

SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
November 2015
No 142

Price £2.50



New quarry connection takes shape!

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Hon. Sir William McAlpine Bt.

Vice Presidents: Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Ron Cotton; Ann Cryer; David Curry; Philip Johnston; Eric Martlew; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; Gary Waller; David Ward.

Chairman: Richard Morris - richard.morris@settle-carlisle.com

Committee:

Douglas Hodgins * (Vice-chairman & Futures Group Representative) douglas.hodgins@settle-carlisle.com

Stephen Way (Treasurer) stephen.way@settle-carlisle.com

Paul Kampen (Secretary & Editor) paul.kampen@settle-carlisle.com

Peter Davies (Membership Secretary) peter.davies@settle-carlisle.com

Ruth Evans (Volunteers Co-ordinator & Events Organiser) ruth.evans@settle-carlisle.com

John Johnson (Armathwaite signalbox & Carlisle representative) john.johnson@settle-carlisle.com

Paul Levet (Business Development Co-ordinator) paul.levet@settle-carlisle.com

Rod Metcalfe (On-train Guide Co-ordinator & Technology Adviser) rod.metcalfe@settle-carlisle.com

Phil Moorhouse (Insurance Consultant) phil.moorhouse@settle-carlisle.com

Pat Rand (Customer Relations, Trading & Settle Shop Manager) pat.rand@settle-carlisle.com

Pete Shaw (Magazine Mailing Co-ordinator) Telephone 01274 590453

Nigel Ward (Solicitor) nigel.ward@settle-carlisle.com

* Indicates that these members were co-opted after the 2015 Annual General Meeting in accordance with the FoSCL constitution.

Postal Addresses: Chairman: Richard Morris – 10 Mill Brow, Armathwaite, Carlisle CA4 9PJ

Secretarial Enquiries, Hard Copy for the Magazine and General Postal Enquiries:

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

Enquiries about **Membership:** Peter Davies - 5 Dewhirst Road, Brighouse, W. Yorks HD6 4BA

Enquiries about **Volunteering:** Ruth Evans - 49 Kings Mill Lane, Settle BD24 9FD or email as above.

Enquiries about the FoSCL **Appleby Shop:** Kath Smith, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF

Telephone Numbers: Telephone Enquiries about **FoSCL Matters Only** may be made to:

Paul Kampen (01274 581051) or Richard Morris (01697 472084).

Other FoSCL Contacts: FoSCL website: www.foscl.org.uk

David Singleton (**Guided Walks Co-ordinator**): david.singleton@settle-carlisle.com

Joy Smith (**Schools Liaison Co-ordinator**): joy-smith@blueyonder.co.uk

Nigel Mussett (**Historian**): nigelmussett@Gmail.com

Other Useful Contacts: Settle-Carlisle Partnership **Website:** www.settle-carlisle.co.uk

Northern Rail: Customer.relations@northernrail.org or telephone: 0333 222 0125

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

NEXT MAGAZINE: Copy date for the February 2016 magazine will be Saturday 23rd January. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at: paul.kampen@settle-carlisle.com. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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: A general view of the approach curve between the S&C down line and the Arcow Quarry. Quarry dumper lorries are reversing down a slope with fill material being used to level the track bed. The eventual rail height will be the same as the main line. The connection to the main line will be at the top left in the picture. To the bottom right preparatory work is being done for a Midland railway footbridge over the new line which will carry an existing bridgeway. The green fencing centre right is to protect great crested newts from harm. Photo: Mark Rand

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

While we're still waiting for the Department for Transport to announce the winning bidder to take over from Northern Rail in April 2016, this is a good time to take stock. We know what the base passenger service will be for the length of the next franchise: a guaranteed somewhat improved Leeds-Carlisle service. We're not allowed to know what's in any of the three bids, but rumour has it that all three bids have improved on the basic specification laid down in the Invitation to Tender. We live in hope.

On 7th September I made a presentation to the Settle-Carlisle Line Association on where we now stand. In a nutshell, I said that the passenger service is guaranteed till the end of the next franchise, and that Network Rail tell us the line is safe until at least 2043. So can we now simply sit back and let events unfold? Maybe, but there are some worrying trends: freight has suffered a sharp decline with the virtual cessation of coal traffic since the end of March, passenger numbers may be reducing though thankfully it appears that fare revenue is up, and behind the financing of the railways lurks the Treasury. We're told that the billions that are made available to Network Rail as an annual lump sum will in future be shared out among the Train Operating Companies instead, and they will decide what infrastructure maintenance and improvements will be paid for. There must be implications for the S&C here.

To summarise the view of the Association, whose council includes some well-respected former railway industry employees: we shall need to work in partnership with the new franchisee to identify ways in which we can deliver further benefits. Incremental improvements in services are more likely to be achievable therefore we should identify opportunities to discuss with the franchisee. We need to develop advocates, eg MPs etc, but we need to be clear what we are asking them to support.

Now there is a school of thought that says FoSCL needs to become a pressure group again. So in response to this I sent an email around the Committee and a number of other people, in which I said that in my opinion FoSCL ceased to be a campaigning organisation in 1989 and if anyone had evidence to the contrary I'd be delighted to hear it. Nobody responded so let's assume that's the case. That's not to decry FoSCL's phenomenal contribution over the years in supporting the line and our partner organisations, both by voluntary work and financial support. We have been a highly successful support organisation, and on occasions user group as well during this period. But should there be a need for a future campaign, someone within FoSCL will have to take this on – and at present there's no-one in the frame. Food for thought.

We've recently been carrying out passenger surveys on some trains. We want to update our understanding of the type of passenger we have – tourist, business, long distance etc - why they choose to travel on or via the S&C and how important speed and connections are to them. Not only do you have some fascinating conversations with passengers, but the resulting data are interesting too. For a start, individual tourism is alive and well: a high proportion of passengers in September were taking a day trip on the S&C, some for the first time. We've also revisited a comprehensive passenger survey that we undertook in 2011, and in the past four years there's been an increase in the proportion of through travel to and from Scotland.

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.

Our Membership Secretary, Peter Davies, has announced that after 18 years of devoted service to FoSCL, he wishes to stand down as Membership Secretary and from the Committee at the next AGM. He has played a key role in handling membership applications and renewals all this time, and without his untiring dedication our organisation would simply have ceased to function. We all owe him an enormous debt of gratitude.

A progress report on one of the items in the last Journal: Network Rail have offered to plant trees to replace those felled along the Settle-Carlisle Line in Cumbria in recent years, but gave us the job of finding suitable areas of community owned land where they could be planted. Working with Cumbria Wildlife Trust, I've identified two or three suitable areas and I hope to be able to bring all interested parties together in the next few weeks.

A nice excursion on the newly reopened Borders Railway on 15th September with Julian Palfrey, Publicity Officer of the Cotswold Line Promotion Group. CLPG have been very supportive of FoSCL over the years and we take every opportunity to keep the relationship going. Julian was spending a few days staying at Ribbleshead, so I suggested he come up to Armathwaite on the train and I'd drive him to Galashiels – well, we could have taken the X95 bus from Carlisle (still described as a rail replacement bus after nearly 50 years!), but we'd never have got Julian back to Ribbleshead the same day! In the event it worked well: we caught the 1332 from Galashiels, had all of half an hour at Waverley station and came back. Lovely to travel on a brand new railway line which is already well patronised. And how does the scenery compare? There's a nice view of the Pentland Hills for a few minutes around half way and the countryside is pretty at the southern end, but the approach to Edinburgh is boring suburbia. Sorry, Scotland, but scenically the S&C beats the Borders Railway hands down. So a message to whoever is in charge of railways in England (is anyone?): can we please have a Scenic Trains Initiative as specified by Transport Scotland for the new Scotrail franchise?

Which brings us on to Club 55: working with RailFuture Scotland (FoSCL is a member of the Yorkshire branch) we've been putting pressure on Abellio/Scotrail to reinstate this wonderful concession of return travel from Carlisle to anywhere in Scotland for just £19. With the approval of the FoSCL Committee, I've written to the MD of Scotrail and the Scottish Transport Minister to ask for it to be reinstated. But why is your Chairman taking such an interest in Scottish matters? In this case quite simply because people in Cumbria and West Yorkshire have raised it as an issue so as a user group we need to take action. And who knows, one day we may be able to travel all the way from Leeds to Edinburgh via a reopened Waverley route, with affordable fares!



Julian Palfrey, Publicity Officer for the Cotswold Line Promotion Group, sampling the newly re-opened section of the Waverley Line on 15th September. One day in the near future will it be possible to use this route again all the way from Leeds and points south up to Carlisle and on to Edinburgh?

Photo: Richard Morris

Editorial

The letters pages in the August magazine created quite a stir both inside FoSCL and in other organisations. Well then, they did their job! Some of you have made it clear privately that you did not like certain aspects of the debate at all and to those people I express a sincere apology.

More letters touching these topics can be found in this issue. To summarize: nobody wants cuts to local services, nobody is advocating cuts to local services and there is no reason why we should get cuts to local services. So there we have it - enough said. The committee would be very pleased if we moved on to other matters now.

Nevertheless, I would like to highlight once more the need to continue to 'sell' the S&C in the 21st century. We would all agree that there are only two ways to move - forward and back. Stasis is not an option and I for one know which way I want to go. This was brought to me forcefully in the shape of a Facebook posting from an old work colleague. He had used the S&C in order to take advantage of the cheaper fare option when he needed to travel from Leeds to Glasgow where he gave a lecture at the University there. I will spare you all the gory details of his message: sample quotes are "the train was an old rattletrap and crawled along", "they still use signalboxes - are those for real or for tourists?" and - the punchline - "by the time that we got to Carlisle I thought that I must know the name of every s.....g sheep that we met on the way!" He was rewarded by several 'likes' and serious enquiries as to why he had used the train at all rather than his car and the M62 and the M6. Yes, I too had a good laugh with him (the person who wrote it is eminently witty). However there is also serious point: despite our many differences we all know and love the S&C and want it to thrive. But to do this the line must attract custom from those who simply want to get from A to B as quickly as possible on a reliable, comfortable, safe and efficient train. Their money in the farebox is as good as anybody else's and that revenue is vital to ensure that everybody gets the service that they need. And of course it also shows how electronic communication - especially social media - now has so much influence over all of our activities - for good or for ill!

The committee has decided to elect a Vice Chairman, having not had anybody in that role for over a year. We were delighted when Douglas Hodgins took on the task which is to chair meetings in the Chairman's absence.

The committee, with regret, has had to accept the resignation from its ranks, due to serious illness, of Dr Chris Butler. Chris was a member of the committee for a few months only but, during that time, made a very positive contribution in the all-important role as Health and Safety Officer and his help and advice in this much-maligned field has put us on a much more secure footing as a voluntary group undertaking a myriad of tasks around the railway. Chris will continue as an on-train guide and as a steward on steam specials and we hope to meet up with him often when he is out and about on the line.

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

Dates for Your Diary

Saturday December 5th - FoSCL Christmas Lunch at the Falcon Manor, Settle (see page 6).

Saturday December 12th - Open Day at Settle Station (see page 6).

Saturday April 16th 2016 - FoSCL AGM, Hallmark Hotel, Carlisle (see the AGM notice on page 4).

FoSCL Notes



AGM Notice

The 2016 Annual General Meeting of FoSCL will be held on Saturday April 16th in the Hallmark Hotel, Carlisle (just outside Citadel station)

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

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

Tea and coffee will be available from 11.15

The formal business will commence at 11.45 hrs.

There will be a break for lunch after which, at 14.15 hrs, the speakers will be Alex Hynes, currently Managing Director of Northern Rail, and Simon Walton, - ex Chairman of the Campaign for Borders Rail.

Agendas, minutes of the 2015 AGM and confirmation of other details will be contained in the February 2016 magazine.

Paul A. Kampen - Secretary
November 1st 2015

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.

Membership Matters

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

Mr A. R. Goode - Bingley.
Dr W.R. (Bill) Mitchell MBE, Settle.
Mr Colin Rhys Parry-Jones, Aberystwyth.
Mr John Wiseman, Chesham.

