



Quarterly Magazine
November 2014
No 138

Price £2.50



The Next 25 Years?

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the February 2015 magazine will be Saturday 10th 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 Picture: *Some observers fear that the S&C faces a bleak future once more. Could this beautiful image of Wild Boar Fell covered in snow, and the railway devoid of trains, be the shape of things to come. Or can we "Take the history of the line into the future"?*

Photo: Andrew Griffiths/Imagerail - www.imagerail.com

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

The next 25 years: glorious future or gradual decline? It's in FoSCL's hands. In today's fragmented world, we are split between four counties if you include Lancashire, two Network Rail areas, two Northern Rail areas, not to mention the five parliamentary constituencies through which the line passes and Metro, the West Yorkshire PTE. Everyone else has other priorities, it is we who have to focus on the Line and do the best we can for it.

For three years we've been doing on-train surveys and headcounts, culminating in the August headcount organised by Pete Shaw and Ruth Evans where every train in one week was covered between Leeds and Carlisle and return. There'll be another one in October because the Department for Transport regard it as a "neutral" month, ie not holiday period or high summer. The figures will be statistically analysed by one of our academic experts. At the end of this we shall know far more about our train loadings and station footfall than anyone else. The Office of Rail Regulation publishes station footfall figures annually a year in arrears. These are estimated from ticket sales and we suspect that they may not do us justice as inevitably not all fares are collected. We'll have the facts and can go on to build our case for a better service.

With regard to the next franchise, things are now moving apace. The shortlist was announced by the DfT at the end of August, earlier than expected: Abellio, Arriva and GoVia. RailFuture have been very proactive and have organised a stakeholder day in Leeds on 4th November with Arriva, to which FoSCL has been invited to send a delegation.

In preparation for this we have done two things: a) Mark Rand is working with our graphic designer Rachel Griffiths to produce a FoSCL brochure, a prospectus for the next 25 years, which is featured as the centre spread of this edition of the Journal and b) we've set up a FoSCL sub-committee chaired by Mark which will be responsible for taking our plans forward (not that either of us is likely to be around at the end of the next 25 years!).

Those interested in working with Mark, a mix of committee members and other interested parties, first met on 30th September to hear a presentation from a consultant who has considerable experience of refranchising and gave us some valuable advice on talking to bidders. Mark is now putting together a team drawn from Committee members and FoSCL's informal experts who between them should be able to give us all the advice that we need. I'm delighted that we have a way forward which will go far beyond talking to bidders over the next few months.

This also takes forward the process of engaging with government that Douglas Hodgins, Paul Levet and I have been diligently pursuing over the past two years. It started when Douglas and I made a call on John Stevenson, MP for Carlisle, to seek his support for better rolling stock in order to increase tourist traffic on the line and thereby to benefit the local economy. "There's no money", said John, "and it's going to get worse!". But he's been a stalwart supporter ever since and started by getting us into the DfT at ministerial level. Once you've seen a minister, doors open and nobody can refuse to see you. The result? Paul and I have been able to speak to key people in the DfT, other MPs, the PTEs, the counties and the rail industry. We believe we've created a springboard to launch Mark's campaign.

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.

Nowadays it's all about money, whether or not there really isn't any. On this subject a member has taken me to task for inadvertently making a political point in my last Chairman's letter. He states: "There is not, as he asserted, a 'desperate need to reduce (government) expenditure' but, rather a desperate need to eliminate the government's current account deficit." The gentleman is of course correct; I was using shorthand for "the Treasury has made it clear that it wishes to reduce its subsidy for rail in northern England." We've already seen this in the Direct Award to Northern Rail for the final two years of the franchise: many people will have seen the revenue protection teams deployed at many stations recently to reduce fare evasion, and have taken note of the contentious removal of off peak fares within West Yorkshire between 16.00 and 18.30 on weekdays.

A year ago, when speaking to the DfT, we noticed their ears prick up when we said we thought some of our services were profitable. We've gone on to prove the point by detailed passenger surveys to establish how much people are paying to travel on the S&C: work out how much of their fare goes to Northern, and as far as the TOC is concerned we are profitable. Ah but, say the DfT, we have to allocate a proportion of Network Rail's infrastructure costs to the North of England and that roughly doubles our subsidy. However, even on this basis the DfT admit that we are close to break even.

Real progress: we can now make the case that a little investment in better rolling stock and train services will bring a handsome return to the TOC and the local economy. We must make this point again and again to bidders and government and eventually the penny (or a few hundred thousand pounds) will drop!

The doom and gloom merchants are still around, as you'll see from Paul Kampen's editorial. But we're now well placed to refute them and take the S&C forward into a bright future. The stakes are high and there's a long and maybe hard campaign ahead of us. But I'm confident that the team Mark is assembling will be able to deliver.

Other news: a chance encounter on the train the other week led to a new member who has an interest in improving connections with the S&C at Carlisle. With the Newcastle and Dumfries lines in particular at certain times of day they are awful, with what ought to be a connection leaving just as the train from Leeds pulls in. Cumbria County Council are also concerned at this and we're meeting them at the start of November to see how we can work together on the problem.

The DevCo (Settle-Carlisle Railway Development Company) have produced a detailed business case for a café/bar at Settle Station. Based on this the FoSCL Committee approved the investment of £10,000 in the scheme in principle at its October meeting. There will be benefits for FoSCL members in addition to a return on the investment, details to be agreed with the DevCo.

And finally, we've maintained the goodwill generated with Virgin Trains by FoSCL's contribution of £10,000 under Mark's chairmanship, towards the Settle-Carlisle and Tyne Valley lines "gateway" over platforms 5 & 6 at Carlisle. They've been generous in offering us their display cabinets in the waiting room for the S&C 25th anniversary display, in the offer of meeting rooms free of charge and most visibly, in refurbishing the BR luggage trolleys which are now positioned along with picnic benches on Platform 6. We'd now like to do something in return, most likely by replacing the display on the wall celebrating the 150th anniversary of Citadel Station, which is looking distinctly tired. This sort of collaboration with other TOCs and councils will benefit everyone. Long may it continue!

Editorial

I have been looking at some correspondence from the website of Transport Watch - an organisation which describes itself as “The UK’s first port of call for discussion on the UK’s Traffic and Traffic Systems issues” and states its objective as being “the non-governmental point of reference for factual data dealing with transport generally and road and rail in particular”. The Transport Watch website: www.transport-watch.co.uk makes for some fascinating, and often infuriating, reading. There you can read archive material about the ‘Railway Conversion League’ - an organisation chaired by Major Angus Dalgleish which existed from 1958 to 1994, the year of Major Dalgleish’s death.

A leading member of Transport Watch is calling for the paving over of the Settle-Carlisle railway to provide a route for lorries and long-distance coaches - - - calm down folks, calm down!

This sets off several trains (sorry – bad pun!) of thought: firstly look at the cover of this magazine. How would the lorries and coaches cope in that kind of weather? Like all members of FoSCL I am a keen supporter of the railways and think of them as the best way to travel for many reasons; but I am also a car owner and would not be without my own private transport. Like all professional musicians I can regale you with stories about getting home (occasionally failing to get home) on late Winter evenings and early mornings after gigs. When the M62 opened in its entirety we were told that it would never get blocked by snow – wrong! I can tell you from personal experience that sitting on Windy Hill, surrounded by other motorists whose cars are also stranded, is no fun at all.

Secondly, I remember years ago a semi-literate member of Bradford Council calling for the “tarring over of the Shipley to Bradford Forster Square railway line as this is a car-age, not a railway-age!” This lack of foresight is illustrated by the fact that this branch now carries six trains per hour each way during the day and these are heavily used – especially in the peak periods. Years earlier the network of branch lines that included Wetherby were closed due to the fact that very few people used them. Had they been promoted they would undoubtedly now be prime commuter routes, giving much-needed relief to the gridlocked roads of Leeds.

Please do not write off the promoters of ideas such as paving over the S&C as being ‘nutters’ or some such unpleasant epithet. They are very intelligent people who have a case which they wish to promote and which they feel that they can justify. Why does the railway industry not have such a body to put its case over to the public? One is sorely needed, especially as the newspapers no longer have proper transport correspondents. A feature writer in a certain newspaper clearly has no knowledge of the railway franchising system at all – thus he correctly identifies serious problems but fails to pin the blame where it should be.

Lastly, I have been taken to task by an irate Glaswegian regarding the caption to the upper photo on page 22 of the last magazine; the Royal Train was, of course, travelling to Glasgow – not Edinburgh.

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

Pat Rand: would like to thank everyone who sent cards, flowers and good wishes during her recent illness, from which she is now recovered. They were all a great help in that recovery and she is enormously grateful.

FoSCL Notes



The Friends of the Settle-Carlisle Line Annual General Meeting - 2015 Victoria Hall, Kirkgate, Settle Saturday April 18th

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Monday 7th January 2015 by:-

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

Nomination forms are available on request.

The meeting will commence at 12.00 hrs.

Confirmation of speaker and other details will be contained in the February 2015 magazine.

Paul A. Kampen - Secretary - 02/11/14

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4* En-Suite Bedrooms

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Membership Matters

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

Mr B. Bird, Barnoldswick, Lancs.
Mr Clifford Broom, Chard, Somerset.
Mr Broom was an early life member.
Mr Chris Ellis – Langcliffe.
Mrs Jenny Holmes, Cowgill, Cumbria.
Mr Paul Purvis, Stockton-on-Tees.
Mr Peter Robinson, Grange-over-Sands.
Mr John Trumper.

Magazines addressed to the following members have been returned undelivered:
Mr. D. Hope, Langholm, Dumfries and Galloway.
Mr. V. Thomas, Lancing, West Sussex.

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

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

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

Friends of the Settle-Carlisle Line
Barclays Bank PLC
Skipton Branch
Sort Code 20 78 42
Account number 90370894

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

**Peter G. Davies -
Membership Secretary**

FoSCL Dalescards

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

The current price is £15. Unfortunately, we will have to change this to £17 to cover the rise in postal charges and the increase in the cost of the card to FoSCL. The change will be effective for renewals after 1 January 2015.

Holders of family memberships are entitled to two cards per membership.

Please allow up to two weeks for delivery.

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

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

Lost or Stolen Cards: It is regretted that lost or stolen cards cannot be replaced. We have recently had some instances of card-holders finding that the printing on the card has faded: in this instance the card should be returned, with a stamped addressed envelope, to:

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

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

Diary Dates

Saturday 29th November: FoSCL Christmas Lunch at the Coniston Hotel (See Page 7).
Saturday November 29th: Christmas Fayre at the Midland Hotel, Appleby (See page 11).
Saturday 13th December: FoSCL Christmas Open Day at Settle Station (See Page 7).
Saturday 13th December: S&C Dev. Co. Christmas Music and Ale Train from Settle to Ribbleshead and Return (See page 11).
Saturday 18th April 2015: FoSCL AGM (See Left above).

