promotion Group. We had the by now obligatory tour of the Water Tower, with which they were well impressed, then we all repaired to the Lion for lunch. FoSCL and CLPG go back a very long way, in fact they pre-date us and gave us valuable support in the early days. Over lunch I had a very useful discussion with CLPG Chairman John Ellis: they have been closely involved with Great Western re-franchising which is just one year ahead of us, so are able to give us some helpful guidance. And it was a real pleasure to meet up with our old friends again.



On Friday to Monday inclusive October 12th - 15th, and again on Saturday & Sunday October 20th and 21st, large-scale engineering works caused trains to be replaced by buses on the S&C. The work included major track and pointwork renewal at Hellifield and this is the busy scene on Sunday October 21st.

Photo: John Carey

Editorial

Three comments made to me, or overheard by me, have set my mind thinking again on what are all-too-familiar lines. First of all, on a southbound service train a couple of weeks ago, a gentleman exclaimed for all to hear: "I cannot believe that they would put one of these things on this run!" Of course he had come expecting a steam train and had got a class 158. Secondly, our Chairman noted, after a recent trip over another ex-Midland Railway route, that there was absolutely no trace of the MR left and the journey was rather featureless, even boring, in consequence. And finally I received a 'phone call from a FoSCL member who accused me of being 'totally indifferent' to the heritage of the S&C; this because of my Editorial in the last issue.

The latter is certainly not the case; but we have to face up to the fact that the S&C is a working railway and needs modern kit to accommodate modern trains. That said, the heritage of the line is of supreme importance and must be recorded and preserved wherever possible. In the long-term we cannot keep the manual signalboxes - although those of us who are interested in such things can take comfort from the fact that current plans are that the S&C will be one of the last, perhaps the last, major route to be operated by traditional boxes. And we are probably going to lose one very attractive bridge which is beyond economic repair and of no operational use. Other features have undergone some modifications to make them fit for modern purpose. But there is lots left to preserve for posterity; Mark Harvey's photo feature on page 19 records the work of our Heritage Recording Team whilst, on page 9, Ruth Evans describes an exciting project to refurbish a traditional platelayers' hut. And what about Mark Rand's garage? - almost certainly now proved to be one of the original navy huts.

But to the gentleman on the Carlisle-Leeds train: sorry, the S&C is not a preserved museum line.

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



Seen from a passing Carlisle - Leeds train, work in progress on the Ribbleshead stationmaster's house during September 2012.

*Photo:
Richard Morris*

FoSCL Notes



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

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Monday 7th January 2013 by:-

**Paul Kampen - FoSCL Secretary
74 Springfield Road, Baildon, Shipley
W. Yorks BD17 5LX
email: paul.kampen@Gmail.com**

Nomination forms are available on request

The meeting will commence at 12.00 hrs.

Confirmation of speaker and other details will be contained in the February 2013 magazine.

Paul A. Kampen - Secretary - 11/11/12

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

The Minister's announcement was made on April 11th 1989. Was this a significant date for you too? Wedding? Happy (or even sad) event? New job/ Promotion/Retirement? What were you doing that day? Where were you and what was your reaction when you heard the news? What significance has the line's reprieve and rejuvenation had for you since?

FoSCL would be very happy to have your answers to these questions over the next two years as we plan the anniversary celebrations. Please have a think and let us know.

You can contact the Editor (contact details in front cover) and a special anniversary contact page will be set up on the FoSCL website: www.foscl.org.uk

Dates for Your Diary

Saturday 1st December: FoSCL Christmas lunch - There are still a few places left for the Annual FoSCL Christmas Lunch. This is being held at Taitlands near Stainforth, a few miles from Settle. The price is £20. Please either email me or phone me and I will let you have the menu and booking form.

Wednesday 5th December @ 7.30pm: Hellifield station will be holding a Carol Service in the Tea Rooms on Hellifield Station. Settle Voices will be singing some special Christmas pieces of music. The audience will be invited to join in the usual Christmas Carols. Mince Pies and Mulled Wine will be served.

An entrance fee will be asked for, with profits going to the Yorkshire Air Ambulance. Further information, please contact me.

Saturday 8th December: Settle station Open Day: All are invited to join us for the annual open day at Settle station from 10.30 am to 4.00 pm. All the usual ingredients will be there – sherry, mince pies, live music, a chance to do some Christmas shopping in the town and at our station shop. The preserved signalbox will be open and there will be a chance to meet FoSCL committee members.

Saturday 8th December: Ribble Valley Rail has planned to run a Christmas 4 Car Unit Train from Blackburn Station to Hellifield Station. Santa will be on the train giving out Christmas Goody bags. The train should arrive at 12 noon and will stay for about 90 minutes at Hellifield Station. During this time, the children will be entertained with a puppet show, whilst the adults have the option of watching a video on the Settle-Carlisle Line. A special Christmas Menu will be available during this stopover.

Thursday 13th December @5pm: Singing carols at the Visitor Centre, Ribbleshead with mince pies and mulled wine to keep out the chill.

Saturday 15th December @13.15: FoSCL Christmas lunch at Langwathby station for the people at the northern end of the line. The Brief Encounter is once again being used for this event. For booking and further details, please contact John Johnson 01228 593224/07759 593224

Ruth Evans

Download the App...

Membership Matters

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

Mr Dennis Barker.
Mrs. Marion Beakust (May).
Mr John Drake (June).
Mr Chris Dyson – Bradford (October).
Mr Ralph Dyson, Chessington Surrey (July).
Mr Geoff Hall, FoSCL magazine packer - Baildon (October).
Mrs. S. A. Hall - Hexham.
Mr D.J. Hallett - Rainham.
Mr George Shackleton.
Mrs Trumper - Hampton-in-Arden.

Magazines to the following members have been returned as undeliverable. If anybody knows their current addresses could they please let us know:

Mr. R. Avery - Wheatley.
Mr. R. Gardener - London.
Mr. J. Helsby - Carnforth.
Mr. P. Nowell - Snodland, Kent.

**Peter G. Davies -
Membership Secretary**

Membership Cards

Could all members please note that we do not normally send out membership cards separately from magazines. When you renew your membership you should receive your new membership card with the next magazine. Should anybody want their new membership card by return when they renew their membership, could they please send a stamped addressed envelope to the Membership Secretary (address in inside front cover). This saves FoSCL a considerable amount in postage costs. Many thanks in advance for your help in this matter.

Help for partially sighted readers

There is a welcome but unexpected bonus for partially sighted members who can now receive a copy of the FoSCL journal by e-mail. The text and pictures can be enlarged to the requirements of the

FoSCL Dalescards

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

Could members who wish to purchase FoSCL Dalescards please note that the cost of these is now £15.

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.

reader.

Our print style and size has been chosen for its readability but if you still find it difficult to read do please ask us, via the FoSCL website if you wish, to send you an electronic copy.

You can still have your paper copy.

Mark Rand

Langwathby Christmas Lunch

There are not many places left for the Christmas lunch at the Brief Encounter, Langwathby on Saturday 15th of December - book now! The menu and other details can be found in the August magazine.

Please do not forget that **Armthwaite signal box** is open to visitors all year round, and I am there most Sundays. Should you wish to visit on another day, please ring me on: 01228 593943 Mobile: 07759 593224 to arrange an appointment.

John Johnson

Manchester-Carlisle Project

It is now 4 months since we launched the survey to gauge demand for a Manchester Carlisle service. The idea for this service was suggested by Northern Rail, who were responding to our desire to look at ways to increase passenger numbers.

full partners in the project. Special thanks go to Marjorie Birch, Chairman, for her support.

We have noted significant demand for travel to Manchester Airport & Manchester from the northern section of the S & C line, right up to the Carlisle boundaries, despite having the West Coast Main Line as a direct link. Responses have been received

The Survey asked:

If a morning and evening service Manchester/Carlisle were timetabled in each direction, would you travel:


To Manchester/Manchester Airport

To the Yorkshire Dales

To Scotland

How many journeys will you make a year

What is your postcode



The first thing to say is that we are very pleased with the response with 2,500 surveys received & 40,000 promised journeys. Every response is being analysed & used to establish a business case for a new service. Many thanks to everyone who has taken the time to respond.

What has been especially noteworthy is the demand from Hellifield & Settle for travel to Manchester. The number of responses has, in no short measure, been due to the efforts of Ruth Evans who has spread the word amongst the good citizens of Hellifield & Settle with enthusiasm. Ruth has helped to record & recognise the needs of these communities.

We have also recorded a strong demand from the Ribble Valley to travel to the Dales & Scotland which is very useful since it confirms need for travel both north and south on the proposed service. At this juncture I should also sing the praises of Ribble Valley Rail whose story is a great success with spiralling passenger numbers on their line. They have challenges of crowded trains & poor rolling stock but rather than stand on their laurels they have also asked themselves how they could give more passenger journey choices to their customers. They have joined us as

from all over the country but also in good numbers from Preston, Lancaster, Bolton & Manchester. We should like to get a better response from Manchester but despite an advert in the Manchester Evening News we do not have a proportionate number of completed surveys from a conurbation with a population of 2.6 million.

What has been especially significant is the support for the opening of the Clitheroe-Hellifield line which is operational but underutilised, with services restricted to summer Sunday DalesRail, charter & freight services. This is a yawning gap in the national network and people are asking: "Why should this be so when there is a line ready to use?" Many could not only enjoy the great experience of the S & C but with good purpose in travelling to popular destinations.

Inspired by the survey results we have been considering options to promote: a Manchester-Carlisle service, as we began with, or a timetabled Manchester-Hellifield service complementing the Manchester to Clitheroe service. Both these options join three railway lines, the S & C, Manchester to Clitheroe & the Lancaster/Morecambe to Leeds & open up new markets to an operating company.

