

SETTLE - CARLISLE RAILWAY
JOURNAL

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November 2016
No 146

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Eden Brows Repairs on Target
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

NEXT MAGAZINE: Copy date for the February 2017 magazine will be Saturday 21st 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: 6L62 Eden Brows-Kingmoor Yard spoil train approaches Howe & Co running wrong-direction on the Up Line. At Howe's it will use the crossover to get onto the Down line, and then exit the Engineers possession. 66092 (furthest from the camera) leads the train of 40 Coalfish wagons, conveying almost 1,600 tonnes of spoil, with 66108 dead on the rear. This loco had brought the train on site the previous day. Only about a dozen of these trains ran. Time 0745, date 24/08/16.
Photographer: Rachel Griffiths. **Train driver:** Andrew Griffiths

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

An interesting three months.

As always on the Settle and Carlisle Railway there have been several interesting happenings in recent months.

The train service continues to be curtailed at Armathwaite, the landslip at Eden Brows is expected to be repaired by March 2017 and hopefully, then, or shortly afterwards, we will have a train service running the whole length of the line through to Carlisle.

This partial closure of 'our railway' has resulted in a substantial drop in passenger numbers and we, together with Northern and the Development Company, will have our work cut out in advertising that the line has reopened throughout for business. In my last report I mentioned that the introduction, however well intended, of a rail replacement coach running from Appleby to Penrith was simply confusing the issue; thankfully this service is being withdrawn from the timetable change in December. This will leave passengers the simple option of alighting at Appleby and joining an express bus to Carlisle or the 'slow' bus to intermediate stations to Armathwaite. Overall, the buses have worked very well but on occasions road works on the A66 trunk road have resulted in buses missing trains.

At last work was due to commence in late October on a new Waiting Shelter at Settle and, by the time you receive this magazine, the shelter will hopefully be visible and should be finished prior to Christmas.

A recent visit to meet with our Regional Director in Northern, Paul Barnfield and John O'Grady, our Customer Service Manager was more encouraging in so far as Paul was able to divulge that the various managerial posts which remain vacant in the East region (that's us) of Northern should be filled before Christmas.

Dealing with Northern in recent months has, at times, been problematical, it is hoped that the above appointments will lead to greater ease of communication with our Train Operating Company.

Staying with Northern for the moment, the ghastly train wraps have annoyed many passengers seeking to enjoy the views from the train window. Our feelings on these have been made known to Northern and are the subject of illustrated comment elsewhere in this magazine.

There is now the Eric Stanley Memorial Garden in place at Settle station, thanks to the hard work of a few volunteers this is a fitting tribute to Eric, our much missed volunteer. Our workshop situated behind Settle Station has been a busy place of late and, thanks to the efforts and skills of our resident joiner, Ged Pinder, much work has been done. A completely new front section, in hardwood, has been made, this for the Down Waiting Shelter at Ribbleshead. The actual woodwork is all but finished, painting will commence shortly, then, after the worst of the winter weather is over, fitting will take place next May under the supervision of Network Rail.

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

Nick Pearce of the Property Company will lead the team at Ribbleshead on installation day, he has done much of the groundwork in dealing with Network Rail and Northern.

Elsewhere in this Journal you will find an advert for a new book on the saving of the S & C by Martin Pearson.

This gives a fascinating insight in to the decision making by Government which resulted in the Settle to Carlisle Line being reprieved. With a foreword by Michael Portillo this book would make an excellent Christmas present.

The appeal in our last magazine for new Committee members was partially successful, we have had several applicants for the post of Treasurer, this position looks as if it is now filled.

We have said goodbye to our bookkeeper Nicola Higham, who over the past few years assisted Stephen Way our Treasurer. Nicola has found that her workload was increasing at an alarming rate and had to leave us. We thank her for all her help over the past few years.

To replace Nicola we have employed another lady, Karen Leaver to keep an eye on our books. Karen has been in the post only for a couple of months but she has made several suggestions already which have been well received and should improve our efficiency. With the year end fast approaching thoughts are already focussing on 2017, we have much to do and next year will be exceptionally busy as we will have a complete railway from April and we, together with our partners on the S & C, notably the S & C Development Co., have to spread the word that the whole of the S & C is open for business and hopefully many of the empty seats currently seen on many trains will be filled by passengers eager to experience the visual delight of the Settle to Carlisle railway. Or should it be the Leeds-Settle-Carlisle Railway ? More on this subject in the next edition of the journal.

May I, on behalf of your Committee, wish you all a very pleasant Christmas and a healthy New Year.

Douglas Hodgins



Will steam return to the S&C in 2017? Here 46115 Scots Guardsman is seen at Hellifield station on a test run from Carnforth.

Photo: John Wood

Editorial

FoSCL has been taken to task by a member who was not at all happy about the fact that that we published details of this year's Christmas lunch in the August magazine - and also included a mail order sales leaflet in the same issue. The position is that the publishing schedule of the second weekends of February, May, August and November each year means that the November issue would be far too late for providing details of the lunch which is the main social event in our calendar. To a certain extent the same applies to the sales leaflet: as our correspondent correctly assumed, these orders are aimed at the Christmas market and are an important element of our fund-raising activities. Receiving orders, packing them and taking them to Settle post office for despatch requires many hours of volunteer effort. To try and condense this into a few weeks would, bluntly, be asking a bit much. And also a considerable percentage of the orders are for Christmas cards which many people will want more than a month in advance of Christmas.

An important element in our fund-raising activities? Yes but for how much longer? This is the age of the internet and, whether we all like it or not, the use of paper communication is rapidly decreasing in importance and the time will come when our successors start to phase out this paper magazine. When the S&C was saved did any of us think that 27 years hence, we would be able to see real time images of trains on the S&C via the webcams? And that includes all members throughout the world.

In this magazine you will find a review, by Mark Rand, of a new book entitled *The Settle-Carlisle Railway 1850 - 1990, The Building and Saving of a Great Railway, A Line of Critical Decisions* by Martin Pearson who recently moved from the West Midlands to Settle. This kind of research is invaluable to our understanding, not only of the events which led to the S&C's reprove, but also of its gestation back in the mid-19th century. In particular, readers will not have to look very far before realising that there are parallels between what was going on in Britain's economy 150 years ago and what has been happening in recent years. There is nothing new under the sun as they say.

Finally, an apology is due to Graham Wiltshire for the mis-attribution of his photographs contained in pages 28 & 30 of the August magazine. Graham took the photographs; John Cameron was the driver of the train.

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



Volunteer at Work!

Pete Brown making a new train destination finger sign for Garsdale station.

Photo: Roger Templeman

FoSCL Notes



The Friends of the Settle-Carlisle Line Annual General Meeting - 2017 Victoria Hall, Kirkgate, Settle Saturday April 29th

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before

**Saturday
7th January 2017 by:-**

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

Nomination forms are available on request.

The meeting will commence at 12.00 hrs.

Confirmation of speaker and other details will be contained in the February 2017 magazine.

Paul A. Kampen - Secretary - 13/11/17

Diary Dates

Saturday December 3rd: FoSCL Christmas Lunch, Falcon Manor, Settle.

Saturday December 10th: Open Day at Settle station.

Saturday December 10th: Carols by Lakeland Voices - 13.20 to 15.45 at Ribbleshead Visitor Centre, 16.00 at Settle station and 17.00 at the Lion Hotel, Settle.

Saturday April 29th 2017 - FoSCL AGM - Victoria Hall, Settle.

Membership and FoSCL Dales Railcard Update



If you have a query about your membership or FoSCL Dales Railcards, please contact:

By Post: SCRDC (FoSCL Membership)
Railway Station
Clifford Street
APPLEBY
CA16 6TT

By email: membership@settle-carlisle.com

Telephone: 017683 53200 (answerphone)

You can pay for your membership online at www.foscl.org.uk/membership, by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page. You can also pay by BACS crediting the following account: Friends of Settle-Carlisle Line, Sort Code 207842, Account No 90370894. Please quote the membership no as the reference. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.



FoSCL Dales Railcards should be purchased through the member login at www.foscl.org.uk. Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri. Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number. The current cost is £17 per person. Railcards will now be issued through the booking office at Appleby. Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by registering at www.settle-carlisle.co.uk

Membership Matters

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

Mr Harvey Smith – Leeds.
Mr Ben Spooner - Honley.
Mr David Manners – Crofton.

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

2016 Christmas Lunch

There are still places available for our Christmas Lunch to be held on Saturday, December 4th at the Falcon Manor Hotel - Settle.

Booking forms for the lunch can be obtained by emailing:

pat.rand@settle-carlisle.com
or by phoning 07879 285495.

NB: Please note the change of contact details.

The cost is £24.95 per person for three courses, with choices to be made from the menu below:

Pumpkin and Ginger Soup
Salmon Gravalax
Game Terrine
Shepherd's Purse

.....
Traditional Roast Turkey with all the trimmings

Eight-hour beef brisket
Grilled Haddock
Mushroom, Spinach and Chestnut Wellington
All the above with appropriate side dishes.

