

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

It's become apparent again recently that our members and almost everyone else don't understand the nature of the organisations that make up the Settle-Carlisle Partnership. I tried to explain this in some detail in an article in the Journal some while ago, but it may not have been widely read as it was buried among other articles which may well have been more interesting. So let's have another go here.

I'm Chairman of the Friends of the Settle-Carlisle Line, and most of you reading this magazine will be members of the Friends. We're an entirely voluntary organisation, with a lot of very generous members – you and the shops at Settle and Appleby stations keep us going financially. Think of us as a Rail User Group, but far more than this in the support that we give to the Railway.

Then there is the Settle-Carlisle Railway Development Company, Chairman Douglas Hodgins. This is a not-for-profit Company Limited by Guarantee. It has paid employees undertaking a range of projects. Many of you will have seen some of them staffing the refreshment trolleys on the trains and the ticket offices at Settle and Appleby. The trolleys are self-financing. The Dev. Co. also has other contracts with Northern Rail that promote use of the railway – such as printing the timetable/lineguide, operating group travel and Dales Railcards. Capital funding from other sources help to fund more major projects on the line.

The third partner is the Settle & Carlisle Railway Trust, Chairman Peter Drury, vital for the preservation and maintenance of the stations that they lease from Network Rail: Kirkby Stephen, Ribbleshead and Horton-in-Ribblesdale. It is run by a Board of Trustees, who are all volunteers. They also own outright the Stationmaster's House at Ribbleshead, the restoration of which was recently completed to universal acclaim: it looks splendid and is very obvious as the train pulls into Ribbleshead Station.

But – there's always a but – the Stationmaster's House cost a great deal to restore, which soaked up most of the Trust's financial reserves and large sums from FoSCL over the years. The problem these days is how do you get income to cover your maintenance and operational costs, and how do you raise capital sums for future projects? The main sources of income to date have been from office rental at Horton and two self-catering apartments at Kirkby Stephen: these two stations are more or less self-financing. But the Stationmaster's House? It's also been fitted out very well for self-catering and the bookings are coming in, but the maintenance costs are high thanks to the extreme climate at Ribbleshead.

There will be further calls on financial aid from FoSCL in the short term, notably because it has proved necessary to apply waterproofing treatment to the Stationmaster's House and the station building at Ribbleshead – the stone itself is porous. This is expensive. The FoSCL Committee is elected by the membership to take decisions on how we spend our money, and we are working closely with the Trust on future financial planning. In my view, though, it's also important to keep members informed.

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.

There has been plenty going on since the last edition of the Journal. We've maintained our usual contacts with Network Rail, including one of our regular meetings with those responsible for the S&C which are always very helpful and cover a range of topics. We also had a very cordial meeting in May with Dyan Crowther, Route Managing Director for the West Coast Main Line who is also responsible for the S&C north of Hellifield. There have been meetings, formal and informal, with the counties: Cumbria, North Yorks and Lancs. It looks increasingly likely that the running of the next franchise will be devolved from the Department for Transport to a consortium of Passenger Transport Executives, so we called on West Yorks PTE (Metro) in June, and came away with offers of advice on our plans for improved rail services. Similarly with Northern Rail, who have given us helpful advice on our Manchester service. People in government and the rail industry are keen to help, and this is really encouraging, but at the same time you've got to have a good case to present to them.

Which brings us on to the MPs. Following the totally unexpected chance encounter with William Hague in the Hallmark Hotel, I was fortunately able to speak to Tim Farron, MP for Westmorland, at the launch of the new Dentdale community bus service on 8th June. Then on 6th July Douglas Hodgins and I met Rory Stewart, MP for Penrith and the Borders. We'd requested a brief meeting simply to update him on our plans: Rory has a greater length of the line in his constituency than any other MP along the line. We were delighted when he offered to take a business case to the Secretary of State for Transport, and to write to the new MD of Northern Rail on our behalf.

The message we're putting across to all the politicians is: we – primarily the Dev. Co. – have done wonders in upping the number of tourist groups on the line. Due to the lack of rolling stock and unpredictability of the number of carriages on any given train, we've hit a ceiling. We daren't promote the line further than we already do. Give us decent 3-car trains dedicated to the S&C and we could very effectively increase booked groups, with consequent benefit to the local economy. New Zealand has invested \$40 million in new rolling stock for their most scenic railway line. How much has been invested in rolling stock specifically for England's most scenic railway? Zero, so far as we're aware. Isn't it about time someone other than FoSCL and the Dev. Co. took some responsibility for this?

To end on a sad note: the Cotswold Line Promotion Group notified us that Oliver Lovell, their Promotions Office and founder Chairman, had collapsed and died on Moreton-in-Marsh station on 2nd June. We were deeply saddened to hear this, as Oliver had given FoSCL much support and advice in the early days of its existence. I felt I'd got to know Oliver very well over the past year or so, and I had seen him at the CLPG AGM only two weeks before he died and had a very friendly chat with him then. He was a delightful

person. In recent years the ties between the two organisations have once again been strengthened, in no small measure due to Oliver's commitment. We shall miss him.



FoSCL Chairman Richard Morris (right) talks to Tim Farron M.P. - President of the Liberal-Democrats - at the Western Dales bus launch - 8th June 2013.

Photo: John Carey

Editorial

Some members may be a little surprised by the fact that this issue of the Settle-Carlisle Railway Journal only contains two letters from a members. I must assure you all that this is not because I have been wielding the blue pencil - nobody else has taken the time to write to me since the last magazine was produced. We always stress that communication between the committee and the membership is important - but it must be a two-way process. Please drop me a line to tell me what you think.