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

Peter G. Davies
Membership Secretary

Sales Department

Members receiving this issue of the S&C Journal by post should find enclosed a second copy of our 2015 postal sales list. Those who receive the journal by email will also find a PDF file of the list as a second attachment.

For a much more comprehensive list of what can be purchased from FoSCL please

see our webshop at:

www.foscl.org.uk

This is the quickest way of obtaining items from our catalogue - orders are normally processed within five working days of receipt by our Trading Manager. Orders placed by post are processed as soon as possible subject to the availability of volunteers.

Some members ask if they can pay for items by credit card: this is possible by phoning to arrange a 'customer not present' credit card transaction (01274 581051). ***Please do not send your credit card details by post*** as this makes you very vulnerable to fraud.

All items in our sales catalogue can also be purchased from our station shops at Settle and Appleby; core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and Fridays and Saturdays plus steam train days according to the availability of volunteers (Appleby).

Paul A. Kampen - Hon. 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 £17.*

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

RENEWING AN EXISTING FoSCL RAILCARD:

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

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

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

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

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

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

Christmas Events 2015 Christmas Lunch

This year's FOSCL Christmas Lunch will be held at the Falcon Manor Hotel in Settle on Saturday 5th December. The hotel is within walking distance from Settle station – further information about it can be found on their website: www.falconmanor.co.uk.

This year, the **speaker** for the lunch will be **Nancy Edmondson** who will recount her experiences of growing up just after World War 2 in the isolated Blea Moor cottages on the S&C.

Holding the lunch in Settle allows us more time at the hotel and we are therefore hoping to arrange the speaker to talk to us after lunch, before returning to Settle station in time to meet trains returning to Leeds and Carlisle. There may also be scheduled bus services serving the local area which stop at or near the hotel; and there is plenty of room for parking at the hotel.

Booking forms for the lunch can be obtained by emailing pgmoorhouse@gmail.com; or by phoning 07917 245844. The cost remains unaltered at £25 per person for three courses, with choices to be made from the menu below:

Curried Parsnip Soup
with crème fraiche and croutons

Rillettes of Smoked Mackerel
with roast lemon dressing, cornichons and granary toast

Pressing of Pork
with apple puree, roast fig, miniature leaves and toasted soda bread

Grilled Kidderton Ash Goats Cheese
with toasted brioche, red onion marmalade, watercress & shallot salad

.....
Traditional Roast Turkey
with apricot, sage and chestnut stuffing and all the trimmings

Daube of Beef with truffled pomme puree, beef dripping and mustard croustade, buttered greens

Roast Back of Hake
with leek, potato and shellfish chowder

Vegetable Pithivier with spinach, mushroom and ricotta
served with roast tomato sauce

.....
Christmas Pudding
with brandy sauce

Lemon Posset with ginger biscuits and winter berry compote

Chocolate Truffle Cake
with praline and Chantilly cream

Selection of Yorkshire and Continental cheeses with chutneys, grapes and crackers

.....
Coffee or Tea, Mince Pies and Petit Fours

Phil Moorhouse

Open Day at Settle Station - December 12th

As always, the Christmas lunch will be followed a week later by the annual open day at Settle station. Please come along between 10.00 and 16.00 to meet local residents, visitors to Settle, FoSCL members and committee members. There will be sherry, mince pies, live music from Settle Voices & the Opera North Horn Club and general conviviality. **All welcome!**

Paul A. Kampen - Hon. Secretary

Settle Signalbox Repainting

After four summers and ninety-two window panes the repainting of the outside of the box has been completed. We did initially seek quotes from local painting/decorating firms. All said it was too big a job. So it was Hobson's choice.

The photograph shows L to R painters and refurbishers, Ged Pinder; David Hope; Robin Corbett; Bob Swallow and Dave Freer atop the newly painted steps. Not present yet equally involved were Robin Benzie; Jim Pope; Trevor Robinson and Malcolm Sissons.

Bob Swallow



Can You Get More Involved With FoSCL?

Membership Secretary Required

With Peter Davies' decision to stand down at the 2016 AGM, there will be a vacancy for the post of FoSCL Membership Secretary. To date this has been filled by a volunteer and we would hope that someone from among FoSCL's 3,200 members would be prepared to take it on.

The main duties of the Membership Secretary are:

- administration of the FoSCL members' database
- dealing with membership queries by email, phone and post
- administration of the FoSCL Dales Railcard scheme
- banking of cheques received
- reporting back to the FoSCL Committee

This will require a commitment of at least two days per week, with extra hours required each quarter for printing of magazine distribution cards and database quarterly update.

While the ability to use a computer is required, a high level of computer literacy is not a pre-requisite. Attention to detail is important especially when recording members' data.

Full training will be provided and support is available from among the FoSCL Committee members.

While the membership system will be located in Settle, within easy walking distance of the station, much of the admin work can be done remotely using the internet. Depending on the availability of premises, it is hoped that the system could be operational in Settle from early 2016. There will be a phased handover by the existing Membership Secretary, who has offered to remain as an advisor.

To apply, or for further information, please contact FoSCL Secretary Paul Kampen **by email only please** at:
paul.kampen@settle-carlisle.com

Health and Safety Officer Required

Over the past few months an extensive review of all FoSCL's activities has been undertaken with a view to assessing the Health & Safety implications in each case. This review will be concluded before the end of the year.

Thereafter, FoSCL requires a Health and Safety Officer to monitor the various groups and to make safety recommendations if and when required. The H & S Officer will report directly to a designated Committee Member and will not be obliged to join the FoSCL Committee.

The post will require a modest commitment of, at most, two days per month. Where travel is required then assistance will be given. It is essential that the applicant has basic computer skills and it is envisaged that our H & S records will be housed in our new office in Settle, opening in early 2016.

While no other qualifications are required some first aid/medical knowledge would be an advantage.

If you are interested kindly contact RUTH EVANS in the first instance at:-
ruthevansltd@hotmail.com

Photographers - We Need Your Photographs!

For many years now the Journal has been able to include a selection of well taken and interesting photographs. However, in recent times, the number of contributors has fallen sharply and were it not for one well known individual, we would be really struggling for good material. This is an appeal to you the members, if you wish to submit any of your work, be it steam or diesel trains on the S & C, events at stations or indeed at towns or villages along the line, then we would be delighted to consider your work. In this digital age it is essential to send only hi-res images, these reproduce to a much higher standard, and can easily be included in the magazine.

Kindly send your images to:
paul.kampen@settle-carlisle.com

Winter Offers

Winter Offer for Dales Railcard holders on the Settle-Carlisle Line: Northern Rail's winter offer will be available on the Settle-Carlisle line including between Carlisle and Brampton/Wetheral (on the Tyne Valley line) between 1st November 2015 and 19th March 2016 excluding the following dates: Saturdays and Sundays 5th-6th, 12th-13th, 19th-20th December 2015 and Saturday, 13th- Saturday 20th February 2016.

There will be no restrictions on the time of travel and a flat fare day return ticket will be available to Dales Railcard holders for £9.00 per person. Up to four children can accompany a Dales Railcard holder for £4.50 each

The conditions of the Dales Railcard apply but you should note that this offer is only available for travel on the Settle-Carlisle line including Brampton and Wetheral (and does not extend to travel on the Leeds-Morecambe line)

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

This day return ticket cannot be purchased online and must be purchased from a manned station or from the conductor on the train.

Correction: Settle Carlisle Mini Timetable:

Please note that the tiny timetable currently in circulation contains an error and it should indicate that the 17.00 train from Carlisle to Leeds on Sundays is operating throughout the period of the timetable. The 17.57 will not be running.

Winter Offer for Dales Railcard holders on the Bentham Line: Northern Rail's winter offer for the Bentham line will be available on the Morecambe/Lancaster-Leeds/Bradford Forster Square between 1st November 2015 and 19th March 2016 excluding the following dates: Saturdays and Sundays 5th-6th, 12th-13th, 19th-20th December 2015 and Saturday, 13th-Saturday, 20th February 2016.

There will be no restrictions on the time of travel and a flat fare day return ticket will be available to Dales Railcard holders for £7.00 per person. Up to four children

can accompany a Dales Railcard holder for £3.50 each.

The conditions of the Dales Railcard apply but you should note that this offer is only available for travel on the Leeds/Bradford Forster Square-Morecambe route (and does not extend to travel on the Settle-Carlisle line)

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

This day return ticket cannot be purchased online and must be purchased from a manned station or from the conductor on the train.

Winter offer for WYPTE Metro card/pass holders: Available for travel on the Settle-Carlisle and Leeds-Morecambe lines, the offer will be valid between 1st November 2015 and 19th March 2016 (excluding 13th – 20th February 2016 inclusive).

Starting from any station Bradford Forster Square/Leeds-Steeton & Silsden inclusive or from the Wharfedale line (Ilkley-Bradford Forster Square/Leeds), the offer is valid on all trains. However, the offer is only available on weekdays to holders of Metro issued (Elderly and Disabled) ENCTS passes. The cost of the flat fare adult day return ticket will depend on the journey being taken and varies from £11.50 to £13.50 per person. Each adult can be accompanied by up to four children (50% of adult fare). More details will be available on the Metro website www.wymetro.com

Christmas/New Year: On the Thursdays from 19th November to 17th December inclusive, an additional service will run from Carlisle to Kirkby Stephen and return.

At the timing of writing, the train times have not been confirmed but are expected to be similar to those in previous years. It is likely that the train will depart Carlisle just before 9pm stopping at all stations to Kirkby Stephen. The return journey will depart Kirkby Stephen about 10pm. When confirmed, the times will be available on the [settle-carlisle](http://settle-carlisle.com) website.

So why not go to the cinema or for a meal in Carlisle, enjoy late night shopping or take advantage of a later connection when

travelling from elsewhere in the country. Or if you live in the Carlisle area, why not visit one of the pubs or restaurants in one of the villages in the Eden Valley. Trains will not be running on 25th and 26th December and no services operate between Carlisle and Newcastle on the Tyne Valley line on 1st January.

Anne Ridley - S&C Dev. Co.

Decorating Ribblesdale Visitor Centre

If you've who come to Ribblesdale recently then, maybe, you've enjoyed the Visitor Centre and had a cuppa in the café before continuing your journey. Whilst sat at your table you may have glanced around and seen that the decorations are looking rather tired and in need of a lick of paint. This winter, between Christmas and the Easter reopening, we intend to re-decorate as much of the Visitor Centre as we can, beginning with the café area. The S&C Trust have agreed to fund the work and we hope that much, possibly all, of the work can be done by volunteers.

All materials, tools and equipment will be provided. We'll provide disposable overalls and gloves if needed. If you have basic DIY decorating skills or more specialist skills you will be very welcome to join us for work and good natured banter. There is work for the agile and the not so agile and we promise to find a suitable job for everyone who joins us! When we know availability we'll schedule the work on both weekdays and weekends to give maximum opportunities to get involved.

Working inside the Visitor Centre will be dry, warm(ish), and Ribblesdale is easily reached by train. Hot drinks will be provided – all you'll need is a packed lunch. This will be a good opportunity for members of FoSCL, the Trust, S&C Properties Ltd and others to work together on a worthwhile out-of-season project. Contact me on 01524 761169 or by email on nick@monkeybeck.com if you would like to know more or to volunteer.

Nick Pearce

Facelift at Horton and Kirkby Stephen

This summer has seen both Kirkby Stephen and Horton-in-Ribblesdale station buildings, both leased from Network Rail by the S&C Trust/S&C Railway Properties Ltd., externally repainted. This was the first major refurbishment project for the recently re-launched S&CRP Ltd, the property management arm of the Trust, and our emphasis was on finding local firms able to work cost effectively and safely alongside the operational railway. Kirkby Stephen is one of the larger station buildings on the line and, under Trust management, has been sub-divided into two holiday cottages and a large meeting room. The woodwork was in generally sound condition but the paintwork had become tired and shabby. With each of the large windows having over 100 separate panes of glass the work is fiddly and time consuming. With very few holiday booking voids in the summer, and unpredictable weather, works could not be scheduled for times when the building was unoccupied. Our lettings team and Sissons Decorators, our contractor, worked hard to ensure that our guests were disturbed as little as possible.