We have examined the signalling &

turnaround issues at Hellifield, Settle Junction & Ribbleshead with the help of trusted friends within FoSCL. It is pertinent to say at this point that Hellifield is a great example of Victorian railway architecture with a thriving café. It would be great to restore this station to its former glory – we have a long-term aspiration to return the bay platform to use.

We are now in the middle of a series of meetings with Network Rail, Department of Transport, Passenger Transport Executives, Northern Rail & other potential franchisees.

We are continuing to record responses, so if you can use the service & have not responded or know someone who could, please do so online(www.foscl.org) or send an Email to:

paul.levet59@gmail.com

or letter:

Jerusalem Hill, Gisburn Road, Bolton-By-Bowland, Clitheroe, Lancs BB7 4NP answering the questions as shown above.

We will keep you informed in future magazines.

Paul Levet - Project Co-Ordinator

Long-Term Volunteer Retires

We would like to thank publicly one of our lineguide distributors who has now retired – after 18 years in active service!

When I appealed in an early FoSCL newsletter for people to help, a letter came dated 25/5/94 from Mr Tim Greaves in Holmfirth. Tim was quickly given the job of arranging for the lineguide timetable leaflets to be sent round to twenty-six libraries in Kirklees, plus seven in Calderdale, plus other outlets in that region.

Owing to increased work and family duties, Tim retired from our team on 25/7/12. So a big “thank you” for sterling work every Spring and Autumn.

Pete Shaw



Railfuture

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

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

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

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



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**Railfuture, 6 Carral Close,
Brant Road, Lincoln LN5 9BD**

Platelayer's Hut - Ribbleshead

In the last few FoSCL magazines you may have noticed a couple of articles by the newly formed Settle-Carlisle Railway Conservation Area team (SCRCA). This new project, which is being run by FoSCL volunteers, is aiming to photograph and survey special structures on the Settle-Carlisle Line. The special structures may consist of anything from huts, oil stores, level crossings, gates, telegraph poles, signal boxes, water towers, lamp posts, goods sheds and many, many more. The structures have been identified by using the 1911 Midland Railway land plans. These plans have now all been digitally photographed and calibrated with modern OS mapping.

Whilst doing these surveys, the project team will try to identify some structures that may need preserving. The team will bear in mind that the Settle-Carlisle Line is not a preserved line and that it must continue to progress as part of the National Network of Railways, so preservation will be very precise.

The former platelayer's hut situated north of Ribbleshead Viaduct on the Up side of the railway, has been selected as a building that needs to be preserved as a typical example of a platelayer's hut and what it was used for in the past.

A meeting was held with Network Rail, Yorkshire Dales National Park, Settle-Carlisle Railway Trust and FoSCL to discuss how we could set about to save this hut

before it was too late, as deterioration has already set in quite badly.

The question arose as to whether consolidation was more acceptable than a full restoration. It was decided upon reflection, that preserving the hut basically as now, thus preventing further structural deterioration, was the better option.

Bearing in mind that the hut has been without a roof and has received no maintenance for many years, the remaining structure remains in a reasonably sound condition with the chimney and all the walls basically intact.

Therefore some of the basic repairs that would be needed to preserve the hut would be to clear the rubbish and vegetation from the floor area both inside and outside; repair/replace defective masonry and brickwork to the walls; remove all defective mortar pointing and repoint throughout; treat or replace wall capping timbers, window and door frame lintels; walls to be capped with mortar to prevent water damage; prune back tree adjacent to the hut.

The Yorkshire Dales National Park Authority has kindly offered to fund the consolidation works.

Public access to the hut will hopefully be made possible with a gate to be installed in the Network Rail Boundary wall, as at present time it is a trespass to visit this hut sited on Network Rail land.

To protect the hut for the future, a fence will be installed around the perimeter of the hut. An interpretation board is to be set up with planned agreement from the National Park and Network Rail. This will give the history of what the platelayer's hut was used for.

These plans are still under negotiation. Thanks go to Network Rail and the Yorkshire Dales National Park who are fully supporting this project.

Ruth Evans



Ruswarp Delights, Thanks to a Northern Driver

On (date withheld to protect the innocent) I was the On Train Guide for a group of disabled people and their parents travelling from Appleby to Settle. The group organiser stressed that a normal commentary would not be understood but that the travellers would really enjoy seeing the statue of Ruswarp at Garsdale. Fortunately I had a good supply of Ruswarp postcards with me. But there was a problem - the train was the express; it would flash through Garsdale and Ruswarp would be a blur.

When the train stopped at Kirkby Stephen I explained the problem to the driver. Without hesitation he said "You'll want me to slow down at Garsdale then?". Good as his word, the train slowed to a

crawl through Garsdale. The cheers and whoops of delight from the group could be heard throughout the train, possibly throughout Wensleydale.

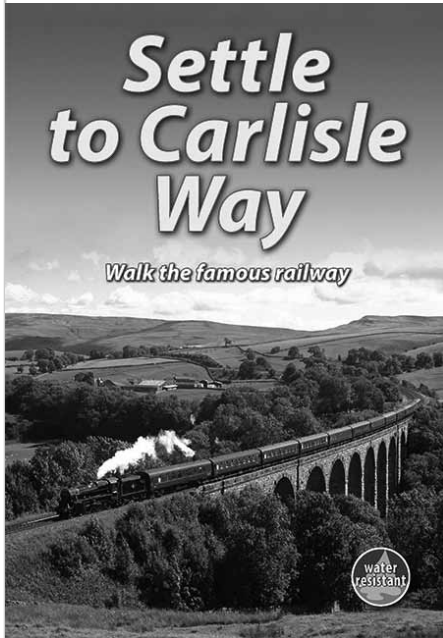
Thanking the driver at Settle he said that he had heard the reaction. It had made his day too.

(PS: *We have since heard that the driver concerned has been recommended for a Customer Service Award by Northern*).

Mark Rand



Walk your favourite railway



Guidebook to a new 97-mile station-to-station route from Settle via Three Peaks country, Mallerstang and the Eden valley to Carlisle. Lavishly illustrated with detailed route descriptions, it includes a dropdown map flap and is water-resistant.

"This lovely book has been thoroughly researched, is beautifully written and attractively presented." Richard Morris

Cover price £10.99 minus
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Or post payment and address to: Rucksack Readers,

Landrick Lodge, Dunblane, FK15 0HY.

Changing Faces

What is it folk say about nothing ever staying the same? Well that is something we know at the Development Company.

After almost ten years of trusty service, Peter Freeman decided to retire from his job as station supervisor at Settle. Peter saw many changes and took on the new challenges the job involved. Arriva Trains Northern, Fastis, RJAP, journey planner, the trolley service, Northern Rail, biomass stoves, refurbishment of Settle Station, the car park ticket machine .. and so the list goes on.

Many of the regular passengers will be familiar with Kirsty McHugh, who has worked "on the trolleys" for some three years. More recently, she extended her role to include working in the booking office at Appleby. Kirsty has also decided to move on and has recently left the Company's employment.

Peter and Kirsty will be missed by the S&C team and we wish them every success in the future.

And now to the new faces joining us in the last few weeks? A warm welcome to Cheryl Wiseman, the latest recruit to the trolley team based at Appleby, and to Lisa Smith, who has joined the Settle Booking Office team and who will be using the knowledge she has gained whilst working in Skipton and Keighley Booking Offices. Many passengers and visitors to Settle will be familiar with Paul Brown, who joined the company in late 2011.

Interviews have recently taken place and we hope to welcome another new face to the booking office team in the near future.

Anne Ridley

Changing Times

The pace of technological change is to some a great opportunity, whilst to others it is very scary. When I was at school (many years ago I might add), words such as Facebook, Twitter, email, texting were definitely not in the dictionary.

Whilst good old pen and paper and the written word are still important means

of communication, we cannot ignore the every changing new technology.

The Settle Carlisle Railway has joined Twitter and Facebook.

 @setcarrailway



Settle Carlisle Railway

Anne Ridley

Helping Others

David Sampson and I met a delegation from various bodies associated with the Borders Railway, planned to reopen in late 2014 from Edinburgh to Tweedbank.

The group included representatives from the Scottish Parliament, the local Council, Visit Scotland and the Campaign for Borders Rail. They were on a fact-finding visit looking at two particular areas; the role of partnership in promotion and development of rural railways and the benefits of charter train operations.

David and I were able to answer a multitude of questions about the work of the Development Company, as well as work of FoSCL and the Trust. All the members of the group appeared enthusiastic and keen to learn about all aspects of the Settle-Carlisle experience.

They were able to see, first hand, passengers disembarking from a Fellsman steam charter during the water stop at Appleby and some passengers transfer to the vintage buses for their onward journey to Ullswater. Departing Appleby on the Fellsman, the group then had discussions with James Shuttleworth of West Coast Trains about the operation of charter trains.

If you would like to learn more about the progress of the Borders Railway, the Campaign for Borders Rail has a website www.campaignforbordersrail.org.

Anne Ridley - Settle Carlisle Railway Development Co.

AN URGENT APPEAL STATION MASTERS HOUSE RIBBLEHEAD BY THE CHAIRMEN OF THE S&C RAILWAY PARTNERSHIP

By the end of December the restoration of the Station Masters House, Ribblehead, should be complete up to the stage of an empty house at a cost of £268,600. At the time the contract was let the Trust had sufficient funds to pay for the restoration. As the work has progressed additional costs of £24,200 have arisen due to providing a large concrete raft to stabilise ground conditions which were not detected by trial borings at the time the estimates were drawn up; also a decision to provide double glazing instead of secondary glazing now that the former has been found practical in the original Midland Railway style window frames. In addition to the extra costs funds are required to fit out and furnish the property as a holiday let. Approximately £50,000 is therefore **urgently** needed to finish the house so that it can start earning its keep and repaying loans, etc.

