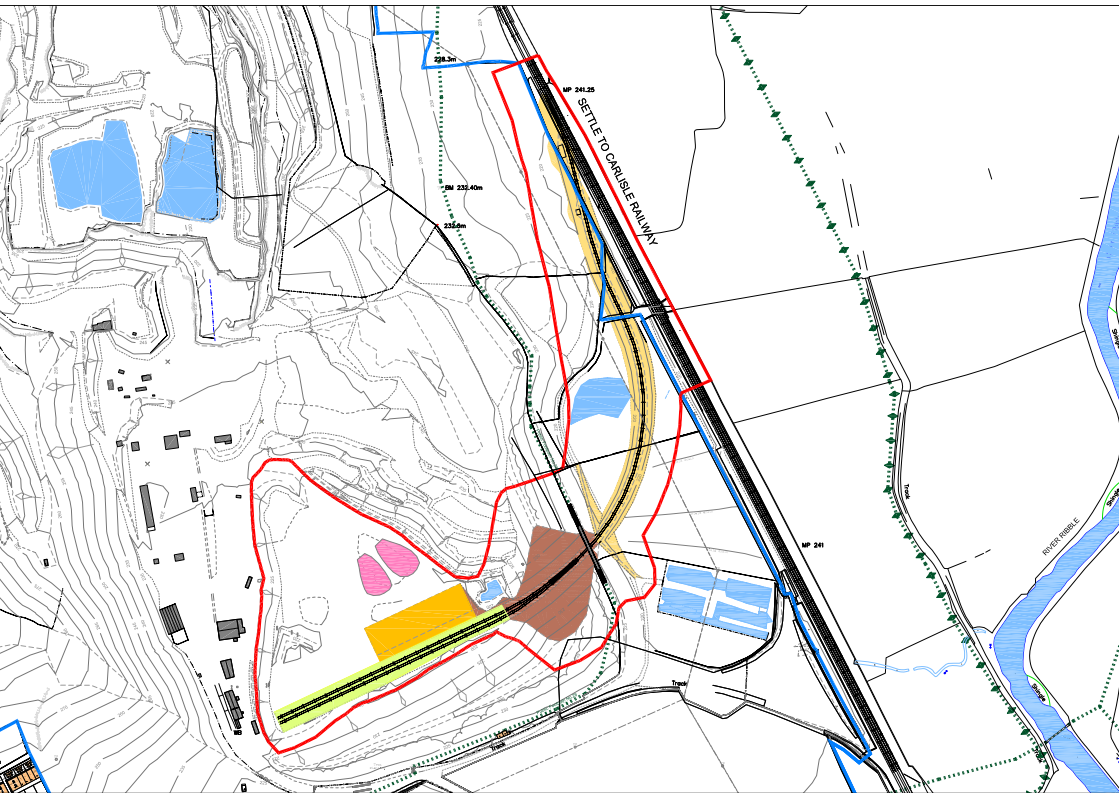


SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
November 2013
No 134

Price £2.50



Quarry Traffic Plans

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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Northern Rail: Customer.relations@northernrail.org or telephone: 0845 000 0125

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

NEXT MAGAZINE: Copy date for the February 2014 magazine will be Friday 17th 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 Image: Plans are being made for the return of quarry traffic to the S&C from Arcow Quarry. The dotted lines superimposed on the map and shaded in yellow show the route of the proposed railhead; the area shaded in orange will be the loading pad.

Image: Lafarge Tarmac

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

Where new and improved rail services are concerned, we're all still rather in limbo. We don't know what the next franchise will look like, nor do we even know who will award it. Will it be the DfT or the proposed Rail North consortium? The Secretary of State for Transport, Patrick McLoughlin, travelled on the S&C on 8th August, just too late for the last magazine. We're not quite sure why he came, but are delighted he did and we took the opportunity to bend his ear. "Minister, we understand that you'll be announcing the nature of the next franchise and who will award it, in November". Well, it may slip a bit, came the response! Oh well, gives us more time to fine tune our proposals.

Various people met him, and we colluded beforehand to put forward a simple message: we need better trains. Marion and Douglas from the Dev. Co. met him at Ribbleshead and stressed this point. Previously the new Managing Director of Northern Rail had met him at Settle and said the same. When the Minister arrived at Appleby on the train he was met by Rory Stewart M.P., Anne of the DevCo, and myself as FoSCL Chairman: we hammered the point home so that by the time he spoke to the local newspaper he'd got the message! But the prize must go to Jon Blythe of the Settle and Carlisle Railway Trust: "Minister," he explained, "the Settle-Carlisle Partnership is a coalition. But unlike yours, it works!" The Secretary of State was delighted with this.

We'd like to extend a warm welcome to Alex Hynes, newly appointed Managing Director of Northern Rail. He's already travelled on the S&C more than once and had a fruitful chance meeting with one FoSCL committee member the other day. And, as you might expect from a younger man, he embraces social media especially Twitter. Fortuitous that FoSCL has done so too. We know Alex reads our tweets as he forwarded one to all his followers – so we have a direct line to the M.D. Do follow us - @foscl – it's now our prime means of quick communication with the world at large. And if you're not into smartphones and social media have a look at the home page of the web site, www.foscl.org.uk. The tweets appear there.

The Editor and I have a shared concern that very few members of the public or indeed of FoSCL understand the need for a Business Case if you request improved train services. You can't just go to the DfT or the Train Operating Company and say for instance "it's obvious that we need an additional departure from Leeds around 16.30 because lots of people say they want it". You've got to come up with firm quantitative evidence of demand, then do some sums to prove that an extra service would be profitable. Like it or not, that's the nature of today's privatised rail industry. I've written an article elsewhere in this edition to try to explain in more detail.

Next year is the 25th anniversary of the saving of the line from closure. We've been surprised at the apparent lack of interest from the membership at large – no mention at the AGM, no emails, no letters to the Editor. The Committee have however been thinking about this for well over a year, as have the Dev. Co. A long list of events was produced, some of which were over-ambitious and have fallen by the wayside. It is now much clearer which of these are credible, who will do them and how they'll be paid for.

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

The BBC have commissioned a half-hour documentary on the saving of the line and how this benefits today's railway. A spin off from this will be a one hour DVD using extra material from the filming: this will form the definitive record and will be sold in our shops. It will be premiered in front of invited guests from the railway industry and other walks of life on 11th April 2014, the anniversary to the day of the announcement, in the Hallmark Hotel in Carlisle. There may also be at least two special trains around that time and discussions on this have been going on with operators for some months: it looks promising but at this stage it would be premature to give details.

We have agreement from Virgin that we can use the "Purple Room" at Carlisle station next year for an exhibition. This room is on Platform 6, just the right place for the S&C, did duty as a waiting room while the other one was being refurbished and is currently unused. We and the Dev. Co. are working with Tullie House Museum to mount a then and now exhibition with photos, paintings and railway memorabilia. It should benefit all concerned, even Virgin because they find a use for their spare room.

And there are various spin offs from next year already happening. A passing mention for *Gardeners' Question Time*, recorded on the 10.49 from Leeds on 30th September. A first for the Beeb, highly successful judging by feedback from those who were there, and a lot of publicity for the S&C. All credit to the Dev. Co for having the idea in the first place. Also, we now have various "residencies": a Photographer, an Artist and a Writer in Residence on the S&C. Photographer Simon Whalley is taking a wide range of photos of the line, Artist Sarah Hutton is walking the length of the line, sketching as she goes, and Writer Jackie Moffat will contribute to each edition of the Journal and keep a blog as well. Finally, the Settle-Carlisle Recipe Book is about to go to print: this is a recipe book like no other, lovely images of the line and its landscapes and recipes contributed by 40 small businesses along its length.

Exciting times!



FoSCL Chairman Richard Morris (left) at Dent station where he was interviewed by Vaclav Muller (right) for a Czech TV programme about the S&C - 13th September 2013.

Editorial

Many thanks go to all those who have answered my appeal for Letters to the Editor. The results can be found on Page 37. As yet though our web forum continues to languish unloved by the membership. Please go to:

www.foscl.org.uk

Have a look at the few existing debates and see what you can contribute. You never know what you could spark off!

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



AGM Notice

The 2014 Annual General Meeting of FoSCL will be held on
Saturday April 26th in the Hallmark Hotel, Carlisle
(just outside Citadel station)

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Tuesday 7th January 2014 by:-

**Paul Kampen - FoSCL Secretary
74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX**

The formal business will commence at 11.45 hrs.

There will be a break for lunch after which, at 14.15 hrs, the speaker will be Martin Wilks of Freightliner.

Confirmation of other details will be contained in the February 2014 magazine.

**Paul A. Kampen - Secretary
11th November 2013**

Dates for Your Diary

(Please note that dates in bold italics are not those shown in the May 2013 magazine - these dates have been changed due to circumstances beyond our control and apologies are offered for any inconvenience caused)

Saturday December 7th: FoSCL Christmas Lunch, Coniston Hotel - see page 5.

Saturday December 14th: Open Day at Settle station.

Saturday December 14th: Christmas Lunch at the Brief Encounter, Langwathby Station - see pages 5 & 6.

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

Wednesday April 30th 2014: A special performance by local school choirs in Settle of Jan Holdstock's Cantata 'Running on the Rails' directed by Paul Dyson. See February 2014 magazine for further details.

Wednesdays July 9th, August 6th & 27th 2014: On these days we will be holding special events at Ribbleshead in collaboration with Natural England. These will be in the afternoon following the 'short' shanty town walk. See February and May 2014 issues for full details.

FoSCL Notes

Membership Matters

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

Mrs. Joan Corbett – Settle.
Mr. I. Miller - Chesham.
Mr. K. Ryan - Preston.
Mr Derek Soames - Settle.
Mr. C. Thompson - Preston.
Mr Michael Thornley – Baildon.

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

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

Friends of the Settle-Carlisle Line
Barclays Bank PLC
Skipton Branch
Sort Code 20 78 42

Account number 90370894

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

DIRECT DEBITS: Many thanks go to all those who have cancelled direct debits and set up standing orders instead. The FoSCL committee took a decision at its October meeting that all further direct debits will be cancelled. Could we please ask that all members who still pay by direct debit either set up standing orders (mandate form available from the Secretary/Editor) or contact us if they wish to find an alternative method of payment (cheque, credit card or online payment).

**Peter G. Davies -
Membership Secretary**

Christmas Events

FoSCL Christmas Lunch - Coniston Hotel – Saturday December 7th

A reminder of the FoSCL Christmas Lunch that is being held this year at the Coniston Hotel near Hellifield. A coach connection from Settle Station has been arranged. For a booking form please either email me or write to me. Contact details can be found at the front of the magazine or telephone 01729 825454.

Ruth Evans

Langwathby Lunch - Brief Encounter Restaurant - Saturday December 14th

There are many places left for the Langwathby Christmas lunch at the Brief Encounter.

The Brief Encounter is STILL OPEN and I think many of you who have booked in the past are unaware of this because it is up for sale.