By contrast, Horton-in-Ribblesdale is a small station simply subdivided into a meeting room, occasionally let to local societies, and an office/storage area let to a valued long-term tenant. Unlike Kirkby Stephen, the woodwork appeared to be in good decorative order but the shiny paint concealed extensive rot in windows, frames, bargeboards and soffits. The building also had missing roof slates and damaged guttering.

Having investigated the cost of woodwork renewal we concluded that, whilst preferable, this was significantly beyond our available funds. Determined to find an alternative we selected a resin repair system increasingly used to life extend architectural wooden features by, amongst others, the National Trust. Using this system, rotten timber is carefully cut away using a hand held multi-cutter and the affected area is soaked in resin to stabilise the wood and inhibit any residual rot.

Using a combination of new wood and plastic moulds cut to the profile of the lost timber, the architectural shape is carefully recreated using layers of stiff resin. Once hard, the resin and wood are sanded and painted alongside areas of remaining sound timber. Our contractor, Different Strokes, completed a very thorough job and it is not at all easy to see where the repairs have been made. Time will tell, but we're hoping for a life extension of about 10 years before the failed areas need full replacement.

Looking to the future, we'll focus our efforts in 2016 at Ribbleshead where the station needs both external painting and a facelift for the very tired decoration within the Café and Visitor Centre. Once we have brought our portfolio of buildings into good decorative order we will introduce a regime of condition based maintenance with frequent preventative repainting of exposed areas, particularly the Western elevations, and

less frequent attention elsewhere.

This year's maintenance programme was helped immensely by our caretakers, our cleaners and by Rachel Griffiths who each liaised closely with our holiday guests and tenants throughout the work. Thanks also to the directors of the S&CRP Ltd who helped shape and manage the summer's work.

Nick Pearce



Horton-in-Ribblesdale station looking resplendent with new paintwork.

Photo: Nick Pearce

Self-Catering Holidays at Kirkby Stephen Station

NEW higher discount for FoSCL members!

10% off any booking, for any dates between now and the end of 2016.

**Phone Rachel now on 01768 800 208 to reserve your stay
or visit the website at www.sandctrust.org.uk/stayatastation/**

(please have your membership number ready and note that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised)

**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 



New Quarry Connection

Our cover photos show work in progress to restore quarry traffic to the Settle-Carlisle Railway. This connection should be in operation early in the New Year; trains will leave the quarry and travel north to Blea Moor for the locomotive to run round using the loop. As there is currently no signalled move from the 'down' line to the loop, new signalling is being installed there controlled from Blea Moor signalbox.

A quote from quarry manager Mick Lambert:

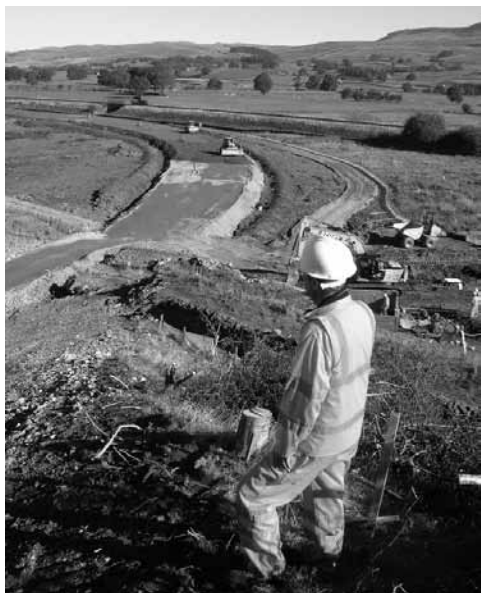
"This is tremendously good news for us - and for our customers. We have waited so long for this to happen. Having the railway on our doorstep and not being able to use it has been absurd."

Engineering Works at Kirkby Thore

Passengers on the S&C cannot fail to have noticed a severe speed restriction caused by a geological fault (a sink hole) near to Kirkby Thore. For some time Network Rail have been working to solve this problem.

The photo below shows the stone bunds and grouting platform running along the sides of the embankment, they were constructed to allow access for the drilling rig up to the side of the embankment.

The picture right of the tubes protruding out of the ground are the grout tubes which have been drilled to various depths below the embankment, once drilled a cement grout is injected under pressure to fill any underground voids encountered by the drilled hole.



Above: Lafarge Tarmac's quarry manager Mick Lambert surveys the works from the top of the quarry bund through which a massive cutting has had to be made.

Photo: Mark Rand

Photos below are by courtesy of Network Rail.



New Winter Bus Times

Several bus links are introducing new timetables for the winter period so please check your times before setting off at www.dalesbus.org or pick up a leaflet from your local station.

Little White Bus Mon - Sat services from Hawes to Leyburn and in Swaledale are expected to be revised but the Mon - Sat service from Garsdale Station to Hawes is unchanged and demand responsive facilities are still available to meet any train. Please ring 01969 667400 or 0781 698 6448 to book your trip. Good news is that the Sunday buses in Wensleydale including the Garsdale Station to Hawes link will be running throughout the winter following new funding from Richmondshire District Councils and some Parish Councils en route.

The Western Dales Bus Saturday link from Dent Station to Dent, Sedbergh and Kendal will continue throughout the winter; if the Coal Road is impassable the bus will wait at Cowgill for passengers to walk down the hill! See separate article on the new bus.

Mon- Sat services continue through the winter from Skipton to Settle, Giggleswick Craven Arms (for Station), Austwick, Clapham Village, Ingleton and Kirkby Lonsdale connecting with many trains at Settle or Giggleswick but the poorly used Sunday service has been withdrawn. This service will be reviewed again in April.

Saturday buses run from Skipton to Malham and to Harrogate via Bolton Bridge and Blubberhouses. Together with a new trial Saturday service to Embsay, both ends of the E&BA Steam Railway are now served by buses on Saturdays.

Daily buses run from Skipton to Grassington with some extensions to Buckden but these will be reviewed in April as part of NYCC's budget cuts.

Dales Rambler tickets combine train and bus travel in Wharfedale (daily) and to Malham and Blubberhouses (Sat only) and are a real bargain - get yours at your local Airedale or Wharfedale station.

Why not combine a winter trip up the S&C with a classic bus ride from Kirkby Stephen Station every Wednesday to Barnard Castle? The bus connects with

the 0849 from Leeds and offers time to visit Bowes Museum or browse the market stalls.

Feedback on bus services is always welcome. Please e-mail me at: john.disney@ntu.ac.uk or give me a ring on 0115 9322356.

New Winter Shorter Guided Walks

FoSCL are working with DalesBus Ramblers to offer some additional shorter Guided Walks in and around the Skipton / Settle / Malham area accessible by train and DalesBus. Forthcoming walks are on Dec 12th from Malham to Settle (arriving in time to visit the Station Open Day) and on Jan 9th from Gargrave to Malham. Details are on the FoSCL website and at www.dalesbusramblers.co.uk or look out for the new leaflet.

Western Dales Bus News

The Western Dales Bus has achieved a major milestone with the acquisition of a new 16 seat bus with low floor disabled access. This has been made possible after a fundraising effort and grants from the Big Lottery including a generous contribution from FoSCL. This will ensure continued operation of services over the next few years.

The new bus inauguration was held in Sedbergh on Wednesday 14th October attended by Stephen and Susan Way as FoSCL representatives. The task of ribbon cutting fell to one of the local regulars watched by a number of Sedbergh townfolk. However, such is the need that the new bus has already been pressed into service and passengers have remarked favourably upon the superior ride and overall comfort now provided, a necessity on some of the local roads. The slightly larger capacity will be a major benefit.

As many will already know the bus is entirely run and driven by volunteers and has successfully operated the all-year Saturday and summer Sunday service from Dent Station to Dent village, Sedbergh and Kendal since 2011. The volunteer drivers are required to undergo mandatory MIDAS training augmented with advanced training

with a commercial vehicle training school. The highest standards of passenger safety are strictly adhered to and, as with any scheduled bus service, comes under the watchful eye of the traffic commissioner. This is surely the first time that the FoSCL logo has been applied to a bus and will be a reminder in years to come of the special relationship between the two organisations. Indeed, without the FoSCL contribution to the project we might not have succeeded!



be delighted to hear from you! It really doesn't matter if you've not done this before as training will be provided.

In any event please come along and use the new bus as this is an excellent means of reaching Dentdale and beyond, whether for winter walking or perhaps a Christmas shopping trip to Kendal. The bus currently leaves Dent Station at 10.20 on Saturdays, after meeting the northbound train from Leeds and returns in time to meet the 17.32 south-bound train providing ample time for a good day out. Why not split the day between Kendal, Sedbergh and Dent as there are several services between each? Please visit www.dalesbus.org for all current timetables or pick up a leaflet from the stations.

John Carey

Left: FoSCL's Stephen Way enters the bus.

Below: Jock Cairns with one of the regular bus passengers who was invited to cut the ribbon.

Photos: Susan Way

However, there is no time for complacency and Western Dales Bus is already considering new ways of serving the local community and visitors as well as maintaining the essential connection to the Settle-Carlisle railway line at Dent. In order to do this we will have to recruit additional drivers. Anybody local to Dentdale and Sedbergh who would enjoy the challenge of becoming a driver our volunteer manager would



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

Waiting Shelters at Settle and Appleby

My reference in the last Journal to the Railway Heritage Trust (RHT) having 'vetoed' plans for out of hours waiting shelters at Settle was in error. They did not veto the plans and point out that they do not have the authority to do so. The RHT 'poured cold water on' the agreed and funded scheme for shelters whereupon Northern and the Settle-Carlisle Railway Development Company withdrew. Whilst strongly supporting the need for shelters the RHT argued that the style being proposed was inappropriate for the location.

Meanwhile it remains the position that after 4.40pm each weekday passengers at Settle have no shelter from the elements if waiting for any of the five later trains. The same applies all day every Sunday at Appleby

FoSCL's Paul Levet has taken on the project, hopefully to find an acceptable solution. I am glad of this opportunity to clarify the semantics.

Mark Rand



Would-be passengers wait in the rain at Settle on 23rd August 2015. Their train is 90 minutes delayed. They must endure a violent thunder storm during which lightening disables signalling equipment at Blea Moor. Darkness has fallen by the time that their train arrives. There is nowhere to shelter.

Photo: Mark Rand

N^o 5
RAILWAY COTTAGES
GARSDALE HEAD



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



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

Special Traffic Report

August 5th	47851/57316	Southport - Edinburgh
September 19th	47826/854	Norwich - Carlisle
September 19th	5043	Carlisle - Carnforth
September 21st	NMT	Derby - Heaton, test train
October 3rd	D9009	Kings Cross - Carlisle
October 7th	67029	Carlisle - Crewe

There was an extensive programme of steam-hauled special trains during the Summer season, drawing from the pool of locos including 45690 *Leander*, 45699 *Galatea*, 46115 *Scots Guardsman*, 46233 *Duchess of Sutherland*, 60009 *Union of South Africa* and 45231. Several of these had Class 47 or 57 diesels at the rear of the train pushing. On September 19th No 5043 *Earl of Mount Edgcombe* returned via the S&C with just a support coach after failing with a hot axle box when due to work round the Cumbrian Coast. It was reported crossing Ribbleshead Viaduct in the darkness.

Deltic D9009 *Alycidon* made a rare appearance on 3rd October; a long time since a member of this class has been seen.

Colas are now trialling their new Class 70 locos on the Carlisle to Chirk timber train, to assess fuel consumption, but Class 60s are expected to return to this working afterwards.

67029 in silver, with a proper Class 82 DVT (Driving Van Trailer) worked the DB Schenker company train comprised of three maroon liveried Mark 3 passenger coaches over the line on 7th October, as a management visit.