Regenerating derelict historic property to today's uses in the interests of preserving the S&C built heritage is never easy and can rarely be done on normal investment criteria and this has been particularly the case with the SMH. After six years we are nearly there with the SMH but we cannot complete the project without another £50,000. If the money is not raised the property will have to be let to a tenant or remain empty and if this happens the SMH will be a continuous drain on funds as there will be insufficient or no earnings to pay the fixed costs of interest on loans, council tax, heating, conservation and security. The final gap to completion is therefore urgent and desperate. As the Chairmen of the three organisations which make up the Settle and Carlisle Railway Partnership we therefore ask you to give as generously as you possibly can to this most important appeal.

Please see the advert in this magazine for details of how you can donate.

Thank you.

Richard Morris
Friends of the Settle
to Carlisle Line

Douglas Hodgins
Settle Carlisle Railway
Development
Company Ltd

David Ward
Settle & Carlisle
Railway Trust

WiFi at Ribblehead

Free WiFi is available at Ribblehead and Horton-in-Ribblesdale railway stations courtesy of the S&C Railway Trust.

The provision of WiFi in an area of no mobile communication will benefit passengers travelling on the Settle to Carlisle line to these scenic locations and also walkers on the Three Peaks.

The Trust would like to thank LN Communications of Driffield (www.lncomms.co.uk) for providing this service.

Jon Blythe – General Manager S&C Railway Trust

Please Help Save Ribbleshead Station Master's House

An Urgent Appeal by The Settle & Carlisle Railway Trust

**BLESS
THIS
HOUSE !**



We urgently need £50,000 in order to complete the works on the Station Master's house at Ribbleshead (please see accompanying article in this magazine)

**WE ARE ASKING YOU TO GIVE THE HOUSE
YOUR BLESSING WITH A DONATION**

Please donate online at www.justgiving.com/sandctrust or send a cheque to (please write 'Gift Aid' on reverse if eligible):
The Treasurer, The Settle & Carlisle Railway Trust,
29 Allerton Grange Gardens, Leeds, LS17 6LL



Because the Trust is a registered charity, we can collect Gift Aid on any donations you can make out of individually taxed income. This is really valuable to us as it adds 25p in the £ to your donation.

Thank you for your support

News Notes

New Sunday Service

We're delighted that, from December, there will be an extra Sunday service in each direction between Leeds and Carlisle. We've long hoped for this as Sunday trains can be quite busy throughout the year. The start from Sheffield in the morning and termination at Nottingham in the evening is an unexpected bonus and a small step towards our aspiration for a through service from Nottingham to Glasgow.

Richard Morris

The new Sunday service will depart from Sheffield at 10.17, Leeds 11.20, Shipley 11.32, Bingley 11.37, Keighley 11.42, Skipton 11.55, Settle 12.14, Kirkby Stephen 12.51, Appleby 13.05 and arrival at Carlisle will be 13.47.

The train will return from Carlisle at 15.20 calling at Appleby 15.57, Kirkby Stephen 16.10, Settle 16.46, Skipton 17.09, Keighley 17.19, Bingley 17.24, Shipley 17.29, Leeds 17.46 and arrive in Nottingham at 19.57.

Dales Railcard Winter Offer

Northern Rail have announced that the 2012-13 winter offer will start on Monday, 5th November and **holders of Dales Railcards** will be able to purchase a day return ticket for a flat fare of £7.00. Up to four children can accompany a Dales Railcard holder for a flat fare of £3.50 each. The offer is available to holders of the Friend's Dales Railcard too.

The usual Dales Railcard conditions apply and the winter offer ends on 24 February.

Another great offer for **West Yorkshire Metro card holders** will be a £10 flat fare ticket.

This offer runs from 26th November until 15th March (excluding 18th-22nd February). Both of these offers apply to travel on the Leeds-Settle-Carlisle and Leeds-Morecambe routes.

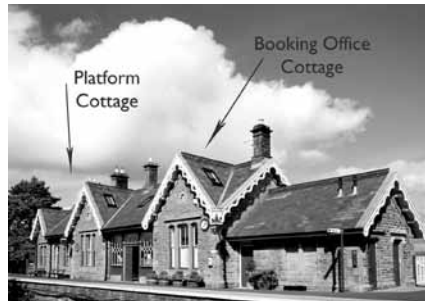
Self-catering on the Settle-Carlisle Line?

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to find out more about our new 'Platform cottage'

Settle Station Opening Hours

From Monday October 29th the Monday to Friday opening hours of Settle station booking office have been revised: the booking office will open at 07.15 (one and three-quarter hours earlier) and close at 16.40. This comes as a response to many requests from early-morning commuters into Leeds and Bradford who will now have somewhere dry and warm to shelter whilst waiting for the train.

Weekend opening hours remain unchanged.

Carlisle - Kirkby Stephen Christmas Shopper's Train

On 22nd and 29th November, 6th, 13th and 20th December an extra service from Carlisle to Kirkby Stephen and return will run, stopping at all stations. The train will depart from Carlisle at 20.57 and call at Armathwaite 21.10, Lazonby 21.18, Langwathby 21.24, Appleby 21.38 arriving in Kirkby Stephen at 21.54. The train returns from Kirkby Stephen at 22.00 and calls at Appleby 22.12, Langwathby 22.26, Lazonby 22.32, Armathwaite 22.39 arriving in Carlisle at 23.02.

This affords Cumbria residents the chance to do some late evening Thursday shopping in Carlisle; Carlisle residents have an extra chance to visit the Eden Valley.

Radio Masts

It is pleasing to be able to report that Network Rail have gone a long way to make amends in the saga of the Ais Gill radio mast.

It was installed without due regard to the rural scenic landscape and caused much adverse comment. Just recently, the large white shed has been removed and replaced by a much smaller green one; the shining metal mast has also been painted a dull green; and the white antennae boxes have also been painted green.

The appearance of this installation is now as well camouflaged within the landscape as one might reasonably expect – so well

done to NwR on this.

The four new masts being installed within the Yorkshire Dales National Park boundary were subject to proper Planning Permission and two had locations amended; and all four masts have been painted, sheds painted, and dry stone walls built around the bases. It just remains for the white antennae boxes to be painted, which I hope will be done soon? These four are at Garsdale, Dent, Ribbleshead and Horton.

Pete Shaw

High Tech at Blea Moor

A FoSCL member stopped me in Settle recently to ask if the S&C was generating power for the National Grid!

He explained that, on a recent walk over the top of Blea Moor tunnel, he had seen what were described as “Solar Panels and Wind Turbines”.

On enquiry, these proved to be Solar Panels and Anemometers. They are an experiment to monitor the weather in an attempt to prevent ice forming in the air ventilation shafts. In bad winters this can lead to significant ice formation, which could be potentially dangerous.

Pete Shaw

Ride2stride 2013: the second Settle to Carlisle walking Festival

Following the success of the first Ride2stride walking festival in 2012 it has been agreed to organise a second week of walks, talks and music along the line in May 2013.

The format will be broadly the same – a comprehensive series of free guided walks organised mainly by Friends of the Settle to Carlisle Line and Friends of DalesRail, supported by the Yorkshire Dales Society, the National Park and others, a series of talks on topics connected with the area, and music events organised by the 3 Peaks Folk club at a number of venues during the week. The festival will begin on Tuesday 30 April and end on Monday 6 May.

For up to date information on event details please visit the festival web site at: www.ride2stride.org.uk

Bus Links Continue Through the Winter

Thank you to everyone who has supported the connecting buses during the summer, including guided walk leaders and the volunteers who have distributed timetables and updated roadside publicity, together with the drivers who have been very helpful and reliable. The good news is that many buses continue through the winter so please get out and about and keep using them. The current position is summarised below:

Garsdale to Hawes: Little White Bus offer a daily service from Garsdale Station to Hardraw, Hawes and Gayle and the return Sunday bus will be retimed from Dec 9th to maintain the train connection. No booking is required for this service unless you have a large group (It is a 16-seater minibus). The bus will also take you to Upper Swaledale or Upper Wensleydale by request - if possible please ring 01969 667400 in advance but if you require the bus at short notice please ring the driver on 0781 698 6448. Remember to book your return trip!

Dent Station to Dent, Sedbergh & Kendal: The Saturday service continues through the winter until March 23rd with a 32-seater bus. However please note that the last Winter buses back connect with the 1540 to Leeds and 1611 to Carlisle. Every effort will be made to get the bus up the Coal Road to the Station but this road is NOT gritted so it may not be possible on icy days or during heavy snow.

Settle to Clapham, Ingleton & Kirkby Lonsdale: This is now operated by Little Red Bus with a 28- seater bus. Minor timetable changes were made in September but the bus still serves Giggleswick Station to connect with some Leeds - Morecambe trains. (Wait opposite the Craven Arms car park entrance on the lane from Giggleswick).

Skipton to Malham: Buses run every Saturday and on the 3rd Sunday of each month plus some weekday buses. There are good walks between Settle

and Malham and also between Malham and Wharfedale using the daily Wharfedale buses to/from Skipton.

Skipton to Grassington, Kettlewell & Buckden: There are daily buses (generally hourly to Grassington and 2 hourly further up the dale) from Skipton Station (although many Sunday buses start / finish at the Bus Station).

Full details are in the Metro Winter DalesBus timetable or at www.dalesbus.org . If you require a timetable please send me an A5 SAE - if you have any queries or comments please contact me.

John Disney

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Obituaries

Colin Jones



With enormous sadness we report the death of our colleague Colin Jones, who died on Saturday 13th October.

Many people will remember Colin who worked at Settle station from 2003 until his illness prevented him from coming in a few months ago. He was a tremendous asset to our Company and to all those who visited Settle station.

Colin loved the railways. When he was given the opportunity to retire from teaching in 2003 we were able to offer him a part-time post at Settle station. I remember to this day reading the glowing reference letter from his old head teacher! *'Colin was an outstanding colleague. A wonderful teacher revered by students*

and staff alike for his professionalism, commitment to young people and personality' He obviously knew Colin well - and all the wonderful compliments in his letter turned out to be completely accurate.