Another method of communication is afforded by our web forum which can be found at www.foscl.org. This has also been under-used but a couple of members have recently introduced topics of concern to them. These are: 1/ Loco-hauled trains on daily services and 2/semaphore signals and signalboxes. To take the latter first: there does seem to be a lot of conflicting information going the rounds - partly because Network Rail's plans have been revised a couple of times. Our original understanding was that control of the entire UK railway system (excluding preserved lines of course) was going to be centred on to 14 train control centres. The boxes on the S&C would survive until 2025 and would thus become some of the last traditional boxes controlling trains (some others will remain to control level crossings or swing bridges). Indications now are that the number of control centres will be as little as 12 and that a couple of lines may remain outside their control as there is 'no business case' yet for introduction of new technology (mark that phrase well!!) The last traditional signalboxes in use are likely to be those on the Hastings line and the last main line with semaphores will probably be the ECML north of Cupar. The S&C boxes will probably close no later than 2020 apart from Howe and Co's sidings which will survive for another couple of years. We have no solid information yet about what will replace the semaphores (ERTMS cab signalling?) This will be a very sad day and many of us will feel that some of the character of the line will have been lost. So what about preservation? Two of the boxes (the operational Garsdale box and FoSCL's preserved box at Settle) were slated for listing by English Heritage (see John Minnis's report which can be found on the Network Rail website) but are not on the definitive list for listing announced on July 26th. I know from private conversation that some people want FoSCL to co-ordinate a preservation project. But is that the rôle of a rail user group? Our two preserved boxes (at Settle and Armthwaite stations) consume a lot of volunteer-hours and a lot of cash as well. If we preserved a third - or a fourth - or all of them would YOU be prepared to donate some money (and it would mean many people offering four-figure sums) and would YOU be prepared to turn up at, say, Blea Moor every week to carry out volunteer work in all weathers? Discuss!

Regarding loco-hauled trains there are few people who would not like to be able to travel in them up and down the S&C. But, it's that phrase again, 'business case'. Assuming that the locos, stock and suitably qualified crew were available is there anybody who could provide a business case to show that these trains - possibly with the restaurant and observation cars that we would all find a welcome addition to the service - could run at a profit as part of the daily service. If there is such a person, we would be delighted to hear from them.

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

The NwR infrastructure train passing Garsdale signalbox. The work to keep the box in safe condition for its last years of operation can be clearly seen.

Photo: Roger Templeman



FoSCL Notes

Membership Matters

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

Mr. Arnold Greaves – Holmfirth.
Mr Oliver Lovell - Cotswold Line Promotion Group.
Mr Dave Richardson – Settle.
Mr. Kenneth Scruton - Beverley, East Yorkshire.
Mr. R. White of Boston – Lincolnshire.

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

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

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

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

DIRECT DEBITS: We still have several members who pay their subscription by Direct Debit. This costs FoSCL 37p per transaction.

If you are still paying by Direct Debit could you please consider setting up a Standing Order instead? We can supply a form for this purpose; please contact the Secretary (address in front cover) for this.

**Peter G. Davies -
Membership Secretary**

Electronic Magazines

Members can take advantage of an electronic magazine by contacting the Editor. This is sent in PDF format meaning that it can be blown up in size on the computer screen. It can also be read by users of Kindle Fire.

Some members have requested that we send their magazines in electronic format only with a consequent saving in postage costs. At the moment our membership system does not allow for this but we will keep it in mind if and when we revise the system.

One thing to bear in mind is that to send the electronic copies in a 'Press Quality' PDF would mean a huge file-size which most people's email would not allow and would, in any case, take an inordinately long time to download. The electronic copies are therefore low resolution.

Paul A. Kampen - Secretary/Editor

FoSCL Dalescards

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

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

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

Sales Department

Christmas Mail Order Catalogue

Members should have found our 2013 Christmas mail order catalogue enclosed with this issue of *The S&C Journal*. For the first time for many years orders using this method will go to our Sales Department and not to Kath Smith.

Kath Smith and Jimmy Richardson have become synonymous with FoSCL's Christmas sales but, sadly, they have informed us that they cannot commit to this activity during 2013 due to personal circumstances. They will, however, remain involved in FoSCL's Appleby shop and we hope to see them both there for many years to come.

The FoSCL committee would like to set on record its appreciation of all their hard work over the years.

Paul A. Kampen - Secretary/Editor

Shop Opening Hours

Core opening hours for our two station shops are:

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

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

New volunteers are always welcome: please contact our Trading Manager, Pat Rand, at: pat.rand@settle-carlisle.com

Why not visit our secure webshop?
- www.foscl.org.uk

The webshop is the easiest way to order books, DVDs, calendars, cards and the full range of goods which can be found in our shops. We will update it constantly as new lines are introduced.

New memberships and FoSCL Dalescards can also be purchased online and existing members and cardholders can renew in this way.

Orders for goods are normally despatched from Settle within five working days.

FoSCL on Twitter

It's clear that nowadays we have to look seriously at social media if we're to connect to a younger generation. The DevCo have been using Twitter for some time, to send out news flashes about disruption to rail services, engineering work etc. Now FoSCL have joined them with our own account, @foscl. If you're on Twitter, follow us! You'll get up to the minute snapshots of what we're up to.

For much more lengthy discussion of our campaigns and current issues, have a look at the Members' Forum on the FoSCL web site, www.foscl.org.uk. If you're reading this and you're not yet a member, join us online at the same web site address. It only costs £10 per year and you get four copies of this amazing magazine.

TripAdvisor reviews are now on the Settle-Carlisle website, www.settle-carlisle.co.uk. Recent ones have been universally favourable, except for one person from Wales who reckons the the Snowdon Mountain Railway and one or two others are more spectacular. Not strictly comparable, and we only claim that we're England's Most Scenic Railway!

Richard Morris - Chairman

Dates for Your Diary

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

Sunday September 1st: Ais Gill accident memorial services at St Mary's Mallerstang and in Kirkby Stephen - see page 13

Saturday December 7th: FoSCL Christmas Lunch, Coniston Hotel - see page 6

Saturday December 14th: Open Day at Settle station

Saturday December 14th: Christmas Lunch at the Brief Encounter, Langwathby Station - see pages 6 & 7

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

2013 FoSCL Christmas Lunch

The FoSCL Christmas Lunch will take place at the Coniston Hotel. The date is Saturday 7th December. The hotel is situated on the A65 and is 10 miles from Settle going towards Skipton and 7 miles from Skipton going towards Settle. It stands in its own spacious grounds. For further information look at their website: www.theconistonhotel.com.