.....
Christmas Pudding with brandy sauce
Yorkshire Parkin with ice cream and custard
Hazlenut Meringue
Orange and Passion Fruit Brulee

Pat Rand

Settle Station Open Day

As always the Christmas Lunch will be followed one week later by our Open Day on Settle station. Please join us on Saturday December 10th for live music, sherry, mince pies and good company.

Lakeland Voices

The Lakeland Voices Choir will be singing Christmas Carols on Saturday 10th December at the Ribbleshead Visitor Centre on Ribbleshead Station 13.20 - 15.45 and then on Settle Station at 16.00 after which they will be in the Lion Hotel in Settle from 17.00.

Ruth Evans

Sales Department

Members should find a second copy of our 2016 Christmas Sales list included with this issue of the *Settle-Carlisle Journal*.

Completed forms should be sent to the following address: FoSCL Sales, PO Box 106, Settle, North Yorkshire BD24 5AH. Please do not send them to Settle station.

An apology is offered to sixteen members who received orders which had not had postage paid on them. Orders are despatched via a 'Drop and Go' account at Settle Post Office: for reasons which are not clear, the bag containing these items was removed by the Royal Mail before the staff had processed them. Thus the recipients were surcharged.

We thank all those concerned for their understanding in this matter.

For a 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.

Station Shop Opening Times:

Core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and Fridays and Saturdays according to the availability of volunteers (Appleby). **Paul A. Kampen**

Midland Railway Trolley for Settle

This platform trolley came to us as a rotten wreck although its iron components were generally good. It has been painstakingly rebuilt by volunteer joiner Ged Pinder in the newly equipped Settle workshop. Fellow volunteer Robin Benzie painted it in LMS colours. The final job was sign writing by Gargrave sign writer Eddie Ralph.



KWVR's David Pearson was able to keep us on the right track with the wording and lettering details - and quite a lot more:



The trolley is of Midland Railway design of which there were, in all, 44 types (the LNWR had 34). The LMS categorised all the pre-grouping types into a total of 84 LMS standards. This is a MR Type 201, 9' 9" long over the wooden surface.

The LMS continued to build these at Derby carriage works as its standard type and there were three types of handle, depending on when they were built, or if they had received a new one.

At stations with more than 20 allocated trolleys, the LMS painted the station name on the side frame and front so that when sent for repairs, it could easily be returned. The allocation was done on the basis of 1 per porter plus one when there were 1-5 porters at a station, 5-10 men had 1 plus two trucks and for over ten men, 1.10 per man.

So now you know.

Mark Rand



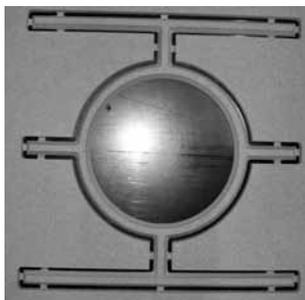
Sign writer Eddie Ralph poses with his handiwork

Ribblehead Northbound Shelter

FoSCL volunteer Ged Pinder has been busy in Unit 8a manufacturing new woodwork for the northbound waiting shelter at Ribblehead, to replace that currently in place which has deteriorated badly. Here we see new fabrications ready for installation next year.



Unit 8a is now a hive of activity; besides Ged our signalbox team are to be found in there undertaking various projects; and it is also now the base for our sales team who despatch orders made via the webshop and by post.



From Our Archives

This photograph was taken on December 19th 2000 when Stanier Class 5, 48151, worked a freight train to Ribbleshead. It is from the collection of the late Canon Bill Greetham and kindly donated by his wife Ursula Greetham.



We have a growing collection of images of the line from its construction through to the present day. We would like to catalogue the collections and make them available on-line. If anyone would like to help with this work, please contact Nick Hazlewood: nick.hazlewood@hotmail.com No experience is required.

Our archives are housed in the Folly at Settle and are usually open from 11 am to 4 pm on the first Saturday of each month (not January). The next three dates are 3rd December, 4th Feb and 4th March 2017. If you are visiting please note that there is no parking at the Folly and that the entrance is not through the museum, but through the door into the garden at the rear of the building. This is 50 yards up the steep road to the left.

Nick Hazlewood/Bryan Gray

Ian Graham - Kingmoor Driver and FoSCL Volunteer

The photograph above right was taken by the late Peter Walton, author of *Diesels Over The Settle-Carlisle Route*.

The loco is the famous D200, a Carlisle Kingmoor 12a locomotive and the driver is Ian Graham who was then a Kingmoor driver and is now a FoSCL volunteer.

The date of the photograph is 12th December, 1984.



“Extinct” Plant Found by FoSCL Member

FoSCL magazine readers will know of my involvement with railways; and another of my interests is the wild flowers of north west England.

It is now possible to leave the train at Kendal and go on the connecting bus to Kendal to explore the botanically rich limestone areas within easy reach of the town.

Whilst looking at a selection of orchids (back in July) I noticed a small plant with an attractive pink flower which I could not put a name to. I wrote down all the characteristics of the plant and took some photographs. When back home I tried to identify the plant from text books and arrived at the surprising conclusion that I'd seen a plant which was thought to be extinct in Cumbria!! Fearing a mis-identification I contacted the experts at Cumbria Wildlife Trust, who are based in Kendal, and they confirmed that I had indeed found an “extinct” plant, called the Narrow Leaved Red Hemp Nettle (in Latin *Galeopsis angustifolia*).

The story was subsequently covered in the *Westmorland Gazette* newspaper and also in the monthly magazine *Cumbria*; with Mr Neil Harnott from the CWT describing it as “a very exciting find”, suggesting “it would be one of the best finds in Cumbria for a while”.

Pete Shaw

A Passenger Waiting Shelter For Settle Station

Settle can be a bleak station when low pressure and south west winds bring with it driving rain. Especially when you are waiting for a train and the station buildings are locked up! This happened after last year's Christmas FoSCL lunch. Not that it took this episode to convince us that Settle station needed a shelter to protect passengers from inclement weather: FoSCL have been aware of the need for several years.

Settle station and the environs are Grade II listed and new buildings must conform with the style of a Victorian station - it is, after all, a part of an iconic railway line. With the help of the Railway Heritage Trust, who reviewed our plans, and very good guidance from a local architect, Stephen Craven, we submitted drawings in support of a planning proposal to Craven Planning in June this year. In early August we received full planning approval. Below is a drawing of the waiting shelter.

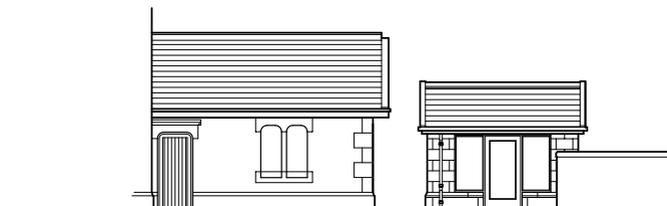
At the time of writing we have just had a meeting with Pat Cox from Northern Rail and Charlie Holl from Network Rail and also the contractor, Hopley's of Settle, which went very well. We hope construction will begin on the 14th November. Both Northern Rail and Network Rail have been very supportive of the project.

The Railway Heritage Trust will make a significant contribution but FoSCL will be providing the major share of the funding.

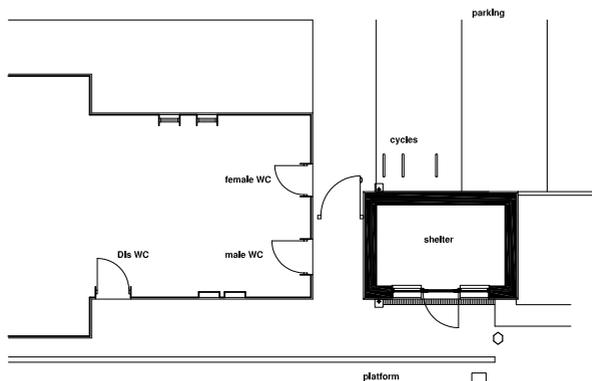
The FoSCL committee believe this is a very good use of our funds - with the shelter not only meeting one of FoSCL's primary aims but also use of some of legacy funds which stipulate that money should be used for the benefit of the line and its passengers .

We are proposing to have a similar shelter built at Appleby where there is a similar requirement for "out of hours" weather protection but this will be dependent on planning approval.

Paul Level
FoSCL Vice Chairman



West Elevation



Plan

Offers for Travel on the S&C

New train operator, Northern, are offering some great deals for travel through the Yorkshire Dales, Eden Valley and North Lancashire throughout the forthcoming winter months.

Dales Railcard Winter Offer: The train company, Northern, are offering a special day return fare for holders of Dales Railcards from Sunday, 30 October.

The offer is available daily until Saturday, 1 April 2017 but the following dates are excluded from the offer:
Saturdays 4, 11 and 18 December 2016
Sundays 5, 12 and 19 December 2016
Saturday, 18 February to Saturday, 25 February 2017 inclusive.