Sales Department

2014 Christmas Mail Order Catalogue

Our thanks go to all of you who have ordered goods through our 2014 Christmas Sales Order catalogue.

In addition to the items listed we can now offer four books by retired Senior Railway Manager David Maidment. David was founder-Chairman of the 'Railway Children' charity which campaigns worldwide for the welfare of children who are often found living rough on railway stations. These children suffer hardship and abuse, often being trafficked for sexual and other purposes. The books can be purchased by entering the following details on the order form enclosed:

Lives on the Line - a novel of drama and conflict set in a large steam locomotive depot in the 1960s. Price incl. P&P : £10.00

Nobody ever listened to me - Stories & words of Street Children throughout the world. Price incl. P&P: £8.25

The Other Railway Children - A personal reflection on the Railway Children Charity. Price incl. P&P: £8.25

The Toss of a Coin - An autobiography of a railway career. Price incl. P&P: £12.50

All royalties from the above books go to The Railway Children Charity (Reg. no. 1058991)
New for 2015: S & C in Watercolours Calendar by Les Packham. Price (incl. P&P): £11.50

And: The expanding Cinerail catalogue includes a new title: *On Yorkshire Lines* which includes archive footage of Skipton and the Grassington branch. This is available from us @ £21.40 inc P+P. These new items can also be found on our webshop.

Paul A. Kampen - Secretary/Editor

FoSCL Webshop - www.foscl.org.uk

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

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

Shop Opening Hours

Core opening hours for our two station shops are:

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

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



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Reasonable rates- Telephone 0114 2696 008 www.5railwaycottages.co.uk

Christmas Events 2014

As advertised in the August magazine, the FoSCL Christmas Lunch will take place at the Coniston Hotel on Saturday 29th November. A coach to the hotel will leave Settle station at 11.10 am, returning after lunch in time to catch afternoon trains to Leeds and Carlisle. The cost is £25 per person, plus £5 per person for those wishing to travel on the coach.

Bookings are now being received, and places are limited - please make your booking early if you wish to come along.

A booking form can be obtained by emailing:

pat.rand@settle-carlisle.com

or by phoning 01729 825804. **(Please note these contact details have changed from those published in the August magazine).**

Please note that the closing date is November 19th.

Phil Moorhouse

Christmas Open Day at Settle Station - Saturday December 13th

Our Christmas lunch will be followed two weeks later by the Settle Open Day which is a chance for members of the public to come and meet FoSCL committee members, visit the preserved signalbox and make purchases from our shop.

There will be live music, sherry and mince pies plus good company so do come and join us between 10.00 and 15.30.

Pat Rand - Trading Manager

Taking the History of the Line Into the Future

This is the title of a four-page, A4 sized, full-colour brochure which has been devised by FoSCL Immediate Past-Chairman Mark Rand and designer Rachel Griffiths of Imagerrail.

It is not aimed at the general public but rather to bidders for the new Northern franchise (starting in February 2016) and other organisations who may have an interest in the future of the S&C and need to know about how FoSCL fits in to this future. Our partners the S&C Development

Company and the S&C Railway Trust have produced similar publications.

The brochure comes after much discussion in the FoSCL committee and the devisers have taken full account of the ideas and aspirations expressed by our members; these include better trains, a revised timetable, services to and from other centres apart from Leeds & Carlisle, better connections and much more. The brochure was approved by the FoSCL Committee at its meeting in Carlisle on Friday 10th October.

To give all members a flavour of what is being circulated, a variant of the brochure is reproduced, reduced to A5 size, as the centrefold for this magazine.



Paul A. Kampen – FoSCL Secretary

Is this the best bit of 60 mph track in the world? The S&C has stretches of superbly re-furbished track like this at Kirkby Thore. Nevertheless it is restricted to a linespeed of 60 mph. Most observers would like to see this raised to at least 75 mph - the line was originally constructed for 90 mph running after all. Faster journey times could have benefits including better connections and more efficient unit utilisation.

Photo: Mark Rand

Visit to Culgaith School

Here we are before our 5th school visit - this time to Culgaith: John Johnson, Tracey Johnson, Ian Graham and Tommy Tombs.

We talk on the history of their village, the history and stories of the S&C, railway safety, act out ten true stories about the Edwardians, have a blow on the horn to see who is the loudest and give all the children goody bags to take home.

The children have fun and so do we, winners all round!

John Johnson



2015 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: 61994 *Great Marquess*, 45699 *Galatea*, 6201 *Princess Elizabeth*, 46115 *Scots Guardsman* and 48151.

Also diesel classes 37, 47, 56, 57, 60, 66 and HST.

£10.50 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**

News Notes

The Settle-Carlisle Line Association

In the last Journal, under the heading of 'The Next 25 Years', the Chairs of the Friends, the Trust, and the Development Company, outlined plans to form the Settle-Carlisle Line Association (SCLA). I am pleased to say that these plans have now come to fruition, and the new Association met for the first time on the 3rd September.

The SCLA's principal role is to agree an overall vision, strategy and budget for the member organisations and then work together to achieve the agreed strategy. In addition to the three founder members, it is planned that a new Property Trust will be formed which will then become the fourth member. The SCLA will be made up of two representatives from each member organization with up to four independent people. At the inaugural meeting Edward Album and I were appointed as independent members and I was elected Chairman.

Edward Album is a founder trustee and former chairman of The Settle and Carlisle Railway Trust and is now a Vice President. He is a solicitor in private practice and has played a critical role in establishing the SCLA. We are lucky to have the services of Edward together with Nigel Ward and Graham Dalton, both solicitors, who provide advice to the Friends and the Trust respectively.

My background is in business with ICI, Baxi and the North West Regional Development Agency. I am currently Chairman of Westmorland Ltd (which runs motorway services at Tebay and Gloucester). I am on the Advisory Board of the National Railway Museum and now live close to the Line. I have been supporting Peter Drury (Chairman of the Trust) and other colleagues to work up the proposals that we are now implementing.

In the last update we said that we were considering how best to manage our extensive property portfolio that includes stations at Ribbleshead, Kirkby Stephen and Horton, together with FoSCL's Armathwaite

and Settle signal boxes, Ribbleshead Station Master's House, and numerous smaller structures, benches etc. It has now been agreed to form a new Property Company, which will focus specifically on managing and advising on all properties in the ownership or care of all members of the SCLA. The new Property Company will also advise on potential acquisitions. It is hoped to have the new Property Company up and running by the end of the year.



Bryan Gray

These changes will enable all of us who have a passion for the Settle-Carlisle Line to work closely together to deliver a common set of objectives. They will also enable us to present a strong united front to the companies short-listed to take on the new train operating franchise. I am looking forward very much to the challenges and opportunities ahead.

Bryan Gray
Chairman, Settle-Carlisle Line
Association
14th October 2014

Special Christmas Music & Ale Train - Saturday 13th December

Come and celebrate Christmas with the Settle-Carlisle Railway on the special Christmas Carols and Ale Train. Based on the popular summer format, the train will leave Skipton at 8pm, making a return journey to Ribbleshead which arrives back at Skipton at 9.38pm. There be Christmas ales from the bar or hot mulled wine from the refreshment trolley. Advance ticket holders will also be treated to a glass of port and a mince pie. Carol singers will ensure a real festive atmosphere and there's a rumour that Father Christmas will be on duty behind the bar. Even Ebenezer Scrooge himself could not resist this much Christmas cheer! Advance tickets just £10 each, including return travel, a glass of port and a mince pie.

Tickets are on sale now at:
<http://shop.scrdc.co.uk/music-ale-train-ticket-dec-2014.html>

This is the same day as the FoSCL Settle Open Day - which would make a complete day out!

Josephine Shoosmith - Settle-Carlisle Railway Development Co. Ltd

Christmas Fayre - Midland Hotel - Appleyby

The Midland Hotel at Appleyby (adjacent to the railway station) is hosting a 'Sparkle Day' Christmas Fayre on Saturday 29th November. This will include a light 'switch on' and a visit by Santa in the town centre. Mulled wine & cider, Chestnuts, Mince Pies and Cakes, Seasonal Ales - all locally sourced or homemade - will be available. Craft Stalls and Christmas shopping complete the experience.

The northern part of the S&C is often at its best in late-Autumn so why not make Appleyby the focus of a day out on the line?

Winter Offers on the Settle-Carlisle and Bentham Lines

The 2014-15 Dales Railcard and Metro offers for travel on the Settle-Carlisle and Bentham lines have been

announced by Northern Rail.

The Dales Railcard offer is available between Sunday, 2nd November 2014 and Saturday, 28th March 2015 but excluding 29th November-26th December inclusive and the February half term (14-22nd February 2015).

Holders of a valid Dales Railcard will be able to purchase a flat fare day return for £8.50 and can be accompanied by up to four children for a flat fare of £4.25 each.

Whilst the Dales Railcard normal terms relating to area of travel will remain the same, the winter offer is not available on trains timed to depart before 08.15 Mondays to Fridays. There is no restriction on time of travel at weekends or at bank holidays.

This offer is available to all holders of Dales Railcards, **including those purchased through the FoSCL Dales Railcard scheme**. Details of the Dales Railcard scheme are available at: www.settle-carlisle.co.uk or from Skipton, Settle, Appleby, Carlisle and Carnforth railway stations. Members of FoSCL can purchase Dales Railcards online at: www.foscl.org.uk

The Northern Rail/Metro (WYPTE) winter offer for MetroCard, RailZone and MCard holders will be available daily from Sunday, 2nd November 2014 to Sunday 29th March 2015 (excluding 16-20th February). The offer for ENCTS pass holders issued by Metro will be available Monday to Friday from 3rd November to 27th March (excluding 16-20th February)

The offer for these railcard/pass holders is slightly different this year with the flat fare day return ticket price being dependent upon the destination of the journey. An £11 day return is available for journeys on the Leeds-Carlisle and Leeds-Morecambe lines to stations between Hellifield and Garsdale and Clapham. A £12 day return fare is available for journeys as far as Appleyby and Carnforth and the £13 day return option is available for journeys to Carlisle and Morecambe.

More details of the offers are available through the settle-carlisle.co.uk website.

Anne Ridley - Settle Carlisle Railway Development Co. Ltd

Tunstill's Men

On Sunday 21st September, staff and students from the Skipton Academy, together with the Skipton Royal British Legion Band, recreated the day 100 years ago when recruits left Settle station for the First World War. This was one of a series of events which were part of the Heritage Lottery-funded Craven and First World War project.

The recruits were called 'Tunstill's Men' after the recruiting campaigner Harry Gilbert Tunstill.