Colin was always reliable, calm, polite and professional. He was always willing to help others, always had a smile and a sense of humour and always had a profound love of the railways.

I will always think of Colin as a person who did things right. He loved his family, he worked hard, he enjoyed life and when faced with cancer he showed courage and spirit to live his final few months as positively as possible. We were privileged to have his company for the past 9 years and I know we will all miss him.

Marion Armstrong - SCRDC

Chris Dyson

We record with great sadness the death of well-known railway photographer Mr Chris Dyson, aged 61.

Chris lived in Bradford and was a regular contributor to the FoSCL magazine, providing high quality images of trains and landscapes around the S&C and his beloved Yorkshire Dales.

His interests all fitted together; a combination of railways, walking on the fells, natural history and photography. He

was a professional driver for many years, taking deliveries to well-known supermarket chains, but branched out to sell his Dales photographs too. He mounted several exhibitions, including some at the Penyghent Café in Horton-in-Ribblesdale.

Chris Dyson's photo shows 46115 'Scots Guardsman' arriving at Carlisle with the first 2011 'Fellsman'. 20.07.11



I first began to meet Chris after we'd separately been out to photograph trains on the S&C in the early 1980s, when only Settle and Appleby stations were open, and we always cycled up Ribblesdale, Dentdale, Garsdale or Mallerstang to find a location, and return home from Giggleswick station. Exchanging notes about where we'd been turned into a 30-year friendship.

Chris passed away on October 21st after a courageous battle with illness, and leaves widow Janice and two sons, to whom we extend our sympathies.

Pete Shaw

Geoffrey Hall

It is with sadness that we record the death at the age of 79 of Mr Geoffrey Hall of Baildon, a stalwart from our magazine packing team. He had been amongst our volunteers ever since we moved the magazine operation from Skipton to Baildon some years ago.

Born in Bradford he went to Woodhouse

Grove School and then worked in the Civil Service at the MOD in Crossgates; followed by National Service in the Royal Signals. He then worked at Yorkshire Chemicals and was active in the Society of Dyers and Colourists and at the Colour Museum.

Other interests included railways, organ music, ornithology and country walking.

We send our condolences to his family.

Pete Shaw



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For more details see our website LongMartonStation.co.uk. To enquire or book ring David and Madeleine Adams on 0161 775 5669 or email dgma@talktalk.net

The changing face of the Settle-Carlisle Railway Conservation Area (2)

Then . . .

and . . .

now.



Photo: SCRDC collection, taken in 1993



Photo: Mark Harvey, 6th Oct 2012

2.1 Ribbleshead station booking office: The missing roof-slates, rotting woodwork, boarded-up windows and moss-covered walls have all been repaired and the fully restored building now houses a fascinating Visitor Centre. Unfortunately, the weather has not improved and the puddles remain: from 1st Jan to 6th Oct 2012, the weather station here recorded over 72 inches of rain.



Photo: Rod Warrington, 11th Jul 1982



Photo: Mark Harvey, 12th Jul 2012

2.2 Dent station: The signalbox has gone. The snow huts & main station building have been restored (and now provide holiday accommodation); the platforms have been extended to accommodate 4-coach trains; replica heritage lighting has been installed; a new waiting shelter has been constructed on the down platform; and a weekend bus service links the station with Dent village.



Photo: Rod Warrington, 11th Jul 1982



Photo: Mark Harvey, 6th Oct 2012

2.3 Garsdale station: The waiting rooms and toilet block have been restored and brought back into public use; the platforms have been repaired; diagonal pattern wooden fencing and replica heritage lights have been installed; the car-park and access road have been resurfaced; and the public transport link to Hawes has been reinstated in the form of a regular bus service.

If you have any photographs taken during the 1980s or early 1990s showing railway structures between Hellfield and Carlisle that you think would make interesting comparisons with the present-day scene, please send them by post to Ruth Evans, 49 Kings Mill Lane, Settle, North Yorks. BD24 9FD or by e-mail to: ruth.evans@settle-carlisle.com.



Above: K4 'The Great Marquess' on a northbound Fellsman at Dent Head Viaduct on August 12th. Photo: John Cooper-Smith



The Network Rail 'New Measurements Train' 1Q36, with 43013 and 43062 'John Armitt' seen here at Garsdale on 20th August.

Photo: Roger Templeman



*Above: 61994 'The Great Marquess' coasts through Garsdale on 29th August.
Photo: Roger Templeman*

*Below: A4 60009 'Union of South Africa' at Selside on 1st September.
Photo: Pat Arrowsmith*





On Wednesday October 17th Channel 4 re-visited the Settle Water Tower to produce a follow-up to the 'Restoration Man' programme.

Left: Michael Portillo talks to Ruth Anison and Mark Rand.

Photo: Bob Swallow

Below: Stephen Allen at the start of several days work to preserve the newspaper fragments from 1878 found attached to a wall of the shed brought from Appleby. See page 25.

Photo: Mike Phillipson



On line ticket purchases: how the S&C loses out

Those of you who read the Settle-Carlisle Railway Journal from cover to cover may recall my exhaustive chronicle of the NRES (National Rail Enquiries System) saga. A small minority may even have read the article in full!

The issue, in a nutshell, is that online booking systems don't always show Leeds-Glasgow services when we think they should. As a result, the S&C and Northern Rail are losing revenue, as people are encouraged to travel via Preston and up the West Coast Main Line to Glasgow. By contrast the 10.40 departure from Glasgow, connecting with the 11.55 to Leeds at Carlisle, is highlighted as the cheapest option. Guess what, we've seen up to 30 people from Scotland catching the 1155!

At the end of the August edition, I was to seek a meeting with Northern senior management. This duly took place on 17th September in York and was attended by a technical representative from ATOC/NRES (same thing really, the Association of Train Operating Companies is responsible for the system). It was quite illuminating and we learnt a number of basic facts about how it all works.

Is the NRES system the basis for all the TOCs' online booking systems? No, they all have their own systems, which makes sense as they sometimes have offers which are unique, Scotrail's Club 55 for example. Do they all use the same database? Yes, including the system used by ticket offices nationwide. This is why any online booking system usually comes up with the same results as a search on NRES.

We then got into discussion of the algorithm, that is the computer program that decides which service options should be shown when you do an online search. Does it just go by the fastest or the cheapest service? No, it's more complicated than that, it's a national system and if you want it changed it has to be approved by the ATOC board.

So, FoSCL, we have a decision to make: do we challenge the system head on and

seek a change in the algorithm to favour the little old S&C? The chances of success are not high and I doubt whether we would have the support of Northern in this. Or, do we seek to get a better understanding of how the system works and ask for tweaks to the timetable and fare structure in order to highlight more of our services? It was clear from the meeting that we could work with Northern and ATOC to achieve this. Both are now being very responsive and keen to help. To be discussed by the FoSCL Committee in the near future.

The whole business of ticketing and fares is fascinating but immensely complex and there is in fact a lot of information in the public domain. Anyone fancy doing a PhD? Your Chairman would love to but does have one or two other things to do!

Richard Morris

Carlisle Railway History Conference - 2013

The Carlisle Railway History conference is scheduled for 12-13 October 2013, with the Saturday meeting in the Hallmark Hotel adjacent to the station, and the Sunday morning in a series of optional trips. Reduced rate overnight accommodation at the hotel can be arranged by individual participants if desired.

The conference fee will be £25, to include coffees, teas and lunch.

The organisers are seeking sponsorship to help produce a souvenir programme, and there will be an opportunity for Railway societies to take small advertisements in this. There will be space at the hotel for any Society to set up a display, though there may be a small charge for this if additional space is required.

The conference is being supported by the Cumbrian Railways Association.

Further details will be released early in 2013 when speakers have been confirmed. It will include information on how to book.

Special Traffic Report

23rd July	HST	Heaton - Derby, test train
28th July	HST	Derby - Heaton, test train
18th August	HST	St Pancras - Carlisle
20th August	HST	Derby - Heaton, test train
25th August	HST	Heaton - Derby, test train
4th September	37419	Carlisle - York, inspection saloon
15th September	57006/47580	Norwich - Carlisle
15th September	47826/47786	Aberystwyth - Carlisle
21st September	47786/47854	Cleethorpes - Carlisle
6th October	47s	Linlithgow - Saltaire

There was an extensive programme of steam-hauled specials over the summer period; with trains from York on Sundays, Lancaster on Wednesdays and either Crewe or Liverpool on Saturdays and Mondays. Locos in use were 46233 *Duchess of Sutherland*, 46115 *Scots Guardsman*, 60009 *Union of South Africa*, 48151, 45305, 61994 *Great Marquess*, 44932. The programme generally went well; the exceptions being on 5th August when 46115 *Scots Guardsman* failed in Carlisle and the train was hauled back to York by 47804; and similarly on 11th August when 46233 *Duchess of Sutherland* failed at Hellfield and its train went onwards behind 47237.

The HST charter on 18th August was a novelty with the stock being in East Midlands Trains livery of blue, orange, white and black. A most unusual visitor to the S&C.

The S&C timber trains are worked by the Colas freight company, who have recently purchased several vintage Class 56 diesels, and the first to work on the S&C was 56094 on the Carlisle to Chirk logs on 1st October.

We have reported an occasional stone train running from Shap quarry via Carlisle to Stourton (Leeds). It has previously been EWS traction, whereas on 7th October it was Freightliner with 66603 and a mixture of green and white wagons.

The annual leaf-buster began on October 8th with DRS Class 66s top-and-tailing the high pressure water jet train. This cleans fallen leaf mulch off the rail head to prevent loss of adhesion.

Over the long weekend of 12th-15th October and 20-21st October, normal passenger services were suspended and replaced by buses whilst a significant programme of engineering works took place. The work was serviced by both EWS and Freightliner ballast trains. It included track renewals at Gargrave; pointwork at Hellfield; stabilisation at Helwith Bridge; timber renewals at Garsdale; and cutting repairs near Smardale.