The offer is available on all trains with the exception of the Monday to Friday 06.30 Appleby to Leeds service.
The special price has been held at the 2015/16 rate. £9.00 for travel on the Settle-Carlisle line and £7.00 for travel

are available daily from Sunday, 30 October 2016 to Saturday, 25 March 2017 (excluding Saturday, 18 February to Saturday, 25 February inclusive), the fares are based on the journey been taken:

Zone One – Adult £11.50 Child £5.75
To Hellifield, Settle, Horton-in-Ribblesdale, Ribbleshead, Dent, Garsdale, Giggleswick and Clapham

Zone Two – Adult £12.50 Child £6.25
To Kirkby Stephen, Appleby, Bentham, Wennington and Carnforth

Zone Three – Adult £13.50 Child £6.75
To Langwathby, Lazonby, Armathwaite, Carlisle, Lancaster, Bare Lane, Morecambe and Heysham Port.

Off Peak Fares: Since early September, a new range of off-peak fares have been available reducing the cost of travel for journeys after 09.30 hours Monday to Friday, at weekends and on Bank Holidays. Here are a few examples of the off-peak cheap fares:

Journey	Peak Fare	Off-Peak Fare
Carlisle to Leeds (via Appleby)	£34.60	£29.40
Appleby to Skipton	£20.90	£17.70
Settle to Skipton	£ 5.80	£ 4.90
Skipton to Lancaster	£17.70	£15.00
Bentham to Leeds (via Skipton)	£19.30	£16.40

on the Bentham line. Northern have responded to feedback about the offer last year and the offer price from Settle to Leeds will mirror the fare from Giggleswick, ie £7.00.

Winter offer for West Yorkshire Metrocard and Mcard Holder: The prices of the special day return fares for Metrocard and Mcard holders have also been held for the forthcoming winter offer. They

Railcard discounts (Dales, Senior, 16-25, Two Together, Disabled, Friends and Family) will apply to these fares too. Note these fares were correct in October 2016 but are subject to change in January 2017.

Settle-Carlisle Day Ranger: A Settle-Carlisle day ranger ticket was introduced earlier this summer in response to the disruption on the Leeds-Settle-Appleby-Carlisle route following the huge landslip near Armthwaite. Allowing travel along the

Settle-Carlisle route to/from Leeds and Bradford Forster Square, the £15 ticket (£7.50 for children) is to continue until the engineering work is complete at Eden Brows. Railcard discounts apply reducing the adult cost of this day ranger to £9.90. Christmas/New Year – Settle-Carlisle Line: No trains will operate on 25 and 26 December and there will be a normal Sunday service on 1 January.

Anne Ridley – Settle-Carlisle Railway Development Company

Explore Vouchers – A New Way to Get a Great Deal!



This autumn will see the Dales Railcard Benefit Scheme replaced by great new vouchers that will benefit anyone living in or visiting the region. The new Explore vouchers will make it easy for absolutely everybody to claim fantastic offers from local businesses. They will be available online at www.settle-carlisle.co.uk, where you can print them or save them on your mobile device. A wide selection will also be published in our new-format timetable booklet next year.

Josephine Shoosmith – Settle-Carlisle Railway Development Company

The S&C Fares Maze

Travelling on the S&C has never been cheaper in real terms if you can find your way through the maze. Follow me...

The Leeds – Settle – Carlisle Day Ranger is valid on all trains for an unlimited day's

travel between Leeds/ Bradford FS and Armthwaite by train and Rail Replacement Buses from Appleby/Armthwaite to Carlisle (but not to/via Penrith) for £15. You can purchase it from staffed ticket offices or on train if these are unavailable. It is not available online or from station ticket vending machines. Whilst it is intended as a temporary offer until the line is fully open, if it is well used there is a better chance of retaining it long term maybe limited to the Leeds to Kirkby Stephen or Appleby section.

Off Peak Day Returns (OPDR) were introduced on the S&C in September for many journeys and are now a permanent feature of the fares structure. They are not valid before 09.30 Mon-Fri so are of little benefit to weekday southbound passengers from Carlisle but can save northbound passengers up to 15% if they avoid the morning peak. They are also available from/to destinations beyond Leeds with some fantastic bargains e.g. Barnsley to Garsdale OPDR is £16.30; Huddersfield to Horton is £17.80 OPDR.

However where some other operators such as Virgin East Coast or Cross Country are involved beyond Leeds only Anytime Returns are offered so fares to any station between Settle and Garsdale are £27.20 from York or £27.30 from Doncaster. Note that stations between Settle and Garsdale are often "basketed" (grouped) for longer journeys so you can often travel to Garsdale for the same price as Settle.

Fares often jump enormously to Kirkby Stephen (Barnsley to Kirkby Stephen is almost double the Barnsley to Garsdale fare) so split ticketing at Garsdale may be much cheaper (Garsdale to Kirkby Stephen is just £3.70 OPDR) but your train must stop at Garsdale i.e. avoid the "Express". Passengers from West Yorkshire can often save by using an OPDR or Metro Day Rover to Keighley together with an OPDR from Keighley but remember on weekdays that the West Yorkshire tickets (including Day Rovers) have an afternoon peak restriction so you may be better using this option at weekends.

Anytime Short Distance Returns have also been introduced for shorter trips returning up to a month later; these could

save money on a weekend away compared with buying two singles although two Day Rangers are currently still cheaper for an overnight trip from Leeds to the Eden Valley or Carlisle.

The **Dales Railcard** is available to residents along the line north of Skipton (£6.50) and to ALL FoSCL members irrespective of where you live (£10.50 via www.foscl.org.uk). These prices are valid until May 2017 and the annual Railcard offers a 1/3rd discount on all journeys from Leeds / Bradford to Carlisle except for journeys entirely within the Leeds/ Bradford to Skipton section so the Day Ranger is just £9.90 with a Railcard. Other National Railcards are also valid subject to their specific conditions.

Dales Railcard holders can purchase a Winter Offer ticket for £7 return to Morecambe (also valid as far as Settle on the S&C) or £9 return to stations between Horton and Carlisle inclusive. These are valid daily until April 1st 2017 except the first three weekends of December and 18-25 February inclusive (half term).

These tickets are also valid in the opposite direction e.g. Dent to Leeds but are not valid Monday to Friday on the 06.30 train from Appleby to Leeds.

Dales Railcard holders also get discounts at some cafes, pubs, accommodation providers and shops – see the website for full details.

Holders of Metrocards, MCards and ENCTS Bus Passes issued by Metro can travel at reduced return fares until March 25th 2017 (except 18-25 February) on both lines from Leeds / Bradford as follows: £11.50 as far as Garsdale or Clapham £12.50 as far as Appleby or Carnforth £13.50 as far as Carlisle or Morecambe.

There is also a **Newspaper Offer** valid across the Northern Network until November 20th.

If you are travelling from Leeds / Bradford into the Southern Dales then the Dales Rambler is the ticket for you. It covers rail travel at any time to Skipton or Ilkley (you can go to one station and return from the other) together with daily buses from Skipton to Grassington; the Saturday Skipton to Malham bus and weekend buses from Ilkley to Grassington via Bolton

Abbey. It's also valid on Sundays from Grassington to Buckden and on Cravenlink buses between Ilkley and Skipton. All this for just £12 (£7.90 with a Railcard).

The Winter Offers and Dales Rambler are not valid from station ticket machines or online but can be purchased from the conductor if boarding at an unstaffed station or if the ticket office is closed.

Leeds – Settle - Carlisle is also included in the North East and North West Rovers which also include other operators which makes circular tours such as Leeds – Newcastle – Carlisle – Settle – Leeds or Leeds – Settle – Carlisle – Ravenglass – Carnforth – Leeds affordable with the respective Rovers.

All these fares (except the Special Offers) are subject to the annual January fare increase and this article is by no means comprehensive. Please let me know if you discover some bargains or fares to avoid; if you have any problems obtaining the fares described in this article or if you uncover any errors or omissions. You can e-mail john.disney@ntu.ac.uk or ring me (evenings only) on 0115 9322356.

John Disney

Stop Press: Flying Scotsman to Visit the S&C?

When the S&C is open throughout again a massive publicity drive will be required to bring passengers back to the line. To that end the Keighley and Worth Valley Railway are planning a visit by *Flying Scotsman*. As this issue of the S&C Journal goes to press negotiations are in progress and hopes are high for a successful outcome. Please watch the railway press for details.

Photo page to right: Network Rail picture shows Fred Story, boss of Story Contracting (left) with Mark Carne, boss of Network Rail, at Eden Brows.

News From Eden Brows by Mark Rand

Our line is of course still blocked, indeed missing right now, at Eden Brows south of Carlisle because of the landslip there. Northern are making the best of it with a near normal train service augmented by coaches northwards from Appleby and Armathwaite. It is confidently expected to re-open as a through route in March.

Eden Brows has proved to be fertile ground for gloom-and-doom rumours. In early October the Serious Rumour Squad (SRS), an expression from my police days, had it that there had been a further landslide, that the repair plans had to be totally re-thought. Indeed the Very SRS was reporting that the job was being abandoned and that the S&C would have to close. Possibly emboldened by this, by mid-October the SRS and the VSRS both reported that the hillside was on the move again.

FoSCL is in regular, sometimes daily contact with Network Rail and with the people doing-the-doing at Eden Brows. They are being very open with us. I have visited the site four of five times now. We alerted Network Rail to the rumours and they responded immediately with resumed weekly bulletins to the media and online.

Well, the landslip IS still moving - but it is now a matter of millimetres at a time. This was expected and is well within the limits of what is being allowed for. When

the work is completed the line will be physically isolated from the hillside, which will be able to move as much as it will - though stabilisation work towards the river will secure it.