Some of their descendents were there to see the event including 90-year-old Mr Dennis Maunders who is the son of Robert Maunders who boarded the train on September 21st 1910.

Walkers who use the path up to Attermire Scar past Sugar Loaf Hill can see a reminder of Tunstill's Men in the remains of the shooting range on which they trained.

Dr Bill Smith, head of humanities at Skipton Academy, has created an online diary which follows the story of the company; this can be viewed at: tunstillsmen.blogspot.co.uk



Above: The recruits line up on September 10th 1910. We do not know which of them survived the war but we do know that some did not, including a pair of brothers - Ernest and Robert Wooff.

Below: Well wishers see them off. Photos c/o Steve and Sue Amphlett



The students parade at Settle.

Photo: Mark Rand



Left: Visitors outside the Settle Water Tower

Right: The scene on the station.

Photos: Mark Rand



Bidders for the Northern Franchise

The DfT have announced that three bidders have been invited to tender for the Northern Rail Franchise; these are Abellio Northern, Govia Northern and Arriva.

The Abellio bid will not be, as now, in collaboration with Serco who have decided to withdraw from their involvement with Northern. Should this bid be successful therefore, it could well mean a total change at board level from the current TOC.

Each bidder will get a level playing field from the DfT and the evaluation of the bids will have two parts – ‘Base Level’ (i.e., the PSR – Public Service Requirement – which will specify the basic routes and timetable that the successful bidder must run) and ‘Quality Extras’. This latter covers a multitude of items which the bidders may wish to include in their submissions. These may include refurbishment of trains, on-board services such as wi-fi, better provision for information, station services etc.

On Wednesday October 8th it was announced that Abellio have become the successful bidder for the Scotrail franchise.

Paul A. Kampen – FoSCL Secretary

Railway Service at St John’s Church – Cowgill

On Sunday September 21st, a special railway service was held at St John’s Church, Cowgill. The object was to remember the lives of several railway construction workers, and members of their families, who are buried in St. John’s Churchyard. Unlike the people buried at St. Leonard’s, Chapel-le-Dale, we do not know the names of these people (who included at least one small child) as the St. John’s church records from that time have been lost; as the Vicar of Dent-with-Cowgill, the Rev. Peter Boyles, says – “they are known only to God”. The graves are situated near to the road and lie parallel to the road apart from that of the child (possibly laid at the feet of a parent?)

Mr. Boyles has commissioned a local sculptor – Pip Hall - to produce two designs

for a memorial and he invited members of the congregation on 21st September to vote for their preferred option.

One very nice touch at the service was that Mr. Boyles had chosen hymns which would have been used by the non-conformist preachers who ministered to the navvies. All were familiar apart from a tune called ‘Dentdale’ – very appropriate!

Three members of the congregation - Graham Fraser, Tony Playfoot and Christine Brown – gave readings from contemporary accounts of the building of the line. And Canon John Bearpark gave an address which included an account of his youthful adventures cycling round the lovely country churches of the area – leaving the train at Garsdale and re-joining it at Ribbleshead.

One sad point in the service was mention of parishioner Jenny Holmes who had died the previous Friday.

Rev. Boyles had provided an exhibition of stills from the ‘Time Team’ programme which was filmed at excavations on Rise Hill above the railway tunnel. It is likely that those buried in the churchyard had met their deaths through accidents or illness at that location.

FoSCL was represented at the service by volunteers Brenda Moss and Alan Mayor plus myself and our thanks go to Rev. Boyles, Canon Bearpark and the parishioners of Cowgill who made us so welcome and who provided lovely refreshments after the service.

Paul A. Kampen



Canon John Bearpark (left) and Rev. Peter Boyles with a copy of Pip Hall’s designs.

Photo: Paul Kampen

Winter Bus Links

A range of bus services continue through the winter to provide links off the S&C to neighbouring towns and villages. The Little White Bus offers a daily service from Garsdale Station to Hardraw, Hawes and Gayle meeting selected trains with demand responsive extensions bookable down Wensleydale and over Buttertubs Pass to Swaledale - remember that you can also pre-book it to meet other trains. Please ring 01969 667400 (office hours) or 0781 698 6448 (direct line to driver). Dales & District also operate services from Hawes to Leyburn (Wensleydale Railway) and Northallerton (ECML) but weekday connections can involve a wait of up to an hour at Hawes if you're coming on LWB from Garsdale.

Cumbria Classic Coaches offer a Wednesday service from Kirkby Stephen Station to Barnard Castle via the A66 throughout the winter.

Improvements were made on Oct 27th to the Skipton-Settle-Giggleswick Station-Ingleton-Kirkby Lonsdale service with more buses during school holidays and minor timetable changes. This service will be reviewed later in 2015 so **Use It or Lose It!**

The Saturday (X)75 service from Harrogate via Bolton Bridge, Embsay Steam Railway, Skipton Station and Gargrave to Malham will continue to operate with minor timetable changes to improve reliability. Why not use this bus to do the classic walk between Settle and Malham or to visit Bolton Abbey or the Steam Railway? This service is provided commercially by the Dales & Bowland CIC

- its only revenue is from passengers using it. There are also daily buses from Skipton Station to Grassington, Kettlewell and Buckden although the Sunday service may be revised in January.

If you are travelling from Leeds / Bradford and intermediate stations to Wharfedale (daily) or Malham (weekends) please ask for a Dales Rambler ticket to cover both bus & train travel for just £11 (may increase slightly in January); this ticket remains valid on ALL trains every day.

Please see the separate article on the Western Dales Bus but note that the Mon-Sat Kirkby Stephen-Sedbergh-Kendal service is now withdrawn due to Cumbria CC cuts and very low patronage - other cuts will follow unless bus services are well used.

Full details on all these connecting buses are at:

www.dalesbus.org

or pick up a Winter DalesBus timetable from any S&C station or Tourist Information point across the Dales. Comments on DalesBus services are always welcome - e-mail me at:

john.disney@ntu.ac.uk

or ring 0115 9322356 (evenings)

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



Christmas Shopping Extra Train

For late night shopping, going to the cinema or a meal in Carlisle or 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 20th and 27th November, 4th, 11th and 18th December.

Train times: Carlisle (dep) 20.57, Armthwaite 21.11, Lazonby 21.18, Langwathby 21.24, Appleby 21.39, Kirkby Stephen (arr) 21.54.

Kirkby Stephen (Dep) 22.00, Appleby 22.12, Langwathby 22.26, Lazonby 22.32, Armthwaite 22.40, Carlisle (arr) 23.03.

Remember, no trains will run on 25th and 26 December and a normal service will operate on 1 January for the S&C. **Note** - no trains will run between Carlisle and Newcastle on 1st January.

Anne Ridley - S&C Dev. Co.

Western Dales Bus News

The Western Dales Bus continues to offer the best way of accessing Dentdale and the Howgills from the Settle-Carlisle railway, as well as offering a valuable amenity for the local population to reach Kendal. The bus will provide a good Saturday service throughout the winter meeting the 08.49 northbound train from Leeds to Carlisle and departing Dent Station at 10.20. The bus will wait for up to 10 minutes for a late running train although every effort will be made to maintain this connection. The return bus will depart Sedbergh at 16.50 and Dent village at 17.05 meeting the Leeds-bound train departure at 17.32. Bus passes are valid on all Western Dales Bus scheduled services.

The service gives plenty of time for a winter walk over to the Dentdale side of Wherside, Great Coum and Crag Hill, Middleton Fell and not to forget the spectacular Howgills. There is ample time for a visit to the pubs and cafes before catching the return bus/train home. Small walking parties are welcome although it is advisable to forewarn – please e mail john_carey@dsl.pipex.com for advice.

A major change will be an increase in the service between Sedbergh and Kendal, a necessary response to the sad loss of the 564 service from Kirkby Stephen to Kendal. So why not take a visit to Kendal with some excellent museums, galleries and shops? This is probably the most scenic way of reaching Kendal from the Leeds direction on a Saturday. The last bus back from Kendal will be at 16.15 running straight to Dent Station and the train home. The new timetable can be viewed at www.westerndalesbus.co.uk when the time comes.

We are most grateful to Pete Myers of Northern Rail for arranging to provide a banner for display at Dent Station announcing the fact that we have a connecting bus service. Rather surprisingly, there are still many who don't know about the bus, only to find out after a weary trudge up the hill or perhaps stepping off the train to ask where Dent village is!



John Carey at Dent station with the banner.

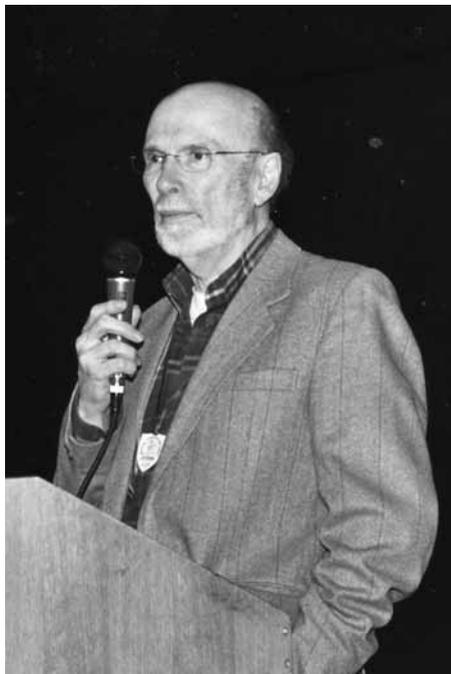
It would be appropriate to mention the sad passing of Jenny Holmes of Dent Stationmaster's House. Jenny has been a supporter of both bus and train, providing a vital local contact in adverse weather conditions. Our thoughts are with her husband Roy and family at this time.

John Carey



Obituaries

Peter W. Robinson



Peter Robinson at the celebration event, Hallmark Hotel, Carlisle on 11th April 2014.

Photo: Pete Shaw

We were saddened to learn of the sudden death in August of Peter Robinson, at his home in Grange-over-Sands, aged 74.

Peter was a leading officer with Cumbria County Council during the campaign to save the Settle-Carlisle railway from closure during the 1980s. Working closely with the late Councillor Bill Cameron, Peter drew on his vast railway knowledge to bring in-depth professionalism to the campaign.

After the successful conclusion to the six-year battle, Peter went on to become involved with FoSCL, the S&C Trust and the S&C Development Company. He had wide railway interests elsewhere too, being a founder of the Cumbrian Railways Association and also the Border Railway Society, the Northern Viaducts Trust, the RCTS and others. Latterly he had become

Chairman of the Furness Line Community Rail Partnership. And he enjoyed the reunion in April to mark 25 years since the S&C was saved.

At the funeral, held in the function suite of Cartmel racecourse, many railway colleagues spoke of his quiet, yet persuasive approach, which yielded positive results. FoSCL was represented by Chairman Richard Morris and committee members Alan Glover, Paul Kampen and Pete Shaw.