Cheques for £21, payable to 'Brief Encounter Langwathby', with menu choice (see next page for details) should be sent to me, John Johnson, at:
14 Scotby Close, Carlisle, Cumbria, CA1 2XG or please phone me on:
01228 593943.

I hope to see you all there.

John Johnson

Open Day at Settle Station - Saturday December 14th

All are cordially invited to visit us at Settle station for the annual Christmas Open Day. The usual ingredients will be on hand - Christmas tree, mince pies, sherry, live entertainment etc. and, as always, there will be a chance to chat to FoSCL committee members and volunteers and to meet fellow FoSCL members and local people.

Sales Department

Christmas Mail Order Catalogue

Many thanks go to all of you who have shopped early for Christmas with us and, especially, to those who have included generous donations with their orders.

We must apologise to those members who have not yet received orders which included sets of tea towels. Unfortunately, we have experienced problems with obtaining new stocks of these but, if you have not yet received your order by the time that you have received this magazine, it will be on its way to you shortly.

We are also grateful to those who have sent messages of appreciation for Kath Smith and Jimmy Richardson. These have been passed on to them.

Lastly, a further copy of the order form is enclosed with this magazine.

Paul A. Kampen - Secretary/Editor

FoSCL Dalescards

All FoSCL members, wherever they live, are entitled to purchase a 'FoSCL Dalescard'. This gives the same benefits as the Dales Railcard (i.e., one third off the price of rail tickets Leeds-Settle-Carlisle and Leeds-Skipton-Morecambe) but is available to all FoSCL members, whatever their postcode. The cost is £15. Holders of family memberships are entitled to two cards per membership. Please allow two weeks for delivery.

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

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.

2014 Settle-Carlisle Railway Calendar from Pete Shaw Photography

**13 Colour Photographs of Steam and Diesel Trains in Scenic Locations
Along the Line**

Features steam locos:-

**5690 *Leander*, 60532 *Blue Peter*, 61994 *Great Marquess*,
60009 *Union of South Africa* and 44932.**

Also diesel classes 20, 37, 47, 56, 60 and 66.

£11.95 inc. post and packing

Available from the FoSCL Webshop: www.foscl.org.uk

or from:

**FoSCL Sales, Settle Station Shop, Settle Railway Station, Station Road,
Settle, N. Yorks BD24 9AA**

Christmas Dinner Menu 2013

**Friends of Settle to Carlisle Line - Saturday 14th December -
Brief Encounter, Langwathby Station**

Starters

- * Winter broth with warm bread roll OR
- *Stuffed red pepper Caesar salad

Main Course

- Roast turkey with Sage & onion stuffing OR
 - Braised brisket of beef in Guinness OR
 - Salmon en crouet OR
 - *Chili bean pastie OR
 - *Egg Florentine
- All served with Market Fresh Vegetables

Desserts

- Traditional Christmas Pudding & Rum sauce OR
- Raspberry Cheesecake with Whipped Cream OR
- Pear & Chocolate Gateau with Taste of Eden Ice Cream

Glass of Gordon's mulled wine

Brief Encounter blend Coffee & Mince Pie

Price £21

*Denotes vegetarian

The Brief Encounter is a Fully Licensed Non-smoking restaurant



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

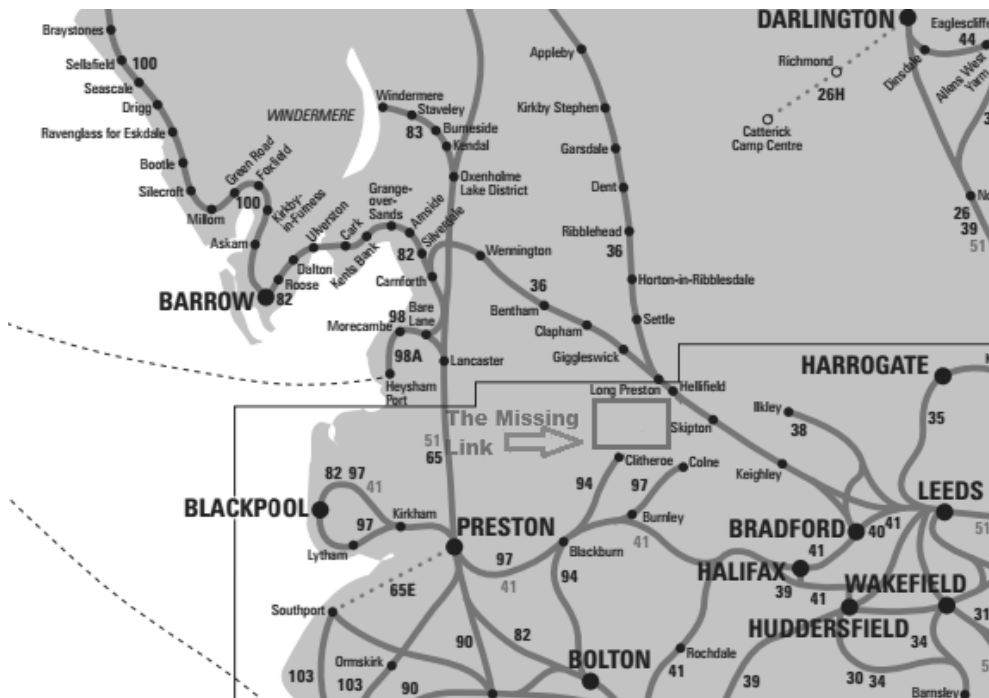


Railway Holiday Cottage situated at Garsdale Head station
Reasonable rates- Telephone 0114 2696 008 www.5railwaycottages.co.uk

Manchester Carlisle Project Update

It is now almost 18 months since FoSCL began its project to look at rail services from Manchester to Carlisle. The project began by looking at ways we could increase the number of passengers who would use the S & C. In addition to seeking improvements in the service and timetables to encourage organic growth we looked at the potential of using feed-in lines/services. An obvious opportunity for feed-in services was the Clitheroe to Hellifield line, 18 miles of under-utilised track used for summer Sunday trains, charter trains & weekly freight services.

This line is a missing link in the national network as can be seen by the following graphic:



The gap can also be filled by a Colne to Skipton service & FoSCL supports SELRAP in its campaign, but the business case for this line is dependent on paying back the cost of building the line; whilst the Clitheroe to Hellifield connection requires no capital investment for a Manchester to Carlisle

service.

Our initial research showed a demand for train services to/from Manchester Airport, student travel to/from Manchester Universities, to/from Giggleswick School and Sedbergh School to Manchester Airport and ramblers wanting to get to the Dales.

The survey results have been good with over 3,400 responses and traffic flows in both directions with over 54,000 promised journeys. These results are being used to support a business case which is prepared and ready to be sent to Railway Operating Companies and government.

We thought it appropriate, after 15 months of the survey, to update the operator of the Settle & Carlisle line,

Northern Rail, and seek their reactions to our work. Their response was to encourage us to continue with our work but also to refine our proposals, in particular to look at a limited stop service Manchester - Carlisle to give reasonable journey times to/from Manchester and its Airport. Such a service will also have the benefit of providing

additional trains on the overcrowded Manchester - Clitheroe service with faster journey times from Clitheroe and Blackburn to Manchester.

What has been particularly interesting is a very strong response to our survey from the Hellifield area with over 400 responses for a service to Manchester. Hellifield has seen strong growth over the last 20 years in population and housing with residents who would like to travel to Manchester, not only for the airport, but also its culture, work opportunities and shopping. In recognition of this strong response we held a public meeting at Hellifield station on Wednesday 25th September to update on our progress and also give the residents the opportunity to ask questions and influence the campaign. We were very pleased with the reaction from Hellifield with a number of well-informed questions and support for the project team. As an aside, we also gained some new members.

What next? – we will continue preparing/refining our business case and with lobbying interested organisations such as Rail North, Network Rail, County Councils and the Department for Transport.

We will also continue with our survey – every response counts towards the business case so if you would use the service and have not participated or know someone who would, then participate or encourage contacts to participate by going online at:

www.foscl.org

or contact Paul Levet at:

paullevet@btinternet.com

Or write to:

Paul Levet, Jerusalem Hill, Gisburn Road,
Bolton-By-Bowland, Clitheroe BB7 4NP.

Paul Levet

THE NEXT STATION STOP

Fifty Years by Train

PETER CATON

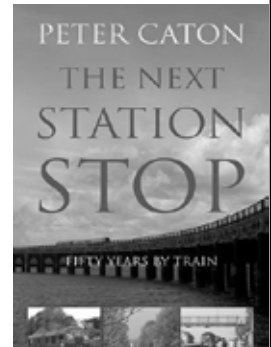
A 10,000 mile tour of Britain, discovering what it's like to travel on our modern railways and contemplating train journeys made over the last fifty years.

(Includes Settle - Carlisle Line)

250 pages

60 colour photos

£9.99



www.petercatonbooks.co.uk

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



Committee Changes

The FoSCL committee was very saddened to receive the resignation of Craig Tomlinson during August. Craig has accepted a position with DRS which made it impossible for him to continue on the committee. Happily he will continue with his volunteering role and will be particularly involved with the station gardens at the north end of the S&C. We would like to place on record our appreciation for his valuable contributions towards committee meetings and for his input to both the Manchester-Carlisle campaign and research work on possible new timetables and we wish him every success in his new job.

We are very pleased to welcome Phil Moorhouse who was co-opted at the October committee meeting. Phil has long experience of the insurance industry and has already made several recommendations on how we should proceed with this very important aspect of FoSCL's activities.

Paul A. Kampen - Secretary

Videos Donated

We would like to say "Thank You" to Mrs. Susan Thornley, of Baildon, for donating a large number of videos collected by her late husband and FoSCL member Michael. They will be put on sale in our Settle shop; and they include many which feature the S&C as well as railways further afield. Mr. Thornley was an ardent S&C supporter and it is especially fitting to think that proceeds from the sale of his video collection will be used to help the line that he loved so much.

Pete Shaw

FoSCL Guided Walks the Easy Way

In the August magazine Steve Brown described some excellent classic strenuous guided walks organised by FoSCL. However, if you are one of the 99% majority of the population for whom a 15 mile hike climbing 2000 ft seems like torture, salvation is at hand!

We also organise some easier walks suitable for families with older children (no pushchairs or toddlers please) and also for more mature walkers who prefer a steadier paced, shorter walk with only gentle climbs (Don't let anyone fool you into thinking there are any totally flat walks in the Dales; even riverside paths often have short climbs up the hillside when the river passes through a narrow gorge). We also offer walks using later trains from Leeds which are ideal for people coming from further afield; we get walkers from York, Sheffield, Doncaster, Humberside and Lancashire who simply can't get to Leeds by 08.49 or would have to rise with the lark to do so.

A popular walk led by John Disney and Chris Wright has been using the 10.49 train to Dent to walk down Dentdale with diversions into Deep Dale and Flinter Gill returning on the Saturday Western Dales minibus to Dent Station. We also do an Easter Saturday walk from Kirkby Stephen Station to Lammerside Castle and the Eden Viaducts finishing in Kirkby Stephen where walkers can either catch a vintage bus back to the station or explore the many classic vehicles on show in Kirkby Stephen and Brough (frequent vintage buses on Easter Saturday & Sunday).