A coach will leave Settle Station at 11.10 to connect with trains arriving at Settle Station from Carlisle and Leeds. There is also the Pennine Bus from Settle and Skipton which stops outside the hotel. There is plenty of room for car parking.

A booking form can be obtained by emailing:

ruthevanltd@hotmail.com
or by phone on 01729 825454.

Christmas Lunch at Langwathby

Bookings are now being taken for this year's Christmas lunch at the Brief Encounter on Langwathby station on Saturday 14th of December starting at 13.15. There will be a short quiz after lunch with prizes.

Please send your choice of menu (see right) and cheque for £21 payable to Brief Encounter Langwathby to me JOHN JOHNSON, at:

14 Scotby Close, Carlisle, Cumbria, CA1 2XG

Phone 01228 593943 or 0775 9593224

Please contact me for visits to Armathwaite signal box, all year round.

Christmas Lunch Menu - Saturday 7th December 2013 - Coniston Hotel

Starters

Coarse Game Pate, Winter Spiced Chutney, Warm Granary Toast OR
Oak Smoked Salmon and Mackerel Timbale, Capers Berries, Lemon and Black Pepper Crème Fraiche OR
Courgette and Blacksticks Blue Cheese Tart, Glazed Cherry Tomatoes, Baby Watercress
Cream of Parsnip Soup, Smoked Bacon Lardons

Main Course

Turkey Traditionally Served OR
Oven Roasted Salmon, Hazelnut and Herb Crust, Buttered Spinach, Parmentier Potatoes, White Wine Cream Sauce OR
Pork Tenderloin Stuffed with Apricot and Sage Stuffing, Gratin Potatoes, Thyme and Sherry Jus OR
Trio of Stuffed Vegetables with Red Pepper sauce & Sauteed Potatoes OR
Cannelloni Stuffed with Wild Mushrooms & Ricotta Cheese with a Baby Gem Salad & Walnut Dressing OR
Mille Feuille of Roasted Mediterranean Vegetables with Asparagus Spears, Herb Pesto, Tomato Coulis and Chateaux Potatoes

Desserts

Mulled Wine Pear with Christmas Ice Cream in a Brandy Snap Basket OR
Christmas Pudding, Rum Sauce and Redcurrants OR
Yorkshire and Lancashire Cheese, Celery, Grapes, Biscuits and Dundee Cake OR
White Chocolate and Ginger Cheesecake with Cranberry and Raspberry Sauce

Mince Pies and Coffee

£25 per person

For more details contact Ruth Evans: ruthevanltd@hotmail.com
or by phone on 01729 825454

Christmas Dinner Menu 2013

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

Starters

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

Main Course

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

Desserts

- Traditional Christmas pudding & Rum sauce Or
- Raspberry cheesecake with whipped cream Or
- Pear & chocolate gateau with Taste of Eden Ice cream

Glass of Gordon's mulled wine

Brief Encounter blend Coffee & Mince Pie

Price £21

*Denotes vegetarian

The Brief Encounter is a Fully Licensed Non-smoking restaurant



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



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

FoSCL Visit to Class 4, Bentham Community Primary School



Class 4 were delighted to welcome Joy Smith and Paul Kampen from FoSCL to Class 4 on July 4th.

They had come to support our learning this term and to look at a selection of our Easter holiday projects about the Settle-Carlisle Railway. The task was to research and present work on any aspect of this important local transport route and they were treated to a diverse range of ideas. Travis Taylor showed his fantastic Lego cartoon strips based on the perilous story of the line's construction. Joe Edwards read his poem, Luka Beaumont read extracts from his thriller story, Bronte Bentley, Evie Slinger and Emily Dodgson showed their projects which included paintings and

facts and figures, Thomas Walker gave us a Powerpoint presentation and Ben Hodgkinson showed his amazing facts and pictures posters and artefacts.

Joy and Paul answered questions and told stories of the history of the line. We were also reminded of the importance of this scenic route as a vital method of transport for local people.

Our projects are going to be displayed at the Ribbleshead visitor centre over the summer and two winning projects have been chosen to receive family day tickets for the route.

**Katherine Shepherd –
Yr 4/5 teacher – Bentham
Community Primary School**

The children's work can be seen in the main booking hall area of the Ribbleshead station visitor centre until Sunday September 29th. Many thanks to the S&C Railway Trust, and in particular Trustee Derek Walpole, for their help with this project. The visitor centre is open every day until the end of October.

Above Left: Joy Smith and Paul Kampen with the children of class 4.

Photo: Katherine Shepherd
Below: Katherine Shepherd examines the children's work with Trust volunteers Jean Colyer and Sarah Viney.
Photos: Joy Smith



News Notes

Artist in Residence on the S&C



Sarah Hutton is a prominent British artist. She studied Fine Art (Painting) at The Central School London, Syracuse University New York, and Leeds University. She paints professionally from her studios in Haworth and Giggleswick. Her work is regularly in exhibitions both nationally and internationally.

Sarah's latest project is a residency on the Settle-Carlisle line. She is planning to visit every station along the line, producing

a body of work which captures the beauty of its buildings, its wild and evocative setting and the people who work and travel along it.

So, you may well see Sarah working on the train or at a station. Her preliminary sketches are made in small hardback books which she fills with pencil drawings, capturing her initial responses to what she finds. Back at the studio, these are worked up into the finished pieces which can be line drawings, watercolours or oil paintings. If you do see Sarah at work, please say hello. Don't be afraid of interrupting – Sarah loves to chat! As well as exploring the buildings and landscape, she is really keen to meet passengers on the trains, the volunteers, conductors, drivers, railway workers... in fact, anybody who is involved with the S&C in any way.

We are really lucky that Sarah has chosen to dedicate such a big chunk of her time over the next year or so to this project. The results of her hard work will be a unique and permanent record of the railway, its place in the landscape and its people.