To quote from NR's latest weekly report as we go to print:
"The March 2017 reopening date is still on track"

FoSCL is working closely with others on a very high profile re-opening, possibly on Friday 31st March 2017 and the weekend immediately following. Full details in the February journal and long before then on websites and social media.

Mark Rand

FoSCL has received enquiries from members wishing to know how the single line working is being implemented during the current emergency. **Ken Harper** responds as follows:

Pilot working to point of obstruction at Armathwaite was (and is) instituted from Kirkby Thore and not Appleby - but under normal circumstances should have been from Culgaith (shortest distance). Special instructions have been issued to use KT as its points are motor operated (which are detected) and (position light) ground signals are available so no hand signalman is required to clip points or hand signal trains in the wrong direction over the points. In addition reversing the mechanical crossover at Culgaith

requires the barriers to be lowered which would close the road to traffic for a considerable time and possibly upset local motorists and other road users!. Sometimes the Pilotman is seen travelling from and to Appleby/ KT on a train (hopefully without armband) as it is the easiest way to travel but purely as a passenger.

Finally, the signalboxes on the line all remain open for 24 hours per day.



Network Rail Projects

Network Rail are taking advantage of the line closure at Eden Brows by bringing forward other projects. They started work on three projects in the Eden Valley at 11pm on the 21st October with the main work taking place over the weekend on 22nd/23rd October. Each project enhances the long term viability of the line and reinforces the commitment that is being made by Network Rail.

The biggest project is the seven arch Little Salkeld Viaduct. The track and ballast is being removed in order to instal concrete trough units and a membrane to the viaduct deck along with rainwater downpipes to drain the water away. The stone structure is in excellent condition, having been repointed recently. A handrail has been installed to protect people working on the viaduct. The opportunity is also being taken to replace metal sleepers with concrete ones, and to replace all the old ballast.



Heading south, the second project is the replacement of an under bridge (no.255) just north of Long Martin station. This involved the fabrication off site of a new concrete deck weighing 86 tonnes. This was manoeuvred by a hydraulic lift vehicle and lowered onto the two original side walls, which had been cut back to accept the new structure. The new bridge is not very pretty, but it is robust.

The third project is the waterproofing and strengthening of another bridge at High Griseburn (bridge 215).

The photograph above shows Little Salkeld viaduct with the ballast removed from the up line; and below left is the viaduct at Long Marton before work commenced. Will Storey of Story Contracting is the Scheme Project Manager; Will is also working on Eden Brows.

Bryan Gray



Taking a Dim View of Things

Anybody living within sight of Northern trains must have noticed their new £2 million advertising campaign involving extensive and expensive vinyl train-wraps. Fourteen of Northern's 158 fleet of trains - the mainstay of S&C services - have been given the treatment. The curious message 'We are Fearless - We are Northern' is emblazoned along the sides of trains - see picture.

Trouble is the graphics cover four out of the nine windows on each side of a 158 carriage, seriously compromising the view. If the carriage is light on passengers these windows are avoidable but if full, as with a booked coach party for instance, perhaps 30 or more people are faced with obstructed windows. You CAN see through the mesh if you are looking at it head-on but if you are wanting to take in the whole panorama from the centre of a carriage the windows at the carriage ends are totally obscured. Even head-on the mesh covered windows are all but opaque in rain or direct sunlight.

FoSCL has taken up this situation with Northern who say "We have liaised closely with our Control which will, on a best endeavours basis, try to limit the number of times the wrapped trains are used on the S&C. In order to protect capacity, we cannot give a guarantee that these wrapped trains will not be used on the line

at all. For operational, maintenance and re-fuelling purposes these trains, as our entire fleet, have to cycle around the network to some extent."

This does at least implicitly acknowledge that there is a problem. The advertising campaign runs until next March when we, and Northern, will be trying to ensure that the S&C trains are full again on the re-opened line. We shall then look forward to plain glass windows through which people can once again enjoy the scenery on what is for many their train journey of a lifetime.

Mark Rand

Light Reduction Measurement

In order to try and make a scientific analysis of how much light reduction there is through the train windows now blocked off by Northern with their mesh adverts I took test light readings through both the windows with mesh adverts over them, and also through clear glass windows, to see the comparisons.

I waited until the train was standing still in a station and used my Minolta Auto V^f light meter (which takes readings accurate to 1/10th stop) to test the light.

A setting of 1/15th second through a clear glass window gave a reading of f5.6, whereas through the mesh advert the reading at 1/15th second was f3.5.

This means a reduction of 150% when the mesh adverts are in the way. Not helpful when we are trying to promote a scenic line.

Pete Shaw



The Navy Camps at Cowgill and Dent Head

Much has been written about the navy camps in the area of Blea Moor, far less concerning those further north.

On Sunday 21st August 2016 something was done to right this. It has been known for a long time that some navvies who lost their lives whilst engaged on building the stretch of line from Dent Head to Rise Hill Tunnel were buried in a mass grave in the churchyard at Cowgill. For those not aware of its situation, it is located close to the foot of the steep road leading up to Dent Station.

It has long been thought that there were around two dozen remains interred at Cowgill. However recent research at the Cumbria Archive Centre in Kendal has revealed there are in fact no less than seventy two bodies interred in the churchyard. Of these only twenty seven were navvies, their ages ranging from fifteen to an amazing seventy seven years though the latter takes some believing bearing in mind the average age for a Victorian labourer was just forty. Most of these deaths occurred in the vicinity of Dent Head Viaduct.

In addition there are forty five women and children buried here. Disease was a major cause of premature death from just two days - the youngest child - to a woman

of sixty one. One unfortunate woman was decapitated when riding the temporary steep tramway back down to the valley from the camps on Rise Hill.

The Vicar of Dent, the Reverend Peter Boyles, officiated at the service - initially inside the church before we all moved outside for the dedication service around the splendid memorial stone created by Pip Hall, a letter carver. Then the Reverend Christine Brown, Associate Priest, read the names of all seventy two buried in the churchyard.

The Vicar thanked the Yorkshire Dales National Park Authority (Sustainable Development Fund) plus the Friends of the Settle Carlisle Line for their contributions of financial support. A number of members of FoSCL attended the service and dedication.

Finally, Pip Hall and her colleague Carolyn Francis of Lakeland Fiddlers entertained the congregation with the kind of music that the navvies would have enjoyed in their leisure time.

The details quoted above are largely taken from an excellent pamphlet on sale after the service.

Bob Swallow

Below L-R: Rev. Peter Boyles, Carolyn Francis, Pip Hall and Rev. Christine Brown with the memorial.

Photo: copyright Maggie B. Dickinson



Special Traffic Report

1st Oct

68016/68021

Derby-Heaton, test train

The imported gypsum train from Hull Docks to Kirkby Thore has been running trials with ever-increasing tonnages. Each wagon weighs approximately 100 tons loaded and the count has gone up from 17 wagons to the equivalent of 23 - but for insurance a second loco (weighing about 100 tons too) has been in the train in case the tonnage got to more than one loco could cope with. The second loco was switched on at Langcliffe one time, when the notorious cutting caused problems for the train loco.

The aggregates from Arcow quarry at Helwith Bridge have gone from just one train to two per day, as required; demonstrating robust loading arrangements.

With Autumn starting, the annual problem of “leaves on the line” is being addressed by Network Rail with the high pressure water jetting train running to blast leaf mulch off the rail head.

Pete Shaw

66412/66413 on the water jetting train to remove leaves from the rail head near Garsdale.

Photo: Pete Shaw



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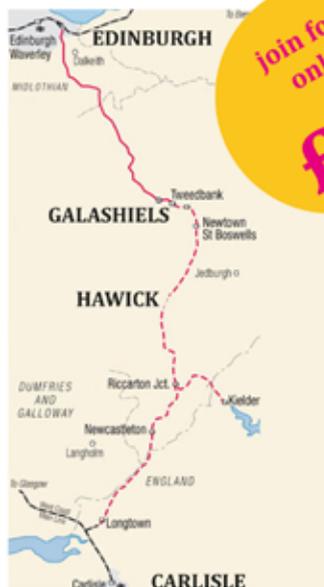


www.sandctrust.org.uk/stayatastation/

(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)

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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 98-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 began on 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.



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Upper: Copyright Walter Baxter, geograph.org.uk
Lower: Copyright Robert Brysdale, CBR.



During the disruption to services on the S&C caused by the landslide at Eden Brows, all trains have used the northbound (down) line between Kirkby Thore and Armathwaite.

Above: A southbound service working 'wrong line' around Armathwaite Curve.

Below: The Culgaith signalman 'flagging through' a southbound service.





*Above: The effects of nature on the disused line at the foot crossing near Kirkby Thore.
Below: A southbound unit crossing back to the southbound line at Kirkby Thore.*

Photos: Peter Ainsworth





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



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Improvements at the Station Master's House

2016 has been a busy year at the Station Master's House.

Guests this year have found the house comfortable, well equipped and a great place to stay - with some already booking their places for 2017. The house itself has benefitted from some several improvements too. As readers will know, the house is situated at one of the line's most beautiful but harsh locations. The challenge for the team looking after it is to ensure that the house can withstand all the weather conditions that can be experienced at Ribbleshead right through the year.