Easier walks are also offered by other guides including Bob Sanderson, Peter Baker and Duncan Ward so look out for them in the next leaflet and join us for a relaxing day. If you prefer to walk alone or with friends then look out for a new booklet to be published by the Settle Carlisle Development Company in Spring 2014 featuring a selection of shorter linear walks using the trains and local buses.

John Disney

Travel Documents

We have had a couple of complaints from train conductors regarding people trying to obtain fare reductions, or even free travel, with a FoSCL membership card.

Could everybody please note that a FoSCL membership card is not an authority to travel and that reduced fares can only be obtained with one of the National Railcards, a Dalesrail card or a FoSCL Dales card.

Paul A. Kampen -Secretary

News Notes

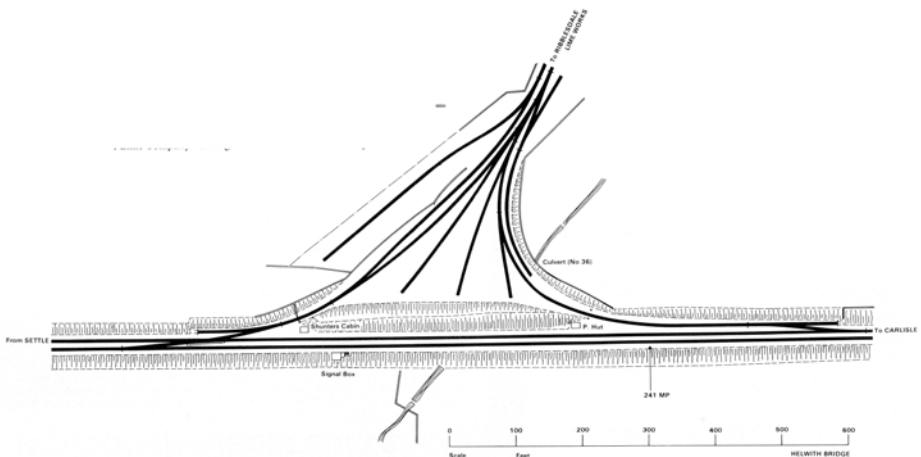
Hopes for New Quarry Traffic

The construction of the railway between Settle Junction and Carlisle opened up fabulous opportunities for industries along its route. Nowhere more so than in upper Ribblesdale - the stretch between Settle and Ribbleshead. Here, quarrying was king, either for limestone and the processing of lime or the extraction of stone per se. The outputs were heavy and of great volume, for which rail was ideal compared with the dales roads. Extensive railway sidings and loading facilities were constructed, notably at Stainforth (Settle Limes), Helwith Bridge (the Helwith Bridge Granite Company and Ribblesdale Lime Company), Horton in Ribblesdale (Delaneys - later Settle Limes) and at Ribbleshead. Over time all of these sidings were removed, with the exception of Ribbleshead (still in use for timber and some stone traffic).

them in both directions onto the main up and down lines. The former track beds can still be seen from the trains. Helwith Bridge signal box opened in 1896 and closed, along with the sidings in 1969.

But the quarries did not close. Their output switched from rail to road, in tune with the thinking of the sixties. Its main heavy freight traffic gone or going, the S&C withered and closure loomed, followed by reprieve in 1989, by which time freight had gone completely on the Ribblesdale side of the hill. Since 1989 the S&C has seen a dramatic increase in freight but most of it travels the full length of the line rather than originating on it as in former times. The main line has been vastly improved, largely replaced and former sidings removed. There has been no new connection or re-connection to the line since 1989. Kirby Thore was an extension of an existing siding.

Helwith Bridge may be the break-through in that pattern. Here there are two vast



Plan of the former Helwith Bridge sidings - Figure 11 of Stations & Structures of the S&C by Anderson & Fox (FoSCL had the late Greg Fox's permission to reproduce this).

The sidings at Helwith Bridge were extensive - a triangle of lines connected

and busy gritstone quarries - Dry Rigg and Arcow - whose output is conveyed entirely by road. Approximately 10% of the output of Dry Rigg Quarry is taken by road to a railhead at Darwen in Lancashire, there to be loaded onto trains to be taken long distances. Dry Rigg is currently one of

only six English sources of this extremely hard wearing, uniquely skid-resistant gritstone – which is an essential product for surfacing where safety is paramount. Airfield runways for the Royal Air Force or special surfaces for trunk roads and motorways are typical examples. Dry Rigg has even supplied aggregates to airfields in the Falkland Islands. Arrive at Heathrow and you may have landed on a little bit of Yorkshire.

The economics of rail versus road are complex and the case for the modal switch is nowhere near clear cut. Social, environmental, logistical, planning and cost considerations are among the competing factors at play and would be tedious for present purposes. In recent years, several events have refocused attention on the idea of rail re-connection, especially at Helwith Bridge. These include:

- the near total renewal of the main line to cope with increased freight. The line is now designated as a core strategic (non gauge-enhanced) freight route.
- the re-opening of the line for 24 hour traffic (although quarry traffic would only use the line during the currently permitted operating hours)
- the less than predicted volume of coal traffic

- the deliberate siting of new intermediate block signals in the Horton / Helwith areas to allow for possible quarry reconnection (a suggestion made by FoSCL on the recommendation of Ken Shingleton)
- reducing the volume of quarry traffic allowed within the Yorkshire Dales National Park and the Authority's preferred policy to increase use of rail wherever practicable
- the recent merger of Lafarge (Dry Rigg Quarry) and Tarmac (Arcow Quarry)
- a growing recognition that the S&C is here to stay, 25 years on from its reprieve so infrastructure investment is easier to justify

Aerial view of Arcow Quarry with the proposed rail-head which would serve both Arcow and Dry Rigg quarries. On the left edge, below the centre are Foredale cottages perched between Arcow and the equally large Dry Rigg quarry, out of shot to the left. Arcow quarry is barely visible from the Settle-Carlisle line - seen prominently to the right of the picture. Horton in Ribblesdale is to the north, out of shot, top.

Image courtesy Lafarge Tarmac URS



- the distance between the Dry Rigg and Arcow quarries and their end user destinations (a rule of thumb says that anything over 40 miles makes rail worthwhile). This complex mix has resulted in Lafarge setting in motion the costly, lengthy and difficult process of rail reconnection at Helwith Bridge. FoSCL has been in constant touch with Lafarge Tarmac and with Network Rail for many months and supports this development. The timescale is likely to be protracted and such a major new development brings with it all manner of problems and lengthy consultation periods. The regulatory framework within the rail freight industry is exceedingly daunting and complex, but the process is well under way. Much technical groundwork has been done by consultants in the expectation that most problems will have been addressed before the final plans are submitted, both to the YDNPA and to Network Rail.

The main drivers for Lafarge Tarmac in considering this modal shift include:

- helping the YDNPA to realise a long held ambition to see a greater proportion of the aggregate produced at the quarries along Ribblesdale transported by rail, rather than road
- keeping production at both quarries at the levels achieved over recent years, while still complying with the road transport restrictions. This approach would maintain the ongoing viability of both operations – and the associated local employment and economic benefits
- avoiding the sterilisation of over 1.5 million tonnes of consented reserves of high quality mineral – which would otherwise result from the restrictions on road transport imposed by the YDNPA in 2012
- taking advantage of the environmental benefits of removing heavy traffic from the road from Helwith Bridge to Settle – including the carbon agenda and reducing congestion
- meeting the increasing challenges of the working time directives on HGV driver hours – and the resultant national shortage of HGV drivers.

There are some downsides:

- the rail connection has to be northbound, onto the down line, not bi-directional.
- loaded stone trains will have to go uphill to Blea Moor, then come south again, resulting in potential pathing disruptions in both directions
- signalling arrangements at Blea Moor will require adaptation.

The length of today's mineral wagons and trains means that the former curve radius into Helwith Bridge would be too tight. An entire new track bed and associated works will have to be constructed. The cost of the scheme is likely to be in the region of £3.5 million.

Incidentally, Lafarge Tarmac has already carried out landscaped restoration of parts of the site. Through careful work to create habitats that help wildlife, Dry Rigg is now home to many types of plants and animals. Over 25 species of bird breed on site and scarce dragonflies and rare Great Crested Newts can be seen on the restored fen area.

The company has also invested heavily in visitor and educational facilities and each year the quarry is visited by hundreds of school and university students from all over the UK. The site is an awesomely large hole in the ground, invisible from many directions because of the lie of the land, with a stone crushing plant within the hole. A public bridleway runs round part of the quarry and viewing platforms and interpretation boards are provided. It is one of Settle's best kept secrets - but it shouldn't be. Go and have a look and prepare to be impressed. As an added bonus, if the new rail sidings are commissioned at Arcow, there is very likely to be a new public footpath bridge over the rail sidings, offering unrivalled views of the loading facility.

Mark Rand

Winter Offer for Dales Railcard Holders

An £8.00 flat fare adult day return ticket (period return and single journeys are excluded).

Valid on the Settle-Carlisle and Leeds-Morecambe lines, includes travel to/from Brampton and Wetheral on the Tyne Valley line and to/from Clitheroe and Whalley on the Hellifield-Blackburn line

Available during the following periods:
Sunday, 3rd November to Sunday, 1st December 2013.

Sunday, 5th January to Friday, 21st February 2014.

Monday, 3rd March to Saturday, 22nd March 2014.

Up to four children can accompany Dales Railcard holders for a child flat fare of £4.00 each. The normal Dales Railcard conditions and area of travel apply. There are no restrictions on time of travel.

No further discounts are permitted with the offer; it cannot be used in conjunction with any other promotion.

The flat fare ticket can be purchased from ticket offices. If boarding at an unstaffed station, or when booking offices are closed, purchase your ticket from the conductor on the train.

Some trains may be very busy during the last two weeks of the offer.

Please note that Dales Railcards are not transferable and must only be used by the person named on the card. Improper use of the card may result in seizure of the railcard or prosecution.

WYPTE Metro Offer

The offer for Metrocard holders will run from 3rd November until 9th December 2013 and again from 5th January to 16th February 2014. The cost is £11.00 per person.

Yuletide Event - The Folly, Settle

On Tuesday December 10th from 10.00 am to 12.00 noon visitors will be able to have free admission to this historic building and exhibitions (including the Settle-Carlisle Railway Room). Mulled wine and mince pies £3.50 to The Folly's Building Appeal.

Christmas/New Year Extra Trains

For late night shopping, going to the cinema or a meal in Carlisle, or for a connection from other cities, an additional service will be run on Thursday evenings from Carlisle stopping at all stations to Kirkby Stephen and return on: 21st and 28th November, 5th, 12th and 19th December.

The train times are:

Carlisle 20.57, Armathwaite 21.11, Lazonby 21.18, Langwathby 21.24, Appleby 21.39, Kirkby Stephen arrive 21.54

Kirkby Stephen 22.00, Appleby 22.12, Langwathby 22.26, Lazonby 22.32,

Armathwaite 22.40, Carlisle arrive 23.01.