Josephine Shoosmith

Below: A preliminary sketch of Settle station



Harrington Hump at Horton-in-Ribblesdale

Passengers using Horton-in-Ribblesdale station on the Settle and Carlisle line can now enjoy better access between the platform and the train following the completion of a project to install an easier access area on the southbound platform. The £5m project will provide easier access on 80 platforms at 62 stations in England and Wales and Horton-in-Ribblesdale is one of the first to see the benefit of this investment. The project follows the pioneering work undertaken at Harrington in Cumbria.

The easier access areas are a modular system used to raise the height of platforms which in the past have been too low for some passengers to use. Dyan Crowther, Network Rail route managing director explained: "Passengers with mobility problems, pushchairs, wheelchairs and even lots of luggage have struggled to use some stations on the rail network because of the large gap between the platform and the train. The solution is simple, and cost effective. Rather than an expensive platform rebuild, sections of platforms are raised to the same height as the train door. Importantly, the structure is also ramped making it ideal for anyone to use."

Funding was provided by the Department for Transport's Access For All programme,

the design was drawn up in partnership with Northern Rail and the scheme is supported by Settle-Carlisle Railway Development Company, Friends of the Settle-Carlisle line and has been delivered by Network Rail.

Rail minister Norman Baker said: "Improvements like these make a real difference to those using the railways. Opening up access at stations and providing easier access gives all passengers, including those with disabilities and parents with young children, greater access to employment and social opportunities. And everyone feels the benefit of taking a train from stations with improved facilities and layout."

Drew Haley, client and stakeholder manager for Northern Rail, comments: "We are delighted to work in partnership with Network Rail and other industry partners to make improvements allowing passengers, who have previously been unable to travel by train, to use the rail network."

Richard Morris, FoSCL Chairman, added: "The Friends of the Settle-Carlisle Line are delighted to see this improvement in access between platform and train at Horton station. It's something that our members and rail passengers have long wished to see at a station that is widely regarded as the gateway to the Yorkshire Three Peaks."



The 'Harrington Hump' newly installed on the Up (southbound) platform at Horton-in-Ribblesdale.

Photo: Richard Morris

Skipton Model Railway Exhibition

The Skipton and District Railway Society will be holding a model railway exhibition at Aireville School, Gargrave Road, Skipton over the August Bank Holiday period 24th, 25th & 26th August. Opening times will be 10.00 – 17.00 hrs Saturday 24th and Sunday 25th; and 10.00 – 16.00 hrs on Monday 26th. Admission costs £4 for adults, £3 for children and concessions; and £12 for a family (2 + 2).

See: www.skiptonrailsoc.org.uk

Green Award for Northern

Northern Rail have been presented with an environmental award in this year's Rail Industry Innovation Awards. This is in recognition of Northern's efforts to conserve water at its train washing plants at four depots across the north of England. By investing in efficient brushes, eco-friendly chemicals and 'more concentrated' application Northern have reduced their water-consumption by between 50 and 70 per cent.

Barbecue at Appleby for On-train Guides

David Sampson and his trolley staff provided a generous barbecue at lunchtime on 11th June. There was plenty to eat and drink and those who attended (on a cool and cloudy day) really enjoyed the occasion with much interesting conversation. Unfortunately the number of guides who came was quite small - a pity!

We owe a real debt of gratitude to David for organising the barbecue at Appleby, and it provided a useful get-together of people who only meet-up rarely on the trains.

As one who went along, I just thought our thanks should be put on record.

David Solloway - Kirkby Stephen

A Distinguished Visitor to Appleby

On 26th June a distinguished visitor arrived at Appleby to take a ride to Carlisle and back on The Fellsman. It was none other than Pete Waterman, record producer, musician and entrepreneur.



The photograph shows Pete Waterman with (l - r) Dev. Co. trolley staff David Sampson, Val Barlow and Sandra Foster.

Photo:
Alan Foster

Railway Communications System

European Union directives are being implemented by Network Rail to provide common driving standards across Europe. This includes the introduction of digital radio to enable secure contact, giving 100% coverage between train drivers and signallers. The radio masts which have been appearing every few miles alongside the S&C are part of this upgrading programme.

The lineside masts are being supplemented by antennae and repeaters to ensure that radio contact can be maintained through all tunnels and cuttings.

The S&C infrastructure is now at an advanced stage and is due to be fully operational by 2014.

In order to monitor the signal coverage, there have been test trains operating in both directions over four days at the end of May and in early June. Three coaches in the Network Rail house colours of bright yellow were top and tailed by DRS class 37 locos.

Our cover photo shows the "Radio Survey" test train with 37604 and 37608 on its Carlisle - Neville Hill leg on 5th June. The train is standing in the Up Goods Loop at Blea Moor (a novelty in itself) whilst the crew and staff have their 'Physical Needs Break' (tea and biscuits?)

Pete Shaw

The Fellsman

All 5280 seats on the 12 week *Fellsman* season for 2013 were fully booked by 10th July. This is the 5th year of operation and the trains filled much quicker than any previous year.

Bookings are now open for 2014 which commence on Wednesday 11 June and run every week until 27 August and whilst there will be a small inflation increase for First Class & Premier Dining the Standard Class prices have been frozen at the 2012 rates and bookings made through the Statesman Rail website will receive a 5% online discount.

Northern Rail and Virgin Trains have confirmed that they will be working with Statesman Rail again in the marketing promotion and once again there will be a £5 return connecting tickets from stations within Lancashire, Merseyside and Greater Manchester on Northern Rail services.

NB: Please contact the appropriate operator for details of these and all other steam charter trains.

Railway Cottage at Garsdale Head Station

Cosy and comfortable, 3 bed cottage on the Settle to Carlisle Railway

Spectacular views, coal fire. Well behaved pets welcome



Fixed tariff all year round £300 per week, short breaks subject to availability

**Contact Tel 024 7632 5582,
e-mail norma.law1@sky.com**

or visit the website:

www.garsdalecottage.co.uk

Service of Commemoration – Railway Accident at Ais Gill

September 2nd 2013 sees the 100th anniversary of the worst accident to take place on the S&C when 16 people lost their lives as one southbound express train ran into the back of another between Mallerstang and Ais Gill signalboxes.