Peter's wife Margaret told the large assembly how their "first date" had been planned as a walk in the Lake District but mysteriously got held up near Tebay to photograph a steam train!!

FoSCL would like to send condolences to Margaret and daughters Amanda and Louise, and to the family.

Pete Shaw

Chris Ellis

A very well-known member of the Settle community, Chris Ellis, died in September aged 86. His business interests had included the motor garage in the town, then the shop in Market Square called Car and Kitchen, now selling a wide range of gifts.

Chris was instrumental in the Settle-Carlisle Railway Business Liaison Group which campaigned to save the line from closure during the 1980s. He was part of the group who went to lobby Prime Minister Margaret Thatcher at No 10 Downing Street, presenting a report detailing how closure of the S&C would have an adverse economic effect on the Craven/Eden corridor.

Many people will remember him as the waste-paper collector who was often seen around Settle in his retirement; the paper recycling earns thousands of pounds to support the swimming pool.

The funeral was held in Langcliffe Church, near to his home.

Our condolences go to his wife, Nancy, and their family.

Pete Shaw

Jenny Holmes

We were dismayed to learn that Jenny Holmes collapsed and died in her home at Dent Stationmaster's house in late September, aged 68.

Jenny was our station adopter for Dent and had been a strong supporter of FoSCL and the S&C over many years. A well-known and well-liked lady in the Dentdale community, Jenny and husband Roy had bought the station house as a country retreat in 1977, and moved in full-time in 1982. Originally from Batley in West Yorkshire, Jenny was a trained artist and recipients of her Christmas cards will testify to her skilful talent. She met Roy at the Heavy Woollen Caving Club, and as well as caving her interests included folk music, baking – often for charitable events, and ensuring that her station was clean and tidy and that the heating and lighting was well maintained - essential facilities at England's highest mainline station, 1150 feet above sea level.

The funeral at Skipton crematorium was attended by several hundred people, from

the various strands in her life, including a good number associated with the railway.

Our condolences to husband Roy and her family.

Pete Shaw

We have also heard of the death, at his home in Lincolnshire, of Mr Frank Barnes, who was a signalman on the S&C between 1980 and 1991 – working in Appleby, Culgaith, Kirkby Stephen and Long Meg boxes.

The Friends would like to express their thanks to the late Dr Alan Johnston, of Banchory, on Royal Deeside, who has given a significant part of his railway library to be sold for funds. Notable amongst the collection are books and videos particularly relating to the last days of steam in the North West- his schoolboy home-and his younger brother, Philip [a former FoSCL Chairman] recalls the pair of them cycling to Heaton Mersey to see the LMS mainline London-Manchester expresses of their youth!

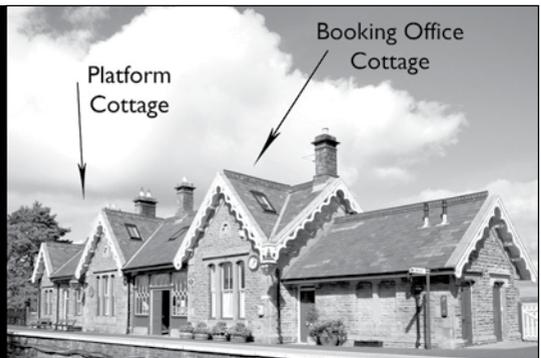
Self-Catering Holidays at Kirkby Stephen Station

SPECIAL DISCOUNT for FoSCL members

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

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

 **FREE Wi Fi for guests**



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Special Traffic Report

21st July	NMT	Heaton - Derby, test train
23rd July	67005/67006	London - Glasgow, Royal train
26th July	NMT	Derby - Heaton, test train
26th July	70802 + 56105	Carlisle - Chirk, logs
16th Aug	57313	Euston - Carlisle
23rd Aug	66526	Scunthorpe - Carlisle, welded rails
23rd Aug	NMT	Derby - Heaton, test train
3rd Sept	68002	Preston - Carlisle, light engine
13th Sept	47804/47245	York - Derby
20th Sept	47804/47786	Norwich - Appleby - Carlisle

There has been a very extensive series of steam-hauled excursions over the main summer period, with *The Waverley* on some Sundays from York to Carlisle, *The Fellsman* on Wednesdays from Lancaster to Carlisle and the *Cumbrian Mountain Express* from Euston/Crewe or Liverpool to Carlisle. The locos have included 48151, 60009 *Union of South Africa*, 45699 *Galatea*, 45231 and 46233 *Duchess of Sutherland*.

Due to the long dry period bringing a risk of lineside fires, many of these were diesel-assisted, by West Coast class 47s, 57s, 37s and, as a reminder of times past, even 37518 still in the old Inter-City "raspberry ripple" livery!

The new DRS class 68s have been seen on proving runs, either as light engines or on test prior to the onset of winter, with the large independent snowploughs.

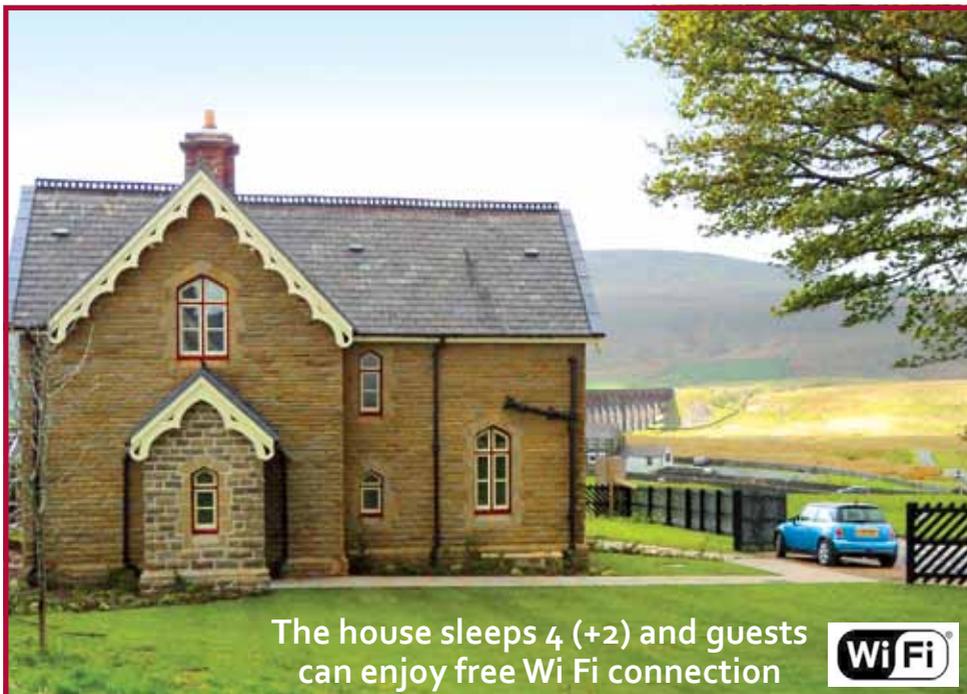
The annual Rail Head Treatment Train, or 'water jets', began to run at the end of September to try to blast leaf mulch from the railhead to prevent slipping.

Pete Shaw



The Carlisle - Chirk logs hauled through Garsdale on 18th September by 56105. For most of the Summer this train ran via the West Coast Main Line.

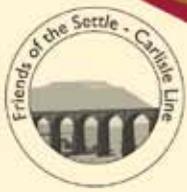
Photo: Roger Templeman



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

Discount rates for FoSCL Members

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



Friends of the Settle - Carlisle Line



**Taking the history of
the line into the future**

Moving Forward: The Line



Ribblehead viaduct



The Friends of the Settle-Carlisle Line (FoSCL)

Set up to save it; now supporting its success, is the largest rail support group in the UK.

Its volunteers see to station gardens, buildings, guided walks, publicity, On-Train Guides and much more.

We do the big and small things that make all the difference, working in partnership with the railway.



The Rolling Stock

" If I have a remaining hope it is that on the regular diesel services the operator might one day introduce rolling stock with a glass roof.

It is such a pleasure on mountainous tracks on the continent to be in a properly-designed observation car, and the unusual rolling stock provides a powerful advertisement to potential travellers that a very special train journey is on offer."

Michael Portillo April 2014

The Passenger Services

Ribblehead station



The Leeds-Settle-Carlisle Railway

Part of the Midland main line from St Pancras to Scotland, it is one of the World's greatest railway journeys.

Saved from closure in 1989, its capacity has doubled and is now busier than ever.

Carrying Anglo-Scottish passengers and tourists from around the globe, its time has come.

General Points

Settle station



" The managers of the regular train services today need to show some of the imagination that enabled the line to be saved twenty five years ago."

Michael Portillo April 2014

Friends of the Settle - Carlisle Line Prospectus

- **Maximum line speed (currently 60mph) must be increased**

It was built for 90mph! Higher maximum needed for through trains, diversions and to enable late trains to catch up.

- **Passing facilities must be provided to cope with mixed traffic, freight and passenger**

Lack of these causes big delays on such a long route.

- **It was built as a through route from London to Scotland and needs to resume that role, in whole or in part**

It is regarded as some sort of country branch line and its through potential is unexploited.

- **Tourist friendly stock of World standard needs to match World demand**

Such stock exists in the UK and should be used on the S&C of all routes.

- **Medium and long distance stock must be provided**

Commuter stock will not do for a 3 hour journey.

- **Liveried, or at least badged, stock would be welcome**

The S&C brand image is of immense value and potential.

- **The timetable has remained stagnant since reprivatisation. It needs total revision to meet today's demands**

It has big gaps and anomalies. Hourly, clock face timetable should be the starting point.

- **Connections at Leeds and Carlisle need to fit with those to London, Glasgow and Newcastle**

Through passengers are increasingly frustrated, at Carlisle especially. Blatant disconnects for Newcastle line.

- **Services to and from Manchester and other regions need to resume**

Huge unexploited market west of the Pennines. Dalesrail weekend trains demonstrate the potential.

- **Services from the Midlands and London to Scotland via the Settle & Carlisle should resume**

Built for London-Scotland. Former Glasgow train sits all day at Carlisle. Good politics just now.

- **There is a high demand for steam and locomotive hauled trains**

These trains are often fully booked despite high fares. A Jacobite style operation could work.

- **Passenger capacity must increase to satisfy tourist demand especially**

Two car DMUs consistently inadequate for increasing demand. Coach business has to be limited.

- **There must be a step change in ambitions for the line**

Saved, capacity doubled, hugely successful and here to stay.