Those of you who check out the webcams at Ribbleshead will have seen scaffolding and much activity over this summer. You may have been wondering what on earth has been going on? Well autumn is upon us and winter is approaching with speed, so the team have been busy preparing the house to ensure it is safe, weather proof and comfy for all our guests over the most challenging months.

Extra care has been taken on the west and north facing side to guard against water damage that can over time cause damage to the house. Exterior paintwork has all been refreshed, for at Ribbleshead, what we may do with our own homes every 5/10 years, needs attention every 2/3. Such is the challenge of the location. Extra protection has also been included around some of the most exposed windows. The inside has not been ignored, with a freshly painted sitting room which has a new carpet too.

So, as you can see, the team have been

very busy this year! The house and its winter guests will benefit from all this hard work. Many thanks must go to them and to FoSCL for protecting this wonderful heritage.

I am also pleased to confirm that discounts for FoSCL members for both the Station Master's House at Ribbleshead and the holiday lets at Kirkby Stephen station, are continuing into 2017. Both the Station Master's House and Booking Office Cottage have open fires in the sitting rooms, for which coal is provided. They run alongside powerful central heating systems so they are great places to stay right through the year, including over Christmas!

This is a busy time of year for making bookings, so if you are thinking of staying with us and have some dates in mind for any of our three lovely holiday lets, please do give me a call and book your place today.

Rachel Griffiths

– Bookings for the Station Master's House at Ribbleshead and Booking Office Cottage and Platform Cottage at Kirkby Stephen station.

01768 800 208

e:rachel@sandctrust.org.uk

W: www.sandctrust.org.uk/stayatastation/

The man with a head for heights is Jason (below left); and Danny is attending to the Visitor Centre doors as they were covered too. Both work for Different Strokes in Kendal.



DalesBus Winter Services

Winter timetables are now in operation with the following connections available for train users:

Skipton to Grassington daily: morning service to Malham Mon – Fri and all day service on Saturdays. Daily connections at Grassington for Kettlewell and Buckden. The Saturday evening Packhorse service to Wharfedale is not currently operating. Settle Market Place and Giggleswick Craven Arms (near Station) to Kirkby Lonsdale via Austwick, Clapham Village and Ingleton. 2 hourly service Mon – Sat. Dent Station to Dent, Sedbergh & Kendal Saturdays only.

Garsdale to Hawes daily: Some trains have a scheduled bus connection; at other times please ring Little White Bus to arrange a Demand Responsive journey. Connections are available at Hawes for services to Bainbridge, Aysgarth and Leyburn. The Wensleydale Rover covers all scheduled LWB services between Garsdale and Leyburn for just £9.

Western Dales Bus run additional connecting services on Tuesday from Garsdale to Hawes and Sedbergh and on Friday from Kirkby Stephen Station to the Town Centre and to Sedbergh (see separate article below).

Note that buses now only run between Ilkley and Grassington via Bolton Abbey on Monday, Wednesday, Saturday and Sunday; the Kirkby Stephen – Appleby – Penrith 563 Grand Prix service is being withdrawn in November.

The Summer Sunday Northern Dalesman bus from Ribbleshead to Richmond via Hawes, Buttertubs Pass, Muker, Gunnerside and Reeth was very popular this year - especially after the service in the opposite direction featured in All Aboard The Country Bus on BBC4. This service is supported by FoSCL and Northern. It is hoped to operate it again in 2017 taking account of feedback from users requesting a more direct route with more time for walking in

the Gunnerside/Reeth area. Why not combine a ride on the train using one of the bargain tickets available (see separate article) with a connecting bus ride to somewhere different this winter? Concessionary bus passes are valid on most scheduled connecting bus services. See www.dalesbus.org for full timetable details and the latest news on any service changes. Any comments on DalesBus services are always welcome. Please e-mail **John Disney** at: john.disney@ntu.ac.uk or ring: 0115 9322356.

Western Dales Bus News

The Western Dales Bus continues to improve its services with connections to three stations on the Settle-Carlisle line.

The S1 Saturday 'Kendal Shuttle' service from Dent Station to Dent, Sedbergh and Kendal remains largely unchanged albeit with the winter service meeting the 08.49 train from Leeds departing Dent Station at 10.20. The bus returns from Sedbergh at 16.50 to meet the 17.32 train back to Leeds. In addition there is a later request service, bookable with the driver on the day and leaving Sedbergh at 1840. Please note that in extreme winter conditions the bus may not be able to reach the station in the morning in which event it will wait at the bottom of Coal Hill for 10 minutes after the scheduled departure time.

The bus is ideal for a winter trip into the Howgills or the fells on each side of



Dentdale. Why not take a leisurely walk down Dentdale starting from the station and ending in Dent or Sedbergh before getting the bus back? The fares remain at £4 single to Sedbergh and £6 return for the 20 mile return journey. This service also connects with the West Coast main line at Oxenholme departing at 09.10 in the morning towards Sedbergh and Dent.

In addition the Tuesday S3 'Hawes Hopper' service travels between Sedbergh and Hawes with 3 return services, most of which call at Garsdale Station. It is possible to get to either Sedbergh or Hawes although, from the 08.49 train from Leeds, please use The Little White Bus for the outward journey from Garsdale to Hawes returning on WDB service later.

The Friday S4 'Kirkby Stephen Connect' travels from Sedbergh to Kirkby Stephen calling at Kirkby Stephen Station on

all journeys. This is an excellent way of reaching Kirkby Stephen town. Alternatively, why not take a short stroll from the station down to Stenkrith Bridge, along the viaduct walk to Hartley and then crossing Frank's Bridge into the town to catch the bus back. Also, it is possible to get to Sedbergh using the S4 service returning to the train later.

The Western Dales Bus is entirely volunteer-run including FoSCL members and has now been operating for over 5 years. English concessionary passes are accepted on all journeys. For timetables please visit www.westerndalesbus.co.uk. Please come along to meet our friendly volunteers and see the only bus with a FoSCL logo!

John Carey



FRIENDS OF THE WEST HIGHLAND LINES IS THE GROUP WHICH PROMOTES THE RAILWAY FROM GLASGOW TO MALLAIG, FORT WILLIAM AND OBAN. IF YOU ARE INTERESTED IN OUR WORK SUPPORTING THIS WORLD CLASS SCENIC RAIL EXPERIENCE, WE WOULD BE PLEASED TO SEND YOU A COMPLIMENTARY COPY OF THE SUMMER 2016 ISSUE OF OUR A4 FULL COLOUR MAGAZINE WEST HIGHLAND NEWS PLUS. THIS UNIQUE PUBLICATION NOT ONLY FEATURES THE WEST HIGHLAND LINES BUT ALSO

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PLEASE CONTACT

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News From Other Lines

News from the Lancaster & Skipton Rail User Group

LASRUG was delighted that groups supporting the Leeds-Morecambe line won two awards at the annual Community Rail Awards, held at Southport on 29 September. I was pleased to be a member of the platform party who received third place in the "Best Marketing Campaign" category. This was for the "Rail to Trail" project created jointly by LASRUG, the line's Community Rail Partnership and Northern Rail. The judges commented: "The 'Rail to Trail' project of twelve self-guided walks represents a truly community approach to a marketing project which, with the support of the train operating company, has been turned into a valuable resource for the line, with a long life-span, and marks the beginning of an ever-growing programme under the 'Rail to Trail' banner, along with a much closer working relationship with the train operating company. From the outset the project was designed to encompass both traditional marketing means and the use of modern marketing techniques via websites and social media."

Also receiving the award was Stuart Ballard, who mapped out each of the walks, which link all the stations between Skipton and Heysham. The

individual leaflets can be obtained from weather-proof display boxes at stations, and can also be down-loaded (communityraillancashire.co.uk/walks/self-guided-walks).

In the "Best Community Engagement Event" the Friends of Bentham Station won first place with their photographic event, "A Day in the Life of Bentham" With the vast majority of people today having a camera, tablet or mobile phone, a digital photographic competition was held, recording all aspects of life in Bentham on 29 July 2015. 250 entries were received, and 40 were selected for an exhibition at a prime location in the centre of the town during the last week in August, and again at the station in September. There was such interest that a portable exhibition has been created, and there is to be a permanent display at Bentham station. Generous help with funding was given by the local community and the rail industry.

John Bearpark

L-R: *Catherine Huddleston (Community Rail Development Officer for the line)*
Canon John Bearpark (LASRUG President)
Gerald Townson (LASRUG Secretary and

Leeds-Lancaster/Morecambe Community Rail Partnership Chairman)
Simon Clarke (Community Rail Lancashire Officer)
Pete Myers (Stakeholder Manager, Northern)
Stuart Ballard (Walks Compiler)
and Alex Hynes (Managing Director - Northern Rail).



Photo: Paul Bigland

News From Wensleydale

Garsdale station marks the 140th Anniversary

1876 was a momentous year in the history of the Settle-Carlisle railway, when scheduled passenger services began (freight services had started the previous year).