In memory of the lives lost, two services will be held on Sunday September 1st 2013: at 10.30 am there will be a Service of Commemoration in St. Mary's Church, Mallerstang, followed by light refreshments. At about 12.30 pm in Kirkby Stephen there will be a short service and the laying of a wreath on the memorial placed by the Midland Railway commemorating the nine victims of the accident buried in Kirkby Stephen cemetery.

Bill Greetham

We will be remembering: The victims buried at Kirkby Stephen - Jessie Lyndsay and her friend Claire Sargent, William Stark Gardner, Catherine Mary Carter, Wilhelmina Wilson Fergie, Jessie Annie Lees, John Paterson, Alice Raggett and Catherine Wood.

Catherine Wood was a children's nurse to the Morrison family - three of whose children died - Muriel (7), Sheila (5) and John (3). I cannot find where the children were buried; two others and their parents

survived. The others were Sir Arthur Douglas (a well known diplomat with service in New Zealand and Egypt - he died later in hospital at Carlisle and is buried at Minsterworth near Gloucester), John Cockburn (buried in Glasgow), Rebecca Trail (buried in Yardley, Birmingham) and George Lyndsay (died later in hospital at Leeds and buried in London - he was the father of Jessie Lyndsay). That makes 16 victims - 14 killed at the scene and two who died a day or so later and this accords with the usual sources. However, I have seen one account which mentions 17 victims and the *Yorkshire Post* does originally say that Sir Arthur Douglas' valet was reported to have been seen trapped by his foot as the fire approached. However a later report says that this was 'discounted'.

It was reported that George and Jessie Lyndsay, plus Clare Sargent, were returning from a golfing holiday in Scotland. Jessie Lyndsay's sister had decided, at the last moment, to spend the night in Glasgow and return the next day.

Film of the clear-up operations after the accident (at a point still known to railway workers as 'wreck bridge') can be found at the British Pathé website:
<http://www.britishpathe.com/record.php?id=78692>

Paul A. Kampen



This photo of the funeral procession in Kirkby Stephen has been reproduced many times but never fails to sum up the full tragedy of the event.

Explore Further by Bus

Summer brings many more opportunities to explore towns and villages a little further away from the S&C by using the excellent range of local bus services. Here is a selection of the best from each station for 2013. For more details pick up your free copy of the DalesBus Summer Timetable from your local station or TIC or visit www.dalesbus.org Also please use this website to check for service updates; some other websites are often out of date and inaccurate. If you require a timetable by post please send an A5 SAE to John Disney, "Milldale", 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW.

Skipton has daily buses to Grassington, Kettlewell and Buckden from the Station Entrance (Mon-Sat) and outside Herriots Hotel on Sundays plus Saturday & Sunday buses to Malham and Saturday buses to Bolton Abbey. The new £10.60 Dales Rambler ticket includes train travel from Leeds / Bradford to Skipton or Ilkley plus unlimited bus travel in Wharfedale every day (and Saturday and Sunday buses to Malham). The Sunday evening Fellwalker bus now serves Arncliffe(17.38), Buckden (18.10), Kettlewell (18.20) and Grassington (18.35) – arriving at Skipton railway station at 18.55 - and offers free travel for holders of train tickets to Settle / Horton / Ribbleshead to facilitate long linear walks.

Settle Market Place has daily buses to Austwick, Clapham, Ingleton, Slaidburn and Clitheroe and Sunday buses to Malham via the Tarn. Mon-Sat buses to Ingleton also serve Giggleswick Station (wait opposite entrance to Craven Arms) connecting with some Morecambe trains. These services will operate to the current timetables until late September (the June 3rd revision has been delayed). Following representations from FoSCL it is expected that there will be only minimal changes to buses between Settle, Ingleton and Kirkby Lonsdale with the principal connections maintained. However weekday services between Settle, Slaidburn and Clitheroe are expected to be drastically reduced; there is still however a regular bus service between Skipton and Clitheroe. There will be 3 return trips per

day (Mon - Sat) between Settle and Horton via Stainforth and Helwith Bridge.

Ribbleshead has Sunday Northern Dalesman buses to Hawes, Keld, Muker, Gunnerside, Reeth and Richmond with connections at Hawes to Bainbridge, Aysgarth and Leyburn (for Wensleydale Railway). The Northern Dalesman connects with the 09.00 train from Leeds and the return journey has been retimed to give longer in Swaledale and Hawes before connecting with the later return train to Leeds. There is a £6 Discount Rover Ticket for rail users. The Northern Dalesman buses start in Morecambe via Lancaster, High Bentham and Ingleton for Lancashire passengers and in Darlington via Catterick Garrison for passengers from the North East to visit the Dales and Ribbleshead. There is a mid afternoon circular service from Ingleton via Ribbleshead and Settle for non-walkers or those just wishing to do a short walk.

Dent has Saturday buses to Dent Village and Sedbergh on Saturdays and Sundays (superb easy walk from the station down the Coal Road via the Dales Way to Dent then catch the bus back up the hill!) plus a Saturday bus to Kendal and a new circular Sunday route via Garsdale, Hawes and Newby Head. The Saturday service is now operated by the 14-seater Western Dales Community Bus using volunteer drivers. Groups should ring the operator in advance on 015396 25655 to arrange extra capacity. Sunday services finish on Sept 8th.

Garsdale has daily buses to Hawes operated by Little White Bus which will extend on demand to Upper Wensleydale and Upper Swaledale. Please book in advance on 01969 667400 (Weekday Office Hours) or 0781 698 6448 (Driver's Mobile at other times). Buses will connect with trains throughout the day by request.

Kirkby Stephen has vintage buses: www.cumbriaclassiccoaches.co.uk on Tuesday to Hawes and Wednesday to Barnard Castle connecting with the 08.49 ex Leeds plus an infrequent weekday service to the town centre (for Brough buses) and Kendal via Ravenstonedale, Cautley and Sedbergh.

Langwathby has a daily bus to Keswick from July 5th to Sept 29th; contact Wrights

of Alston on 01434 381200 for details.