Pete Shaw

The HST in East Midlands Trains livery seen on the S&C from a Carlisle - Leeds service.

Photo: Richard Morris

We Have a Navy Hut

In the previous issue (page 16) there was a photograph of the massive but dilapidated hut in Network Rail's yard at Appleby which had been demolished and donated to the Settle Water tower project by Network Rail. I said then that there was 'reason to wonder' if the hut had been a navy hut from the line's construction days. Well, there has since been a development which makes the navy hut theory a near certainty.

When we were cleaning up the 3 inch thick cladding boards of the gable ends we discovered what appeared to be paper with traces of printing on it between many layers of lime wash. Both the lime wash and the paper were fragile and tended to disintegrate at the slightest touch. We wondered if it was newspaper. If so, it might be possible to date the paper.

Enquiries among paper conservation experts led us to Stephen Allen in Wensleydale - North Yorkshire County Council's historic document conservator and a railway enthusiast. He kindly offered to see what he could do. I took the massive timber to him and he painstakingly dissolved the upper layers of lime wash. The paper appeared to be newspaper but not made from wood pulp - which did not come into use until the late 1800's. The

emerging printing seemed at first to be a newspaper with etchings rather than photographs. After many days of work Stephen was able to establish that it was the Christmas 1878 double issue of 'The Weekly Budget'. The Weekly Budget was a family paper which sold for one penny - one of the genre of publications known as 'penny dreadfuls'. Dreadful maybe but the early works of Charles Dickens and others were serialised in penny dreadfuls.

The date and contents add significant evidence of the hut's origins. A Christmas edition of a penny dreadful pasted to a wall suggests a domestic rather than an industrial setting. Although the line had opened to passengers in 1876 many of the navy huts stayed on, some as late as 1881. There were still major works being done, stations to build (Dent and Cumwhinton were built later than most) and there are records that early railwaymen and their families on the operational line stayed in former navy huts whilst company cottages were being built.

When, on 17th October *Restoration Man* came to film for the very last time they focused in on two things - the provenance of what now appears to be the navy hut and the surprise arrival of one Michael Portillo. My reaction to his appearance is said to be priceless but you will have to

look out for the programme's transmission in early 2013 to see it.

Mark Rand

Seen at Settle station Water Tower on Wednesday 17th October are (l-r) Eric Stanley, Pat Rand, Michael Portillo, Mark Rand, George Clarke, the presenter, and Colin Speakman

Photo: Bob Swallow



Wensleydale Railway

T*rains Unlimited in the 21st Century.* On a warm day of Indian summer sunshine, Wensleydale Railway hosted the UK Launch of this substantial and unusual railway book on September 29th. Its author, former Australian deputy prime minister Tim Fischer, travelled on the line before meeting passengers, signing copies of the book and enjoying Afternoon Tea at Leeming Bar station.

Tim Fischer is 'the Michael Portillo of Australia,' having followed a political career at senior level with a second career in broadcasting about trains and railways. *Trains Unlimited* showcases the world's great trains, from Stephenson's Rocket to modern double-stacked freight.

In 300 pages the author salutes all those who made railways 'happen' across the world over 200 years - and then provides an informed and compelling case for the future of rail in the 21st century.

Murder Mystery Evenings have been one of Wensleydale Railway's great successes this year, with supper and a bar on the train. The Murder Mystery train can also be hired for special occasions (maximum 50 passengers).

However WR's link with the Settle-Carlisle line is not being neglected: there's a **Christmas shopping excursion** to Carlisle on Friday November 30th, with coach pick-up in Northallerton this year, as well as in Wensleydale. It's a long day out but the journey from Garsdale to Carlisle is popular and the city's Christmas lights add to the seasonal atmosphere. There will be **guided walks from Garsdale to Hawes** on Friday May 3, 2013; see: www.Ride2Stride.org

Alternatively, visits to Carlisle and walks from Garsdale are possible using Northern Rail's daily train service; the year-round Little White Bus service connects Garsdale station with Hawes.

Wensleydale Railway's Winter Walks:

Catch the 09.40 train from Leeming Bar for a different 2 hour walk each day from December 26th-31st; **On January 1st 2013** there's a longer 8 mile Last walk of the Season from Redmire station to Aysgarth Falls; details on: www.wensleydalerrailway.com

In the news: Alas, Wensleydale Railway is not exempt from vandalism. However a recent incident at Bedale station was recorded on the station's CCTV so police hope to identify the dog walker who seriously damaged plants in the flower beds as he walked along the platform. For an account and photo, google Northern Echo's report dated 27th September. Fortunately local papers and regional television have also been able to report much happier news - plans for a temporary WR station within walking distance of Northallerton town centre. The hoped-for opening date is July 4th, 2013, to mark the 10th Anniversary of the return of passenger trains to the Wensleydale Railway in 2003. This will be a significant stepping stone towards the major long-term objective of enabling WR passengers to board and alight at Northallerton's main line station and, meanwhile, will provide some new opportunities for promoting the railway .

Tom Clift: It was with great sadness that we heard of the sudden death on September 4 of Tom Clift, until recently Managing Director of Grand Central which runs direct train services to London from Northallerton on the East Coast main line and from Bradford. He died on the 40th anniversary of the start of an illustrious career in the rail industry and had just begun a new appointment with Hull Trains. Under his direction, Grand Central developed into a business that showed significant commitment to the local communities through which their services ran and he had been a good friend to the Wensleydale Railway. He was also an excellent rail photographer.

Ruth Annison (01969 650349)

Lancaster & Skipton Rail User Group

We had expected that an announcement about the designation of the Leeds-Lancaster-Morecambe train service as a Community Rail Service would be made at the ACORP awards presentation at the end of September. However, the recent changes in ministers at the Department for Transport led to this being delayed for another month. Designation will help the line's Community Rail to work with local people to secure improvements to the train service and stations.

The improved winter Sunday service introduced last year has been well supported, and we look now for the achievement of LASRUG's primary aim, a more frequent weekday service - one that will permit travel to and from work in Lancaster and make better connections with other services at Carnforth, Lancaster and Leeds. A later last train from Leeds than the current 16-39 is badly needed.

Community involvement at Bentham,

where the Friends of Bentham Station have taken over the management of station buildings and gardens, has greatly improved the appearance of the building, and has contributed to a 24% increase in passengers over the past year. At a ceremony recently Drew Haley of Northern Rail unveiled a new display of the colourful paintings of local artist Gill Barron, which show scenes around the town and the railway. Community Rail designation will assist funding applications towards such local projects; our next hope is for a waiting shelter on the exposed down platform at Giggleswick.

Inter-regional lines, such as Leeds-Lancaster-Morecambe, are often the Cinderella of train services. The Community Rail movement has brought about the recognition that efficient rail services between cities outside London, and connecting the towns and villages along their routes, are important for regional development.

We were pleased to hear this emphasized by Jerry Swift, Head of Community Rail, Planning and Development at Network

N^o5
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Rail, when he addressed our Annual General Meeting in September. Jerry affirmed Network Rail's commitment to local and regional lines, illustrated by its development of the Harrington Hump to address the problem of low platforms, the re-laying of the Boston-Skegness line, and the sixty community rail schemes currently in hand. He has a special interest in the tram-train project for the Rotherham-Sheffield line, and in other potential ways of reducing costs on less heavily-loaded lines.

John Bearpark

Note of introduction, from Alan Healey, Railway Mission Chaplain for the North Western corner of England

I know that some of you are already aware of the presence of a railway chaplain along the Settle and Carlisle line, dedicated to the service of railway employees and British Transport Police. To those to whom this is news my warmest greetings, and perhaps our paths may cross one day, somewhere along the line. If you do see me, do please come and say hello. I always find this to be encouraging.

The ministry to railway people has a long history. It is generated along two lines, firstly by Christian railwaymen who started to organise meetings themselves way back in the nineteenth century on the initial expansion of the railway system around the country, and who built Railway chapels, almost a distinct evangelical denomination that were held in loose association and developed various aspects of ministry together. From these the Railway mission was formed. You can still see their titles on some of the old chapel buildings particularly in railway towns. Some of these are still functioning as free evangelical churches, and then by mission to the Railways.

In addition to these, several city missions extended their outreach on to the railway system. Notably, London City Mission, who were visiting in London as far back as 1837, started to give missionaries dedicated

roles on the railways. I understand that there was a Bradford City Missionary in residence serving the labour force housed at Batty Green during the construction of the Ribbleshead Viaduct¹. This ministry developed over the years into the chaplaincy role we have today.

The Railway Mission themselves started to place full time people to serve as chaplains in 1948. For anyone who may be interested in the spiritual development along the railways there is a short history available². The two missions together now form the National Railway Chaplaincy Service. We make provision to have a chaplain available anywhere in the country should one be needed. Times of greatest need tend to occur when, sadly, there has been some incident or mishap involving serious injury or loss of life. In such circumstances we may find ourselves ministering to involved and related members of the public too.

My own history is that of service in the London City Mission since 1985, where I started as evangelist with the Church of England, placed at churches in North London, and then for thirteen years as chaplain to London Fire Brigade before graduating to the Southern Railway where I served until retiring to Morecambe in 2009. I am now serving the Railway Mission voluntarily here in the North West.

Notes:

1. *Shanty Life on the Settle-Carlisle Railway* by W.R. Mitchell available from FoSCL.
2. *A Short History of the Railway Mission or Lights Along the Line* available from me or The Railway Mission direct.

More details may be found at: www.railwaymission.org , www.nrccs-uk.org.uk , or www.lcm.org.uk. My phone no. is 07941 286 097. Email alan.healey@railwaychaplain.net

Alan Healey

Visit to Armathwaite School

Dressed in Edwardian clothes John and I, along with another volunteer - Ian Graham, visited Armathwaite Primary School. Our aim was to talk to the children about the history and safety on the railway lines. Also I thought that they would be interested to hear what it was like to be a child in Edwardian times



John Johnson (right), Ian Graham (centre) with Tommy.