In Upper Wensleydale, we decided to mark the 140th anniversary of the opening of Garsdale station. However, as it was another two years before the Midland Railway's Branch line down to Hawes was completed and Garsdale became fully operational, perhaps that's another date for the diary, in 2018?

The week-end of August 6/7 was publicised well in advance, with the Dales Countryside Museum in the former station building in Hawes as the venue for events on both days.

Two well-known railway historians gave talks at the DCM: Dr. Christine Hallas on *Victorian Garsdale and Hawes* (about the coming of the railway) and David Joy, former editor of *The Dalesman*, on research for his forthcoming book *Rails in the Dales*, to be published in May 2017 and launched at the DCM (more details in the next FoSCL Journal).

Both talks were very well-attended, with people coming considerable distances, including travelling specially for the week-end from the Midlands and Scotland as well as from across Yorkshire, Cumbria, Lancashire and the North East. Events were timed to suit local bus times; the Little White Bus between Garsdale station and Hawes proved its worth for those travelling by train, who were greeted by decorative bunting. A special thank you to those who arranged this welcome at the station.

The restored weighbridge hut in the station yard was opened on both days by Wensleydale Railway volunteers. The week-end programme also included events organised by Mount Zion chapel at Garsdale Junction: a guided walk on the Saturday and choral singing in the chapel on Sunday, followed by one of the congregation's renowned Community Teas. (The chapel's foundation stone was laid on May 1, 1876, the same date as the first

passenger train ran, so that anniversary was marked earlier this year).

The Book of Bridges: A highlight of the week-end was a rare opportunity to view the Midland Railway's book of original coloured engineering drawings for the bridges on the Hawes Branch. This six mile line was built by Woodiwiss and Benton, railway contractors who built some sections of the Settle-Carlisle line and also Mount Zion chapel. We were all delighted when some Woodiwiss descendants introduced themselves over the week-end!

The individual sheets of drawings are generally in good condition. However the book containing them (which is more than two feet high and a yard wide) is now fragile and in need of skilled professional restoration to safeguard the drawings inside. To protect them for the future, it is planned that the necessary restoration work can be undertaken by experienced bookbinders as soon as possible. At the same time, the drawings will be digitally scanned, for permanent reference and individual study. An appeal to cover the cost of restoration was launched at the Anniversary week-end.

Any donations towards the appeal will be most gratefully received by Graeme Thompson, Treasurer of the Friends of the Dales Countryside Museum (registered charity no. 519546) c/o The DCM, Station Yard, Hawes, North Yorkshire DL8 3NT.

"The standards of draughtsmanship and finish make the manual a most important historical document,"

says Tony Freschini, British Rail's Project Resident Engineer, Ribbleshead Viaduct (1988-92).

Ruth Annison

Wensleydale Railway Santa Trains in December – BOOKING ESSENTIAL

Please see www.wensleydalerrail.com to book online
OR phone WR office 01677 425805

Seven Have an Awayday Together

It is axiomatic that everybody at the National Railway Museum is totally committed to ensuring that all visitors have an interesting, informative and enjoyable experience. Well, we of the Thursday Information Point Team certainly go along with that, especially the “enjoyable” bit, and being “visitors” ourselves we decided to “enjoy” a day out. To that end, one Friday morning in July seven of us (The Edifying Seven?) assembled at Leeds Station. We arrived from various directions and by varying modes of transport with but a single purpose - enjoyment.

We boarded a train bound for the Settle and Carlisle Line, at least that part of it which is actually open to traffic. Our Class 158 was soon rushing us along the Aire valley. We hurried through Kirkstall Forge, the newest station on the network, and Apperley Bridge, also recently (re-)opened. Our first objective was the Worth Valley Railway. Some of us had been there before and Sheila is a regular volunteer on the line especially for the Vintage Carriages Trust. For others it was a new experience. As Sheila knew the way around the Worth Valley she had arranged our travel and also suggested a lunch venue.

We crossed from Network Rail to the Worth Valley platforms at Keighley and were enjoying cups of coffee from the station kiosk when WD 2-8-0 90733 clanked into the station with a short rake of Mark 1 coaches. The WD’s clank was totally authentic but the shining paintwork wasn’t at all reminiscent of the WD’s I recall trundling around the West Riding more than half a century ago.

Thanks to Sheila we had seats reserved for us but to be honest that was hardly necessary as this particular train was very lightly patronised. The WD made short work of hauling us up the valley. The stations are all beautifully presented in early British Railways London Midland Region style with the addition of lots of blooms in tubs, baskets or flower beds. At Haworth we had sight of the Standard 4-6-0 75078 which has recently returned to traffic - a fine testament to the skill,

hard work and commitment shown by the supporters of a railway which is almost entirely dependent on voluntary effort. At Oxenhope the train rested. 90733 posed by the station while the footplate crew sought refreshment. They allowed us to join them on the footplate for a few minutes. It was as clean inside as out but much hotter! We also had time for a quick visit to the Exhibition Shed where we especially admired the Pullman carriages and the Lancashire and Yorkshire Railway Directors’ Carriage.

Then it was back to our train for the return to Keighley. As the branch is uphill all the way to Oxenhope the return journey is largely a test of the driver’s skill with the brakes. Our driver passed that test with flying colours as he brought us back to Keighley with neither snatch nor jerk. As well as the train, seven healthy appetites had just arrived at the station. We took them with us to Cafe Choux Choux - a new establishment utilising the former station building. The place was attractive, the staff welcoming and the food good, plentiful, inexpensive and ready - as were we.

For a while conversation lapsed. Well satisfied we returned to the main line station to continue our journey. Unfortunately the rain had decided to visit Keighley too and it came along with us for the ride as another Class 158 took us into the hills. This train was very well patronised. Most of the travellers alighted at various of the scenic but lonely stations dotted along the line. They cheerfully toted their bags and gathered their waterproofs around them as they strode off into the wet, grey yonder.

Our train now seemed to be on a collision course with the cloud base. Penyghent was completely hidden while Mallerstang Edge struggled to loom out of the mist. The loneliness of the line was emphasised by the Carnforth route trailing away into the distance from Settle Junction and the ghost of the Hawes branch slipping away between the hills north of Garsdale Station. On the other hand the new quarry siding near Helwith Bridge looked well used while the succession of viaducts and tunnels always enlivens this particular journey.

We alighted at Appleby leaving our train to make its wet and lonely way to Armathwaite - currently the end of the line. A few travellers clambered on to the coach to take them to Penrith for onward connections. We repaired to The Midland Hotel where we discussed this particular jaunt and future possibilities over a convivial drink.

Our return train was already lurking on the Appleby East branch when we returned to the station. There was just time to pose for a group photograph before yet another Class 158 slipped into the station. This time we had a female driver, not at all unusual these days but as we cruised steadily back up to Ais Gill I couldn't help wondering whether she would have coped as well driving a recalcitrant Black 5 on the greasy rails (*Oooooer!!* - Ed).

The weather showed tantalising glimpses of brightness. Mallerstang Common stood out starkly against the clouds. From Ribbleshead the weather appeared to be brighter towards Ingleton and the

Carnforth line offered the promise of distant sunshine but the fells remained shrouded.

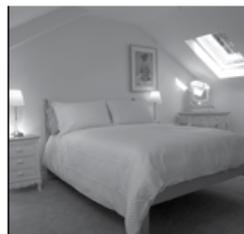
Once again our journey was mainly a test of braking skill as our driverene firmly observed the 60 mph speed limit. This train was an "express" calling only at Kirkby Stephen, Settle and Skipton before joining the evening scrum of Metro services. The schedule was forgiving in the extreme and our train seemed to be killing time until Shipley with slow approaches and lengthy waits at the stations. At last, free of restrictions and conflicting moves, we were able to race along the Aire valley arriving in Leeds in good time despite the seemingly obligatory stop outside the station. The seven of us bade our farewells and dispersed to make our several ways home - all much buoyed by a day spent in each other's company and the satisfactory completion of a well planned and, of course, most enjoyable day out.

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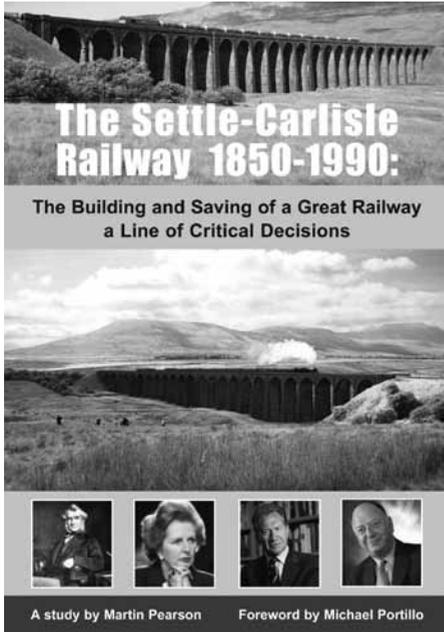
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Book Review

The Settle-Carlisle Railway 1850-1990 The Building and Saving of a Great Railway A Line of Critical Decisions by Martin Pearson



This is the incredible story of the Settle-Carlisle told as never before. In particular the decisions that led to its construction, the Midland Railway's attempt to wriggle out of building it, the welcome but unexpected decision to reprove it from closure and many more twists and turns along the way.