Remember, no trains will run on 25th and 26th December and a normal service will operate on 1st January. Note – no trains will run between Carlisle and Newcastle on 1st January.

Appleby – Bridge Replacement

Preparatory work to replace the railway bridge over Station Road will commence on 4th November 2013. Work will continue until 9th February 2014.

During this time, trains will run normally and there will be access to the station and booking office. Part of both platforms will be cordoned off - passengers will still be able to use the trains from the sections of platform which remain open. A section of the car park will be unavailable during this period.



A welcome visitor to Settle station during the Heritage Open day on Sunday September 22nd was Olive Clarke, Chair of the Northwest TUCS during the campaign to save the S&C. She is seen here with Pat Rand and Richard Morris.

Photo: Judy Morris

Settle-Carlisle Remembrance Service St Mary's Mallerstang Sunday September 1st

The church of St Mary's, Mallerstang, holds a special remembrance service every year to pay tribute to those who lost their lives in the construction of the S&C. Normally this service takes place in late-Spring; however, with the 100th anniversary of the Ais Gill accident – the worst ever on the S&C – taking place this year, the service was timed to coincide with that tragic anniversary. FoSCL Appleby shop volunteer Alan Mayor (himself an ex-B.R. signalman) pointed out that, by a strange co-incidence, that Sunday was forty years to the day since Mallerstang signalbox, one of the two boxes involved, closed.

At the invitation of Gordon Hutton, FoSCL was represented by Chairman Richard Morris, Membership Secretary Peter Davies, volunteers Susan Banks & Richard Pike plus myself.

The service was led by the vicar of Kirkby Stephen - the Rev. Andrew Parkinson - and the preacher was one of his predecessors – Rev. Canon Bill Greetham - one of FoSCL's team of on-train guides. In his address, Bill stressed how important it was to remember the people involved – they may have all passed on, but they must never be forgotten. Churchwarden Alison Murray gave a scripture reading, Mallerstang resident Jean Hill read her own poem *The Ais Gill Crash*, further prayers were led by Penny Hilland and FoSCL Chairman Richard Morris read out the names of all those who died in the accident.

And I would like to make a special mention of the Kirkby Stephen Silver Band who led the singing; as a professional brass player it was nice to hear a brass band which was able to adapt its volume and quality of sound to that which the acoustics of the building and the occasion required.

After the service, the congregation moved to the churchyard for the annual wreath-laying at the memorial to those who died during the construction of the S&C. The wreath was laid by Arthur Collier,

with Yana and Tommy McWhirter, and Gordon Hutton read out the names of the people who died. We then all enjoyed the refreshments provided by the church – where can you get better tea and cakes than there? Thank you all involved.

Many people present then drove on to the cemetery at Kirkby Stephen where ten of the accident victims are buried. The memorial, provided by the Midland Railway and recently refurbished with funding from FoSCL, was the venue for further prayers and the laying, by Richard Morris, of a wreath from FoSCL. Border TV attended and undertook an impromptu interview with Richard which was broadcast the same evening.

As a postscript, research by Gordon Hutton and Bill Greetham has established that contemporary accounts were wrong when they spoke of a five-year old girl called 'Sheila' being amongst the victims. The child was a boy called Shalo Campbell Morrison who died alongside his seven-year-old sister Muriel Scott Morrison, three-year-old brother John Lees Morrison, their aunt Jessie Ann Lees and nurse Catherine Wood. As Bill said in his address, it is not totally impossible that these children would have lived into our own lifetimes – we could have met them if the accident had not taken place. A sobering thought in a day of many emotions.

Paul A. Kampen



L - R: Rev. Andrew Parkinson,
Rev. Canon Bill Greetham and
FoSCL Chairman Richard Morris -
Kirkby Stephen cemetery. 1/8/13
Photo: Paul Kampen

Winter Bus News and the Future

Most local weekday buses will continue unaltered through the winter though the Bowland Transit Clitheroe - Settle - Horton route is expected to be drastically cut early in 2014; there are better bus links from Skipton to Clitheroe however. Good news is that the 16.50 Sedbergh - Dent - Dent Station bus for the 17.32 train to Leeds will continue to operate every Saturday during the winter (weather permitting!) in addition to the 10.20 Dent Station - Dent - Sedbergh - Kendal and 14.25 return buses (calling Sedbergh 15.00 & Dent 15.15 for the 15.40 train to Leeds). The Little white Bus will continue to offer daily connections from Garsdale Station to Hawes (and beyond on a demand responsive basis).

Sunday DalesBus services continue throughout the winter in Wharfedale and monthly to Malham and the Manchester - Burnley - Skipton - Grassington buses call hourly outside Herriot's Hotel in Skipton (opposite the Station) every Sunday.

However there are clouds looming on the horizon. North Yorkshire County Council is proposing draconian cuts to weekday bus services from April 2014 including reducing the frequency of Skipton - Grassington - Buckden buses; withdrawing the Saturday Skipton - Malham service and the entire Ilkley - Bolton Abbey - Grassington service. Limited replacement demand-responsive services would only be available to local residents for essential journeys to hospitals / doctors etc. You have until Nov 25th to comment upon these proposals through the NYCC website (www.northyorks.gov).

uk<<http://www.northyorks.gov.uk>>) where you can find full details. It would be ironic and disastrous if the 25th anniversary of the reprieve of the S&C was accompanied by calamitous cuts to bus services in the Dales. Please let NYCC know of your concerns.

Furthermore the Local Sustainable Transport Funding through DITA which has been supporting the Sunday DalesBus network is now drawing to a close and the Dales & Bowland CIC is working hard to secure new funding. We have made two Lottery applications and are exploring other opportunities but there seems to be a preference to support expensive innovative capital projects rather than keeping existing schemes going through revenue support. If local buses received just 5% of the support given to trains we would have a wonderful frequent network of buses connecting with trains seven days per week all year round. If anyone has any ideas to help us secure future funding or has been associated with successful Lottery bids and can help us please get in touch with me.

Full details of Winter Buses are in the free Metro booklet available at stations, libraries and TICs or distributed on some trains by our volunteers headed by the indefatigable John Carey. If you want a copy by post please send an A5 SAE to John Disney, Milldale, 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW. Alternatively go online at www.dalesbus.org for all the latest times and service news.

John Disney

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



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

Open all year.

For brochure or additional information contact:-

Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

Plaque Presentation

Philip Johnston was presented with a Midland Railway coat-of-arms plaque on retirement from the S&C Trust, after being a Trustee for thirteen years. The coat of arms represents the major towns which were served by the Midland and it was made, hand painted, and presented by fellow Trustee (and former S&C Project Manager) Geoff Bounds.

Pete Shaw



Philip Johnston (left) receives the plaque from Geoff Bounds.

Photo: Pete Shaw

BBC Radio 4 Gardeners' Question Time on the Settle-Carlisle Railway

The popular BBC Radio 4 programme, Gardeners' Question Time, recorded an episode on board a Northern Rail train making its regular return journey between Leeds and Carlisle on Monday September 30th.

The show followed its usual format of questions from keen amateur gardeners put to a panel of experts, chaired by Eric Robson. In this instance, however, the more familiar setting of a village hall was replaced by one of Northern Rail's diesel units. This is the first time the programme has ever been recorded on board a train, least of all one travelling at up to 60mph over England's most scenic railway.

The train left Leeds station at 10.49 with

the technical crew working at full speed to rig their complex recording equipment. The audience and panelists joined the train at Settle at 11.46, by which time everything was set up and recording of the programme began as the train set out towards Ribbleshead viaduct and the Three Peaks.

The audience was made up of one hundred guests from all over the north of England and beyond who had applied for tickets via the BBC. The programme's producer, Howard Shannon of Somethin' Else Productions said:

"We have already received amazing feedback from everybody who took part and this will go down as one of the panel's favourite recordings. I'm sure that when the finished show airs, our audience will be captivated by the unique mixture of gardening and travel".

The programme was broadcast on BBC Radio 4 on Friday 11th October at 15:00 with a repeat at 14:00 on Sunday 13th.

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

A Journey With A Difference! Recipes Down the Line



Judy Morris and I had an eventful summer putting together this book - our journey was certainly an adventure. Although we are both used to travelling the line by train and appreciating the wonderful landscape through which it passes, the project certainly added a new dimension.

Our brief was to find businesses willing to contribute to the recipe book and to showcase the wonderful food producers, restaurants and cafes on or near the Settle-Carlisle Line. As enthusiasts of both

cookery and the railway, this was a dream job for us! Having blown the cobwebs off my bicycle I met up with Judy, a seasoned cyclist, at Armathwaite station. After some helpful hints about the art of braking downhill, the journey began. A short train-ride later and we alighted at Langwathby. The day was hot and going uphill made it hotter – thank goodness for the chance to recover going downhill. But, best of all it was fruitful. Contact was first made at the Brief Encounter café, which resulted in a Carrot Cake recipe, and was quickly followed by a stop at the Shepherd's Inn and a Lamb Tatty Pot recipe. Our third success of the day was the Simple Bread recipe from the Watermill at Little Salkeld. All their organic and biodynamic flours are milled using water power. We did enjoy a good cup of coffee in their tearoom before setting off again.



Soon we were passing under the line, in search of more contributions. As we sped past the bell tower and into the small village of Kirkoswald I was grateful for Judy's advice on braking as there is quite a descent on this section of the route. The Ravenbridge Stores provided an excellent recipe for scones, and we were soon cycling over Eden Bridge and into Lazonby, where a heart warming Red Pepper Soup recipe was given by the Co-op store. All that was left for the day was to cycle up the hill and back into Armathwaite. What

a lovely ride it had been. Stops were made and pictures taken on that beautifully sunny day in July. The recipe book had begun.....

A project by the Settle - Carlisle Railway Development Company, the aim of this book is to show that the area through which the railway runs is more than just beautiful landscape. The two counties of North Yorkshire and Cumbria are also brimming with high quality, varied producers and small businesses. Judy and I discovered a wealth of hidden gems. Some of the businesses can be seen when travelling on the train; others are tucked away, but most are easy to get to from the stations at which the trains stop. There are cheese recipes from creameries, beef and lamb recipes from pubs and farms, wonderful cakes and puddings too. Many of the recipes feature well-known local dishes, and all of the contributors are proud to use locally grown and produced ingredients where they can. The book is also filled with wonderful photographs celebrating all aspects of the places and landscapes through which the line passes. We hope that this recipe book will not only promote the beauty of the line, but will also promote the businesses and organisations that live alongside it too.