There are also buses from Appleby Town Centre to Brough and Penrith and buses from Carlisle to surrounding towns and villages; please see www.cumbria.gov.uk <<http://www.cumbria.gov.uk>> for details.

Remember that most off-peak bus services accept English National Bus Passes and DITA are promoting the One Way £1 ticket for under 19's on several services whilst Dales Rover tickets are valid on Sunday DalesBus services. Most buses operate a Sunday service on Bank Holiday Mondays but check before travelling! The Dentdale buses do not operate on Bank Holidays and the Northern Dalesman returns earlier to connect with the train. Unless otherwise stated Summer Sunday buses operate until Oct 20th so you've got plenty of chances to explore the Dales using S&C trains.

John Disney

The History of Railways in Carlisle

The Cumbrian Railways Association is organising a major educational event looking at the History of Railways in Carlisle over the weekend of 11-13 October 2013.

The event starts on the Friday afternoon with visits 'behind the scenes' to see items of railway interest not normally available to the public at Tullie House, Carlisle Library and the County Archive Centre. In the evening the two local model railway clubs, Border Railway Society and Carlisle and District O Gauge Group (CDOGG), will be opening their doors to welcome visitors in their respective clubrooms situated within the railway station.

The major event of the weekend is a full day Conference being held in the Hallmark Hotel adjacent to the railway station. With doors opening at 10.00 am for coffee. A formal welcome to the Great Border City will be made by the Mayor of Carlisle, Ray Bloxham. The first speaker of the day will be Eric Martlew, a former Labour MP for Carlisle, who during his time served on the Parliamentary Transport Group and campaigned hard for the upgrading of the West Coast mainline. Bill Fawcett will

outline the coming of the very first railway to arrive in Carlisle from Newcastle. Peter W Robinson will explain how the present Citadel station came about and how the different railway companies were involved with it. Roger Pigeon covers the three Scottish companies that had lines into Carlisle being the Caledonian, Glasgow & South Western and North British. The Midland Railway arrived in Carlisle and had a big impact which will be explained by David Joy. Finally Allan McLean will talk about the Railway Races to Scotland which had and still do impact on the City!

To end the day a dinner will take place in the hotel, the reception is sponsored by the City Council, and the after dinner speaker is no less than Chris Green who is very well known within railway circles not least for his time spent as Chief Executive of Virgin Trains.

Sunday morning will see local historian Dennis Perriam leading a walk around the station and its environs pointing out items of interest but also adding to and bringing to life the history as discussed the during previous day. A visit to the Power Signal Box in its 40th anniversary year has also been arranged where a photographic display of all the signal boxes around Carlisle that it replaced will be available to view. Finally for anybody who could not visit the CDOGG clubrooms on the Friday a further opportunity will be available and models of Maryport & Carlisle Railway locomotives and rolling stock will be running on their O gauge layout.

Bookings are now being taken and the number of places is limited. Friday and Sunday events are free with the exception of the visit to the Archive Centre for which a small charge will be made. The Saturday Conference costs £25.00 per person and includes all refreshments and lunch as well as a free souvenir programme. Evening meal is £26.00. Full details are available at: www.cumbrianrailways.org.uk or by contacting: Philip T Tuer, 24 Carlton Gardens, Stanwix, Carlisle, CA3 9NR. Tel. 01228-522118.

Western Dales Bus Inauguration Dent Station 8th June 2013

Just over 2 years ago, in 2011, the bus service between Dent Station, Dent village and Kendal was destined for closure being an early victim of the Cumbria County Council cut backs. How unfair this would have been as this was the only means of reaching Dent village from the station by public transport and only once a week for that matter. For those wishing to visit Dent this would have entailed a very pleasant 5 mile downhill walk on a fine day and perhaps slightly less so on the uphill return!

Whilst this could have been a very gloomy picture a rescue package was quickly mounted by Dent Parish Council with generous financial support from FoSCL and the Dales Integrated Transport Alliance [DITA] plus others and, as many travellers will be aware, the service remains to this day against all the odds.

Out of this evolved the Western Dales Bus, a community project and a consortium of several local parish councils including Dent, Sedbergh and Kirkby Lonsdale amongst others. The intention exists to find a more sustainable way of providing local transport, materially, using volunteer drivers. In the initial stages a bus has been acquired on loan from Cumbria CC and on 18th May the volunteer-run bus took over the 564A Dent Station to Kendal service.

The official inauguration of the Western Dales Bus was held at Dent Station on Saturday 8th June. For a change the weather was exceptionally kind and a

large number of people attended including Richard Morris, our very own chairman, to watch Tim Farron MP [President of the Liberal Democrats] cut the ribbon. This was the culmination of much hard work by all of those involved.

The Saturday 564A Dent Station – Sedbergh – Kendal service timetable remains much the same as it was before with one main outward service connecting with the train and leaving Dent Station at 10.20. In addition there are 3 afternoon return runs, the last bus leaving Sedbergh at 18.40 and Dent at 18.55 to connect with the last south and northbound trains.

In addition there is the summer Sunday service from Dent Station to Dent village and Sedbergh [operating until 20th October]. As a bonus the bus goes on to provide two circular tours to Hawes via Garsdale and Newby Head returning to connect with the early evening stopping trains. This really is a hidden gem and probably the first time Stonehouse has ever seen a bus! Dalesbus Rover tickets are valid on this service including the discounted rail version.

The services allow fantastic access into the surrounding hills of Wherside, Great Coum, Rise Hill and Middleton Fells not to mention the Howgills where an extended walk is now possible. Please come along and give it a try!

So what of the future? The intention is to purchase ultimately a new vehicle once funds permit. Nearly 20 volunteer drivers have already been trained up and further routes are currently in the planning.

Hopefully, this will be watched keenly and used as blueprint for other locations along the S&C line which are currently devoid of bus connections. Clearly, it is important that we do our utmost as an organisation to encourage transport connections to and from our railway.

John Carey

John Carey (right) receives a certificate from Tim Farron M.P.