Pete Shaw



**An unusual combination of DRS and Freightliner locos (66430 + 66506 Crewe Regeneration) taking a rake of wagons from Carlisle to Crewe Basford Hall through Garsdale.
Photo: Roger Templeman**

News from the Wensleydale Railway

Santa Specials will run from Leyburn again this year (December 5 and 13), as well as from Leeming Bar on December 6, 12, 19, 20, 22, 23 and 24. Booking is *essential* and children's gifts are age-related, with refreshments for adults. For Santa bookings - or for details of Steam Running in November and December (*Joem - little tank engine normally based on the North Yorkshire Moors Railway - ed*); Gift Tokens for Driver Experience and tickets for the Christmas Shopping Special to Northallerton West on Wednesday December 16 (15-20 minute walk into the town centre) - please see www.wensleydalerail.com or telephone Leeming Bar station: 01677 425805 between 10.30 and 2.30 on weekdays. If the answerphone is on, please leave a short message with your name and number and someone will ring you back as soon as possible.

Walk from Garsdale station to Hawes on Thursday April 28: as part of the S&C Ride2Stride Walking Festival (please note change of day from the usual Friday).

Station Anniversaries 2016: Most (but not all) S&C stations opened on May 1, 1876, so next year sees the 140th Anniversaries of most station openings on the line. Garsdale officially opened early in August the same year (the date is a bit contentious!) but we hope to mark it next summer. The connection between Wensleydale railway and Settle-Carlisle services would have been of great significance - as we hope its re-connection will be sometime in the future.. Ideas to mark the Garsdale date next year would be welcome (a postcard will suffice), to me at: Dyke House, Askrigg, Leyburn, North Yorkshire DL8 3HG.

Ruth Annison

Wensleydale Sunday Bus Services – Northallerton to Hawes Dalesbus No 856.

DalesBus has been able to reprise the No 856 bus service to run on Sundays through the winter

between Northallerton and Hawes. This is thanks to last-minute funding from Richmondshire District Council, Leyburn Town Council and Hawes parish council – plus £1000 from their own funds.

The 856 service makes three return journeys each Sunday from Northallerton-Bedale-Leyburn- Aysgarth Village-Bainbridge-Hawes, with some connections with the Little White Bus service between Garsdale station and Hawes. The complete journey takes only an hour and a quarter from end-to-end on the A684 directly (unlike the weekday journey, which takes three buses, with changes at Bedale and Leyburn).

This service WILL run on December 27, 2015. Whether it runs on 28th Dec is yet to be confirmed.

Note that there is a new timetable for the Little White Bus from Nov 3; this does not affect the No 856.

Ruth Annison

Settle Piano

Settle Station's piano is now in tune thanks to Northern driver Mark Croasdale seen here. Mark is a piano whizz who collects, restores, tunes - and plays pianos when not driving trains out of Leeds.

Now fit to be heard, the Settle piano joins a growing number of sit-down-and-play pianos at stations all over the country.



Obituary W. R. Mitchell MBE



Doctor W R (Bill) Mitchell MBE died 7th October 2015 after a short illness.

I first met Bill Mitchell in 1979 when he came to speak at the village hall in Burton in Lonsdale, some three miles from Ingleton, our having moved into the village the previous year.

There was something about the way he held his audience with no problem at all. Later my wife and I invited Bill back to our home where we learnt of two of his abiding interests, a deep love of Yorkshire and in particular the Dales and the folk who live there, plus the Settle Carlisle Railway which at that time was under serious threat.

Now Bill was not of a mechanical nature, his interest was in people. This followed from early days at the *Dalesman* Magazine when Harry Scott was its first editor. His advice to Bill was simple. 'forget things, concentrate on people'. Bill never forgot that, hence so many of his twenty odd books on the Settle Carlisle were all about the characters he met, involving riding on the footplate of the pickup goods in steam days or walking through Blea Moor tunnel with the tunnel gang and being advised to tuck his trousers into his socks to avoid the smoke from a passing train finding its way up his pants before exiting round his neck!

He sought my help in interviewing Nancy Edmondson, daughter of Mr and Mrs Jack Dawson who lived for thirteen years at number one Blea Moor cottages, Jack being the ganger in charge of the stretch from midway across Ribbleshead Viaduct to halfway through Blea Moor tunnel. Truly from the heights to the depths. I invited Nancy who then lived in Burton to meet Bill at our home on a day when my wife, as it turned out, was fortunately absent. Bill was recording Nancy on video and I on audio.

All this fazed Nancy to the extent that she dried up. I decided to open a bottle of

wine to hopefully cause her to relax. Now Bill could be a careless b-gg-r. No sooner had I opened the bottle of red than he tipped the full contents over the carpet. Fortunately it was a red pattern. Nancy could not stop laughing and we both got wonderful recordings of her life.

When the line had been saved, there was of course following the trial repair of an arch and two pillars a full repair of the whole of Ribbleshead viaduct. Bill got to know Tony Freschini the Resident Engineer and was invited along with Peter Fox and myself to climb through the scaffolding, meet the repair gang and report on the goings on. Needless to say tales from the gang featured highly in his books on Ribbleshead and Blea Moor.

A little later it was the turn of the iconic Hellfield station to be renovated. When it was reopened who better than Bill Mitchell to perform the opening ceremony with a monster key.

Bill was of course extremely well known as Editor of the *Dalesman* magazine for over twenty years. He also founded *Cumbria* and edited that too, travelling far and wide interviewing folk in all walks of life. He enjoyed recounting the tale of his firm's car the floor of which finally rotted away so badly that there was a large hole through which the road might be viewed. A joiner in Keswick made an emergency repair fitting some floorboards!

Two close friends, plus Bill and myself, started a unique walking club which lasted for near twenty five years latterly becoming known as the GBC - the Geriatric Blunderers Club. Bill insisted in writing up all our walks which now amount to a girth of some eighteen inches. We had amazing times and he walked with us almost up to his eightieth birthday. He was eighty seven when he died.

We have lost a truly amazing man, someone who offended few if any folk, yet befriended just about everyone. Fortunately his memory will live for many more years indeed decades through his written word.

RIP Bill, we will ensure your memory lives on.

Bob Swallow



A Network Rail test train, top and tailed with 67029 Royal Diamond leading and 67012 at the back, works south through Garsdale at 15.38 on 11th May 2015.

Photo: Roger Templeman

LANGWATHBY STATION CAFÉ

is now open for brunches lunches cakes coffees

eat-in & takeaway

home baked
breads and cakes

*

varied menu

*

local
produce



special dietary
requirements

catered for

*

lots of
vegetarian
dishes

WEDNESDAY - SUNDAY 10.30 - 4.30

dog friendly

free wi-fi

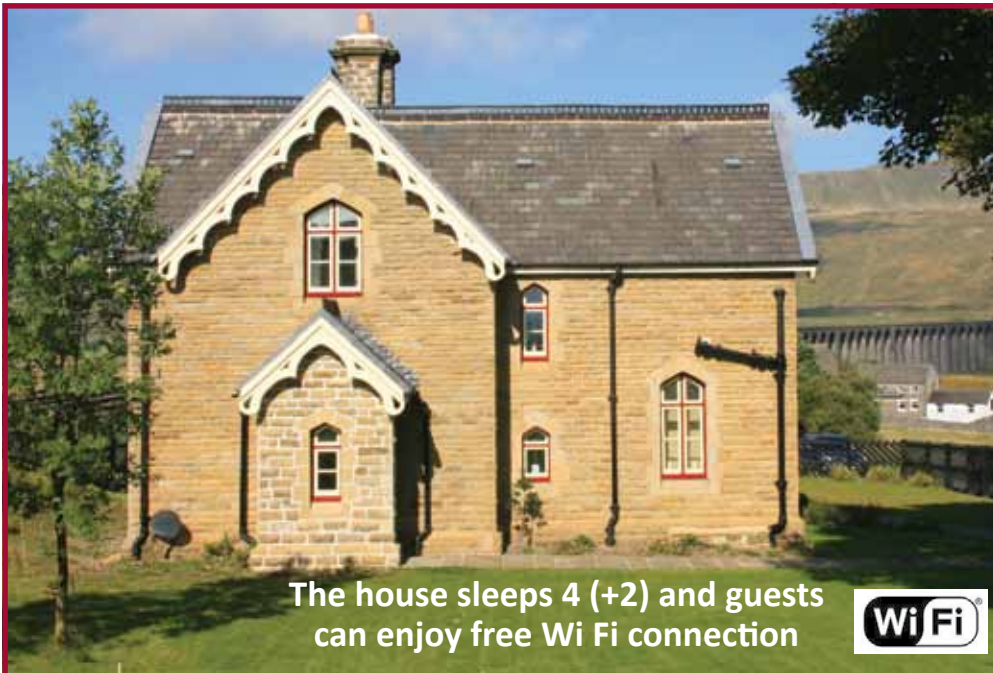


find us on the

Northbound platform

langwathby.cafe@btconnect.com 01768 881151

follow us on facebook [langwathbystationcafe](https://www.facebook.com/langwathbystationcafe)



The house sleeps 4 (+2) and guests can enjoy free Wi Fi connection



NEW higher discount rate for FoSCL Members!
20% off any booking for the Station Master's House,
for any dates between now and the end of 2016.

Phone Rachel now on 01768 800 208
to reserve your stay or visit the website at

www.sandctrust.org.uk/stayatastation/
for a full listing of prices and the dates available

(please have your membership number ready and note that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised)



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.



Happily, steam did return to the S&C for 2015, after the worries following the SPAD incident.

Above: 45690 Leander approaches Rise Hill tunnel whilst working the 'Cumbrian Jubilee' charter on 21st March.

Photo: Pat Arrowsmith

Below: 45699 Galatea approaching Birkett Tunnel with the Hadrian on 16th May.

Photo: Peter Ainsworth





**Above: 70000 Britannia at Breaks Hall with 1261 Appleby - Bristol Temple Meads Cumbrian Fells Express on Saturday 30th May, Cross Fell, Little Dun Fell and Great Dun Fell are on the skyline.
Photo: Stephen Willetts**

**Below: 45699 Galatea with the last 'Dalesman' working of the season on 27th August, at rest adjacent to platform 1 at Carlisle.
Photo: Peter Fox**



RE-OPEN THE WAVERLEY ROUTE

FROM CARLISLE TO EDINBURGH

**PHASE 1 EDINBURGH-
TWEEDBANK RE-OPENING 6TH
SEPTEMBER 2015!**

Join for
only
£5!

Grade A-listed Shankend Viaduct, nr. Hawick



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

With our initial goal secured - services on the rebuilt 35-mile 'Borders Railway' from Edinburgh to Galashiels and Tweedbank are running from 6th September 2015 - CBR is now focussed on onwards extension to Hawick and Carlisle.

With YOUR support we can achieve our aim, renewing the Waverley Route's historic connection with the Settle and Carlisle Line, to the benefit of both.

Membership is from only £5 a year to £50 for life; just ring our secretary on **017683 62022** or email **dgma@talktalk.net** for details of how to join online, or send a cheque to 'CBR' at The Station, Long Marton, APPLEBY, Cumbria CA16 6BJ.

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

www.campaignforbordersrail.org

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

Campaignfor Borders Rail

Loco-hauled services by Richard Morris

Many people will already know that two scheduled trains in each direction between Carlisle and Barrow-in-Furness have, since the new timetable starting on 18th May, been loco-hauled. To quote Rail magazine: "Northern Rail is using Direct Rail Services Class 37s top and tailing rakes of four Mk 2 coaches to run nine trains per day. The return of loco-hauled sets was brokered by the Department for Transport and Northern Rail..."



DRS Cumbrian Coast Class 37 seen at Carlisle

Now why has the Cumbrian Coast line been favoured with loco-hauled when we've been crying out for such trains for the tourist market for years? Well, here's my interpretation of what's gone on.

Three years ago, there was a plan to introduce a similar loco-hauled service to take commuters to Sellafield, departing Carlisle at 06.15 and returning late afternoon. In between it sat in a siding somewhere near Barrow. FoSCL tried very hard to figure out how it might take a trip along the S&C instead, but the timings wouldn't work. There was a six week trial which ran very well: the DevCo even put a trolley on some of the services which was warmly welcomed by the passengers. The trial was however not continued; my take is that too many organisations were involved and they couldn't agree on funding.