There can surely be no stretch of railway about which so much has already been written, filmed and talked about so why then another book? The answer to that lies in the Freedom of Information legislation - in particular the so-called Thirty Year Rule (soon to become the Twenty Year Rule). With a boatload of exceptions and restrictions government papers go the National Archive 30 (or 20) years after their creation to become public. Before 30 (20) years are up, anybody can

request disclosure but there are even more restrictions on that.

The S&C was reprovied from closure on 11th April 1989 so the papers covering the lead-up to that decision would soon go to the National Archive if they were meet and right for disclosure.

Martin Pearson has astutely anticipated that 30th anniversary and its significance.

During the years leading up to what looked at the time would be the line's closure FoSCL(A) was formed and there was a huge public outcry which included books, films, hearings and general outpourings of concern. Many individuals* and bodies campaigned - with eventual success but, well recorded elsewhere, that is not the main focus of this book. When the reprove came it prompted more books and speculation as to why the government seemed to have done a surprising U-turn. Yet once that dust had settled there was, by and large, silence. Nearly 30 years of it.

Many or most of the key decision making figures of the 1980s have passed on. Notable exceptions who are still very much with us are Ron Cotton - the BR man who was sent to close the line, Olive Clarke who chaired one of the public hearings - and late 1980's Transport Minister Michael Portillo. Mindful of government confidentiality, the Thirty Year Rule and so forth, Portillo has maintained a dignified and discreet silence over the years, revealing just enough to be polite but certainly resisting pressure to reveal the details of what happened in the corridors of power nearly three decades ago. In a candidly personal and revealing Foreword he has set the record straight - with the help of the very documents unearthed by Martin Pearson.

Martin Pearson was fascinated by the way decisions in general come to be made. A railway enthusiast, scholar and FoSCL member he thought that the S&C would be an excellent subject through which to examine the decision making process and to measure it against modern decision making models. There this work could have remained - academic and of little popular interest.

But three years of dedicated research

have uncovered what turns out to be a truly fascinating, even a dramatic story. With great insistence and with the help of London solicitor Edward Album, himself a key legal figure during the Save It campaign, Pearson has been unwilling to take no for an answer as file after dusty file in the Department for Transport (DfT) has been opened up to him. Not only is the lid lifted on the reasons why the line was spared from closure, there is something of the 'Yes Minister' about the results as facts, fiction and fantasy are fleshed out with documentary evidence.

After months of persistence a key document emerged in full - a six-page letter dated 6th April 1989, from then Secretary of State for Transport Paul Channon to Prime Minister Margaret Thatcher. Many months later a final Civil Service Submission sent to Michael Portillo on 24th February 1989 was released. By April Channon could set out his intention to save the line and spelling out the reasons why. Five days later the public announcement was made.

The reasons given were hardly overwhelming when set against a Conservative government determined to cut the colossal expenditure of BR. There had to have been more to it and there was. Plenty - but you will have to get the book and see for yourself. It turns out that a key figure behind the scenes was indeed and unsurprisingly one Michael Portillo. His name appears seldom in the official record yet when he was famously asked what was his finest achievement in politics he replied 'Saving the Settle-Carlisle Railway Line from closure'. Now national treasure Portillo has revealed his love of railways in fine style - almost daily on our TV screens. Portillo's Foreword confirms that the decision to reprieve the line was taken in government well before April 1989 - and his fingerprints were all over it.

Spectacularly illustrated and presented**, Pearson's book unearths some real gems including the financial crisis of 1866 that nearly killed the line had an exact parallel with the RBS story; that Neville Chamberlain as Chancellor took on the road industry saying that road vehicles had been using the

common highway for private profit, while endangering public safety, amenity and capital. He also illustrates ways in which post-war nationalisation ran into problems and explains how and why Dr Beeching was appointed.

Martin Pearson's book has provided the opportunity to set the record straight. In style.

Mark Rand

** I was NOT directly involved in saving the line - and full credit to those who were. I was Chairman of Bingley Civic Trust in 1988. We supported FoSCL's efforts and were Corporate Members.*

*** Graphic designer Paul Castle who was originally responsible for the book's excellent presentation and layout died suddenly as it was in its very final stages. Rachel Griffiths of Imagerail was able to take over and has done a splendid job of it.*

You can purchase a signed copy of Martin Pearson's book On-line from:

www.foscl.org.uk/shop.

Price £13.00 to include P & P

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Martin Pearson, 23 Town Head, SETTLE,
price £13.00 to include P + P**

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Appleby Stations. Price £10.00**



The Opening of the Lancaster-Carlisle Railway

This December sees the 170th anniversary of the opening of the Lancaster-Carlisle railway, thereby the completion of a London to Scotland route -- the world's first long distance steam-operated route. A rival route - now known as the ECML - wasn't completed until the River Tweed was bridged at Berwick. The Grand Junction Railway had absorbed the Liverpool - Manchester Railway in 1845, and thus had access from Newton Junction to Preston, as well as having collaborated with the 1838-opened London to Birmingham Railway, in through route operation [Curzon St. Birmingham station affording transfer access]. The GJR also had an interest in the Caledonian Railway line into Scotland from Carlisle.

In October 1838 the *Liverpool Mercury* newspaper acclaimed the London-Liverpool rail access taking under nine hours; and heralded eventual extension of access in Lancashire. The pace of travel, for the time, is mirrored by the schedule on the example ticket for the L/C opening.



March 1847 saw the inception of a branch line to Windermere .. & invoked complaints from William Wordsworth that people from the likes of Manchester were entering his front garden.

A slightly kinder view of rail travel was evinced from Frederic Chopin's London-Edinburgh journey of *circa* September 1848, via Lancaster, made in order to undertake a recital programme in Scotland under the sponsorship of Jane Stirling and the Duchess of Sutherland [Chopin had performed at Sutherland House, London

(now Lancaster House)]. Chopin was met at Euston by staff of the Broadwood Piano company, who had reserved a first class carriage for the piano they provided and Chopin had his own 1st class compartment. Windows [vents, rather] were basic in those times, and Chopin did not entirely enthuse over the journey experience. He however observed that Scottish cattle were magnificent. [Chopin died in October 1849.]

His valet disdained public transport, and had gone on strike for 24 hours after Chopin had hailed a hackney carriage in London.

Another rival for the London North Western Railway, as the whole route was named , was the Midland Railway, whose own access to Scotlad was secured via the S/C in 1876, after failure to achieve cooperation with LNWR in use of the Low Gill link. [Incidentally the Midland was among the earliest subscriber entries in the London phone directory *circa* 1879, a then - slim volume: TERminus 701 for long distance enquiries: TER survives as (7) 837 today].

Data from *circa* 1890 show that LNWR and Midland rivalry spurred those firms' economic performance measures, surpassing most other UK railway companies. Low cost mobility was aided as third class ticketing spread -- an example excursion fare being 5/- for Derby to London [to access Crystal Palace Great Exhibition, 1851].

The two rivals were subsumed into the LMSR, 1923, and records for loco power output were notched up , in the L/C section. Among those the 1936 average speed record still stands, for steam: 70mph, 399 miles, Euston- Glasgow non-stop, attained by Princess/ Coronation class *Princess Elizabeth* [leading to the *Coronation Scot* speed record of 114 mph, 1937, near Crewe]. Another noted performance under load was the *Duchess of Abercorn* 1939 test run, unassisted over Shap, with 20 coaches [600 tons]. The *Night Mail* immortalised in W H Auden's poem would usually have needed banking, up from Tebay, until Stanier's 4-6-2 emerged in 1933.

The 1962/63 British Railways Midland

region schedule lists the *Caledonian* as the quickest London - Glasgow service. .. 5 minutes faster than the Royal Scot. Its list of named trains of course included The Waverley, via Settle, formerly named till 1957 *The Thames - Forth Express*.

Graham Wiltshire



Top Right: 47830 running light from Appleby to Crewe on 6th October
Above: Work in progress to provide Appleby station with a new roof.

Photos: Michael Summers

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This image shows just what an immense job is being undertaken by Story Rail and Network Rail at Eden Brows.

Photo: c/o Network Rail

2017 Settle-Carlisle Railway Calendar

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

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080

More of this in our next (February) Journal but as a taster, here is a picture of DCC's model of the Ribbleshead Viaduct, recently shipped here from Australia. The model is 18 feet long and will soon be on display in Settle.



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Letters to the Editor

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

The Borders Line

I have been following the discussion and arguments for extending the Settle – Carlisle line to Glasgow and Edinburgh. I also read of encouragement for re-opening the old Waverley Line now that the new Borders Rail line, currently under construction as far as Tweedbank, close to Melrose, is to be completed later this year.

I wonder if the readers who put forward this suggestion are aware that the new Borders line will be single track with passing loops for 80% of the route. I believe the reason to be size restrictions on the existing bridges, which will require further investment to convert the line to double track working.

Stock

A few weeks after receiving the August edition of the Settle-Carlisle Railway Journal, I received my monthly edition of the Modern Railways publication. In it I read about the replacement of all the Anglian fleet of rolling stock as part of the new East Anglian franchise, including the veteran ex-West Coast Mk 3 coaches, and wondered if this may present an opportunity for the Settle to Carlisle railway.