Rachel Griffiths
Imagerail - www.imagerail.com



Above: Judy Morris
Above Left: Rachel Griffiths

Special Traffic Report

24th July	61994 + 47580	Lancaster - Carlisle
27th July	57315/57314	Norwich - Carlisle
27th July	46223/47580	Liverpool - Carlisle
27th July	NMT	Derby - Heaton, test train
28th July	46113 + 47760	Carlisle - York
31st July	45231 + 47580	Lancaster - Carlisle
4th Aug	46115/?	York - Carlisle
7th Aug	44932 + 45231	Lancaster - Carlisle
11th Aug	46115 + 47xxx	York - Carlisle
11th Aug	70013	Liverpool - Carlisle
11th Aug	44932 + 45231	Carlisle - Liverpool
13th Aug	37405/37419	Carnforth - Carlisle, test train
17th Aug	46233	Crewe - Carlisle
18th Aug	48151/37706	York - Carlisle
19th Aug	NMT	Heaton - Derby, test train
21st Aug	45231	Lancaster - Carlisle
24th Aug	NMT	Derby - Heaton, test train
25th Aug	48151	York - Carlisle
28th Aug	61994	Carlisle - Lancaster
31st Aug	60009	Liverpool - Carlisle
2nd Sept	37403	York - Carlisle with saloon <i>Caroline</i>
11th Sept	47501//47805	Heaton - Carlisle
18th Sept	47xxx/47786	Milton Keynes - Carlisle
21st Sept	57314/57315	Nottingham - Edinburgh
21st Sept	D1013	Tyseley - Carlisle
21st Sept	47826/47237	Carlisle - Scarborough
22nd Sept	47760/57314	Edinburgh - Nottingham
27th Sept	47828/57307	York - Helensburgh, Northern Belle
30th Sept	47760/47786	Bishop Auckland - Carlisle
30th Sept	20308/20309	Dunbarton - Carlisle

The 'NMT' referred to is the converted Inter-City 125 train in yellow Network Rail livery, which measures track parameters, to ensure that the railway is engineered to a high standard.

The annual leaf-fall season is upon us again and the high pressure water jetting train which blasts crushed leaf mulch off the railhead did a trial run from Carlisle, via the S&C, Blackburn, Preston, Barrow, Windermere and return on 1st October. The six day per week operation began soon after.

Direct Rail Services took over running the departmental freight from Carlisle to Crewe on 29th July. This carries engineering wagons. From October 7th it reverted to run via the West Coast Main Line temporarily - probably until the winter timetable change in early December. This is thought to be in order to avoid slipping on Autumn leaves, especially on Wilpshire Bank - towards Blackburn.

A new freight working took stone from Ribblehead Quarry Sidings to Hunslet over three days Oct 22nd, 23rd and 24th. EWS Class 66 No 66125 worked the first two, then, most unusually, 60001 on the third train, in DB Schenker pink livery.

Pete Shaw



Comfortably sleeping 4 people, the restored and beautifully fitted out Station Master's House at Ribblehead is a great place to stay to enjoy the landscape and the railway.

Discount rates for FoSCL Members

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



Above: *DRS locos normally work freight but 20308 + 20309 worked a special passenger charter from Dunbarton to Crewe seen on 30/9/2013 at Appleby.*

Below: *DRS recently took over traction for the Carlisle to Crewe departmental train, which conveys Network Rail wagons after infrastructure repairs, seen here with Wherside as a backdrop with 66433 on 26/8/2013.*

Photos: Pete Shaw





Above: 56087 and 56015 in Colas livery seen in Ribblehead Quarry sidings on the logs bound for Chirk, on 5/7/2013

Below: After the timber season ended, stone “scalpings” (dust and small pebbles) were brought by road lorry from a quarry in Ingleton to Ribblehead Sidings for onward travel to Hunslet. 29/9/2013

Photos: Pete Shaw





Above: Scale Bridge crosses Grisedale Beck at the head of the valley, where the old Quaker burial ground is in the trees.

Below: Clough Force waterfall is further downstream.

Photos: Pete Shaw



Grisdale and the Quakers

Grisdale is a remote valley branching off from the head of Garsdale, on the border between Yorkshire and Cumbria, and has had long associations with the Quakers.

When on the S&C train between Rise Hill tunnel and Garsdale station a glimpse is caught due west of the lower end of Grisdale, where Grisdale Beck joins the Clough River, which runs down towards the Lune.

An excellent walk of about five miles can be made from Garsdale station, up over Garsdale low moor, past Clough Force waterfall and then by several of the farmhouses in Grisdale, to the top of the valley at Scale.

Many of the old farmhouses used to belong to Quaker families, who were a dominant religion in this area. By the late 1600s Quakerism was well established, with the meeting house at Brigflatts outside Sedbergh being built in 1675, Garsdale meeting house built in 1703, and then Grisdale meeting house being built in 1706.

The meeting was well attended and prospered for over a hundred and fifty years, until the building was in need of much expensive repair, and the people transferred to Garsdale meeting. A problem was that the meeting house was close to Grisdale Beck, and often got damp, or worse – flooded! A raging torrent in the mid 1880s undermined it, leading to a subsequent collapse. The stone was sold to the upcoming Wesleyan Methodists who built their own chapel in 1889 on a more elevated location beside the road. The Methodist chapel closed in 1972 and the building is now a holiday let.

The site of the old Quaker meeting house is just a little way to the north-west of the Methodist chapel and low down on the river bank. Very little of the original building is visible now, just a slightly raised rectangle of grassland which is not marked or signed at all.

Much further up at the head of the dale is a delightful old pack horse-style stone bridge over Grisdale Beck, leading to East and West Scale farmhouses. Just over the

bridge, amongst the trees, is the Quaker burial ground, with a small notice telling you so on a tree trunk. Quakers kept extensive records and it seems that over a hundred people were buried at Scale, the first in 1679, the last in 1863.

Even today Grisdale is easy to miss. The main A684 road from Hawes to Sedbergh runs in the bottom of the Garsdale valley, but the Grisdale road does not branch off from this. The original old turnpike road rose up off the valley floor to avoid wet marshland and runs in an elevated loop up above the A684 past Grouse Hall; and it is from the old turnpike road that the even narrower Grisdale road branches off.

As well as the Quaker and Methodist history, and the stone farmhouses and barns, the remote upland scenery makes for a great walk from the train.

Map: *Ordnance Survey OL19 Howgill Fells & Upper Eden Valley*

Books: *The Dale that Died* – Barry Cockcroft, 1975.
Quaker Meeting Houses of the Lake Counties – David Butler, 1978.
The Silent Stream - John Banks, 1991.

Pete Shaw



A Short Update on the Fortunes of Hellifield Station

The original Hellifield Station occupied a site further south-east than the present one. The new station was built when the Lancashire and Yorkshire Railway arrived in 1879 at what was then a hamlet. Hellifield grew rapidly with the coming of the new junction, the railway here thriving until the 1960s when the encroachment of car and lorry saw its services drastically reduced.

When the Settle Carlisle line was rerieved and the viaducts and track renovated, the station received a belated revamp during 1994. I was fortunate to be allowed to record this - culminating in Dr W R (Bill) Mitchell performing the reopening ceremony. This was at the time that Network Rail took over from Railtrack. They decided that a station as large as Hellifield was no longer required for the regular sprinter service, leasing the greater part - that to the north west - to West Coast Railways.

Some time later Roger Hardingham and Glyn Hague formed a working group to try to maintain the station, sprucing up the cafe area when it needed another repaint. I was to join this band along with several others from FoSCL plus some lads who were station adopters close at hand. Over the years we have redecorated the cafe area, kitchen and toilets plus more recently an exhibition room packed with photographs and memorabilia, much of which was collected by the late Barry Atkinson with framing and annotations arranged by Robin Benzie. The exterior woodwork also received attention.

Network Rail, who are now responsible for the south-eastern end of the platforms where the service trains stop, are in the midst of a further revamp which entails encapsulating the canopy to restrict the dust from shotblasting which takes place between 9pm and 3am each night. Already some asbestos has been recovered from the material holding in place the Georgian wire glass panels. The canopy overhang will be blasted by using a rolling scaffold when Murphy's, the contractors appointed

by Network Rail, have a possession on the line during night hours.

I understand the colour scheme will recreate a Victorian style with black at the base of the iron pillars, maroon for the mid sections with the upper portion in cream - possibly magnolia. The upper roof supports will be white. Hopefully the Wyverns will be recreated as before in gold with a red tongue.

It is worth a visit to see all that is going on. Steve Goodall, who has maintained the cafe since 2007, will be pleased to welcome you. It's a busy place now, not least during the winter months when a regular monthly rail-based Friday evening event invariably attracts a full house.

West Coast Railways will be looking to renovate their portion of the station which includes all the station buildings, this presumably when the present contract is completed.

Bob Swallow

New Lifts and Subway at Carlisle Station

Passengers will soon benefit from better access at Carlisle station thanks to a £1.8 million investment to provide new lifts and reopen a subway. Work on the scheme, which will make Carlisle station fully accessible for the first time, is set to begin this Autumn and will be delivered by Network Rail as part of the Access for All programme, funded by the Department for Transport.

Martin Frobisher, Network Rail area director, said: "These vital improvements to Carlisle station will make life easier for everyone to use the train, especially those with heavy luggage, reduced mobility or with small children. The new facilities will help Carlisle station handle the increasing numbers of passengers who are using it every day."

The work will see two existing goods lift shafts at the station refurbished and new lifts installed. Meanwhile the lifts will be clad to match the station environment and to fit in with the station's listed-building status.

A disused subway beneath the platforms will be refurbished to provide easy access

between the two lifts. This will include restoring the existing sandstone and brickwork, creating a new fire escape, new lighting, closed circuit television and a passenger help point.

Paul Nairn, Station Manager at Carlisle, said: "Access via the footbridge to platforms one to three is a significant issue for passengers with mobility issues, children or big bags. The new lifts and subway will provide a much smoother experience for them and we're really excited that work to install them is going ahead. With the tremendous growth in passenger numbers we've seen at Carlisle Station, this work to improve access and ensure the journey to the train is hassle-free is vital."

Work is expected started in early October for completion by the end of February 2014

Rail Minister Norman Baker MP added: "Improvements like these make a real difference to those using the railways. Opening up access at stations and providing step-free routes gives all passengers, including those with disabilities and parents with young children, greater access to employment and social opportunities."

The plans have been developed in consultation with Carlisle City Council's Heritage Officer with valuable input from both the Carlisle Disability Action Group and the Friends of Settle and Carlisle Line.

Deputy Leader of Carlisle City Council, Cllr. Elsie Martlew, said: "This is really good news for passengers. Travel is difficult for some at the best of times and improvements for mobility and accessibility must be welcomed. In the past I have seen people struggling to manage and these changes will obviously make their journeys a bit easier. Working with our Heritage Officer has ensured that the material changes are in keeping with the Citadel Station, one of Carlisle's significant buildings."

The End of the Signaller

Network Rail have announced that the job title of 'Signaller', which replaced 'signalman' some years ago, is to be withdrawn at some point over the next couple of years. This comes as the traditional signalbox is rapidly disappearing to be replaced by twelve control centres covering the whole country.

In future the signalman is to be known as a 'train despatcher'.