Photo: Tracey Johnson

As each class arrived, Ian handed out a raffle ticket to each child as they passed Tommy, the signal box mannequin. John introduced us all and explained why we were there.

We had no problem keeping the children entertained as we performed a mini panto, which they loved. Ian spoke of his working life on the railways, showing them photos of himself as a fireman on a steam train. Sitting quietly they listened as Ian went on to tell them about Mickey Mouse and how Mickey disappeared but has now returned back to Settle. Hopefully the children will be asking their parents to take them to see Mickey and Minnie Mouse.

Just before lunch the raffle was drawn, Brydie Bond was the winner of a free day-pass on the Settle & Carlisle Line for a family of four.

On returning from lunch the children enjoyed ringing the signal box bells. They took turns to blow into the Look-out warning horn, which is loud, plus one of the teachers took photos as the children tried on our hats. Then it was our turn to listen as the children told us about their experiences of train journeys that they had enjoyed here and while on holidays abroad.

All too soon it was nearly time for us to leave. Ian, John and I stood in the corridor and handed out a goody bag to each child for them to take home with them at the end of the day.

The head mistress Helen Hepworth said, "It's been a great success and you should think about taking it into other schools up and down the line".

It was a brilliant day that everyone enjoyed. I think that as the children had such a good time they will remember our visit and the reason we were there, which is to encourage people to use the Settle & Carlisle Line.

Tracey Johnson



The age of elegance at Armathwaite. Tracey Johnson with Ian Graham.

Photo John Johnson

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

Howgills Guided Walk

The sun was shining on Saturday 11th August 2012 when 16 walkers boarded the bus at Dent station for the FoSCL guided walk in the Howgills. By the time the driver had picked up passengers in Dent village the 32 seater bus was full with 4 people having to stand – but at least everybody got on the bus and the elderly locals were given a seat by the younger ones of us who didn't mind standing. We alighted from the bus just outside Sedbergh.

We began our 10-mile hike following the River Rawthey and then on to Cautley Spout. We climbed the steep path up by the waterfall to the Calf, at 2,200 feet above sea level the highest peak in the Howgills. Our steep ascent was rewarded by the views from the Calf. We walked along the ridge going over Calderes before making our way down to Settlebeck Gill and Sedbergh. Refreshments were taken in Sedbergh before we boarded the 4.50 pm bus back to Dent station.

It was good to see the Dent bus so well supported and the improved timetable enabled us to have a full day walking in the Howgills. I think I can say that all of us had a good day.

Many thanks to Ian Moffat for taking the photograph and for doing a fantastic job as walk back-up.

John Langford (guided walk leader)

Shanty Town Walks at Ribbleshead

For over twenty years the FoSCL Guided Walks programme has included a series

of 'Shanty Town Walks' in the Ribbleshead Viaduct area.

A circular route of approximately two and a half miles, covering many interesting features, was worked out by Dr Arnold Pacey, an industrial archaeologist, and a team of leaders developed of which team leader Peter Davies, Neil Simpson and Mike Cooke have been members from the early years.

More recently a second, longer, route has also been offered. The walks usually take place on Wednesdays in July, August and the first two weeks of September; Saturday walks have also taken place - some in connection with the Ride2Stride festival. Few people will be surprised to learn that, this year, the team has faced some very wet weather indeed with some walks having to be shortened - but all have taken place.

This year over 150 visitors have joined the walks from all parts of the UK and abroad: our signing-in sheets record participants from as far afield as Hong Kong, Canada, Australia and the USA - just imagine what an adventure that Ribbleshead in the rain provides when you are used to the Californian sun!

Details of next year's programme are currently being finalised and full details will be carried in the May 2013 magazine.

If you are interested in the history of the railway and the area, are reasonably fit (you do not need to be a 'heavy duty' fell-walker!) please join us at Ribbleshead with your boots and waterproofs - we look forward to meeting you then.

Paul A. Kampen



Any Permitted Route

by Ian K Watson

Perhaps you may have wondered what “Any Permitted Route” on a ticket means. How do you know what is a permitted route? Well, the answer is given in the ‘National Routeing Guide’ [NRG], which is published by ATOC (The Association of Train Operating Companies). Some years ago when I served on the Rail Passenger Committee for North West England, when it had a sub-committee which worked with timetables and fares, at the time the NRG was in a ring-binder, but now you can only find the NRG on ATOC’s web site. It’s complicated: there are pages of instruction on how to use the guide, and pages of maps, and an index of which maps to use to determine whether a journey from A to B is a permitted route.

To take the example of an ‘any permitted route’ (APR) ticket from Carlisle to London, you will find that it is valid not only to London Euston on a direct train via the Trent Valley Line, but also via Birmingham, and thence also to London Marylebone, and to London Paddington via Oxford and Reading. Also permitted is travel via Appleby to Leeds, and thence to either London King’s Cross via Peterborough, or London St. Pancras via Nottingham or Derby; and the guide also tells us that a permitted route via Leeds to London also allows travel from Peterborough via Cambridge to London Liverpool Street. In fact there are 17 combinations of routes given for Carlisle to London and which involve 15 route-planning maps, but in fact some of the 17 routes are duplications covering the opposite direction: London to Carlisle.

Some of these routes are interesting, perhaps even bizarre – with a Carlisle - London APR ticket, you can also travel round the Cumbrian Coast via Workington to get to Lancaster; and one of the most amazing routes given could be as follows: Carlisle, Workington, Lancaster, Wennington, Hellifield, Blackburn, Manchester, Halifax or Huddersfield, Leeds, Doncaster, Lincoln, Sleaford, Peterborough, London. [You need to look at four of the

maps - coded NC, MH, TP and EE - to work that one out]. It’s interesting that routeing map MH is Manchester to Hellifield via Bolton and Blackburn. Perhaps if FoSCL’s campaign for more trains via this route is successful, this map will assume some significance once again.

Incidentally travel from Carlisle to London via Newcastle is only permitted if the route ‘Newcastle’ is specified on the ticket – via Newcastle is not an ‘any permitted route’. However there is an exception to this: you are permitted to travel via Newcastle (or any other non-permitted route) if you are travelling on a through train. So when the line between Edinburgh and Newcastle is closed, and East Coast divert their trains via Carlisle, and with an advertised stop there, you may use an APR ticket to travel from Carlisle to King’s Cross, but you have to travel the full distance: no break of journey is permitted. But if you have a ‘via Newcastle’ ticket, you are also allowed to use the ‘any permitted’ routes as well (This is specified in one of the NRG’s tables of ‘easements’).

These variations in permitted route are useful if you want to break your journey on your return from London at e.g. Oxford, Derby, Cambridge and so on (and nowadays you can also break your journey for up to 24 hours on the outward journey). I make use of this facility by breaking my journey at Leamington Spa where my daughter lives. I was reminded of all this by our chairman’s dealing with NRES (the National Rail Enquiry Service) reported in the last FoSCL magazine. About four years ago I went to London, and wanted to come back from Marylebone to stop off in Leamington. As I wanted to travel in peak hours, I wasn’t sure whether Chiltern had restrictions on using off-peak tickets out of Marylebone. So I rang up NRES to ask. Their response was: “What sort of a ticket have you got?” I told them “An off peak return from Carlisle to London”. They then told me that my ticket was only valid from London Euston. I said that was not so, the NRG said I could travel from Marylebone. I asked the man to look in the NRG himself. He said that he didn’t know about it, and must ask

his supervisor. He came back and once more told me that my ticket was only valid from Euston. At that point I gave up and wrote a letter of complaint about the poor training of NRES's staff. Eventually I got a letter back from NRES which in effect said nothing. Meanwhile I had already turned up at Marylebone with my ticket to Carlisle, and the automatic ticket barrier happily accepted my ticket and let me on the train, and the conductor on the train clipped my ticket without any comment; and I have now used this route on many occasions. Finally, a word of warning: in the days of BR, guards and ticket collectors were generally familiar with the NRG, but the situation now may be different: as I have shown, NRES wasn't familiar with the NRG, and I suspect that some new recruits

to the privatised TOCs will probably not be either, so if you are going to travel to Carlisle from London Liverpool Street and break your journey in Cambridge, you may encounter some difficulties. I haven't yet tried it! In view of the complexity of the NRG it's hardly surprising that some staff are confused. Most staff rely on journey planners, and it's doubtful if the more complex routes like the example given of travelling via Clitheroe will be in their journey planners. But the straightforward alternatives should be OK.

Acknowledgment: *My thanks to Barry Doe for some help and clarifications in preparing this article.*

2013 S&C Calendar

13 colour photographs of steam and diesel trains in scenic locations along the line by *Pete Shaw Photography*.

Steam Locos: 46115 *Scots Guardsman*, 6201 *Princess Elizabeth*, 6233 *Duchess of Sutherland*, 45305 and 44932

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What a Difference the Trains Made! by Peter Drury (Chairman-elect of the Settle-Carlisle Railway Trust)

In August my extended family rented both Booking Office Cottage and the newly converted Platform Cottage at Kirkby Stephen station, with a B&B in the village providing overflow accommodation as 17 of us gathered. We were a varied bunch but I was the only railway buff, and in the beginning I had to deal with some anxious questions like the one from my daughter-in-law, Paula, asking when the heavy freight trains pass through ("Oh, at random times" I replied, which she thought very funny as if timetable anarchy was in play).

We very quickly came to realise that living on a functioning railway would add a great deal to the holiday. The rich mix included platform conversations with some very interesting travellers, the steam specials that passed through (four in a week, excluding 46233 which was failed at Hellifield), and, after the last train had departed, relaxing on the up platform to swap stories of the day's adventures, chilled wine in hand and bathed in evening sunshine. But the biggest plus – and it was a pleasant surprise to everybody – was how much travelling on the passenger trains enriched our holiday. Someone used a train on every day and I thought FoSCL readers might be interested in the detail.