Current electrically hauled, could not a diesel hauled set of the Mk 3 coaches be used to provide a Jacobite type railway service (as run in Scotland from Fort William to Mallaig), promoting the tourist attraction of the most scenic railway in England? Or perhaps this rolling stock could be used for all the Settle to Carlisle services?

So a great opportunity to obtain the right rolling stock for a Leeds to Carlisle service, thereby helping secure its long term future together with possible improved journey times. Any chance of the Friends in partnership with the Development Company exploring this further?

David White – by email

Leeds-Settle-Carlisle

In the August edition of the Settle-Carlisle Journal the Chairman asks for members' opinions on renaming FoSCL Friends of the Leeds-Settle-Carlisle Line. In my opinion this could be a good move as it underlines the fact that we are a through long-distance line and part of the strategic rail network. Far too many people, including some who should know better, think that we are some form of heritage railway and are responsible for running steam trains!

If the Committee decides to take this step, I hope it will be in full consultation with our friends in the other groups with whom we have established excellent relations in recent years. The Aire Valley Rail Users Group (AVRUG) has for years been very effective in representing passengers between Leeds and Skipton and their Chairman has been very supportive of FoSCL on many occasions. The Lancaster and Skipton Rail User Group (LASRUG) and its associated Community Rail Partnership quite rightly see themselves as responsible for the stretch between Skipton and Settle Junction, including Hellifield Station, and we have often worked closely with them.

It would be good if we could bring these three organisations and the various members of the S&C family closer together in the future.

Richard Morris - by email

Eden Brows

I am one of the more distant members of FoSCL and have been a member for several years. I would like to congratulate and thank you for the excellent journal which you regularly produce.

The news about the line closure due to the landslip at Eden Brows was a severe blow. Due to the articles about the problem and its solution, plus the photos, I have been made fully aware of what is happening – the items by Mark Rand are excellent.

I look forward to reading about the further progress in the next journal. I am lucky enough to own a copy of F.S. Williams' Midland Railway Its Rise and Progress and cannot recommend too highly the chapter on the S&C.

Incidentally I did email the address which you gave on page 33 of journal No. 144 for the NwR updates but have, so far, heard nothing.

Please keep up the good work with the journal – thank you.

Martin J. Sherwood – Broadstairs, Kent

(Editor's Note: These kind comments are much appreciated. We were aware that dissemination of the Eden Brows updates had temporarily ceased. This was due to the employee who produced them leaving the business unexpectedly. A new person has now taken over and the updates have re-commenced).

A French Settle-Carlisle – Or Two!

Many thanks to David Musgrave for his interesting article on the French Cévennes and Causses lines in the August issue. I have travelled on both and indeed there are many parallels to the S&C, not least the superb scenery and the chance to visit areas which are well away from the beaten track.

I suspect the article was written last year and not published until this summer, as contrary to the article, the Ligne des Cévennes linking Clermont-Ferrand with Nimes no longer has a substitute bus service on its central section (the most scenically impressive part); the line reopened fully in December 2015 following repairs. Over last spring and summer there was much promotion of the reopened through service, including some attractive fares (20 to 25 euro advance single for a 5 hour journey). During the summer the Cévénol Intercités service (the middle of the three daily through trains) is loco hauled with very comfortable and spacious refurbished coaches, with half of

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one carriage (formerly a buffet car) given over to an information coach with racks of leaflets featuring the regions served by the line. A nice idea, which also helps foster partnerships between the railway and local businesses, although I cannot see any UK train operator sacrificing so many of its high-density seats for such a facility!

The plan is to turn the two lines over to the regional governments and, while the Cévennes line appears to have a future, as SNCF and the regions have also indicated its strategic value for freight, citing the absence of suitable parallel roads, the future of the Ligne des Causses linking Clermont-Ferrand with Béziers (which once carried expresses from Paris as well as a sleeper service) very much hangs in the balance: a decision is expected on 15 October. The new southern region of Occitania, with its more pro-rail administration strongly supports the line and, in the event of closure of the through service, has indicated that it will try to retain a regional service on the southern half of the line. However the Auvergne-Rhône-Alpes region, at the northern end of both lines, is sadly not as committed to maintaining services and three other lines in this region have closed in the past couple of years (or as SNCF parlance puts it: transferred their operations to road services, as formal rail closure proposals do not exist) because lack of maintenance means they are not up to minimum standards for passenger trains. Several more are threatened.

Some withdrawn or threatened services are, like the S&C, inter-regional (and former intercity) lines, which are central to neither region and hence neither wishes to take responsibility. As the regions commission all inter-urban public transport, they will often provide a bus service when passenger numbers are not sufficient to justify a DMU, citing shortages of rolling stock. Diverting carriages to busy commuter lines to relieve overcrowding is (logically) deemed a better use of stock than having it run half empty on long and slow rural lines. The same issues exist in the UK of course, so justifying more and better trains is certainly a challenge for lines like the S&C when other lines face

overcrowding. In both countries, there has to be a case for refurbishing some older rolling stock to cater for additional summer traffic on scenic rural lines if the levels of utilisation do not justify investment in new trains.

One also wonders if the Settle-Carlisle (and many other lines in the UK) would have survived if infrastructure and operational costs had to be borne by local or regional authorities to the extent that is happening in France. Imagine the situation if the repairs at Eden Brows were dependent on Cumbria County Council meeting most of the cost! In some other countries (and indeed in Britain 25 years ago) such an incident would probably have spelled closure, so hats off to Network Rail for its impressive commitment to the line as well as its engineering prowess.

Andrew Winder – by email

Graham Nuttall and Ruswarp

On 20th January 1990, long time supporter of the Heart of Wales Line, Graham Nuttall (aged 41) went rambling with his dog Ruswarp, a border collie (aged 14), in the Welsh Mountains having travelled down by rail from Burnley to Llandrindod Wells, apparently to walk in the Devil's Staircase area by Abergwesyn. Mr Nuttall, from Duke Bar, became the first Secretary of the Friends of the Settle-Carlisle Line. His tragic story cast a shadow over the Friends' early days, but proved an inspiration, too. Ruswarp signed the original petition, protesting the proposed closure of the Settle to Carlisle line, with a paw print. Graham and Ruswarp used the local stopping trains on the Settle and Carlisle line to go rambling in the Yorkshire Dales. Fellow campaigners argued Ruswarp was a fare paying passenger who would suffer undue hardship were the line to close. The border collie even featured in a TV documentary aimed at saving the line. Graham and faithful Ruswarp pronounced "Russup" were inseparable. Mr Nuttall lived just long enough to see the S&C line's reprieve in 1989. Unfortunately Graham never returned from his days walk on that January day so neighbours raised the alarm. A week-long search found

nothing, while missing person posters and leaflets also failed to produce any sightings. But on 7th April walker David Clarke found his body by a mountain stream. Next to him was Ruswarp, who had stood guard over his master through snow and rain for 11 weeks. The 14-year-old dog was so weak he had to be carried off the mountain. Ruswarp was cared for by a local vet but did not live long after attending Mr Nuttall's funeral. The RSPCA quickly decided to award Ruswarp their Animal Medallion and collar for 'vigilance' and their Animal Plaque for 'intelligence and courage. Olive Clarke, one time government appointed independent Chairman of the North Western Area Transport Users' Consultative Committee for North Western England 1980 to 1991 wrote, "Graham Nuttall and his now

famous dog Ruswarp were familiar faces to me at the many public hearings of proposed railway closures not least for the Settle and Carlisle. Following Graham's tragic death I attended his funeral at Burnley Crematorium. The elderly couple who had Ruswarp in their care at the front and as ever on public occasions, Ruswarp sat patiently and silently throughout the service but as the curtain closed on the coffin there was a long low muffled howl. It was uncanny - Ruswarp's farewell. I shall never forget this."

A 'Llanwrtyd Wells Friends of the Station Action Group was formed and a celebration was held at the station on Saturday 10th June 1995 at 12.45 to mark the completion of the station enhancement project. Knighton resident Douglas Jones presented a Rowan tree and plaque in memory of

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Graham Nuttall and his dog Ruswarp. THIS TREE WAS GIVEN BY DOUGLAS JONES IN MEMORY OF GRAHAM NUTTALL (1948-1990) AND HIS FAITHFUL DOG-RUSWARP. These were blessed by the Rev Brian Bessant, Vicar of Llanwrtyd Wells and are in the station gardens.

Unfortunately the wording on the plaque is now fading and one hopes someone with the relevant skills could renovate it before it is too late.

Chris Magner – by email



Top: A road/rail machine at Arcow quarry having finished its work installing the new sidings.

Above: 66702 Blue Lightning at the quarry being refueled from the white bowser alongside.

Left: Two defective SSA 4-wheel wagons in the Ribbleshead quarry sidings.

Photos: Roger Templeman

Rear Cover Images - Train movements at Appleby

Above: On Saturday 1st October a pair of Class 68s ran from Derby to Armathwaite with the NWR test train. Seen here is 68016; 68021 was at the rear. These were the first Class 68s to be seen at Appleby this year.

Below: On Wednesday 7th September 66118 hauled the Newbiggin to Hull Docks gypsum wagons.

Photos: Michael Summers

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