- **It is England's third route to Scotland - the one up the middle**

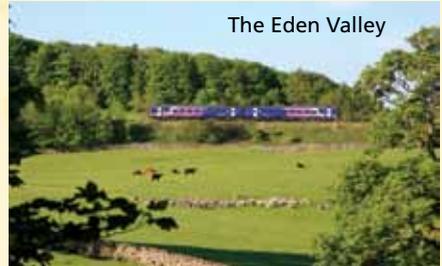
Needs to resume its role on the national strategic scene.

- **Its existence as a diversionary route should be exploited fully**

Substitution is no longer acceptable where rail alternatives exist - as with this route.

- **Its uniqueness as a through, local, tourist and freight route must be appreciated and exploited**

Nowhere else in the UK do such unexploited opportunities exist.

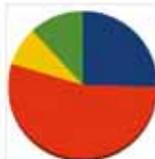


Passenger origins and destinations - Settle 2014

Origins



Destinations



The Settle-Carlisle Railway journey was awarded a 2014 Certificate of Excellence by Trip Advisor. Typical comments are:

**'A lifetime dream.
One off our bucket list.'**

**'Friendly helpful staff
and volunteers.'**

**'Wonderful in summer.
Breathtaking in winter.'**

**'If you don't do any other train
journey, you MUST do this one!'**

'This has to be one of the best train journeys you can make.'

There were some disappointments however:

**'Just need more trains and
extra carriages.'**

**'My only complaint would be
the state of the trains.'**

'The train was standard, crowded and stuffy.'

'Would have liked to get off and explore but it was two hours to the next train.'

**'Train a disappointing 3 coach diesel - surely the operators
have something bigger & more suited to this route.'**

Design by ImageRail.com

www.foscl.org.uk





Above: 48151 seen at Horton on July 30th and putting up a marvellous effort despite the 'steam ban' and the presence of a diesel pushing at the back.

Photo: Gareth Nolan

Below: 48151 and 47245 run through Garsdale on August 31st with The Waverley.

Photo: Roger Templeman



News from the Wensleydale Railway

By Ruth Annison

A highlight of WRA's AGM this year was the election of the Association's youngest-ever director to the WRA Board. Andrew Turnbull, aged 18, has been a working volunteer on the railway for four years and, thanks to training and supervision by experienced WRA members - and his own aptitude and personality - he has established a respected place for himself as a member of the train crew.

Members had been invited to send items for Any Other Business (to follow the routine formal business of the AGM) to the Chairman of the meeting at least 7 days beforehand. A longstanding member took the opportunity to raise the issue of membership recruitment and retention, with the intention of drawing attention to the need for a more proactive approach, allied to the suggestion of a Working Party to develop and expand the work. There was support for this concern by other members present (as well as thanks expressed to Andrew Gill for his continuing work as Membership Secretary). WRA Board members listened attentively and, only two days later, WRA chairman Ken Monkman took action by asking Andrew Turnbull to take on the role of membership recruitment. Combined with the subsequent announcement that 2015 (the 25th Anniversary Year of the Association) would focus on membership recruitment, this appointment is very good news indeed and both Andrews deserve our warmest support for the work ahead of them.

As 2014, the year of the 25th Anniversary of the Reprieve of the Settle-Carlisle Railway nears its end, WRA members are looking forward to marking the 25th Anniversary of the formation of the Association next year. It is not by chance that the two anniversaries are only a year apart; the 1989 reprieve triggered the start of activities to bring passenger train services back to Wensleydale. The first requirement was to bring together various interested parties - hence the establishment of the Association at Redmire Village Hall on May 23, 1990,

for much the same reasons as those that justified the saving of the Settle-Carlisle line. These included improving public transport and connectivity, to offer better access to work, leisure opportunities and the countryside - and the long-term goal of re-building the 18 mile 'missing link' of track from Redmire through Aysgarth and Hawes to re-connect with the Settle-Carlisle line at Garsdale. At the forefront of the WRA founders' minds were the potential economic, tourism and community benefits which a railway can provide. The plc, as WR's operating company, and a charitable Trust, help to deliver these aims.

Santa Specials: For information about dates, times and fares for scheduled services up to New Year's Day, Jan 1 2015, and this year's popular Santa Specials in December, phone the WR office at Leeming Bar on 08454 50 54 74 or see www.wensleydalerrailway.com (Home Page). Please note that tickets for Santa Specials MUST be pre-booked (£15); dates are Dec 6/7, 13/14 and 20-24 (steam-hauled by Joem on Dec 13/20/23/24).

Tyne Valley Line

It was announced on Wednesday October 8th that the Tyne Valley route is the latest to be designated a Community Rail Partnership.



A road-rail vehicle being delivered to Garsdale on 9th September at 08.30 (number 99709-912025-2). It worked on the line overnight 9/10th Sept.

Photo: Roger Templeman

Stay
at...

DENT

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



National Railway Heritage Award



RICS Tourism & Leisure Award 2008

BBC

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



Now
available



Snowhuts

DENT

Newly refurbished luxury accommodation with weeks available from £400



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

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

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



www.dentstation.co.uk

07824 66 52 66

Sleeper to Nowhere by Mark Rand

(this article was originally written for 'Rail' magazine)

On Monday October 6th Pat and I spent a comfortable night on the Caledonian Sleeper from Euston to Inverness. It had been on her 'bucket list' for some time and we love Inverness. We went to sleep at Euston and awoke to a new day - at Euston. We had travelled from our home in Settle all the way to London by East Coast especially to catch the sleeper there, to savour the whole experience.

I knew there had been OLE problems on the WCML south of Carlisle. Our train from Settle to Leeds had been packed with people bound for London who were using the S&C on advice given at Carlisle. Knowing that the WCML was closed I followed the story with interest via Twitter which gave cause for comfort that the sleeper would be able to take its normal route up the WCML. If not there was always the ECML and the Settle-Carlisle, used by the sleepers many times before. How ironic that would be – passing our own front door after such a trek!

At Euston there was the first hint of trouble. A footnote on the departures screen showed the Caledonian Sleeper as 'Cancelled'. The man at the information desk was puzzled. The sleeper was ready to go on platform 15 as usual he said, so off we went. The platform display board and by now the main display were proclaiming that the sleeper was 'Boarding'.

There on Euston's platform 15 was our bucket list dream – the Caledonian Sleeper for Inverness, all spruced up and gleaming, yellow door lights aglow, doors open and smartly dressed attendants alongside. The longest and heaviest passenger train in the UK looked ready for business. A steward was busy in the buffet car. But hang on – where were the passengers? Sorry, customers these days, silly me.

A First Scot Rail man dressed in black was at the centre of a small-but-getting-bigger group of people. He was the hapless bearer of good and bad news. The train was cancelled. It would remain where

it was all night. People could have their money back or could travel north the following day. The good news was that those who wished to do so could sleep on the sleeper at Euston.



Pat Rand talks to the conductor at Euston

Reactions varied from anger, frustration through stoicism to amusement. The question on everybody's lips was why had the train been cancelled? Why could it not take another route over a largely deserted rail network? It was not just the passengers who wanted answers to that one. First Scot Rail's own staff (an Inverness crew) were as puzzled as anybody, as were two DB drivers. I overheard the magic words Settle and Carlisle being muttered so broke cover. Company-speak relaxed into unburdening of frustrations about 'them'. Those in charge. Those who did not have to face the public's reaction to such a vital service being summarily cancelled.

Had Scotland not voted the way it so recently did I might have suspected this was part of the break-away.

So there we were. Sleeping on Euston Station, most considerately hosted by our excellent steward-cum-alarm-clock Andrew. In his three years or so on the sleeper he had not personally experienced an outright cancellation before. He had experienced diversions as necessary when WCML problems arose. He and his colleagues felt let down and ashamed that the service of which they were so obviously proud was failing so many people

– not just here but at pick-up points further north. Next day and thanks to Andrew’s timetable skills we got to Inverness via East Coast to Edinburgh then Scot Rail, 9 hours late but, in effect, losing a day of our holiday – and our lives.

Why was it cancelled, not diverted?

Things happen. Some things happen often. Railway people are good at coping when they do. Contingency plans will or should exist for such predictable disruptions as this. In the present case Network Rail offered TOCs the S&C as an alternative route but it was declined. No passenger trains were diverted over the S&C during this episode. Daytime bustitution ruled (whatever happened to that Ministerial pledge by the way?) First Scot Rail told me that no diesel locomotives were available at short notice for the S&C. I find that hard to believe. The notice was hardly short. Two Class 67s are needed, I am told, one to pull and one for on-train power.

I remember Richard Bowker, former chairman and chief executive of the Strategic Rail Authority telling an audience of a time when one of his team mused ‘Thank God for the miserable (people) who opposed the closure of the Settle-Carlisle line. Without them we would by now be (in serious difficulties).’* Fact is that one of the reasons the S&C was not closed 25 years ago was its huge and obvious potential as a diversionary route. Unlike the WCML and the ECML it does not have wires to go wrong. It is straighter and shallower than the WCML and is incredibly robust by comparison. It finds itself to be the only Anglo-Scottish route remaining open at times.

There are problems though - traction, paths and route familiarisation among them. When during the current stoppage of the WCML FoSCL asked Virgin to explain why the S&C was not used by them either they replied “during periods of disruption, for poor weather particularly, it is not unusual for both the WCML and S&C routes to be affected..” I beg to differ. It is highly UNusual for both routes to be affected. The S&C is incredibly robust with brand new track both ways and well over £100M of recent investment,

not to mention horribly expensive gauge clearance for Pendolinos, diesel propelled of course.

The railway industry needs to re-awaken itself to this route. Come the year end, tear out this page of your desk diaries and pin it to your office walls:



**(I have paraphrased some terminology)*

Remember that thin blue line from Leeds to Carlisle. It’s there and it’s there to stay. We and Scotland are unified too. Get your crews trained. Get your diesels sourced for spot hire. Remember why you come to work – passengers.

There are a couple of post-scripts to this holiday story.

- We woke up in Inverness on Day 2 (of 3) to the news that First Scot Rail were to lose the Scottish franchise to Abellio. I heard that with mixed feelings but it somehow seemed relevant.
- Travelling back to Settle we got to Glasgow Central to discover that all WCML services were cancelled because of OLE problems, this time at Lockerbie. We were in luck. Our Pendolino was the first southbound train to get through. On approach to Carlisle we noticed a car park full of buses. Our train from Glasgow was packed. We were among those who changed at Carlisle and struggled through the platform full of people trying to get on to the Pendolino.

To Electrify or Not to Electrify? by Mark Rand

Conventional wisdom is that electrification of the S&C, by overhead lines at least, could not happen because of the limited overhead clearance through bridges or tunnels. The Midland's loading gauge was tight, especially between the apex and the sides.

Regardless of the aesthetics of overhead line equipment (OLE) there has seemed little point in exercising our minds about it. Indeed, the absence of OLE on this line has from time to time proven to be a benefit when wires have either blown down or otherwise failed on the east or west coast main lines. The S&C has more than once in recent years found itself the only available rail route between England and Scotland. Whether they actually use it for diesel hauled diversions or lay on buses is another story.