Friday 10 August

18.06 from Leeds to Kirkby Stephen – son Edward and partner Vim arrive on their weekend break from London.

Saturday 11 August

19.15 from Garsdale to KS – eight of us return after a long walk through Mallerstang, a convivial sojourn at the Moorcock Inn, and a short detour to study the embankment of the old Hawes branch and express the hope it will see railway traffic again in my lifetime.

Sunday 12 August

17.34 from KS to Leeds – Edward & Vim just manage to catch their return to London after squeezing in one more exhilarating run over the Buttertubs Pass

on the back of cousin Jonny's motorbike. 18.47 from Ribblesdale to KS – son William with his bike and me with nephew Richard's bike return to base after the youngsters had cycled over the Buttertubs.

Monday 13 August

15.55 from KS to Leeds – William sets off for London for a job interview
16.01 from Ribblesdale to KS – after a visit to Ingleton and the Thornton Force walk my sister Julia opts to take the train back to KS to see what all the fuss is about. She becomes an instant convert.
17.14 from KS to Leeds – Jonny returns to his work in London.

Tuesday 14 August

19.34 from Dent – Richard and I catch the last train after cycling from KS to Sedbergh and on through a delightful sunlit Dentdale before the final punishing ascent to a station that certainly lived up to its billing as the Highest in England. I walked the last bit but Richard managed it on his bike and still had the energy to climb on to a house roof for a chat with the tiler.

Approx 21.00 – William arrives in a taxi provided by East Coast from Skipton after the late arrival in Leeds of his train from London meant he missed the last train to KS. William was happier with this variation than his taxi mate whose road journey to Carlisle entailed the detour via KS.

Wednesday 15 August

12.30 from KS to Carlisle – daughter Rachel sadly has to return to work in Edinburgh.
16.01 from Ribblesdale to KS – wife Jane opts out of the car journey home and when we reach KS (rather later of course) she animatedly tells of the ice cream sold from the trolley, and also of the gentleman from the Philippines who stumped her with the question "If Dent is the highest station in England what is the highest station in UK?" (This is Corroor on the West highland Line at 1,339 feet.)
18.06 from Leeds to KS – Jonny completes a quick return to KS after obtaining approval to 'work from home' (which he conscientiously did by the way).

Thursday 16 August (the holiday highlight)

06.46 from KS to Horton-in-Ribblesdale - three nephews set off to climb the Three Peaks, Pen-y-ghent, Whernside and then

Ingleborough, before descending to Horton in time to catch the 19.17 back to Kirkby Stephen.

The 06.46 early train was a big hit with all of us, including those who could slumber on whilst the hikers made their early getaway! By an amazing coincidence FoSCL Chairman Richard Morris had caught this train at Armthwaite (at 06.04, he was the real early bird) and recalls being pleased to see the bustle on the platform at KS. This train will surely be a boon to travellers from the northern end of the line.

Next Year

With so much still undone another vacation beckons. Only last week Douglas Hodgins was telling me Hadrian's Wall is only an hour from KS. But of course we would have to take a little longer, catching the 07.16 to Carlisle and connecting with the 08.28 Newcastle train...

Peter Drury

A4s Return to Britain

The damp early morning at Seaforth Dock, Liverpool gave way to a bright sunrise as the *Atlantic Conveyor* discharged its distinguished cargo, BR 60008 *Dwight D Eisenhower*, the A4 class locomotive given to the USA in 1964 [originally LNER 4496 *Golden Shuttle*]. As it glistened in the sun, awaiting onward road haulage, it was joined by BR 60010 *Dominion of Canada* [given to Canada in 1967]. Both had been shipped from Halifax, Nova Scotia, on loan to the National Railway Museum, York & Shildon: 60010 from Montreal.

Headed by NRM director Steve Davies, the unlikely repatriation - allied to the 2013 commemoration of A4 *Mallard's* speed record - had been accomplished.

No. 60008 had the longer journey, from Green Bay, Wisconsin - a state itself not unused to steam loco performance, since it saw, c. 1930, the average speed record for the furthest distance at over 90mph [the *Hiawatha*, Chicago - La Crosse - St Paul (Minnesota)]. That was for a further distance than the 1935 sprint at over 100 mph by LNER *Silver Link* [max. 112.5mph, precursor to the *Silver Jubilee* service]; and

faster than the 70 mph average, London - Glasgow, set in 1936 by the LMSR *Princess Elizabeth*.

The rivalry between the LMS & LNER culminated in the 126 mph record set by *Mallard* in 1938. The 75th anniversary of that will feature the NRM display of all six remaining A4 class engines - fittingly including *Dominion of Canada*, which notched up 109.5 mph [30.vi.37] in a failed LNER bid to wrest the LMS *Coronation* 114 mph record, set the previous day.

The UK rivals had also been mindful of German bids to attain the world speed record, but such had aimed for 200 kph, ie 124.5 mph.

The full line-up for the 2013 NRM event is:

Mallard, *Dwight D Eisenhower*, *Dominion of Canada* *Union of South Africa*, *Dominion of New Zealand* [re-liveried from BR 60019 *Bittern*] and *Sir Nigel Gresley* [the designer's 100th Pacific loco, built 1937: holder of the postwar speed record of 112 mph]. [Not preserved was the LNER's *Silver Fox* (113 mph, 1936: a feat marked by the affixing of steel fox template fashioned at Stocksbridge, S. Yorks, steelworks); nor was LNER 4469 *Sir Ralph Wedgwood* preserved; it was a casualty of a WWII 1942 bombing raid on York. The other 34 A4s continued in service till the 1960s.

Graham Wiltshire



After being unloaded from their transatlantic voyage, repatriated engines & tenders await road transfer [5.x.12] to rail museum yards in Shildon, Co Durham; & York.

Photo: Graham Wiltshire

Ordnance Survey Benchmarks By Roger Templeman

The Ordnance Survey has placed benchmarks on various structures including bridges and station buildings on the S&C. The marks have been levelled to record their height above Ordnance Datum (mean sea level at Newlyn in Cornwall). If the exact height of one BM is known then the exact height of the next can be found by measuring the difference in heights, through a process of spirit levelling. The first surveys were carried out in the 1840s along a series of lines throughout England and Wales. One of these lines from Kirkby Kendal (now known as Kendal) to Thirsk was surveyed in 1845 (<http://www.bench-marks.org.uk/line522>) and followed the A684 through Garsdale. There were marks on Clough Bridge, Dandry Mire (house), a milestone where the Moorcock Cottages are, and the Moorcock Inn. The first two survive, the milestone was lost when the S&C was built and the pub mark was lost to building works. Later surveys added additional marks off the main lines and a comprehensive network of over 500,000 marks was established.

The benchmarks took various forms including cut marks, metal bolts and brackets (as found on trig points). The most common type is the cut mark which comprises a horizontal cut (the datum line which is levelled) with an (broad) arrow beneath (sometimes referred to as a crow'sfoot). They were cut into stone and brick buildings, walls, rocks, etc, and sometimes on wooden posts. Examples on railway structures around Garsdale include the railway bridges near the station (see photo) and by the Moorcock Cottages. Another interesting example is on the bridge over the railway south of Blea Moor tunnel. (see photos of mark and

Colas 66848 passing with timber train).

There is a database containing found benchmarks at: <http://www.bench-marks.org.uk> with records for each mark, eg <http://www.bench-marks.org.uk/bm43719>). If anyone would like further information or like to report finding a benchmark, please contact me on cd2r0m@aol.com

Roger Templeman



Reviews

2013 Settle-Carlisle Railway Calendar by Pete Shaw Photography

As each new year approaches, the arrival of Pete Shaw's calendar is eagerly awaited by railway enthusiasts. This year's calendar, with thirteen locations featuring four classes of steam locomotion and six types of diesel traction, gives something of interest for all Settle and Carlisle devotees. In view of our somewhat sun-starved summer, it is good that January's photo of the 6K05 passing Whernside shows the line at its best in stunning winter sunshine. It is also good to see the loco-hauled trains of 2003 featured – will we ever see the like again?

From a personal note, I love the shots of Garsdale in February and May – a lovely location – no wonder Graham Nuttall and Ruswarp rated it so highly – with the beautiful Hawes Junction chapel nestling in the background. It is also interesting to note the change of liveries now sported by at least five diesel and by one steam loco (no prizes for working that one out – sorry!!)

All told, a worthy publication by Pete Shaw and a welcome addition to anyone's Santa sack!

Mike Cooke

Settle to Carlisle Way by Vivienne Crow. Rucksack readers, 2012.

ISBN 978-1-898481-56-0

Publication date 1 December 2012 £10.99

The Settle to Carlisle corridor is blessed with a myriad of interlinking footpaths and rights of way which follow the route of the line as it heads north up the Ribbles Valley and then down the Eden Valley to the city of Carlisle. However there is no officially recognised Settle to Carlisle long distance footpath with its own waymarking in the same way as there is along the Pennine Way or Hadrian's Wall National trail.

This new guide describes a linear route which runs from station to station using public footpaths which for much of the journey stay close to the famous railway,

often within sight of the track. Vivienne Crow is an award winning outdoor writer and photographer living in Carlisle. She has researched this route thoroughly and the result is a well presented, clear guide. Starting with useful practical information on planning and preparation for undertaking the walk, the guide continues with background information on the S & C, the geology and landscape of the area, and useful information on the flora and fauna which may be seen on the way. The planning and preparation sections include distances between various points as well as facilities available at the towns, villages and hamlets along the way. All this helps anyone planning to do the walk judge which is the best way for them to break up the sections. Whilst primarily aimed at people planning to do the route as a long distance walk the practical information makes it easy to look at doing it in single day sections, using the train to travel to start and end points.