***Below: A murky morning saw the first aggregate train to leave Ribbleshead for quite a while. It was taking scalping material from Ingleton to Hanson's asphalt plant at Hunslet. This material will be used to create an additional stocking area on which to stock other aggregate for use in the plant. 22/10/13
Photo: John Peate/Hansons***



NEWS FROM THE WENSLEYDALE RAILWAY

(www.wensleydalerail.com)

As the year-end approaches, it is natural to reflect on what sort of year it has been – and what the next one might offer in new opportunities for the railway.

In 2013, a Wensleydale Railway event of special relevance to FoSCL members was the guided walk from Garsdale station to Hawes in May, which was WR's contribution to the Settle-Carlisle Walking Festival. There are two versions of this walk, a strenuous high-level 10 mile route and a moderate 6 mile version, which also offers stunningly attractive views down the dale. I mention this route because it is one that walkers can do at any time of year, provided they have a suitable map showing the (limited) public footpaths in the area. Use the excellent year-round Little White Bus service based in Hawes for the return journey to Garsdale (or back to Hawes if you have booked B&B there the night before or after your walk). Details for next year's Garsdale-Hawes guided walk available nearer the time on www.ride2stride.org.uk or phone 01969 667400; the date is **FRIDAY MAY 2, 2014**.

On New Year's Day, Wednesday January 1 2014, we would be delighted to welcome FoSCL members and their friends for WR's Last Walk of the Season. It's 8 miles in total, Redmire-Aysgarth Falls and return, with different routes each way; no need to book in advance but bring packed lunch and drinks. Train departs Leeming Bar 10.00am; *special return fare £6*.

Before that, there are week-end services and Driver Experience Days (gift tokens available) in November; Santa Specials in December; booking essential for both. Diesel Running Day is Sunday December 29; book for Aysgarth station holiday cottage (only) on 07512 354281

Plans for the Yorkshire Grand Depart on the week-end of July 5/6 (i.e immediately before the Tour de France) are proceeding apace, with accommodation now being booked in Cumbria and other surrounding areas because of very high demand in Yorkshire. Both the Wensleydale and

Settle-Carlisle Railways have a significant part to play in providing access, with Aysgarth, Hawes, Swaledale and Leyburn expecting the cyclists and their 6 hour entertainment entourage on the Saturday. The S&C line provides good access for the Skipton, Keighley and Leeds venues too – but please don't underestimate the need to plan all travel well in advance, allowing for many road closures and huge crowds. It is expected to be a once-in-a-lifetime event for the county! (There is already a large increase in the number of cyclists exploring roads in Wensleydale and elsewhere on the official Grand Depart route).

North Yorkshire has announced 40% cuts in subsidy to bus services from next April. If the proposals go through without amendment, this will affect many services used by rail passengers - including some Dales and District buses in Wensleydale - that directly affect walkers. The consultation ends on November 25th; the proposals are given by bus route number on www.northyorks.gov.uk/ busconsultation or phone 0845 8 72 73 74.

Ruth Annison

Rail User Group Wound Up

The committee of WRUG (The Wharfedale Rail User Group) have announced that the group is disbanding with effect from October 31st. Established in 1985, the group was the successor to the Ilkley Railway Supporters' Association which was formed to fight the Beeching closure proposals. WRUG was formed when the Wharfedale services - in particular those to Bradford - were again under threat.

The group has enjoyed good relations with Northern Rail and Metro but feels that important decisions are now being taken by Network Rail and the Department for Transport; in consequence, campaigning will be more effective by national groups such as Railfuture and the Campaign for Better Transport.

FoSCL thanks WRUG for all the work that it has done to promote the Wharfedale Lines (Leeds/Bradford to Ilkley) which are very important 'feeder' routes into the S&C.



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Obituaries

Derek Soames 1930 - 2013

Sad news is the death in Settle's Castlebergh hospital of the Settle-Carlisle line's stalwart of stalwarts Derek Soames. Here is Derek in August watching this year's re-creation of the Fifteen Guinea Special from the walkway of his beloved Settle signal box. The original train was meant to be the very last steam train on British Railways and Derek had signalled it.



He spent fifty years on the railways - notably as signaller on the S&C - seeing its seeming demise, then its reprieve and later its rise to stardom. Derek too was a star. Whenever anybody wanted to make a film or do a broadcast about the line Derek was the man - hugely experienced at public speaking and telling the tale about the line he knew and loved so well. In retirement he spent his days chatting to visitors at his beloved Settle Station signal box. He never tired of talking about the job he had so enjoyed. Not many of us can claim that.

Every Saturday a select group of men of a certain age and character assembled at Settle signal box to reminisce, to learn and to enjoy themselves playing trains. The parallel with TV's 'Last of the Summer Wine' was so obvious. Without a shadow of a doubt Derek was the boss - the Foggy Dewhirst, the Truly of the Yard, the smart one to whom the others deferred. He would sit in 'his' corner - the seat of honour that nobody else would dream of taking.

Two memories of Derek Soames come to me. He was a lover of nature and a water bailiff for this bit of the Ribble. I met him one October day at The Locks between Langcliffe and Stackhouse where we watched the salmon leaping against a very strong current. What a privilege to witness such a sight and to have such a commentator.

Much more recently I took Derek in my car to a spot near the Hoffmann kiln at Stainforth. Derek had told me he knew the source of the water supply for the water tower. We pulled off the main road and up a rough track. It was a hot summer's day and we were glad of the shade of a tree. With that special stick of his he pointed to an overgrown area on the far side of the tracks. "Just there" he said "in the trees you'll find a slate tank that fed the kiln and the water tower." Then he turned and pointed to a bare piece of ground alongside the up main line. "There was my signal box" he said, barely able to contain his emotions. "Twice it was knocked down by runaway trains. That kept you on your toes!"

Well, Derek's life is over. Bob Swallow asked him if when his time came he wanted to be buried behind Settle Junction signal box, where his faithful dogs are buried. Derek, a devout churchman and pallbearer at countless funerals is familiar with the mechanics of death. "No" said Derek. "I want to be buried with my wife Freda at Settle churchyard. But I want to be buried t'other way round".

"So as I can see the trains".

Text and Photo: Mark Rand

Margaret Ritchie 1945 – 2013

The untimely passing of Margaret Ritchie takes from the Settle & Carlisle scene one of its longest-serving but largely unknown dedicated supporters.

Margaret's first involvement came with the planning of the celebrations for the Centenary of the Settle & Carlisle line in 1976 and she travelled on the special train from Euston. This was quickly followed in 1978, firstly with the inaugural preserved steam-hauled run on the line pulled by No 4771 *Green Arrow* which she helped to plan, and then with the memorial service at Appleby for Bishop Eric Treacy attended by no less than 4,000 people, five bishops and four of Eric Treacy's favourite locomotives which hauled two trains conveying guests to the service. This was a most ambitious programme and one of the largest ever involving the Settle & Carlisle line. Margaret's involvement was to brief and look after Mrs. Treacy and her two sisters and see that they were in the right place at the right time for the various events. The inaugural run with *Green Arrow* was dedicated to Bill Harvey who had restored the locomotive at Norwich and Margaret subsequently typed and edited his biography and manual on steam locomotive preservation.

When Margaret retired she took on the job of Administrative Officer for

the Settle & Carlisle Railway Trust and Company Secretary for Settle & Carlisle Properties Ltd for four years until cancer treatment limited her abilities. In her work for the Trust she was closely involved in putting the Trust on a sounder financial basis, the changes in the use of Kirkby Stephen station building and the restoration of the Stationmaster's House – Ribbleshead. During this period she sent over 7,000 emails and received a similar number; claiming no expenses for this work and her travels to and from the line and to meetings. Her last project was arranging the opening ceremony in April for the refurbished Stationmaster's House, Ribbleshead, in which she had taken a great interest and contributed furnishings.

Margaret's funeral was held at the Linn Crematorium in Glasgow on 8th October. It was attended by a large number of her former colleagues and friends; the funeral was conducted by Bishop Graham Dow, former Bishop of Carlisle, who had become known to Margaret through their work on the Settle & Carlisle Railway Trust.

David Ward

(For an extended version of this obituary please see the FoSCL website: www.foscl.org.uk)

Below: Margaret Ritchie (right) is seen here talking to Mrs Treacy on the train from London Euston to Appleby which conveyed guests to Bishop Treacy's memorial service in 1978.



The Need for Business Cases

We live in a hard, cruel world. Romance is out, even where railway heritage is concerned. Even more so if you want a better train service. Some FoSCL committee members, led by Paul Levet, have put an enormous amount of work in over the past two years to justify FoSCL's belief that a through service to Manchester would work. Most people, especially those that live in Hellfield and Settle, regard this as obvious. But the railway industry and government? No, you have to convince them and these days you have to use numbers to do so.

Paul's team initiated a survey of likely demand, using postcards distributed over a wide area with online input as well. A lot of work was also done to collate data from a wide range of institutions, notably Manchester Airport, educational establishments and walkers' associations. Appleby Grammar School gave us a great deal of help in establishing the nature of demand in that area. We then did

considerable research on train running costs – quite a lot of detective work involved here – and were finally able to come up with figures which show that a direct service to Manchester will be profitable. Thousands of hours work have gone into the production of the resulting Business Case and we are confident that it is robust. It will be used in our submissions to government prior to the next franchise.

There are lots of improvements we'd all like to see, for instance:

- An hourly service: our surveys show that there simply isn't the demand, there's competition from the West Coast Main Line and if we requested this we would not be taken seriously.
- Through services Nottingham-Glasgow: no way will our DMUs be allowed up the WCML to Glasgow and going via the Dumfries line will take too long to be justifiable. Apart from which Scotrail don't like the idea of any more cross border services. Better to lobby for improved connections at Carlisle.

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- 75 mph maximum speed: Network Rail have been saying for some while that it's not economically justifiable and won't take it to Stage 3 (out of 8) of their GRIP process. GRIP Stage 3 could be done if a sponsor were available, but FoSCL doesn't have the money and no-one else is prepared to put money into this. However, it remains on our agenda.

So, although the government is willing to take into account the wider economic benefits and environmental considerations, in the end it always comes down to the BCR, the Benefit/Cost Ratio. In general this ratio needs to be at least 2 for Network Rail and others to take the proposal seriously; which means that we have to be extremely focussed and do a lot of hard work to get anywhere – and this we will do for any feasible improvements.

There's been a lot of discussion on the future of signal boxes recently, the expectation being that most of the ones on the S&C will be redundant by 2020. Some people would have FoSCL take them all on, but we have two already and they cost enough to maintain. Network Rail might

well be delighted if we took on the rest, it would save them having to spend quite large sums of money – see the work being carried out at Garsdale to stabilise the box there, which is now listed and that brings extra conditions and expense.

It's interesting to see the wide variety of ideas which appear in *Letters To The Editor*. I would simply appeal to our correspondents to research their proposals, put some costs on them and see if the case stacks up. Then FoSCL can consider taking them forward.

These days Business Cases rule, and there's no escaping them.

Richard Morris

Below: In much better weather than on the first day that it ran, the stone working from Ribbleshead to Hunslet is seen here on October 24th just south of Hellifield and hauled by 60001 in DB Schenker pink livery. This loco was the first Class 60 to be built and has just been returned to traffic having been refurbished after seven years in store.