On 24th September this year a media release was issued by the Rail Safety and Standards Board (RSSB) which challenges the limitations posed by bridges and tunnels:

Funding worth £3million has been announced for nine winning proposals to reduce the cost of electrification schemes by avoiding the need to reconstruct bridges and tunnels.

The nine successful proposals to trial innovative technology-enabled solutions are being funded as part of a FutureRailway competition managed by RSSB, and in partnership with Network Rail and the Department for Transport.

This is one of a series of competitions to promote innovation within the rail industry and enable the delivery of the Rail Technical Strategy (RTS), aiming to reduce the cost and carbon, but increase the capacity and customer satisfaction in the future railway in Britain.

The solutions to avoid reconstruction include: new design tools, innovative ways to reduce the construction depth of Overhead Line Electrification Equipment (OLE), and new track lowering and bridge jacking techniques.

Competition winners were Balfour Beatty,

DGauge, Electren, Freyssinet, IDOM, PCAT Consortium, Tata Steel, TRL and URS.

Feasibility studies will run until January 2015 after which finalists will be chosen to proceed to the demonstrator phase.

David Clarke, Director of FutureRailway, commented: "Altering and reconstructing bridges and tunnels is roughly 25% of the cost of electrification and therefore we saw this as an area worth exploring for new cost reduction opportunities. The conventional wisdom was that everything worth trying had already been tried. It is really pleasing that we are announcing the start of the feasibility studies on nine very credible but novel ideas from innovative suppliers. We hope this will in time lead to the railway being able to deliver more electrification with the funding available." Further information on this competition can be found on www.futurerailway.org

Of course, the research may confirm the conventional wisdom and the S&C could yet be found to be a suitable candidate for electrification. What then should be FoSCL's attitude to such a radical development?

My own view would be that such a development should be welcomed. FoSCL's Constitution spells out one of our seven objects as being:

b) "to encourage, support and promote the use and development of the (above) lines and associated lines".

Some are likely to be hostile to OLE on the S&C. They are entitled to their metaphorical, but not actual, view.

Heritage is important but not the be-all and end-all. Back to our Constitution:

d) "to provide new facilities or to improve existing facilities for those using the said lines"

That seems clear enough in the present context.

Frankly, whether FoSCL would support or oppose electrification plans, technology permitting, may seem to be irrelevant. It is not our railway after all. Nonetheless my experience tells me that our opinion is listened to and counts. Jolly good thing too - 25 years ago. I have a worry that there is a perception that FoSCL takes a reactionary stance when new things

are proposed or are bound to happen. Intermediate block colour light signals and radio masts are fairly recent examples. Both ruffled a few feathers - or should that be pheathers? The railway is not a mere plaything for photographers nor a 72 mile long museum. Nor are electric trains the only consideration - the S&C's gauge cannot accommodate the largest rail freight container traffic.

Paul Kampen's Editorial chucked the electrification pebble into a still pond in the May 2014 Journal and there was no tidal wave of opposition. None at all in fact. The announcement of this research brings the prospect a step nearer, maybe.

Will the S&C become a part of a 100% electrified railway or will it be part of a smaller proportion of the 10% of the system that remains unwired?

Mark Rand



Above: Class 158 diesel units hold sway on the daily S&C passenger services. Seen here leaving Garsdale on the 11th September, Northern's unit no 158 849 has had its vinyls changed after the Tour de France. Compare with the centre photo of the August magazine! Photo: Roger Templeman



Left: Paul Levet (centre) and Ruth Evans present a cheque for £710.63 to David Maidment of 'The Railway Children' on 14/8/14. These funds were raised by Paul from the running of his special charity train from Blackpool to Carlisle on Sunday April 12th.

Photo: Pete Shaw

The Tale of Armathwaite Signalbox



Armathwaite signalbox nameboard

Nearly a hundred and twenty years ago, this little place was a site of cutting edge technology, except that no one had dreamed up such a daft phrase then. By 1983 it was just about obsolete, earmarked for razing to the ground, probably by extravagant conflagration, yet by 1992, it was looking pretty perky again, and now it sports three meerkats outside, a chunky stove inside and visitors on Sundays. It's not a church, so, where am I? Yes, Armathwaite Signal Box. Except it's not really a signal box any longer, rather a micro-museum, a homage to times and workers past, but with all the levers and weights, gadgets and gizmos still in situ. It is fascinating, unique and quirky: a gem.

The signal box stands out and proud in its lively livery of Midland Railway mustard and maroon; it can be seen for miles. There are those who assert that the colour is not accurate, that something more sober was really correct, but my secret and delicate source (oh all right, Mike Carrier, one time Operating Manager for the line) tells me that the hues were authenticated by Joseph Mason, the paintmaker in Derby who supplied the Midland Railway with its colours. So mustard and maroon it is.

When Mike first looked at the signal box, with a view to demolition, the roof leaked, forty windows were smashed, the steps and the veranda were rotten, and the crucial 9 x 9 corner posts, were... I think the technical term is 'knackered'. And he'd

just retired, so he needed a project on this scale like a fish needs a bicycle. But FOSCL, in the shape of Michael Owen, the really important one, not the footballer, appealed for a stay of execution. A small, committed (perhaps they should have been, given the state of structure...) team was assembled, including retired engineer, the late Ray Ward, David Tomlinson who can turn both hands to just about anything, and local builder Peter Dixon who fixed the roof. In 1992, after two years hard labour, the signal box rose like a phoenix from the ashes it had never quite managed to become; by the late 1990's John Johnson was at the helm, and the gradual transformation from defunct workplace, to mini-museum gathered pace.



The block shelf

Now, a wealth of memorabilia is on display within. An impressive array of Block instruments, acquired privately or at auction by enthusiasts line the upper shelves alongside bells, the oldest of which dates from 1883 and came from Sheffield. Bells, of course, were absolutely vital to the safe operation of the line, and were all battery-powered – they never got round to that new fangled electricity nonsense, somehow. Still haven't – they brew up on a calor gas hob to this day... And warmth comes from a solid, shiny black stove, its coal store downstairs. In the early days there was a coal depot and cattle docks at Armathwaite too, as movement of fuel and agriculture accounted for much of the traffic on the line and opposite the signal box was the old goods shed, for storage – it's a house now, and it's called the Engine Shed, but it never was an engine shed, at all. All the buildings on the immediate

site (with the exception of the brutalist British Legion building) are constructed in that highly recognisable railway-Gothic architecture that defines the buildings along the line so elegantly.



The Midland Railway First Aid box

Photographs trace the box's history and its personnel; one shows William Smith, who worked here from 1903 until 1910; his great granddaughter visited in 2004, reaffirming the family link with the line and the box. There are Midland Railway share certificates, scrapbooks, signs and my favourite thing – the Midland Railway First Aid box, the diminutive proportions of which suggest to me that mostly, they employed very small operatives indeed. All is presided over by Tommy, who also visits schools and other organisations to spread the word about the Settle to Carlisle and its history.



Tommy keeps a good lookout.

Who is Tommy? Well, he looks real. Some contend he is real. In truth, Tommy is a mannequin, but his security value is genuine enough – anyone catching a glimpse of Tommy as the train passes through Armathwaite would be convinced that the signal box is manned night and day. And so it is, in a manner of speaking..

John Johnson is at Armathwaite Signal Box most Sundays and today I've been the guest of Ian Graham whose enthusiasm for all things signalling and railways know no bounds. He's a great teller of tales, tall and short. Got to run – the 12.02's coming in, and we have to wave at it... it's the law.

Jackie Moffatt – Writer in Residence

Arthur the Cat

Many people will remember the ginger cat which used to visit Appleby station. Bob Parmley and I called him Arthur. He once featured in a FoSCL magazine. People ask nowadays as to his whereabouts.

After leaving the station, he went to a good home with Chris and his family at Lazonby, where he made himself at home and was the boss. He was good at catching rabbits and amused the night staff at Bells the bakers, who have premises on the station, when they came to work.

I recently received a letter from Chris saying that, after a happy life, Arthur had suffered a stroke and had visited the vet for the last time.

Kath Smith

From an Australian visitor on a train from Settle to Carlisle:

“Oi came ‘arf wiy rarn this blaady world to see this blaady voidact an’ oi carnt blaady see it. Oi want moi blaady money beck.”

You can't win them all!

Settle-Carlisle Railway Mileposts Part 1: Getting the measure of things by Mark Harvey

Section 94 of the Railways' Clauses Act of 1845 requires that railway companies measure the length of their operational railway lines and install some kind of marker at quarter-mile intervals to denote these measured distances. The precise wording of the Act (which is still on the Statute Book) is as follows: "*Milestones. The company shall cause the length of the railway to be measured, and milestones, posts, or other conspicuous objects to be set up and maintained along the whole line thereof, at the distance of one quarter of a mile from each other, with numbers or marks inscribed thereon denoting such distances.*"

In addition to this statutory obligation, railway companies needed to measure distances, install distance-markers and produce distance tables / diagrams for a wide-range of operational reasons including:

- * estimating speed (before the widespread introduction of speedometers in locomotive cabs);
- * calculating freight tariffs and passenger fares;
- * reporting the location of faults, breakdowns, etc; and
- * allocating 'lengths' of track to specific 'gangs' of permanent-way workers.

To meet these statutory and operational requirements, the Midland Railway Company measured each new line as it was being built. A series of markers were then installed at quarter-mile intervals along the full length of the new line, each marker denoting the distance from the new line's 'zero-point' (usually a major station or a junction with an existing line). This resulted in dozens of 'zero points' across the Midland Railway Company's network and the original 'zero point' for the Settle-Carlisle line was Settle Junction. From time to time, new railway-related structures were added, existing structures were moved or demolished and, occasionally, new routes were opened. All of these changes required some form

of re-measurement and the subsequent alteration of existing documentation.

On October 17th 1890, in a bid to help speed-up the re-measurement process, the Midland Railway Company's Board of Directors formally accepted a recommendation from the Traffic Committee "*that a Guards Van be fitted up with an apparatus for measuring distances at an estimated cost of £85*"¹.