Fast forward to 2014: the Trans Pennine

Express franchise is due to finish in March 2015, and with it the lease of their 170s. Unbeknown to the DfT, the leasing company arranges a more lucrative deal with Chiltern Rail and several sets are transferred to Chiltern. Oh dear, the TPE franchise has been extended to March 2016, so what do we do for rolling stock? Get Northern to sub-lease some 156s to TPE of course! But then there won't be enough rolling stock for the Cumbrian Coast line for the final year of the Northern franchise. DfT panics, remembers the trial of DRS loco-hauled, offers to subsidise the service that is now in place, and everyone breathes a huge sigh of relief. But what about the S&C, says FoSCL to Northern. DRS have long said they'd like to do something on our line. OK, the sets are only used 6 days a week, you can have them on Sundays. Yippee, we say, the return of loco-hauled to the S&C – but then Northern come back to us all crestfallen: Sunday is maintenance day for the 37s...

June 2015, and the FoSCL Chairman decides to go and see for himself. The 08.33 arrival at Carlisle, four Mk 2s and a guards van top and tailed by two DRS 37s is a splendid sight (and sound) as it sweeps into Platform 1. After much slamming of doors, we leave on time at 08.42. It was busy on the way up, says the conductor, with workers to Sellafield and commuters into Carlisle. But it's lightly loaded now, easy to see that every seat is at a table: at first sight, heaven for tourists.



DRS Mark 2 Interior

Let's however look more closely. Chunky armrests which don't lift up, and the tables aren't tapered. How does an arthritic elderly person get in and out, not to mention those that are somewhat overweight? Loads of luggage space in the guard's van, great for cyclists starting the C2C (Coast to Coast) cycle route, but no disabled toilets as far as I could see. So in summary, like it or not, they probably wouldn't suit the S&C's typical older traveller.



Scotrail 158 seating and table.

What would? The FoSCL Chairman, in search of the perfect train, goes abroad: to Inverness, for the AGM of the Friends of the Far North Line (who are very good friends of FoSCL). Virgin train to Edinburgh, change at Waverley for the Scotrail service to Inverness via Perth. It's a 158 for the 3½ hour journey: normally one's heart would sink at the thought, but hang on – this is an Inverness depot 158, properly designed and refurbished ten years ago for the long distance rural market. The journey is a delight, comfortable train, loads of space and magnificent scenery.



Scotrail 158 wash basin.

Now which would suit the S&C better? Antiquated loco-hauled, or properly refurbished DMUs? I know which I'd prefer. Successive Train Operating Companies have let us down. It will now be up to FoSCL and the DevCo to impress on the next franchisee that if we have the right rolling stock, we can do wonders for passenger numbers and the local economy.

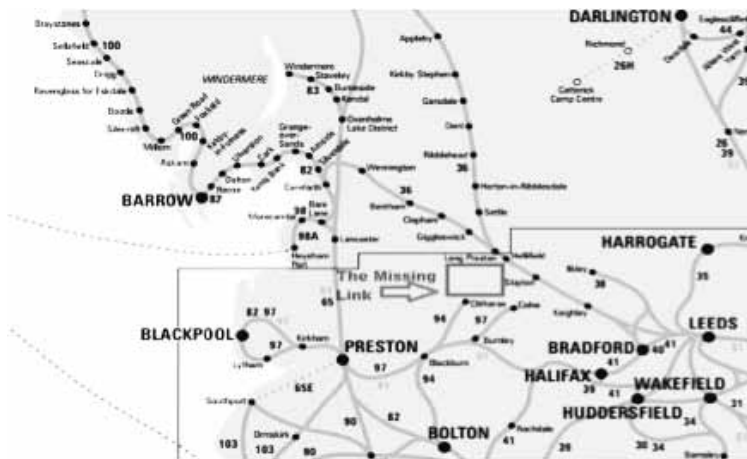
Text and Photos: Richard Morris

Manchester to Carlisle Service - A Project Report by Paul Levat

It is now almost 3 years since FoSCL embarked on a project to promote the case for another service on the Settle & Carlisle line, a new Manchester to Carlisle service. An update for members is overdue and I am pleased to provide it.

I have styled this article for the reader who is interested in railways but does not necessarily have experience of working in the industry so I must first apologise to the many members who are “professionals”, much of this article will be obvious to them, sorry!

These musings are from me and should not be construed as from FoSCL. First some background.



The missing link diagram demonstrates the possibility of bridging a gap in the national railway map and to make it easier for people in Manchester to travel on the S&C/to the Dales and for residents of the S&C corridor to travel to Manchester with its culture/sport/shopping and airport. A Colne-Skipton route would also bridge this gap but would require considerable capital investment.

Some background - The Beginning of the project: It began with a meeting with Northern Rail & the thoughts of a Northern Rail Manager!

What about a service from Manchester?

OK but why, when there is already a service from Manchester to Carlisle? (the business case which we developed does not include travel from Manchester to Carlisle but travel to/from the Settle Carlisle corridor). Can a railway operator run trains along the route? Will it cost a great deal of money! Is there a business case? Some of the many questions which ran through my mind!

The first meeting of note came with a County Council Railway officer who confidently stated “No business case, already been analysed,” OK, can I have a look at the report?” “Of course”. Over the table came a report dated 1998. Many more questions followed – Is this not an outdated report? Has the market/industry not changed in the 14 years that have

elapsed between 1998 and 2012?

Well the best way to begin to answer the demand element of the business case question was to ask the market, do you want this service? A survey would be good way to analyse the market need but how do we approach this?

I was now sucked in and if I was honest I was

challenged by the business case issue – there is no business case, is this really the case or are we relying on an outdated analysis! I had spent 30+ years in the banking industry reviewing business cases, now it was my turn to prepare one & be analysed. Daunting!

The Middle bit when we worked on the survey & what we would do with it:

A pivotal meeting of FoSCL committee members occurred in late 2012. We decided to undertake a survey but we were conscious of the time people were devoting in responding to surveys so we decided to make it short to encourage a

good response - but this may not give us all the information we needed. On reflection our survey was a good compromise. Three years on we have over 3,700 replies which have confirmed the market demand and we were able to use every response to establish a monetised income which was the foundation of the business case.

During the first months we worked hard in getting as many responses as possible – we promoted the case in the magazine and in the press, we had public meetings, we spent a day at Manchester Victoria, we left response cards in stations, we met Rotary clubs to promote our case. We also met with what we thought were the people who would help make the project successful, these are the people we met: **County Railway Officers** – These are the council officers who deal with local railway issues with a direct line to the Department of Transport. They have always been willing to see us and listen but sometimes have been very wary of the project. One nearly scuppered our case by offering us a free consultancy and then used it to rubbish our business case when we had in fact qualified support from the consultant.

The proposed route of the service travels through 4 county boundaries & each had more important transport issues. One described our project as “a speculative tourist route”. They have been worried that they would be asked for a subsidy from their councils when they had very limited funds and this was the reason for their wariness. All we wanted was support for the service so that their county residents could take advantage of the service provided. In all of the counties, our proposed service would improve the passenger choice of their residents by giving them daily access to the Dales and/or Manchester and in some cases faster journeys to Scotland.

Department for Transport – With the reputation of FoSCL and the 1980s campaign to save the line, FoSCL have always been well received by DfT and this continued during this project but I was disappointed at the lack of interest in the strategic potential of extending the national rail network, They were easily put off by operational constraints, it was left

to us to find a solution to a problem, see a later report on a meeting in 2014.

Consultants – We met with a number but settled with a supportive working relationship with WSP. We had a good hearing from two representatives who gave us some good advice.

MPs – we established good understanding with several & John Stevenson was particularly helpful in getting us meeting opportunities with the DoT. Other such as Jack Straw & Nigel Evans gave us support readily.

Northern Rail – from the beginning we have had good support from our Stakeholder Manager (we had two during the period). The stakeholder managers have always been willing to help with information and follow up on issues raised by passengers and were willing to provide information and advice.

Meeting with Department for Transport: In March 2014 we saw the Department for Transport (DfT) as part of the consultation process for the next franchise. We asked them to consider our long term objectives, help us improve the S&C timetable, particularly to stipulate in the Invitation to Tender (ITT) a late afternoon service from Leeds and to include as a priced option a Manchester-Carlisle service. Our Manchester-Carlisle business case was based on the assumption that a four train each way service would be self-contained but we were told that no pathways would be available into Manchester and a service would not be possible under these conditions.

We had to think again! We changed our operational recommendations to the operator for a Manchester Carlisle service to be part of a planned Blackburn to Manchester half hourly service i.e trains travelling south from Carlisle at Blackburn would become the Blackburn to Manchester service & return from Manchester on the paths for the Manchester Blackburn service. DfT did not include the Manchester Carlisle service as a priced option in the ITT.

Presenting to the Bidders: During the period November 2014 and February

2015 a FoSCL team of three presented to the bidders, Mark Rand spoke about the vision for the future of the S&C within the FoSCL prospectus, Richard Morris asked for improvements in the timetable and I concentrated on an introduction of a Manchester Carlisle service. We were well received by all the teams and congratulated on presentations.

After this experience, what in my opinion are the pre-requisite features of a successful new route and how do these relate to a Manchester Carlisle service?

The service needs to be operational with little or preferably no requirement for capital investment.

In the current Northern franchise the operators receive public subsidy and do not expect to fund any major capital projects.

Local Authorities do sometimes fund capital investment (the partial doubling of the Darwen to Blackburn route is a very good example) but usually when there is a local imperative for essential travel such as commuting. In any event they are cash strapped at the moment and could not afford any significant contribution.

The proposed route of the Manchester Carlisle service runs through four county boundaries, none of them understandably see the Settle Carlisle line as a priority which meant they would be reluctant and unable to provide any significant capital funding.

Network Rail invest in long term infrastructure projects but are under considerable stress on their budgets. At time of writing this article the Government has announced the “pausing” of planned railway projects because of overspending and delays!

We therefore sought a route which does not require any significant capital investment with no signalling improvements or any line construction, the proposed Manchester Carlisle service does not require capital investment.

Services need to run to and from reasonable size locations with local turnaround facilities for trains.

Operators do not like staff to be stranded in remote locations but where they can use local facilities for their staff and for use in

emergencies. This ruled out Ribbleshead as too remote and Hellifield and Settle with no acceptable turnaround facilities. Appleby and Blackburn were, however, serious options but Manchester and Carlisle were better!

Paths into destinations need to be available.

Agreed paths into large conurbations such as Manchester and Leeds are in short supply, our preferred service required paths into Manchester Victoria but there were no spare paths so we recommended we shared paths with the new half hourly Blackburn Manchester service.

Timetables need to be attractive to passengers.

We have dabbled in the art of timetabling, not to try to replace the skills available in the industry but to check whether there were going to be any insurmountable problems. Much to our relief integrating the S&C and Manchester-Carlisle timetables was possible and we have been able to offer bidders our suggestions for a timetable for a Manchester-Carlisle 7 day service incorporating 4 services each way.

Services to be economically realistic.

It is no good banging the drum for say 6 trains each way a day if the service will not pay its way. Timetables may not meet all passenger demands but if you meet the majority of their needs operators can make a good return. As can be seen in the next section our proposals provide an operator with an economically viable service.

A Summary of Our Proposals to the Bidders:

We presented to the bidders proposals for:

* A service incorporating 4 trains each way a day Manchester/Carlisle with a business case covering the major transport/economic issues together with a financial business case forecasting cashflow and returns on investment for 7 years. Supplementing these documents, a suggested timetable confirmed that the proposed service could integrate with the Settle-Carlisle and Manchester-Clitheroe services. We added a review from independent consultants.

* The major operating suggestion was that the service became part of the

planned Blackburn to Manchester, half hourly service which enabled the service to use the agreed paths into and out of Manchester. This requires the operator to stable trains at Blackburn during the day and to organise trains to be stabled at the correct locations for the following day's services.

* The financial case is strong with projected net cashflow over £14million over 7 years and returns on investment of circa 40% in year 1 and in excess of 120% in year 7.

The service meets three of the government key transport objectives of growth in services, increasing commuter capacity and linking major cities and airports.