The third part of the guide has a detailed route description with clear and concise instructions. However it would be challenging to rely solely on the instructions alone. A detailed map is an essential accompaniment. This guide has been produced in conjunction with Harvey Maps who have revised their own Settle to Carlisle waterproof map to highlight this route. The guide does also include a clear thematic map (1:115,000) of the whole route in 5 fold out panels. Given the terrain encountered in the upper Ribbles Valley and the Mallerstang area it is unfortunate that greater reference is not made to the OS Explorer maps which not only show every public right of way but also cover a wider area and enable the walker to identify the landscape more easily. Of course the OS maps do not identify the Settle to Carlisle Way so it will be up to walkers to choose their own preferred map companion.

The route has the support of Friends of the Settle Carlisle Line and as Chairman Richard Morris says "*It makes it so easy for rail passengers to turn into walkers and vice versa*".

The guide is printed on water resistant paper, is in a rucksack friendly format and folds flat for ease of use. It is well illustrated with many excellent colour photographs.

David Singleton - FoSCL Walks Co-ordinator

Video – Winter 2012 Shap and Settle-Carlisle By Hollyphoto

This DVD was filmed during the winter of 2012. Competitively-priced at £12, it provides devotees of either or both lines with a chance to compare their relative merits. However the range of locations on the S&C is much greater than those on the WCML.

Most shots are taken from a distance and some of the smoke effects are very atmospheric. Considering the time of year, the weather and light were reasonably kind, taking into account the reputation of Shap and the S&C.

Whilst the sound commentary is not too obtrusive, I did find some of the comments re locomotive design and origin rather unnecessary.

For variety of locations the Settle-Carlisle comes out well on top (Euston, eat your heart out!!) But the sight of the double-headers pounding up Shap is a delight to behold!

Mike Cooke

The Man from Tasmania.

Kenneth D. Duffin.

2012. Privately printed. 192pp.

59 illustrations.

This recently published book by long-standing FoSCL member Ken Duffin is the result of years of painstaking research into the life and times of Charles Stanley Sharland, the legendary erstwhile surveyor of the Settle-Carlisle route for the Midland Railway 1865-1871. Copies are available from the FoSCL shop at Settle station and a full review will appear in the next issue of the magazine.

The Leeds-Settle-Carlisle Railway by Martin Bairstow

We are delighted to be able to announce that a fully-revised edition of Martin Bairstow's long-out-of-print classic will soon be available.

The book is dedicated to Philippa Simpson, Assistant Secretary of FoSCL during the campaign to save the line.

A full review will appear in the February 2013 magazine.

(These items are available from our webshop: www.foscl.org.uk and from our shops at Settle [normally open Monday to Saturday throughout the year except Christmas and Boxing Days] and Appleby [normally open Fridays and Saturdays]. See also the postal sales leaflet included in this magazine).

Letters to the Editor

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

S&C Railway Trust

It's always a pleasure to receive the 'Journal' and to catch up on S&C news. I have made it down to the AGM at Settle a few times and an abiding memory is the reports of the work of the Settle and Carlisle Trust. I see from David Ward's recent article that enormous efforts are still being made by this group and that heavy or actually heavier responsibilities now rest on their shoulders. It's very impressive to see so much being done for the future of

old buildings on the line and the income generated will help secure the future as the old guard are forced to take it easier. Well done and I hope that the Trust continue to get the support that it needs from those with the appropriate skills.

Roger S. Ll. Griffith – by email

Route Availability and Gauge Clearances on the Settle & Carlisle Line

In our last issue, Geoff Bounds offered some

thoughts on the role of the S&C in future planning for the national rail-system. The Editorial also posed some points for debate on how much our members would, or would not, like to see the infrastructure of the line altered to allow gauge- enhancements for a wider variety of freight traffic and also for electrification. Four members have responded and here are their views below.

This Railway benefits from being built comparatively late in the Railway Age. The route has a minimum radius of curvature of one mile. And that will allow non-tilting trains to run at about 110mph along it. It also means the end and centre throw for bogie coaching stock are negligible, and no allowance needs to be made for these at any structures along the route. But beyond the S & C itself, sharper curves are to be found, notably at Shipley and Skipton Stations.

Historical Gauges are not all that relevant nowadays, but they are interesting. The Midland had the highest gauge of all pre-grouping Companies, at 13'-9" above rail level [ARL]. But at 12 foot ARL, was 11 inches narrower than the LNWR. This is why Claughtons allocated to the Midland Division in early LMS days, had to have their cabs re-profiled!

When containers were first put on rail wagons, they were Out of Gauge [OOG]. So they were classified as such; and although no passing restrictions were placed on them, they were subject to severe routing restrictions. There are two ways of eliminating these, lower the floor of the wagon, or increase the clearance above the vehicle. The former method becomes a problem through sharply curved Platforms [centre throw], and is effectively no longer practised. So the structures have to be altered along the routes, being raised to accommodate the "ears" of the containers. Early containers were 8'-6" high, then 9'-0", and now 9'-6" is the normal dimension. This is the limit on a full height wagon; with the floor set at 3'-6" ARL, and the standard Load Gauge being 13'-1" ARL. Flat topped Bridges are no problem, but almost all arched Bridges will need re-constructing.

Station Platforms, by their very nature,

are the closest structures to trains. This is to keep stepping distances to an absolute minimum. So whether the Platforms are "Harrington Hump", or full length, no cutting back of Station Platforms should be considered.

Tunnels tend to be more "generous" in their profile than Bridges, to allow for air to pass between the train and the tunnel wall. And being built late, the Tunnels on the S & C have 26 foot "barrels", and therefore have sufficient clearance for Container Wagons; and probably for Overhead Electrification as well. When the Aire Valley Line was electrified, no track lowering was needed through Thackley New Tunnel.

Double track railways have a finite capacity. This increases if the speeds of trains are similar [London Underground being a good example]. Apart from London to Grantham and York to Northallerton, the East Coast Route is only double track. With passenger trains running at up to 125mph, freight trains have been largely squeezed off this line. But that need not happen on the S & C. Passenger trains running at 75mph with occasional stops, mix well with goods trains motoring along at a steady 60mph. Indeed, the Line Speeds could even mirror that differential.

So apart from re-constructing many of the Over Bridges, the Settle & Carlisle Line is now ready for anything!

P.C. Scott – by email

Regarding Geoff Bounds' interesting and informative article about future traffic demands on the North-South axis; I don't see why the S&C will not be able to take inter-modal trains because low-platform wagons are gradually being introduced which do not require gauge-clearance.

I agree with Frank Horsfield (Letters August 2012 issue) that, perhaps, a more realistic option would be to operate a service terminating at Hellifield I presume by running some Manchester to Clitheroe trains onwards to Hellifield, with I suggest, an immediate turn-round. After all, it's not as if there is a frequent passenger service and freights going through every ten minutes.

Obviously a direct Manchester to Carlisle service would be more convenient but it wouldn't matter that much because having to change at Hellfield would be part of the experience of travelling on a beautifully scenic railway. (*But would passengers going to and from Manchester airport from/to, say, Appleby be interested in the scenery as opposed to a reliable service?* – Ed).

To 'bridge the gap', a temporary shuttle bus service running direct between Clitheroe and Settle in preference to Hellfield would, I suppose, be better than nothing until a permanent rail-link is established and could prove to be quite popular.

Norman Liszewski – Swadlincote, Derbyshire

I've just read the article by Geoff Bounds on the possible medium-long term future role of the S&C.

It's interesting to note his suggestion that North-South passenger traffic is forecast to double over the next 20 years. Following the Government's latest agreement that train fares can rise by inflation plus 3% in the next month or so I'm wondering who will be able to afford to travel by rail in the future.

More relative to the S&C though is the forecast that future freight growth on rail will be largely Intermodal traffic. This may well be the case, but if you look at the existing freight flows on the WCML you'll see that the majority of the current traffic is non-intermodal. Some of us thought that following completion of NR's five-year programme upgrading S&C track and signalling that much more freight would be diverted over the line. This did not happen. Perhaps when the current Clitheroe-Hellfield works are finished then more freight will come.

So the easy answer, switch all existing WCML freight which does have the necessary clearances through the S&C tunnels onto the S&C and leave the WCML to the High Speed Passenger trains and the electrically hauled high speed Intermodal services. Problem solved with minimal cost and with no destruction to the S&C's

unique scenic engineering and architectural character.

It's far too sensible. It'll never happen.

John Hooson - by email

Further to your editorial of August 2012: Whilst we like the the Settle & Carlisle as it is, we feel that electrification should not be excluded because it would be better for the environment - being cleaner, cheaper, easier to operate, quieter and more efficient. Finally, with respect to freight haulage the future seems to favour electrification.

G P Thursby-Coombes – by email

(*Some very interesting views here - but are all the facts quoted strictly accurate? What do you think?* - Ed)

Against the Grade

On page 149 of Bob Swallow's very enjoyable book *Against the Grade* is a photograph of a freight train heading south. This train is carrying the mineral Anhydrite from the drift mine at Long Meg to a chemical processing plant at Widnes in Merseyside.

There were two trains per day, six days a week, often three trains on Thursdays and Fridays and, occasionally, two trains on Sundays. The trains began running in 1941/42 and ended in around 1960. The workings must have created very large underground caverns. Could this mine be developed as a tourist attraction as has happened with the BlueJohn mine in Derbyshire? Maybe the Cumbria Tourist Board could look into this.

Talking about this re around Lazonby: In the 1950s there was a colony of glowworms living on the railway banking. My driver (who died last year at the age of 93) called me to his side of the footplate one night saying "have you seen these glowworms?" I thought "he is pulling my leg" but, sure enough, probably startled by the noise and vibration, a few dozen of these little insects lit up the banking. Does this colony still exist? It would be great news if it did!

W. G. Richards - Darwen, Lancashire

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Rear Cover: Autumn turns to Winter at Ribblehead and Whernside.
Two DRS class 66s on the water-jetting train will soon be replaced by snow scenes as the calendar advances.
Photos: Pete Shaw