Photo: Neil Harvey



Come and Say Hello!

The Settle to Carlisle Railway and I are old muckers; we know each other well. Every day, for the past 32 years, the line has tiptoed through my consciousness, given me a virtual wink or a wave, or a brief, sly nod of recognition.

You see, if I am out walking with the Insane Lurcher the magnificent Drybeck Viaduct dominates the landscape on my usual daily 'block'. It's my default walk, this one, the one I usually do alone, apart from the dog, obviously. Often I'll walk with a friend and her Labrador – my Katie fails to factor in that she is nearly 10, and Meg, the Labrador is 18 months old and skittish in a way that 18 month old dogs are but 10 year olds are not supposed to be. It's something I have to manage otherwise the 10 year old ends up in a quivering heap first, and expensively at the vet's later. But on the Drybeck walk, we look across to that extraordinary piece of engineering and marvel at it. I often wonder who the men were, who carried those immense chunks of local sandstone, cutting it, piecing it together like some enormous

jigsaw, fashioning the mighty arches and seamlessly grafting it into the surrounding hillside. It rears up in victorious splendour, glints in the afternoon sun and shimmers softly in evening light, lovely as it is functional, freight and passenger trains passing across its seven arches.

If I'm riding through the Coombs on my Fell pony Lil (She's properly called Hollyhouse Diamond, but she gets Lil, as in Diamond Lil, for short, Lily for longer and lots of pats whatever I call her), the railway snakes along the hill on the opposite bank of the Eden. I hear the trains before I see them, usually, and Lil's ears twitch like a couple of finely tuned antennae at their approach. The banks of the Eden here are heavily wooded, dense and verdant, plunging down to the river beneath. This is the Eden Gorge, a land of sandstone cliffs and a river bed swagged in vast flat rocks. How different the life of this valley would have been if the river had been navigable – would the railway have even been necessary, if logs and coal, humans and animals had been ferried up and down by water?

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If I'm driving to town, in either direction, Carlisle or Penrith, I pass under the railway bridge at Armathwaite before I turn up to the road that leads to the A6. When my godchildren were young and daft, they liked me to toot-toot as we go the central bit of the bridge, where you could reliably expect a strange and eerie echo... easily pleased, they were, in those days.

Even as the day closes down, if I'm on the balcony late, with a hot chocolate, contemplating the ballroom-ceiling sky, studded with stars, if the wind is in the right direction, I can hear the last train go through. Well, the last train I'll hear anyway.

So the line punctuates my thoughts, makes notches on my silence. It is a reassuring constant in an occasionally mad, and sometimes maddening, world. I'm looking forward to getting to know it, and all of you, even better. If you spot me – I'm the walking Belisha Beacon, a redhead - come and say hello.

Jackie Moffat is a fossil who has lived on a smallholding at Ainstable in the Eden Valley for 32 years, keeping a succession of sheep, cows, pigs, dogs, ponies and people (in a holiday cottage). She is the author of bestselling books The Funny Farm and Sheepwrecked, has been a columnist for Cumbria Life for 20 years, and writes for anyone who'll pay her, and occasionally for those that don't... She was born and educated in London, but family roots are sunk in the soil of Jersey, Ireland and Devon.



Jackie Moffat – Writer in Residence

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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In Praise of Great Knoutberry Hill

For many travellers the finest views on the journey between Settle and Carlisle are those from the left hand side of the train down into and along the lovely green trough of Dentdale. The line itself runs along a shelf above the dale across the sides of two lesser known heights, Wold Fell and Great Knoutberry Hill. The latter, sometimes known as Widdale Fell, is a member of that exclusive group of hills and mountains in England reaching over 2000 feet in height but, apart from enthusiastic peak baggers and FoSCL walking parties, you would be unlikely to meet anyone else on its lonely summit. Yet if you do climb it the top can claim to be one of the finest viewpoints in the whole of the Dales with all its major hills on show. The Three Peaks have pride of place to the South, to the East are the tops above Wensleydale while to the West are the Howgills' smooth profiles and the steep scarps of Wild Boar Fell. A squat Ordnance Survey column occupies the highest point while over the summit wall lies a somewhat ramshackle windshelter which offers some respite from the elements depending from which direction the wind is blowing. Also of note is that the Cumbria/North Yorkshire boundary runs over the summit.

The railway has two notable features along the length traversing the fell's slopes. Dent station lies at 1139 feet above sea level and is the highest station on a main line in England. Perhaps as well known is that it is nearly 5 miles away from the village that it purports to serve. This gave rise to the alleged situation of the bemused traveller accosting the taciturn native of why this was so only to be told after a suitable interlude of chin scratching that "appen they wanted it near't railway lines!" Dent station lies on what is locally known as the Coal Road over to Garsdale; at its highest point the remains of old coal pits which provided domestic coal carried out by packhorses can be seen. The hill up from the valley is known as the Corkscrew due to its steepness and sharp bends; it provides a challenge both for the local community minibus and to any walkers running a bit late to catch the train! A little

way to the South of Dent station is the dramatic Arten Gill Viaduct which is 117 feet high and has 11 arches constructed from the locally quarried "Dent Marble" a type of dark limestone.

The hill is thought to be named after the Cloudberry as Knoutberry is a local word for this interesting plant. It occurs naturally throughout the Northern hemisphere and is found primarily in upland areas where the climate is wet and cold and the ground acidic. In the UK it is found in many upland areas in varying amounts and is often thought to be an indicator of both air quality and biodiversity. Its leaves are quite large for a low lying plant, shiny green in spring and a pale white flower often indicates its presence. The berries when ripe are golden yellow in colour, soft and juicy with a distinctive tart taste. Highly prized in Scandinavia, where it is grown commercially, the berries can be made into jams and distilled into liquors. Sadly most of the berries in the UK are eaten by birds and animals before we humans can get a taste! Personally I have not found the plant on Great Knoutberry Hill but there are plenty of other spots in the Dales where it does grow.

Yet even without cloudberry the hill is worth ascending as a good walk. A recent ascent in snow with a FoSCL party saw a dramatic clearance of the passing clouds on the summit to reveal a spectacular alpine landscape all around worthy of a much higher and grander fell. It often features on our guided walk routes so why not join us and see for yourself what you might have been missing?

Steve Brown

(FoSCL botanist Pete Shaw adds: *The Cloudberry (Rubus chamaeorus) does indeed still grow on Great Knoutberry hill, in considerable quantity, especially around, and to the north of, the group of Widdale Tarns).*



The Settle Navvy Hut Part 2 Demolition and Transport

Network Rail used contractors to demolish the building and for its components to be plastic wrapped and stacked on site at Appleby - where it sat for many months awaiting planning approvals at our end and for space to become available. The firm of Settle Coal is a local institution, nowadays builders merchants, hauliers and heavy engineers. Their biggest articulated low loader and Hiab crane could not accommodate the entire load of hut components. Again, Network Rail came to the rescue with their large rigid HGV and crane from Carlisle. The huge A frames alone filled that. In a combined operation we unwrapped

the stacks of timber and two things were immediately obvious. The demolition people had done a good job in separating the various components but the rot was far greater than expected. There was a moment when we all wondered if the move was futile and whether a box of matches would be a neater solution. It was Settle Coal's Brian Thornton who decided the issue. "I've shifted worse", he said. "But not much". The sun was shining that day. Had it been otherwise the decision could have gone the other way. The load was by its nature fragile and springy so our journey via the M6 had frequent check stops. Both cranes unloaded what appeared to be a mountain of firewood into the water tower yard at Settle, stacking it around and over the buffers.

The date was 28th May 2012 - just days before the Queen's Jubilee. Several people asked if the wood was for a Jubilee beacon. I was tempted to say yes.

Mark Rand

(To be continued)

46233 Duchess of Sutherland passing Helwith Bridge with the Cumbrian Mountain Express on 12/10/13.

Photo: Pat Arrowsmith



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Book Review

(This book can be purchased from our webshop which can be found at: www.foscl.org.uk or from our station shops at Settle and Appleby - see page 5 for opening hours)

Hillwalks from the Settle to Carlisle Railway Stations

By Hugh Stewart

2QT Ltd (Publishing)

£12.95

This is a new book of walks from stations on the Settle and Carlisle line.

The book is highly recommended for existing walkers who use the line and for people visiting the area for the first time. Each station between Settle and Appleby is colour coded and the walks, whether circular or linear, are of varying distances between 4.7 miles and 17.4 miles.

The book gives historical information relating to each walk which is useful for Guided Walk leaders and there is a comprehensive account of the geology of the area.

It is necessary to take the relevant Ordnance Survey map in addition to the book on the walks in case the weather conditions are poor on the higher fells and there is a need to know how to navigate

with a compass.

The longest walk of 17.4 miles visits the army firing range at Warcop and walkers should heed the instructions given in the book. As a diversion away from the Settle and Carlisle line there is a walk of 15.1 miles towards the Forest of Bowland.

Reference is made to the use of Google Earth to enable you to find local earthworks for example lynchets and pillow mounds. It also helps you to identify walls and tracks in open country.

Peter G. Davies



During a FoSCL guided walk, an intrepid walker inspects old lead mine workings on Grassington Moor whilst another relaxes. Please see our website: www.foscl.org.uk for details of walks.

Photo: John Disney

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Letters to the Editor

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

Buses

Thank you for the interesting article about the Western Dales community bus. Regarding the suggestion that they might be operating the first ever bus for Stonehouse, I do remember a summer Sunday link between Ingleton and Sedbergh some time ago, and I also remember when BR used to run a rail replacement minibus via Dent station (instead of the current route via Hawes) which would pass through Stonehouse and also use the Coal Road to Garsdale.

I note that they are stated to be planning new routes and to have the support of Kirkby Lonsdale town council, which prompts me to suggest the following ideas. It has always puzzled me how the powers that be don't seem to care about major gaps in the public transport network. I refer to the complete lack of regular (all year) east-west services across the Pennines between Skipton and the river Tyne. At present the best one can do is to go to Hawes, get the Little White Bus to Garsdale, take a train to Kirkby Stephen and get the 564 to Kendal. In the absence of systematic connections this can take all day, and it isn't possible at all on Sundays. So let me suggest that on Sundays the timetable of the Sebergh/Hawes circular is revised to include an extension to/from Kendal, as well as connections with the Wensleydale buses.

But for weekdays I have a more intriguing idea: Can the minibus use the road between Dent village and Barbon? If so it could do a circular from Hawes via Newby Head, Stonehouse, Dent station and village, and Barbon to Kirkby Lonsdale where there is potential for connections in 3 directions -- to Lancaster (which has an hourly service), Kendal and Settle. Return would be via Sedbergh and Garsdale, making connections at the former with the Kendal-Kirkby Stephen service. Or, of course, this circuit could be made the other way round.

If the combined resources of the Western

Dales bus and the Little White Bus could provide such a network it would make a major contribution towards reintegrating the area's local transport network, including connections off Settle-Carlisle trains towards the Lake District (currently impossible on Sundays, which has several times caused me inconvenience).