The service also meets the socio-economic objectives of reducing noise and pollution together with improving safety, economic efficiencies, security, reliability, accessibility and integration of transport systems.

After meeting with the bidders we have seen Northern Rail. The Chief Executive asked our stakeholder manager "IF we had the rolling stock should we run this service" the answer was Yes, however with the national shortage of rolling stock the "IF" is a big "IF".

Would have I done anything differently with what I know now? No, not much, although I would have perhaps, spent a little more time understanding the operations of a railway company and what

is possible! I may have also looked at the demand for using the service within long term journeys, for example Bristol to Scotland by breaking at Manchester and taking a train to experience the scenic Settle and Carlisle route, re-joining the direct route to Scotland at Carlisle. Mark Rand has profiled this concept for our standard service from Leeds and I believe he has unearthed a potential source of travellers.

What now? We have to wait to see whether the bidders will include this service in their bids. They have the incentive of demonstrating innovation (new services) in their tender which will gain them points when their bids are assessed.

I must end with thanking some people: Craig Tomlinson who did the most of the work in developing a computer model and using the survey responses in the financial business case; Steve Broadbent, a great supporter of FoSCL and the project, a journalist with Rail magazine who was a constant source of industry knowledge and who gave us encouragement;; Ruth Evans who organised volunteers at Manchester Victoria and collection of postcard survey responses and Richard Morris who is energetic and an astute leader and who kept me going.

Paul Levett



On 8th November 2012 a group of FoSCL volunteers and committee members visited Manchester Victoria station in order to lobby for Manchester - Carlisle services. Seen here L-R are Joy Orwell, Ruth Evans, Paul Levett, Susan Banks and Stephen Cross.

Photo: Mike Cooke



Heading for Hellifield and the Ribble Valley route and on to Chirk: the log train with two Colas-liveried locos. 60087 CLIC Sargent leading 66846 south through Garsdale.

Photo: Roger Templeman

SELF CATERING HOLIDAYS AT LONG MARTON STATION



Three Miles North of Appleby
Just as it was in 1875 but with all mod cons (inc Wifi).

Lounge: Ladies Waiting Room
(with panoramic view of Lake District hills).

Dining Room: Porter's Room
Kitchen: Lamp Room



Sleeps 6 + baby, in large family bedroom with king-size and two single beds, plus twin bedroom and cot. Pets welcome. Ample on-site parking. Garden.

Great pub/restaurant 200 yards away (3 courses £10.45!), superb village bakery.

From £260 to £560 per week all-inclusive (even firewood!), short breaks too.

For more details see our website LongMartonStation.co.uk.

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

The Midland Railway Company Limited

by Edward Album

Members may have read, in the May Magazine, that this company has been transferred by me into the ownership of FOSCL for use as required, including possibly for the proposed lease of premises. I thought it would be of interest to explain how the company came to be formed.

In the year 1988, when the campaign against closure was at its height, FOSCL were, of course, heavily involved with active participation by everyone on the Committee and, indeed, the whole membership including Brian Sutcliffe as Chairman, Pete Shaw as Secretary and myself as Legal Adviser and London Liaison. Notwithstanding all the opposition and the reports of the TUCs, the Minister, David Mitchell, had announced that the Government was minded to authorise closure of the S&C but would allow a period of six months to see if any private bids for the line would come forward.

Later, a prospectus was published by Merchant Bankers, Lazards, giving details of the sale proposal and terms. The terms were very restrictive for potential purchasers, with no access into Leeds and restricted access into Carlisle. Bidders were not, in fact, required to run any rail services at all. The problems for anyone trying to run a rail service, with their own staff and rolling stock, were enormous. Eventually, only two individuals came forward and no sale was possible. Bidders might have taken the view: "If you are giving the line away for nothing, we'll take it." Even then, the liabilities were daunting.

With researcher Martin Pearson, I have recently seen the British Rail papers on the subject of the sale at the National Archives in Kew, including memoranda of BR showing the considerable technical and practical problems involved in separating out the line (and the personnel and rolling stock) from the main network.

Regardless of the above, there were, at various times, proposals to take over the line, including one backed by a County Council and others based on a consortium

of interests. FOSCL strongly opposed the sale of the line but, if it had happened, FOSCL might have been involved. I thought it would be a useful precaution to have a company ready formed with a suitable name. I checked on the availability of two names:

The Midland Railway Company Limited and
London, Midland and Scottish Railway Co. Limited

The former name was available as the old Midland Railway Company went out of existence with the amalgamations in 1923. (For those interested in the earlier history, the Midland Railway Company was originally formed in 1844 by the amalgamation of the North Midland Railway, the Midland Counties Railway and the Birmingham and Derby Junction Railway.) The LMS name was not available as special permission was required from the Companies Registry to use the word "Scottish".

I then formed a new company with the name "The Midland Railway Company Limited" and let it be known to FOSCL that the company was available if they ever had a use for it. The share capital was £1,000 divided into 1,000 Ordinary Shares of £1 each, fully paid, with the cash held in my account. This was reimbursed by FOSCL when I handed over the company with its share capital intact earlier this year. Between 1988 and 2015, the company has been dormant and I have just sent in the Annual Returns and Accounts showing no activity. Upon the handover to FOSCL new directors were appointed from the FOSCL Committee.

The call for a company came from Nigel Ward, as FOSCL legal adviser, when negotiating a lease of property for FOSCL. A company was desirable in order to avoid the holders of the lease on behalf of FOSCL incurring personal liability.

I am pleased that the company has now found a good home, with an appropriate name commemorating the creation of the Settle-Carlisle Line by the Midland Railway Company in the 1860s.

Edward Album

Blank by Jackie Moffatt

I always have a notebook or a scrap of paper about my person. Ditto a penknife, which is just about legal as I can claim a need to slice baler twine every now and then - otherwise it is a lock up- able offence, possession of a penknife, these days) and a collection of colourful doggy-poo bags, unless I am really, really dressed up and going somewhere smart. Today I am going somewhere smart, and I just have the notebook. Where am I off to, aboard the Settle/Carlisle then? I shall come to that in a minute...

The train is heaving: teenagers (swearing, but sotto voce), pensioners (ever so slightly fractious), middle-aged (resigned). I think the couple opposite me are newly weds. He has an orange beard and a joke flat cap - or at least I hope it's a joke, and they are sporting his 'n hers rucksacks. Sweet.

I am heading for Leeds, then Donnie then Newark, then Truck (Range Rover anyway) to stay with the Assistant Chief Officer of Lincolnshire police and then tomorrow I am speaking at the Women in Policing Conference and I honestly wish that instead of "yes, of course I will deliver an erudite and entertaining lecture" I had said "I am washing my hair that day." No idea why they asked me, and I think I am the comedy turn, but happily I am up first and I can get my bit over and done with and relax and enjoy the rest of the conference. The idea is that I shall talk about transferring the skill-set developed whilst I worked at New Scotland Yard - basically writing - to a new life in Cumbria, where I now scribble away as a columnist and author. It has to be said that I have a bit more scope for invention and entertainment nowadays than I did back in the late 70's and early 80's but beyond that, yes, the essence of the job is the same.

It's a glorious Indian Summer sort of a morning at Armathwaite station, whence I can almost see my house across the valley - that shallow pointy bit could be the roof in the distance - and the platform tubs are still a blaze of colour. Swallows are practising sky dives and advanced manoeuvres in preparation for their long flight south soon.

The train tootles in - there's no going back now. I'm committed. I peer out of the window - England is just showing off today, bright blue skies, scudding high clouds, dense dark woodland and green, green fields. Before we get to Lazonby, I spot a cow calving - she looks as if she'll be all right... At Appleby a really daft Springer Spaniel - lovely dogs, but they exhaust me just watching them - is trying to divest itself of its haltie. Front paws fail, back ones also, so it engages with the station bench but has no luck with that either. So it does a bit of a handstand. Defeated, it slumps into Sulky Sphinx mode, head on failed front paws. Its owner and I exchange conspiratorial doggie-owners grins. The train huffs out of Appleby and I notice that the rucksack couple are now asleep, heads touching mid-seat. Bless.

The stone is changing now, red sandstone yielding to greyer stuff, and Kirkby Stephen looms. My nerves are beginning to jangle a little. I decide that a plastic bottle of railway Chenin Blanc is required for medicinal purposes and fumble in the bag for change - a poo bag emerges. Sorry I fibbed about not having one earlier, but I am sure you understand my discombobulation in the circumstances... the Chenin Blanc is actually not bad.

Lunch, then Leeds and the scenic route is abandoned for purely functional transport. I always feel as if I have been in a secret world on the Settle to Carlisle, rather like leaving Narnia for Realworld but it has to be done.

The Conference, since you ask, was brilliant - uplifting and humbling in equal measure and fun too. They even asked me back next year. But I am going as a guest not a contributor so I'll not really need the Chenin Blanc in 2016.

Jackie Moffatt - Writer in Residence



Mysterious Gate at Shotlock Hill by Pete Shaw

If you are travelling from the Moorcock Inn, at Garsdale, towards Ais Gill, you pass a large black wrought iron gate in the dip of the road by Shotlock Hill tunnel. This gate has a mysterious monogram on it, which can be deciphered as the letters "RASM". But what do these letters stand for?



The Monogram in the Gate.

The answer is Robert Andrew Scott Macfie - so,

who was he, and why is his gate standing on the 1100ft contour at the head of Wensleydale?

Macfie was born in Cheshire in 1868, one of a long line descended from a family of sugar refiners, variously in Liverpool, Greenock, Leith and Edinburgh. He studied chemistry at Cambridge University. He joined the army in the Liverpool - Scottish battalion. He became interested in gypsies and travelled with them in Europe - writing a book about his travels with gypsies in Bulgaria; and going on to re-found the Gypsy Lore Society. After ill-health he purchased the farm called Shaws at Lunds, which subsequently became the remote youth hostel. He assembled a fine collection of books, which still exists, and is housed with the Kit Calvert Collection in the Dales Countryside Museum in Hawes. Macfie undertook practical experiments to determine how best to improve the local farmland. Above the farm is the High Way, the old route over from Wensleydale to Mallerstang, famously used by Lady Anne Clifford.

The monogrammed gate is at the entrance driveway from the main road down to the farm.

He died in 1935 and was buried just yards from Shaws, in the graveyard of the chapel down at Lunds, which is now disused. The

funeral ceremony was attended by an eclectic mix of his relatives, soldiers, sugar refinery employees, Dalesfolk, Romanies, lawyers, doctors, merchants, academics from Cambridge University, men from the City of London, the church and the theatre.

The character of Macfie comes across as an eccentric genius with a thirst for knowledge, keen to know people from all walks of life.

There is a further connection with the Settle-Carlisle railway, as well as the close proximity of Shaws and Lunds to the line. In the published tributes are two from Edward and Daisy Ashton of High Hall, another farm in Lunds, just along the High Way. Ted Ashton was a former signalman at Ais Gill and Garsdale and he said that he'd lost a real friend when Macfie died, "and so too his Godson lile Arthur".

"Lile Arthur" grew up and went on to be an S&C signalman too, spending much of his career at Settle Junction and now living in retirement at Horton-in-Ribblesdale. I have known Arthur Ashton for many years, but never realised that Robert Andrew Scott Macfie was his Godfather. It's a small world!

There is a good walk to be made from Garsdale station, taking in the monogrammed Macfie gate, the old chapel down in Lunds, via the path up past Shaws and along the High Way to High Hall and Ais Gill. A combination of history and scenery. Use OS map OL19 Howgill Fells and the Eden Valley.

Pete Shaw

Researched from the book 'A Memoir of R A Scott Macfie' 1935, Vol 4 of the Journal of the Gypsy Lore Society; and from walking in the area.



Lunds Chapel Both Photos: Pete Shaw

BOOK COMMENTARY: THE WAVERLEY ROUTE by David Spaven by Robert Foster (Part 1)

With the recent re-opening of the Borders Line between Edinburgh and Tweedbank, we now ask ourselves "can it be extended right through to Carlisle once more?" Here Mr Foster describes his own early experience of the Waverley Route.