During the late 1890s², for reasons that have not yet been identified from primary sources, the Midland Railway Company launched a project to re-measure and re-mileage their entire network, including their main line from London to Carlisle. For reasons that are also unclear, it was decided that all routes north from the capital would be measured from a common zero point, namely the buffer stops at London St Pancras. The re-mileaging process for the Skipton to Appleby section of the route is partly documented in a series of four Midland Railway Company internal memoranda³ that were originally donated to FoSCL and which have subsequently been passed-on to the Midland Railway Study Centre in Derby. Full transcripts of these remarkable survivals are reproduced below:

Midland Railway Engineer's Department, Skipton Station. July 27, 1901. *Dear Sir, Remileage of Line. I have received a print of the new mileage posts to be erected between London and Carlisle. In due course the posts will be delivered according to the drawing and Mr McCallum⁴ is having the position of each post set out. After you receive them they want erecting at each of the pegs just in the manner shown on the drawing⁵ (which I will show you next Friday) the hole in which they are placed being filled with concrete. The existing mileage posts are not to be interfered with and must still be maintained in their present position. The new posts must be placed throughout the whole length of the route on the up side of the line. Yours truly, G Rodgers⁶*

Midland Railway Engineer's Department, Skipton Station, August 2nd, 1901. *Dear Sir, Remileage of Line When the position*

of the new mileposts has been set out by Mr McCallum's people I want you to let me have an exact list of the mile and quarter mile posts which come in tunnels as special plates will require casting and fixing in these positions and they will require some little time to make. Acknowledge receipt. Yours truly G Rodgers

Midland Railway Engineer's Department, Skipton Station, August 10th, 1901, Mr. Poyser⁷. *Dear Sir, Remileage of Line. With reference to this matter. You will be required to provide and cut the short rails to form the new mileposts. In doing this take care to pick the oldest scrap rails you can find on your district, as I believe the cast tops will fit any section. Yours truly, G Rodgers*

Midland Railway Engineer's Department, Skipton, June 11th 1902, Mr. Poyser.

Dear Sir, Remileage of Line The line has now been set out to 277½ miles, a short distance north of Appleby station. You can now arrange to have mile posts erected, but see me on Friday about the matter before you commence. Yours truly, G Rodgers

The dates of these four internal memoranda clearly indicate that the planning and preparatory works for re-mileaging the Skipton to Appleby section were being carried-out during 1901-2 and that the position of the new mileposts for this section had been marked-out by June 11th 1902. Unfortunately, we do not (so far) have any documentary evidence to indicate when the new mileposts were actually installed. However, the tone of the memoranda from G. Rodgers suggest that he was expecting it to be done without undue delay, probably during the Summer/Autumn of 1902. This is significantly earlier than the dates of 1907 and 1914 suggested by Gough⁸ and Anderson & Fox⁹ respectively, although the latter may refer to the following entry in Signalling Alterations Book No. 5: "Remilage of the Line - All the old Mile Posts removed. June 1914"¹⁰.

(To be continued - references will be added to the next instalment).

Mark Harvey

The photo shows the Midland Railway half-mile post at Horton-in-Ribblesdale with Pen-y-Ghent in the background. It signifies that Horton station is two hundred and forty two and a half miles from the buffer stops at St. Pancras using the Midland route then available. The closure of one stretch means that the distance to travel is now a little longer.

Photo: Mark Harvey



© Mark R. Harvey (2012)

Book Review

(This book can be obtained from the FoSCL webshop – www.foscl.org.uk - or from our shops at Settle and Appleby stations. It is also available from this year's Christmas mail order catalogue.)

Edgar, Gordon (2014) The Settle to Carlisle Railway, Amberley Publishing. Softback, 96pp.

It was Terry Flinders' 1981 photo collection *On the Settle Carlisle Line* that fired my youthful enthusiasm for the S&C, leading firstly to a family holiday at Selside, and ultimately to living close to the line and even being privileged to work on it. In the intervening decades there have been many other collections of S&C photographs published, as the fame of this special line has grown.

So, is there room for yet another picture book of the S&C? The answer has to be yes: Gordon Edgar has put together a splendid variety of his own train-in-landscape shots taken over the past 15 years, with new takes on familiar locations as well as seeking out the less-visited spots. As a resident of the Eden Valley, it is particularly gratifying to see that there is more than the usual token coverage of the route north of Appleby - and the more I see of it, the more I appreciate its special beauty. Unusually, there is no ordering by geography or theme, which might disconcert the purists.

Most of the photos are colour, and steam is the motive power in a majority of the views, but diesel is well represented. However, there are just two pictures

featuring DMUs: will future generations even realise that these humble creatures have been the mainstay of the line for decades? At £17 for 96 pages the book is good value for money, but colour reproduction sometimes is not all that it could be, and when three views are squeezed onto the sub-A4 size page their impact is lost. Overall, though, this is a must for any S&C lover's bookshelf - it will make you want to visit the line again, and reach for your camera too!

Andrew Griffiths

The 'Bard of Barnsley' Visits the S&C

The Settle-Carlisle Railway Development Company will be welcoming the Bard of Barnsley - Yorkshire poet, broadcaster and comedian, Ian McMillan - to Settle (or, more accurately, Giggleswick's Richard Whiteley Theatre). Ian will be accompanied by ace cartoonist Tony Husband, to create a unique evening of entertainment on Friday, 27th February 2015.

The show is called "A Cartoon History of Here", and audience members will be encouraged to participate in the creation of an original poem by Ian - fully illustrated by Tony. In this case, 'here' is the Settle-Carlisle Railway, so the evening will draw on anything S&C related for inspiration. Two top funny men cook up poems and cartoons to go. Keep an eye on www.settle-carlisle.co.uk for information.

Tickets will go on sale soon at £12.50 each. Suitable for audiences from 7 to 107.



The daily 'infrastructure train' is of special interest as it brings a variety of locomotive classes, wagons and cranes. Here on 18th September, 66303 hauls assorted 4 wheel ballast wagons through Garsdale.
Photo:
Roger Templeman

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.

Waiting Shelters

Reading Mark Rand's letter (August 2014 magazine) on the subject of station waiting shelters made me think that some of the FoSCL committee are at present out of touch with the passenger experience. It is well known that some of them are looking at purchasing Langwathby station in a joint venture with a cycle shop using the café facilities; but should not passenger comfort come first when using our funds? I agree with Mark that shelters at Appleby and Settle are needed for when the main buildings are closed. This applies also to Ribbleshead where the S&C Railway Trust wish to use the whole of the upside buildings.

Perhaps waiting shelters northbound at Settle and southbound at Appleby could be adapted so that only part of them will be left open when the stations are unstaffed; the rest of the space could be used for exhibitions etc. A similar design of waiting shelter to the current one at Ribbleshead northbound could be used for Appleby northbound, Ribbleshead southbound and Settle southbound. A job-lot could help to do this cheaper than doing it piecemeal.

Later, if funds permit, we could do something at Langwathby if no buyer comes forward. The buildings are protected so this should not be a priority.

I think that the membership should have a say on this subject.

Alan Prosser - Baildon

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

The Future of the S&C

I was interested in the comments on the electrification of the S&C line, in particular Stephen Mourton's letter about long distance trains. To keep the line as a living asset and as part of the national transport structure with updated technology, and not just a heritage line, it needs a change of attitude by the rail authorities and companies; obviously installing overhead wires would be a first step in that change.

I too would like to see the re-introduction of the Thames Clyde Express; I am sure that such a train would give added publicity nationally, such as FoSCL could not.

E.R. Morton - London

Regarding John Storer's letter in the Railway Magazine I do feel Richard Morris's response is rather unfair both to Mr. Storer and the views he expresses, as those views are ones which coincide with what many enthusiasts, railwaymen and those who lived through the dark days of the 1980's believe.

The loss of diverted traffic is particularly concerning. Even in the bleak days of the 80's and after the bustitution of what had been regular Sunday services, most Easters and May Bank Holiday weekends the S&C worked virtually block to block with diverted trains.

Then there is the loss of freight. If successive Governments had invested in clean coal technology instead of the rather inefficient wind turbines then we probably wouldn't be having this debate. Nothing we can do about that but why divert the Carlisle Chirk logs via the WCML, where it has to be looped every few miles, than send it via the S&C where it can have a clear run? An echo perhaps of the farce in the 1980s when the Gunnie cement was sent via the Lancashire houses and the WCML rather than via the direct S&C route. Then, though the traffic came back, why was the Carlisle Crewe Engineers last Autumn sent via the WCML - blaming rail head conditions - never a problem before!

Mr. Morris mentions investment which has been welcomed though essentially freight driven. However as we know investment and abandonment is part of the Railways

DNA. Think of the many mechanical signal boxes which have had vast amounts of money spent on them recently installing new double glazing - yet all will be gone in just a few years time.

When the Midland built the line in the 1870's, whilst local needs weren't totally ignored, the line was seen essentially as a major trunk route between London, the Midlands and Scotland. The growth of local traffic over the line in recent years has been terrific and much of the credit for this must be because of the Friends. But surely the long term future of the line must again in this crowded island be when it once again becomes a major trunk route.

Eddie Parker – by email

Wind turbines in the Eden Valley To Object?

To some they are obscene and objectionable obelisks; to others they are the land-bound saviours of the electricity-guzzling modern obsession of having everything plugged in at all times. As I see it, and there lots of them to see, the turbines can serve a useful purpose. However, to be economically efficient they need to be large. And it is their very size which can cause them to be considered inappropriate in certain sensitive environments. Everyone can cite examples of them being in the wrong place; and it is not simply nimbysim. In the right place they can do a reasonable job - with the right wind conditions - and be a good return on the inputs of materials used to build them and transport the electricity generated away. Ignoring the subsidy question and the costs borne by the consumers, I suppose they can provide a partial answer to our energy requirements, but only partial.

As to whether FoSCL should have objected to the Armthwaite turbine, I believe it was correct to do so. It - I hope - considered its view carefully and, especially, the turbine's impact when seen from the railway. At 77m it would have been a not insignificant feature on the landscape. Better to object now and force further consideration, investigation and discussion, than just blithely accepting what is

proposed and then bitterly regretting the decision every time it filled the carriage window for mile after mile.

It is always easy to criticize the actions of others, especially when the rest of us have not been bothered to be so active. So, thank you to the committee for 'tilting at windmills', at least you made us all sit up and take notice!

Trevor Huntington – by email

I believe the FoSCL committee were elected to decide on our behalf and I agree wholeheartedly with their decision to object to the installation of a wind turbine. I object to them ANYWHERE and they are completely out of place near the Settle-Carlisle Railway Line. Since Mr Watson thinks we should depend less on fossil fuels I hope he will not object to the use of coal on the steam trains which bring tourists and their spending power to the area.

Norma Law – by email

Living here in the deep south of Surrey I am more than content for the Chairman and the Committee to act as you see fit in local matters such as this.

As regards this specific issue I cannot improve on Rory Stewart's excellent summation. Losing the area's appeal for tourists would cost far more than the (usually exaggerated) benefits of a tall turbine. Another most interesting Journal.

Paul Whittle – by email

In the current issue of the magazine you are canvassing members views on large wind turbines visible from the line and whether this is an issue FoSCL should be involved in.