Photo: Richard Morris



Obituaries Oliver Lovell

Oliver Lovell's Lasting Legacy: Few amongst those who crowded into Moreton-in-Marsh's W.I. Hall on Saturday, March 11th 1978 could have anticipated the profound impact the formation of the Cotswold Line Promotion Group would have on the those who use its services or those who live or work on the line - and the lasting legacy of one man's vision.

For it was Oliver Lovell's boundless enthusiasm for rail and his meticulous but important attention to detail which saw the group through to its successful formation and through positive promotion to a position of strength and influence among key decision-makers. Both of these attributes were reflected from the start at that inaugural meeting which I was indeed fortunate enough to attend. Messages of support for the fledgling group were received from all the line's MPs, a welcome from then BR chairman Sir Peter Parker, an all-line committee was ready lined up and various photocopied sheets available brimming with suggestions for special fares, promotions and service improvements.

Early successes for Oliver as chairman and the CLPG in those pioneer days included improved bus/rail links, a new Cotswold runabout ticket, publicity on town and village noticeboards, a promotional leaflet with the County Councils and better publicity - and local usage - for the BR Merrymaker weekend excursion trains (remember those?) with a number extended through to Oliver's home station of Moreton-in-Marsh. Just a taste of things to come!

Oliver moved to Moreton-in-Marsh in 1977 largely because it still had a rail service and through trains to/from London. But what he saw was a service which was sadly underutilised and neglected with little effort being made outside station confines to promote or publicise the service. Moreover the service was limited to just seven daily trains to and from London with big gaps in the timetable and the last trains of the day as early as 20.15

from London or 1900 from Worcester. Whilst there was no immediate threat of closure the line appeared to have at best an uncertain future.

Commuter action groups had appeared in certain parts of the country but the idea of a promotion group aimed at building up traffic and revenue so that no future threat of downgrading or closure could occur was still very much in its infancy. That vision extended to improvements in services and it is fair to say that without Oliver's initial vision or guiding hand, Pershore and Hanborough stations - if still with us - would be limited to four and three trains a day respectively, other Oxfordshire halts could well have been closed and Honeybourne's reopened station would certainly never have seen the light of day.

Moreover within three years the CLPG was plunged into a major campaign through the media, the councils and local MPs to save the line which was threatened with rundown and closure following a decision to withdraw through trains to and from London to save wear and tear on the track. We always liked to think that the through trains - and the line - was saved over the strawberries and cream during a crisis meeting of the group at a Moreton-in-Marsh hotel with BR Western Region's General Manager and Chief Passenger Manager - and the media hovering outside waiting for an official statement!

Oliver may have stepped down as chairman after four years but served continuously and actively on the committee for the next 30 years, most recently and appropriately as promotions officer. Following the successful reopening of Honeybourne his interest in railways further afield increased and he was never happier than attending positive re-openings of lines and stations and lines such as Dronfield, Conway, Cwmbran, Melksham, Templecombe and Workington North as well as the reopened routes such as that from Cardiff to Bridgend via Cardiff Airport and LLantwit Major. Indeed he made regular journeys to the recently re-opened station at Fishguard and Goodwick (interesting to note how many of the above re-openings are in Wales) which enabled him more easily to visit old friends

in the village. His wider interest in rail led him to become a regular CLPG delegate at meetings of the Railway Development Society and its successor Railwatch and he also served on FGW's Customer Services Panel.

Oliver's experience in successfully steering the group through a major anti-closure campaign proved extremely useful when the fledgling Settle-Carlisle Line group faced a closure threat throughout most of the 1980's. As well as the group being formal objectors, and many of our members encouraged to write, Oliver spoke at two of the key public hearings and regularly wrote to MPs involved. Three-day group visits were organised to the line during the campaign staying at Settle, Kirkby Stephen, Appleby and Carlisle. Oliver was therefore extremely pleased at recent efforts to strengthen links between the two groups and cemented recently with a committee invitation from the Friends to visit the line and the chairman of our two groups speaking at each other's AGMs. Just six short weeks before Oliver's sudden and unexpected passing we were attending FoSCL's AGM and were both fortunate to enjoy a three-day stay at the Station Inn at Ribbleshead in great weather with fantastic views of Ribbleshead Viaduct bathed in early summer sunshine.

Oliver's benign influence and presence were with us until his sudden and untimely passing at Moreton-in-Marsh Station on Sunday June 2nd. He travelled from Moreton to be with us for the launch of Pershore's new Sunday bus/rail link to Croome and Worcester on Sunday May 19th and it was largely due to his efforts which finally secured the successful installation of the new memorial station bench for Ted Emery and Connie Fairey at Colwall, which was dedicated just the day after his funeral service. Even the last time I met him socially - for a meal at the Crown near to Colwall Station - he had come partly to see how the rebuild works at Malvern Link Station were progressing. Many tributes have poured in for Oliver from friends and colleagues both inside and outside the rail industry and refer to his genuine warmth and generosity of character and his great sense of humour

and of the ridiculous. He was indeed one of nature's true gentlemen who still retained a boyish enthusiasm for rail which belied his 76 years. He will leave a massive void in the life and work of the group and the Cotswold Line and will be sadly and sorely missed by all who knew him and greatly enjoyed his company.

Julian M. Palfrey

Dave Richardson 1943 - 2013

Sad news this week with the death of joiner Dave Richardson. Dave was said to be one of the best joiners in the Dales and we were lucky to have him do the joinery at the water tower.

Dave was so proud to be working on the tower and was always there to advise and encourage me with the woodwork I did myself - most notably the navy hut. Had it not been for Dave's advice the hut could have blown away by now for lack of adequate roof bracings. He was gently insistent that I included them.

I was daunted by the enormity of the work involved in rebuilding the hut but knowing Dave was nearby gave comfort. His habit was to work alone most of the time. I asked him about this. He replied "There's hardly owt tha can't do by thisen if tha works it out fust". I took that to heart.

Here is the magnificent oak staircase that Dave built for the annex. It may have been his last staircase - and I think that was how he approached it. His signature is carved in to the top step.

Mark Rand







Dentdale Panorama



This superb image of Dentdale by Neil Wroe was the winner of the Northern Rail photographic competition.