As a youngster I was intrigued by the departure sheet at Skipton by two trains to Edinburgh at about 2.45 a.m. and 2.45 p.m. calling north of Carlisle at Newcastleton, Hawick, St. Boswells, Melrose and Galashiels. Accompanied, I had travelled to Carlisle, and once to Glasgow (St. Enoch), but never through these evocative places. The afternoon train was exotically named The Waverley, and conveyed a restaurant car. Although reduced after September 1964 to summer-only operation, south of Carlisle the Thames-Clyde Express otherwise conveyed through coaches to/from Edinburgh. The overnight train in each direction ran until the end.

Intrigue led to a combination of fascination and dismay when in October 1968 the panorama page of The Railway Magazine was entitled "Waverley Route Going". An intensive parental campaign succeeded in my being allowed to board

1S22, the penultimate down Edinburgh sleeper, 2115 from St. Pancras, in the small hours of Saturday 4th January 1969. I slept between Blea Moor and Portobello Jn, but the return journey by the 1500 Edinburgh-Carlisle comprising five coaches behind an EE type 4, remains indelibly in my memory. In that winter, the clock was advanced by an hour and thus the train traversed the valleys of the rivers Tweed and Teviot in daylight, darkness falling on the descent from the Cheviots through Liddesdale. I changed, not onto 1E31 Glasgow (Central)-Leeds, but to a dmu to be met at Keswick – another line over which I would never again travel – having received written assurance from BR that the 9 min connection at Carlisle would be honoured.

My itinerary dictated a single ticket to Carlisle, and so a day return Carlisle-Edinburgh which I required to buy as an excess on arrival. Though a few weeks over the then adult fare threshold, the inspector at the gate at Waverley would not accept that I was aged 14 and insisted on issuing a child ticket at half my budgeted 29/-.

(In the next issue Mr Foster goes on to consider David Spaven's book).

2016 Settle-Carlisle Railway Calendar

**13 Colour Photographs of Steam and Diesel Trains in Scenic Locations
Along the Line, taken by Pete Shaw.**

Features steam locos:-

**6233 Duchess of Sutherland, 44932, 45231, 46115 Scots Guardsman, 48151
and 5690 Leander.**

Also diesel classes 37, 47, 56, 60, 67 and 70.

£10.50 inc P+P from our webshop at: www.foscl.org.uk

**Or from: FoSCL Sales, Station Shop, Settle Railway Station,
Station Road, Settle, North Yorks BD24 9AA**

**Or from our shops on Settle and Appleby stations (see page 5 for
opening times).**

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.

Future Services

With two mentions of the idea of a service to Cambridge in issue 141 I felt that I should comment.

The main university new developments are on the west side of Cambridge and, especially from the north, are best reached via St Neots station rather than Cambridge. The half hourly X5 bus service (which runs through from Oxford) stops a 10min walk from St Neots station but I hope that the operator could be persuaded to run it closer if it had regular inter-city services.

It would therefore be possible to provide a one change service to west and central Cambridge from the S&C if through trains ran to Kings Cross stopping at St Neots on the way. To make best use of ECML capacity they could usefully couple to other trains, perhaps Hull Trains at Doncaster.

Since Cambridgeshire County Council used Better Buses Area Fund money to facilitate the removal of the direct bus from my home to Cambridge station, I have almost ceased going that way even for journeys between Cambridge and London. Both my home and office are close to X5 stops.

On another issue, Ruth Annison refers, very cogently, to the intention in the ITT that the timetable should cater for bus/rail interchange passengers at the smaller stations. In addition to the "main road" stops at Garsdale, Kirkby Stephen and Langwathby, may I suggest that it would be worthwhile adding a new station at Culgaith ? This is only a few miles from Whinell Forest Center Parcs, and I'm sure that if a station was built, with trains stopping at regular intervals (hourly or 2 hourly), then hourly bus route 104 linking the site with Penrith and Carlisle could be extended to Culgaith and Temple Sowerby on a commercial basis. This would solve the problem of access from the S&C to the North Lakes, including evenings

and Sundays. It would also facilitate the development of other services in the area, such as a 2 hourly 563 extending the 104 to Appleby, Brough and Kirkby Stephen, and new routes to Shap (what happened to the minibus that used to be provided to get quarry workers in from Appleby which was open to the general public ?) and possibly Alston.

Simon Norton – by email

I thoroughly endorse Geoff Henshall's comments in his letter to you in the August edition, number 141. My local village bus service in Brighton converted from hourly to every 90 minutes (or so) a few years ago. There were no doubt sound economic reasons for doing so, but the effect on me was just 'too difficult'. I have lost count of the number of times that I have just missed it resulting in a wait of 85 minutes; or where a long day at work has perforce been extended to accommodate the operator's needs not mine. If I miss it, there are other buses, which I do use, but each causes a walk of an extra 25 minutes. I can't be bothered to go through the fuff of working out the timetable to see how it suits my day. By the time I've done that, my scooter keys are in hand and I'm underway (with no hissing disco music from behind). Public transport has to be run as a service for passengers with timetables organised as useful for passengers, not as a technical exercise for the planners, even if doing these things come before maximal profit.

Steve Wedd - by email

Much of the August edition of the Settle-Carlisle Journal has been taken up over arguments over the types of service that should be provided i.e. is the line primarily to serve the communities along the line or to provide fast services for longer journeys.

At the 2014 AGM I put it to the chairman that he was using BR's argument when he

said there was little demand for stopping services – well, if there are no trains, that's the result! I stated that the difference in overall timings for the fastest and slowest trains was negligible in the context of the total Leeds –Carlisle journey times and therefore, surely, it would serve everyone's purposes to have a stopping service. Provided that there are sensible connections at both ends we are deluding ourselves by pursuing a case for London-Glasgow services!

Graham Lambert - by email

Following recent announcements of “pauses” in electrification programs elsewhere in the north it seems we can also “pause” the debate over the electrification of the S&C. I suspect that (for good or bad) those of us over 60 will never see a Pendolino hurtling through Langwathby.....

But the correspondence has raised an interesting issue which does need airing. Many of the anti-electrification views have contained suggestions as to how the rest of the rail industry can adapt its approach or traction to suit our line. But surely this is wrong. Heritage and local tourist lines apart TOCs are surely concerned more with time, cost, revenue generation and line accessibility parameters than scenic country side. On express journeys many passengers rarely look out of the window (and freight certainly doesn't). Our object then must be to ensure that as far as possible the S&C is also an attractive option in business terms - and anything which works against that is unlikely to help generate traffic. In short perhaps - “ask not what the rail network must do for you but rather what you can do for the rail network”.

On a different but related subject - and perhaps a bit of a rant - may I also suggest that having the most beautiful line in the world is of little use if you can't see anything but lineside vegetation as is the case on many sections in summer.

Finally I would add my support to the frequency over speed debate. I believe a regular (even 2 hourly) service covering more of the day would be more effective

than the likely smallish increases in journey times a higher speed limit would bring. A recent attempt at a (train) day out from Appleby to Newcastle failed as the last service back leaves Carlisle at 1814. Not really what you call service. So we used the car!

Perhaps there is scope for the Appleby - Carlisle section, which may have greater commuter potential, to have a more frequent service?

John Oliver – by email

I have read with interest the comments on the S&C train service in the last issue of the Journal No. 141. Firstly some corrections. Pete Shaw is selective when he says my railway career was at the InterCity long distance high speed end of the industry. My career included many responsibilities for local stopping services, particularly in East Anglia and I spent thirteen years at Euston as Passenger Marketing Manager of the London Midland Region which included all passenger services West of a line from Carlisle to St Pancras except for Skipton to Chesterfield which was Eastern Region but including the S&C. I also spent time at the Eastern National Bus Company at Chelmsford and Southend so I am very well aware of local transport needs.

Secondly the joining and alighting figures at the local stations may have been part of the August and October counts but they have only recently been made available due I was told to concern about the figures being so low!

Thirdly it is incorrect to infer my proposed service would be skip/stop and involve less stops than at present. If an hourly service operates over fourteen hours of the day there is opportunity for as many stops as there is with a service of only six trains per day but over a longer timescale. Therefore walkers, tourists and photographers would continue to have an acceptable service but is it reasonable for them to ask for the train service to be a personal service which seems to be what they expect. Recently on the Central Wales Line I saw 20 walkers join the 16.27 at Bucknell to go home to stations towards

Shrewsbury. This line has only two trains per day in walking hours so they were able to adjust their walks to very limited stops. I suggest there needs to be much more understanding of what is at stake here:-

1. Tax payers subsidised the railway to the extent of £3.788 million in 2013/14.

2. Tax payers funding on the Northern ToC was 30p per passenger kilometre in 2013/14, the highest in the country. The average journey length was 22km so the subsidy per passenger journey was £6.60. These figures are for Northern as a whole but bearing in mind the high cost and low usage of the line from Settle to Carlisle the subsidy will be much higher than £6.60 per passenger journey.

3. Rail finances are now back under the scrutiny of the Treasury and subsidies will be judged against many other national requirements including the NHS, Education, Welfare, Pensions etc. Is it likely a subsidy of £6.60 per journey will be seen as value for money when it is for leisure and not essential purposes? I suggest not.

4. If major capital expenditure became required on one of the major structures an investigation to see if the expenditure was justified could well conclude it would be worth re-examining the case for closure, particularly as there is no sign of growth in passenger journeys and freight potential has declined.

The present service averages little more than 40mph, it is irregular in its pattern with large gaps, operates over little more than 12 hours of the day and for through passengers most alternative routes are faster. For example for York and its large catchment area a journey to Carlisle is about 30 minutes faster via Newcastle than it is via Leeds and the S&C. This is why the S&C is not quoted for many through journeys by the Telephone Enquiry Service with the consequence passenger journeys on the S&C are at the best static and probably declining. This is in contrast with the rest of the Network where passenger journeys are booming with increases of up to 100% and train service frequencies are being doubled and in some cases trebled.

Richard Morris recommends incremental increases to the existing service. This however is an inefficient means of

planning a timetable and is unattractive commercially. Most timetables today, bus and train, are based on an even interval pattern because this makes optimum use of the rolling stock and crews and provides the passenger with an easily understood means of travel. The process therefore is to decide the number of units required to cover the peak service and maintenance requirements and then diagram these to provide the best possible interval service. This is the only way to provide the optimum service at minimum cost and is widely adopted throughout the Network. Its origins go back to the 1950s when the Liverpool Street to Norwich timetable was completely recast by the late Gerry Fiennes to make best use of the new Britannia Pacific locomotives which when he locked them into the new timetable it became impossible for predators to claim these locomotives for their services. Some years later he declared "the faster you go the cheaper you go". These were the policies of perhaps the most brilliant railway operator of the 20th Century and my proposal for an hourly interval service on the S&C is based on these principles.

In view of the above I say to those who want a largely status quo service retained with all trains stopping at all stations where the footfall averages only just over two passengers per stop you are driving the service towards total withdrawal. A train is too expensive in nett cost to do the job of a taxi or minibus and on the S&C most local stations are some distance from any housing so a car journey is necessary and can therefore be made to another nearby station if the train stopping pattern is not convenient.

I hope the foregoing will enable FoSCL members to weigh up where the balance of advantage lies free from all emotion, prejudice and personal interest but based on railway economics and value for the tax payers' money.

David Ward – by email

(Editor's Note: This Correspondance is now closed).

Stock

There appears to have been a lot said of late about the quality of service on the S & C but nothing about passenger comfort.

I am of an age where mobility is making life hard so getting on and off trains is becoming difficult and the choice of seat more restrictive.

Within the terms of the disability discrimination are all platforms too low or are all trains too high?

Seats would be better if they were farther apart (more legroom) or more tables. Most people would like a good view from the window provided the view is the direction of travel. Let us consider the 1930s technology of the Blackpool tram where at the end of the journey all seat backs were switched so passengers would be seated in the direction of travel.

Ian R Bolton – by email

Settle-Carlisle Line: Maximum Speeds & Journey Times

I was astounded to read in the August Journal that the Committee seem to have blindly accepted Network Rail's almost blanket refusal to consider any speed increases on the line in the foreseeable future. After all the years of fighting for survival, and then for development, it appears that the Committee have now simply "run out of steam"!