This member whole-heartedly backs the action taken by the committee on my behalf and unlike Ian K Watson I feel that this very much comes under the remit of the Friends of Settle Carlisle Line. After all, one of the purposes of the Friends is to promote the railway and encourage people to visit.

Tourists come to ride on what is possibly the most famous railway in England and to admire the scenery along the route. What

they do not expect to see are large areas of wind turbines. Let's be brutally honest, the term 'Wind Farm' is a nice touchy-feely term for what is a power station. Would Mr Watson support the development of a power station here?

While I accept climate change is taking place, it also has to be recognised that our climate is always changing. I remember back in the early 60s when some scientists were convinced we were about to enter another ice age. The science behind the wind turbines is still disputed and the wind lobby group are very good at dismissing out of hand anyone who dares to oppose them.

I do not believe that wind turbines are the answer to climate change and am increasingly concerned the way they are mushrooming all over the landscape. We have a lot in the Trent Valley and they are an eye-sore. I'd even go as far as to say they are visual pollution, but I'd rather suffer them here than on open moorland and other wild places. It is interesting that local opinion is beginning to turn against them too.

They should certainly not be built in areas like the North Pennines. I am glad that common sense has prevailed and permission has been declined.

Please continue to campaign on issues like this which do have an effect on the railway and surrounding countryside.

Eleanor Wasley – by email

I read the article in the August journal (regarding Wind Turbines) and you have my full support. Wind turbines are a blight on any landscape but especially that which is visible from the Settle-Carlisle. Our natural landscape is easily ruined by such monstrosities, as has been demonstrated elsewhere. The Lake District is another precious landscape which is constantly fighting proposals such as these.

As far as I am concerned, any ugly development which is proposed within sight of our railway should be opposed by the committee, other than, perhaps, a factory that is going to be rail-connected!

Please continue with your active militancy – the committee as a body, not just the Chairman.

As a postscript, please do what you can to preserve Garsdale signalbox. It is a gem and is the centre of the line as far as I am concerned.

Martin W. Mills - Harrogate

In the latest FoSCL magazine you ask for members views on whether you should oppose the siting of wind turbines in view of the line. I completely support your stance on opposing the one at Ainstable and any others that might be planned in the S&C corridor. They should only be in areas where they have no scenic visual impact and close to the cities that use nearly all power produced. Hopefully fracking won't be the next problem to appear in the Northern hills.

Also on your other discussions regarding the subsidy to Northern, I think it is worth finding out how this supposed high subsidy situation is arrived at. For many years in my current job I have travelled by train to work in all parts of Britain and from information on the ticket receipt (which has recently been removed with a system change) from Skipton station, it was obvious that none of the £5-6,000 a year actually went to Northern but to East Coast/ Cross Country and so on. Quite often I will use Northern trains beyond Leeds to go via Sheffield or Nottingham, rather than using the operators who get the money, as I can actually work on my laptop, which is impossible on overcrowded and crammed-in Cross Country trains. I use the S&C when I go to work in Linlithgow and it would be interesting to find out if any, or what proportion if so, actually goes to Northern for this major part of the journey out and returning. I have never really understood why Leeds to Glasgow trains go via Edinburgh which is a longer and overcrowded route. I suspect the answer is due to "Creative Accounting" to justify what they want to do to the railway system politically.

Roy Pedlar - by email

Or Not to Object?

I am inclined to agree with Ian K. Watson that the Friends should not have objected

to the wind turbines. In general, I tend to get alarmed when any organisation makes statements beyond its remit, because it loses credibility with others who don't agree.

More specifically, this is a case of environmental reasons being used against something that it is meant to be good for the environment. Usually the reason is visual intrusion ? which can be applied to almost anything new! Remember that, when they were new, the railways were seen as a severe blot on the landscape.

It would be different if the project in question involved large-scale road-building. Then the Friends would be on much firmer ground if they were to object. Fortunately, the Eden and Ribble valleys have thankfully been spared this. There might still be divergent views among members, but our argument should centre on environmental criteria. It could also rightly highlight the bias in the criteria that are used in assessing transport projects, which make it much easier for road projects to get approval than rail projects.

The environmental advantage of railways is one of our key lobbying points, so we must be generally accepting of those things that favour sustainable development, including appropriate modernisation of the railway itself.

Alan French – by email

Like your correspondent, Mr Watson, (Journal August 2014) I was unhappy at the action of Richard Morris in arbitrarily assuming that the position of the FoSCL should be opposed to the Ainstable wind turbine.

I don't propose to reiterate the comments of Mr Watson or list the arguments for renewable energy. However I would like to remind Mr Morris and those members of the Friends who agree with him, that if attitudes such as his had prevailed in the 19th Century we probably wouldn't have a Settle to Carlisle line to be Friends of.

The history of the railways in this country was continually obstructed by contemporary opposition to "the monstrous invasion" of the railway and its infrastructure. Yet 150 years later we

work tirelessly to preserve those same engineering marvels as masterpieces of our industrial heritage. If one really finds a modern wind farm unsightly it may take a leap of faith to imagine it as the Ribbleshead of the future. But it is a leap of faith worth taking for the sake of our climate and our children.

For those who cannot make that leap of faith, then they may be reassured that all independent public attitude surveys of residents living near wind farms show a majority of those initially opposed to their development become supportive of them after they are built. We can all become accustomed to changes in the built environment, but a 2 or 3 degree change in the climate that currently maintains the glory of the landscape and natural history along the SCL will result in a world few of us will adapt to.

David Baillie – by email

Just read my copy of the August 2014 No137 Quarterly Magazine and the article 'Wind Turbines in the Eden Valley'.

I am generally in favour of wind turbines in suitable places. However, I completely disagree with the action taken by the committee in objecting to the planning application mentioned in the article. FoSCL should confine itself to matters directly concerned with the railway. If I want to object to wind turbines then I would join a suitable wind turbine group.

There is a scenario for FoSCL commenting on a wind turbine planning application(s) and that is when the turbine/turbines may impact directly on the railway, e.g;

* if the turbine is sufficiently close to the railway and associated property, etc, then a risk of parts or all of the turbine falling onto the railway or any related infrastructure works, e.g. temporary roadways, impacting the railway.

* any aspect of the planning application that might prevent or preclude future railway related activities

* the movement of blades causing interference to radio signals, or signal sightlines, etc.

Trevor Wilson – by email

(Editor's Note: *This issue has stirred up strong feelings and my thanks go to all of those who have been in contact to express their views – rather than muttering darkly on trains about what "that committee" have been up to now! Regarding Garsdale signalbox, it is a listed structure so it will be preserved – but by whom? Network Rail have had to spend a lot of money to keep it in a safe condition; like the box at Blea Moor it is in a very exposed location with the additional problem that it is built into a bank and not long since there was a serious danger that it was about to collapse down the bank. At the moment it appears that the manual boxes may survive a bit longer than was thought a couple of months ago - but people will have to put some money where their mouths are eventually!*)

Political Points

It is unfortunate that Richard Morris, perhaps inadvertently, made a political point in his last Chairman's Report (Journal 137, August).

There is not, as he asserted, a desperate need to reduce (government) expenditure' but, rather a desperate need to eliminate the government's current account deficit. The deficit is caused by expenditure exceeding income. Reducing expenditure is only half of the solution; increasing income from growth or tax increases is the other half. Many of us believe that public spending has been cut too much already and that further cuts are not only undesirable but counterproductive.

The assumption that further cuts in government spending are essential is a neo-conservative principle which is not shared by many reputable economists; there are alternatives. And if a government is serious about eliminating its deficit, it cannot afford to reduce its income by cutting taxes without further cuts in spending.

M.W. Clark – by email

Young People

The letter from Jim Dixon in the August journal raises an issue which needs attention. Where are the future FoSCL members to run our activities? – i.e., the young people now between the ages of 16 and 30.

One idea adopted by several heritage societies, whether involved in transport or not, is the creation of a Young Person's Group. They could be introduced as volunteers at small events at first to prevent the all too common teenager's attitude of "boring, boring!" My previous employment had nothing to do with children so perhaps someone with knowledge of children would be useful?

I suggest a specific event during the Christmas holidays or at Easter 2015 for the 13 – 18 age group. Let us get our thinking caps on; I am one of FoSCL on-train guides and I do not think that there is anyone under 45 who is doing this apart from two or three children who come with a parent.

On the Keighley and Worth Valley Railway, the Young Person's Group has been a success, with many of the original trainees now doing regular duties. Older members were asked to donate tools which were no longer required. How about a project such as restoration on one of the stations or designing something suitable to keep waiting passengers dry at Settle after the station is closed and the waiting areas/toilets locked (as per comments by Mark Rand recently)?

Keith Preston – Saltaire

(Editor's Note: Keith raises several vital issues here and he is to be thanked for a valuable letter. Of course FoSCL has undertaken several activities to raise the interest of children recently: John Johnson and his team continue to visit schools at the north end of the S&C. They offer vital interactive activities for young children who are encouraged to handle the artefacts which John takes along – no commands of "don't touch" which are a 'turnoff' to the children. FoSCL's Educational Adviser, Joy Smith, and myself organised two FoSCL children's concerts at the Richard Whiteley Theatre, Giggleswick School, which were highly successful in so many ways – creating interest in the railways and the history of the S&C, giving children music & singing

coaching from a professional – Paul Dyson – and teaching them to work together on a public performance of quality music which builds self-confidence, teamwork and an interest in an artform which is creative and not manufactured to give a cheap thrill on TV.

However, what Keith is suggesting takes us on to another level – an organised children's group. Two things to ponder – how far should we organise it for the children as opposed to asking them what they would be interested in doing? And be warned: those of us who have CRB and/or DBS certification (in my case both) and also CPA (Child Protection Awareness training) will know that all involved would need this. Neither FoSCL nor its individual volunteers would be able to apply for, or organise this without going through an approved agency; there would be a lot of hoops to jump through).

Jimmy Richardson

Jimmy Richardson would have loved that last hooting and whistling of the trains. I was introduced to him by his late colleague Oliver Shepherd, also a long-term signalman at Culgaith. I must be one of very many who 'clicked' at once with Jimmy, who invited me to spend a day with him in his box, where he shared his sausage sandwiches with me and regaled me with amusing and instructive anecdotes.

I remember that day vividly. He let me move some levers, and asked me to go outside to give a 'thumbs up' to southbound drivers emerging cautiously from the tunnel. This signal was in place of the proper one, where a wire was faulty and awaiting replacement! Later, I recall an awesome mouth organ recital on Appleby Station. Jimmy was a lover of life, a generous and contented man who epitomised the proper 'old' tradition of service. He will leave a wealth of happy memories with all of us who knew him.

Ken Veitch – by email

Rear Cover Images: More winter views of the S&C.

Above: At Mallerstang. Below: Daybreak at Kirkby Stephen

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