And if a Sunday connection could be provided into the Blackpool-Newcastle service operated by Classic Coaches, which currently stops at M6 J36 and Tebay, it would open up possibilities (based on this year's summer timetables) for a grand circular tour from Durham to Crook, Alston, Keswick and Kendal, which is currently dependent on either a rather tight rail to bus connection at Lancaster or a brisk walk from Elmsfield House on the 555 bus route to wherever the bus stops at J36.

Incidentally, can FOSCL please lobby about connections at Leeds with the ECML? I note that the first train from London on a Sunday gets in at 11.28 narrowly missing the 11.20 (though I did in fact manage to catch this train which was running about 20 minutes late). And there's an arrival at Leeds at 19.42 which doesn't allow enough time to catch the 19.45 train -- which is serious for people heading for places like Cambridge as the 20.45 ex Leeds doesn't make an official connection with the last out of Peterborough.

Simon Norton, Cambridge

What to Preserve?

In response to your "Editorial" in the August journal. The S&C is an important 21st century main line that has a fascinating history and runs through fantastic scenery. It also has some incredible engineering features that are not replaceable and also some historical buildings that have been preserved in nearly original condition. But, I think there is now enough of the past that is preserved. It will be sad to lose the signalboxes when they go, but not a disaster - there are two

boxes that have been preserved and that is enough. What is of more concern to me is that from Settle station, two departures in each direction are at times when there is nowhere for passengers waiting to join them to shelter from rain or snow; a simple shelter on each platform just to the south of the footbridge, similar to the one at Lazonby (or, better still, a transparent moulding if such a thing existed) would provide for present-day users without detracting from the appearance of the station as preserved. Locomotive-hauled trains can be no more than a pipe-dream for enthusiasts, as evidenced by the current long-distance services elsewhere in this country and abroad. What we can hope for is better trains (not necessarily newer, but better maintained than the present ones) with some possibly running through from the midlands; connections north from Carlisle are already good, given the frequency in that direction so there is no real need or case for more than better marketing of the facilities that are available. The question of security, as mentioned in the letters, is a problem unless for Garsdale a commercial use can be found for one or more of the buildings. And for the long-term, is there any way electrification could be achieved? Clearances for the overhead wiring and the "big-box" container traffic would be difficult to achieve - sleeved or single track through tunnels? But many of the bridges are a tight fit. Very difficult, I'm afraid.

Clive Whitton – by email

Gut Feelings

Gut feeling does not a business case make, but gut feeling has something to say, nonetheless. It's occurred to me before now that there ought to be a case for preserving a classic double track mainline worked by absolute block and semaphore signalled. With all due respect to the Great Central at Loughborough, the Settle and Carlisle is the obvious candidate. I think it would have to be a collaboration between Network Rail, the National Railway Museum, Northern Rail, one or more of the excursion operators, and FoSCL. Perhaps a business case could be made, with common

sense as its main thesis.

Whether or not that happens, gut feeling does also propose a business case for a classic express train running as far as possible over the original Midland route from St. Pancras, carrying a proper restaurant car, as proposed by E. R. Morton in the May issue of the Journal. I support that idea but I'd be inclined to suggest Edinburgh as a destination. As far as I'm aware, the only classic restaurant left on our railways is carried on the 7.05pm Paddington to Plymouth, and Great Western deserve credit for reviving that in the face of received opinion that First Class passengers should have "complimentary" food stuffed down their throats whether they want it or not. Being British we're inclined to feel obliged to eat it, having been forced to pay for it. In fact, the whole thing is patronising, served at the railway's convenience, and (with the exception of the Holyhead - Cardiff "Parliamentary") is never a proper meal.

Chris Noel – by email

Connections and Signalboxes

With regard to the letters in the August issue: Both are very thought provoking and serious. The S&C is 72 miles plus the line onwards to Skipton and thus far too long to stand alone on its historic and scenic qualities in the present climate of funding for transport. Fortunately, most passengers are travelling to get from A to B and only a minority take more than a glance out of the window. But onward connections are far from good. Beyond Carlisle things are not too bad because of the frequency northwards, but poor towards Newcastle. Things are not so good beyond Leeds. Trains from Birmingham and Derby arrive 45 minutes earlier than S&C departures, trains from Nottingham about half an hour. And freight is now becoming a problem with less requirement for coal. The loading gauge would be very expensive to provide for the larger containers and electrification unless track sleaving or singling was attempted. Hopefully a solution will be found to build new new traffic flows.

The loss of signal boxes is inevitable it

seems, although it is questionable whether central control is better within the full picture. As mentioned in the letters, the box at Garsdale performs a very useful security function. If only the Wensleydale line could reopen to there soon! There could then be a use for the box as a staff presence during the daytime at least with it functioning as a ticket office and information provision. The path to Blea Moor and Whernside will look deserted without the box there, but that will not be more than just a rather sad loss.

With regard to passenger stock on the S&C: The displacement of Mk4 stock and Adelantes by the IEP trains could lead to the Adelantes looking for a new home, and where better than the S&C? It is not likely to happen though I fear.

Clive Whitton – by email

Tourists or Commuters?

In the August 2013 magazine, the Chairman writes: “The message we’re putting across to all the politicians is: we - primarily the Dev. Co. - have done wonders in upping the number of tourist groups on the line. Due to the lack of rolling stock and unpredictability of the number of carriages on any given train, we’ve hit a ceiling. We daren’t promote the line further than we already do.”

Tourists are all well and good, but what about those people that use the line day in day out? They’re not as glamorous and headline grabbing as tourist parties, but neither can exist without the other. Please don’t try to turn the S&C into a tourist line or it’s no wonder that STROP had to go off on their own tangent to get a voice. And if you’re a bit stuck with promoting the line for tourists, why not put some promotion into some of the old chestnuts that are currently on the agenda (e.g. Manchester) and promote the line that way.

Alan Gould – Settle

But:

To be honest, I cannot understand why you are pushing for a Manchester to Carlisle service. Who is going to travel from Manchester to Carlisle via the S&C instead of the West Coast Main Line? I think

that the obvious and more realistic option would be to have a Leeds to Glasgow service and thus making the S&C a primary Anglo-Scottish route once more. After all, this is what the line was originally built for and for which many paid the ultimate price. It would be a fitting tribute to them.

Norman Liszewski - Swadlincote, Derbyshire

(Editor’s Comments: This letter sparks off many thoughts. The case for Manchester – Carlisle services is made by Paul Levet on Pages 7 & 8. The S&C was of course PLANNED as an Anglo-Scottish route but it is worth remembering that it would not have actually been built if it was not for the ambitions of the Lancashire & Yorkshire Railway, and other companies, to run services the like of which we wish to restore. They objected to the abandonment bill and the rest is history. A Manchester to Carlisle service would open up a myriad of new journey opportunities from and to the Manchester conurbation, the Ribbles Valley, the Yorkshire Dales, Cumbria and between all points along the route. And of course the idea of Anglo-Scottish and Manchester–Carlisle services are not mutually exclusive. But both would need a strong, evidence-based, business case before aspirations could be turned into realities (see Richard Morris’s article on pages 32 & 33.) At the moment, as Paul explains, such can be made for Manchester – Carlisle; sadly, an open access operator tried and failed to produce a case for Anglo-Scottish services. One (by no means the only) of the stumbling blocks was obtaining suitable paths into terminal stations at the English end of the route. And Leeds – Glasgow services operated by Arriva Trains Northern were stopped – apparently by the DfT at the behest of another TOC. This does not mean that this aspiration should not continue – the fight goes on!)

A Happy Day on the S&C

It’s been a few years since we managed a trip on the Settle & Carlisle, so it was with special pleasure that we drove into Langwathby Station and treated ourselves to coffee and cakes at the outstanding ‘Close Encounter’ restaurant that was

even better than we recollected - near perfection in fact. We were sad to see a 'business for sale' sign however. The platform shelters were well looked after and well stocked with FoSCL leaflets. The train to Settle pulled in on time and we found a seat despite the hoard of railway enthusiasts and holiday makers who mostly disembarked at Settle - a case of great minds thinking alike.

The 'on train' catering was impressively well organised and very welcome, the partnership with the FoSCL train guide was apparent and we were duly quizzed as to how we had bought our tickets. At Settle the platform was awash with 'silver haired' citizens and mothers with prams so we ducked into the FoSCL shop and admired the wide selection of railway goods, leaving our purchases to be uplifted upon our return. A friendly shop assistant who understood wives and their evolved ability to vanish despite being next to one three seconds before.

A pleasant wander around Settle, a delicious pie and gravy meal, and a fast walk back to catch the train with time to admire the outstanding water tower house and the surrounding railwayana. Finally back to Langwathby having again savoured the panoramic views on the return journey. A day well spent and much of the *raison d'être* and the genius loci of the Settle and Carlisle experienced.

We also visited Culgaith's old station, level crossing and tunnel by car before driving down to Appleby East and watching a few trains go by before enjoying some real ale in the Midland Hotels (Westmorland CAMRA Pub of the Year 2013) beer garden. Let's hope that the Eden Valley line makes it back to Appleby East one day soon and that the link with the miracle workers at Kirkby Stephen East station will be re-established.

**Roger and Hazel Griffith -
Chapelton, Ayrshire**

Rear Cover Images

Above: *156.428 at Hellifield on the new Sunday service from Preston; with the canopy sheeted over for shot blasting and painting. 29/9/2013. Photo: Pete Shaw.*

Below: *The Midland Railway Wyvern on the canopy at Hellifield looking resplendent again with its new paintwork. Photo: Bob Swallow*

Memories of Hellifield

Although a long-time exile from Yorkshire I enjoy a link to the Settle-Carlisle Railway. I was brought up in Hellifield where my father, Charles Walker-Smith, was Shed Foreman. The front cover of the May issue of the Settle-Carlisle Journal brought back memories of my father going up to Blea Moor with his crane during long hard winters. I was a pupil at Hellifield Council School and later at Skipton Girls High School. Keep up the good work!

Mrs Dorothy Tushingham - Cirencester

England's Hundred Best Views

October 3 saw publication of Simon Jenkins' latest book England's Hundred Best Views:

http://ecx.images-amazon.com/images/I/41JWNzumJUL_BO2,204,203,200_Pisitb-sticker-arrow-click,TopRight,35,-76_SX342_SY445_CR,0,0,342,445_SH20_OU02_.jpg

The views of the Ribbleshead Viaduct are among the hundred Best Views in England. I often wonder what would be the reaction if the S&C had never existed and it was proposed to construct it today. I dare say there would be a very major outcry - especially about the Ribbleshead Viaduct. Fact is the Ribbleshead Viaduct, like most of the major structures along the line, sits magnificently in an already grand landscape. Man made and massively functional it proves that mankind can sometimes intrude on the landscape yet add to it. Perhaps there are lessons here for HS2 but let's not go there!

What if the Ribbleshead Viaduct, when considered 'life expired' had been replaced with an embankment or a box girder bridge? Those really were among the options considered. Maybe it would not quite have made it into this fine book.

Mark Rand - by email

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