NWR's Strategic Planners claim that any speed increases would first require an extensive study costing "several million pounds"! A study yes, but with half of it likely to be nothing more than a desk top study it is hard to believe that it can cost £1m never mind several!

The S-C infrastructure is probably now in a better condition than it has ever been since before WWII. Many million has been spent on track and ballast renewal, bridge maintenance and reconstruction. Rock cuttings have been "netted" and vulnerable cuttings stabilised. Recent works have even included the installation of "off site" drainage systems. (e.g. Ais Gill). Drainage works have also been provided alongside many of the tunnel portals with such works

recently completed at Moorcock. One of the largest off site drainage schemes undertaken was at Blea Moor some ten years ago.

An example of NWR's continuous investment in the S&C is at Kirkby Thore where regular travellers may have noticed Messrs Story's large contract which is currently underway involving the grouting of old mine workings and the construction of berms to stabilise the embankment. Once these works are completed it will be possible to remove the current severe TSR. (Temporary Speed Restriction) This work, of course, is in addition to the £6m that was spent in the same area to help overcome mining problems in 2009. The present 60mph maximum speed is almost an insult to the Engineers who designed and built the S-C. It was once predominately a 90mph railway and even in the 1957 Sectional Appendix the line is shown as 75mph throughout. This speed was not reduced until the mid 1970's when maintenance levels had fallen to an all time low – and freight train derailments had become a fairly regular occurrence!

We have only to look to NWR in Scotland to see what can be achieved where there is a "will" to succeed. Throughout the new Borders Railway the alignment has been designed to maximise speeds and thus minimise journey times. The average design line speed of the route is 71mph¹ and there is even one stretch of 85/90mph and another two at 85mph. Their philosophy being simply that of BR – namely that shorter journey times attract more business!

At the other end of the spectrum is the Great Central Railway, a Heritage steam line but where again speed is considered important from a commercial point of view. Here on non-public days 75mph is permitted for testing of new freight wagons and other types of rolling stock². Higher permissible speeds on the S-C would bring many benefits including the potential for improved connections at Leeds and Carlisle. What we do not want, however, is reduced journey times being **achieved simply by cutting out stops**. Also it would certainly not be beneficial to have local stopping service with gaps greater

than 2 hours – but a regular fast service, in between the stoppers, would surely still be something to aim for³?. WCML diversion journey times would also be quicker thus, hopefully, reversing the present tendency for “Virgin” and “First” to use bus substitution rather than the S&C.

What is interesting in Richard Morris’s summary of the June 8th meeting in the same issue is that NWR considers the prime purpose of the S&C as being “a freight route with particular emphasis on WCML diversions”. Passenger services, they claim, being “simply a matter for the politicians”. The latter comment is particularly difficult to understand as the whole of the UK passenger network – not just that on the S&C - is governed by politicians through the requirements of the DfT’s franchising process!

NWR’s legal obligation is, of course, only to maintain the route to the speed and RA that existed on -1/04/94 when Railtrack was formed and it looks very much like that is all they intend to do!

However all is not lost. There will be a great opportunity in December when the new Northern franchise is let. The successful bidder will be the one to lobby:-and they will be the ones who will be able to exert pressure on NR to consider improvements, and at the same time challenge them to prove why any line speed improvements are so difficult and expensive.*

Roger Bastin - by email

References:-

1. PWJ Journal July 2015. “Borders Railway – Permanent Way Design”
2. GCR Website.
3. “Retraining the Settle-Carlisle”. Intercity services between Leeds / Bradford and Glasgow. Report by Jonathan Roberts of “JRC Consulting”. 1986.

* There is no disputing that increasing the maximum speed on the S&C to say 75mph will lead to increased maintenance costs – but by how much is open to question. Probably very little as all that is likely to be required is an increase in the tamping and inspection frequency. There will, of course

be some initial “one-off” costs to cover for re-canting of curves and elimination of any remaining jointed track. As the majority of the track is quite new there should not be any sleeper spacing problems.

Many people have argued that the speed differential between freight and passenger trains has not really changed since steam days. To a large extent this is true. In steam days we had (unfitted!) freights trundling along at 20mph and passengers at 60 /75mph. Today we have heavy freight topping Ais Gill at 20 mph and Class 158 at 60mph - but other things have changed.

In steam days passenger trains had locos with axle weights of 17 to 22T hauling coaches with axle loads of just under 10T. Freight trains had a loco of 16 to 20T hauling a string of wagons which rarely had axle loads of much more than 10T. With today’s freight trains the loco is still about 20T but it is hauling a long train with all the wagons being 22.5 / 25T. Class 158 DMU have an axle load of only 9.5T so are very light on the track.

Canting curves for these heavy freight trains and at the same time not incurring excessive maintenance costs is where the problem arises. Under cant and the passenger trains will cause wear on the outer rail; over cant and then you have the heavy axle freight trains riding along on the low rail with the increased risk of RCF (Rolling Contact Fatigue). Hence any alterations will be very much based on the requirements of the freight trains - but it should be remembered that it is these that cause the track damage not the passenger trains! Incidentally NR now have very sophisticated software (Track-Ex.) which is used to predict rail sidewear and RCF

Any speed increase over the S&C need not be applied to freight trains and anyway the majority of these on the route have a maximum permitted speed of 60mph in any case. All I’m sure the Freight TOC’s would welcome is a removal of the 30mph PSR’s at Dent and Ribbleshead.

The point for everybody to watch in future is what speed any re-signalling schemes will allow for as that certainly will set the line in aspic until ERTMS arrives.

Response from FoSCL Chairman Richard Morris

It is unfair to criticise the FoSCL Committee. Its members are elected by the FoSCL membership to run our many and various activities on their behalf. FoSCL has not been a campaigning organisation since the line was saved from closure in 1989. The only real exception to this has been Paul Levet's sterling work on a through service to Manchester over the past three years, which has enabled him to produce a business case which has been requested by the bidders for the next franchise. Anything else will require an individual with the time, expertise and willpower to see a campaign through to its end. It is not a matter for the Committee as a whole.

As to the points made in this letter: first, it is wrong to assume that we know what the next stage (GRIP Stage 3) of Network's Rail evaluation will consist of. Our understanding is that it is not primarily a "desk top study". The S&C infrastructure may indeed be in a better condition than at any time since before World War II. Network Rail will not divulge how many millions they have spent in recent years, but clearly investment is continuing to ensure that the line can withstand extremes of weather in the future. We welcome this, it is a vote of confidence in the future of the line.

Mr Bastin's explanation of the current work near Kirkby Thore is completely at odds with what I have been told by Network Rail. It is as a result of a regular inspection noticing some track settlement. Investigation showed that it had nothing to do with gypsum mining and is a glacial feature, where the moraine debris have been washed out over the years leaving a massive cavity which is being filled.

One could argue that whether the 1975 Sectional Appendix has the whole line with a maximum speed of 75 mph is irrelevant, it's today's situation and the current rules governing maximum speed which should concern us. The maximum speed on the Borders Railway (quoted as 71 mph average) is equally irrelevant: the line is 35 miles long and the journey from Tweedbank to Edinburgh Waverley takes

55 minutes. This is an average speed of 38 mph, not impressive! The S&C has a higher overall average speed, 43 mph between Carlisle and Settle for a stopping train.

At the Network Rail meeting on 8th June, in addition to the Chairman, FoSCL was represented by three of its rail industry experts. While we were encouraged by much of what we heard, we did not like what we were told about line speed. Our experts disagree as to whether or not we should accept this, but there is a consensus that at present it would be a waste of time to have another attempt at raising the S&C line speed.

However, there is one point in the letter on which we can all agree: we need to lobby the successful bidder for the next franchise. It will be up to FoSCL to come up with a business case to convince the TOC that it is worth investing money in the S&C to increase the line speed and it is to be hoped that our correspondents can make a positive contribution to this.

Split Ticketing

Reading the August magazine I note John Disney's comments on split ticketing. In fact TOCs are indeed under an obligation to accept Advance tickets (including splits) if you are delayed on a preceding service. The advance ticket FAQs that covers this is sadly internal only so he can be forgiven for not knowing. Information can be found on Railforums.

Jan Buxton - by email

(John Disney comments: Sadly most operating staff don't know about this - I've seen people surcharged by EMT and "let off this time only" on XC.

When I did it on EC from London to Newcastle (splitting at York but using the same train) I got both bits refunded "as a gesture of goodwill by EC" after the London to Peterborough section was diverted HST due to OHL problems - the booked train did run Peterborough to Newcastle but of course I missed it by an hour and actually went home as I was going to be too late for the meeting in Newcastle.)

Museum of Rail Travel

Members may be interested to know that I attended the opening of a small exhibition at the Museum of Rail Travel, Ingrow, near Keighley on the 25th May 2015. The exhibition had been organised primarily by Mark Neale and the Vintage Carriages Trust to mark the 60th anniversary of the closing of the Great Northern Railways route linking Bradford with Keighley and Halifax via Queensbury .

The reason I am telling members about this exhibition is that the main contractor for this line, Benson and Woodiwiss, also constructed the section of the Settle to Carlisle railway from and including Dent Head viaduct , Arten Gill viaduct , Rise Hill tunnel, Ais Gill through to Mallerstang , Birkett tunnel up to and including Smardale viaduct.

The opening of the exhibition was attended by two direct descendants of the contractors namely Susan Tripp and Alan Rhodes, both great, great grandchildren of the Woodiwiss family. Benson and Woodiwiss were a Derby-based contractor who worked for the Midland Railway , the Great Northern Railway , the Cheshire Lines and the Furness Railway . They constructed the line linking Oxenhope to Windermere , Carnforth to Wennington , the Queensbury lines and section of the Settle to Carlisle line mentioned above.

The exhibition continued until the Autumn 2015 and was only a small part of the Museum of Rail Travel at Ingrow: www.vintagecarriagestrust.org

Jim Bennett - by email

(Editor's Note: *FoSCL Membership Secretary Peter Davies is the Great Nephew of Sir Abraham Woodiwiss*).

And Now For Something Completely Different!

I was coming back from Carlisle on Saturday 25th July on the 11.55am train; while on the train we had a short music recital played on a SAZ - a Turkish stringed instrument a bit like a large lute or mandolin. It happened as a gentleman called Akam Ibrahim was on his way back to Leeds, and was seated at a table. A family boarded the train - Vanessa and Paul with their son Nathan who is a budding guitarist and who has several guitars of his own - asked Akam about his instrument. So he took it out of the case and played some music on it, then handed it to the lad who also managed to play something. It made the journey quite enjoyable as it was the family's first outing on the Settle-Carlisle Line and I told them a little about it. They bought a copy of the book about the line as well.

So I asked if I could take a photograph and, being a member, thought it might be interesting for the magazine.

Malcolm Preston-Green – by email



Rear Cover Images: More views of the work to restore quarry traffic to the S&C:

Above: Viewing platforms on each side of the bridleway to the north of the site will enable visitors to see into Arcow Quarry to the west, seen here, and to the east, the Settle-Carlisle main line.

Below: Stone from the quarry itself is being used to construct the new line. Here, large aggregate is being produced by the crusher for use on wet parts of the site to enable efficient drainage.

Photos: Mark Rand

R THE HAWES ROPEMAKERS

WATCH TRADITIONAL ROPEMAKING and see how the twist is put in! Many thin strands of yarn are twisted together to make strong, colourful and useful products such as Bannister Ropes, Barrier Ropes and a variety of dog leads. 10 minute ropemaking video and shop (skipping ropes and clothes lines, small toys and gifts, novels and knot books).



10% OFF goods
in our shop when you
show your valid FoSCL
membership card at
the till

Hawes, North Yorkshire DL8 3NT
Phone 01969 667487

email: sales@outhwaites.com

ADMISSION FREE
Open Mon-Fri all year
(except Bank Holidays
and Christmas/New Year)

Outhwaites Ltd
ROPEMAKERS

Est. 1905

www.ropemakers.com