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Lancaster & Skipton Rail User Group

Like FoSCL, we and the Community Rail Partnership are looking to use the delay in the awarding of a new franchise to work with Northern to secure improvements to the service in the interim, and at the same time to formulate our aspirations for the new franchise. From our foundation back in 1989 LASRUG has pressed first and foremost for trains to take people to and from work in Lancaster and for a later last train from Leeds, and then for a filling of the long gaps in the service during the day. Rolling stock is the other issue: more trains are now worked by class 150 units (with occasional 158s), but too many are still operated by class 142 and 144 Pacer units, which offer a ride akin to a seaside fairground on our jointed track, with its many curves. Network Rail has been surveying the track, and relaying may be in prospect.

Our Co-chairman Hugh Turner has written to all the MPs through whose constituencies the line runs, asking them to support our objectives. In July the CRP and Craven District Council brought together representatives of all the town and parish councils along the line, and of Northern Rail and Network Rail, to pool ideas and discuss ways forward. The meeting was opened by Julian Smith, MP for Skipton and Ripon.

LASRUG has produced a number of attractive leaflets to publicise the line, including a "Windowgazer Guide" featuring places of interest along the route, and a Guided Walks leaflet bringing together the walks from the various stations organised by both FoSCL and the Friends of DalesRail. We have teamed up with the CRP and the Lancaster & Morecambe RUG, with the help of Virgin Trains, to provide a leaflet box on Lancaster station for our publicity material.

The Friends of Bentham Station have been actively enhancing the station, its grounds and approaches, notably by creating gardens and by encouraging local businesses to sponsor colourful flower tubs. The CRP has supplied a community notice board. All this has the full support of

Northern, and we hope that similar groups can be established at the other stations along the line.

For 20 weeks between 9 November 2013 and 30 March 2014 the Copy Pit route between Yorkshire and Lancashire will be closed for major repairs to Holme Tunnel and the installation of the Todmorden curve, which will permit through running between Manchester Victoria and East Lancashire. We hope that as a result of the closure more passengers will discover the benefits of using the Leeds-Morecambe line, which provides shorter, cheaper and more scenic journeys between the Furness line, Lancaster/Morecambe and Leeds/Bradford, compared with the route via Preston and Blackburn.

John Bearpark

Wensleydale Railway

Autumn events on the Wensleydale Railway include: Open Days at Aysgarth station Sat/Sun 14/15 Sept; 6 mile Geology Walk Around and Above Askrigg on SUNDAY 29 Sept (changed date); 6 mile guided walk around Redmire plus Festive Lunch Sat 16 Nov: Santa Specials from Sun 1 December; 8 mile New Year's Day guided walk (Redmire to Aysgarth Falls). Book for all events except Jan 1: Tel 08454 50 54 74.

STOP PRESS! New summertime Wensleydale rail/bus connection: Wensleydale Railway has chartered a bus to enable rail passengers to travel from Redmire station, via Bolton Castle, to Aysgarth station and return. The bus will meet all trains at Redmire station AS FOLLOWS: Every Wed, Thurs, Fri, Sat plus August BH Sunday and Monday, until Fri September 7 (green timetable). Combined rail/bus day rover tickets available only from the staffed stations at Leeming Bar, Bedale and Leyburn. Aysgarth station Bank Holiday Open Days Sat, Sun, Mon August 24/25/26 10am-4pm; all day car parking £2 OR use buslink above OR join 7 mile guided walk (no need to book) from Redmire station Sun Aug 25: Train from Leeming Bar 10am (yellow timetable), walk dep Redmire 11am.

Ruth Annison

Special Traffic Report

22nd April	HST	Heaton - Derby, test train
25th April	67023	Colchester - Carlisle
27th April	57313/47854	Bishop Auckland - Carlisle
27th April	HST	Derby - Heaton, test train
27th April	57313/57601	Carlisle - Hull
27th April	Voyagers	Two diversions from WCML
1st May	47854/57601	Kidderminster - Carlisle
10th May	47826/47580	Peterborough - Carlisle
20th May	HST	Heaton - Derby, test train
22nd May	44932	Kilmarnock - Blackpool
25th May	47580/47760	Lincoln - Carlisle
25th May	HST	Derby - Heaton, test train
27th May	60009	Worcester - Carlisle
28th May	37605/37607	Blackburn - Falkland Yard, Radio Survey Train
30th May	37607/37605	Carlisle - Neville Hill, Radio Survey Train
3rd June	37604/37608	Crewe - Falkland Yard, Radio Survey Train
5th June	37604/37608	Carlisle - Neville Hill, Radio Survey Train
8th June	47760/57313	Ayr - York
19th June	37xxx	Carlisle - Manchester Piccadilly, with saloon "Caroline"
19th June	61994	Lancaster - Carlisle
20th June	46115	Carlisle - Euston
3rd July	45231	Lancaster - Carlisle
6th July	47786/47854	Peterborough - Carlisle
10th July	48151	Lancaster - Carlisle
17th July	45699+47580	Lancaster - Carlisle

Representatives of the vintage class 56 fleet have continued to work both the Carlisle - Chirk and Ribbleshead - Chirk timber trains. So far we have seen 56105, 56302 and 56087; sometimes one loco per train, but also sometimes double-heading. On one occasion, there was a gallery of fourtenn photographers lined up at Ribbleshead - more than for a steam special!

Over the last few years LMS Jubilee class loco 45699 *Galatea* has been going through a massive restoration at Carnforth. Originally bought to provide spares for sister-loco 5690 *Leander*, the owners have put it back into main line operating condition. Following several test runs, and a few trips elsewhere, the eagerly-awaited S&C debut was scheduled for the Fellsman, the regular Lancaster-Settle-Carlisle trip, on Wednesday 17th July. This date fell into the heatwave, with many days of unbroken sunshine baking the landscape in temperatures approaching 30° C. Steam specials around the country were being cancelled, or hauled by diesel locos! However, *Galatea* did make the trip, albeit assisted by 47580 pushing; to minimise the risk of lineside fires.

The Jubilee looked magnificent in maroon and will hopefully now be a regular visitor to the line on steam specials.

Pete Shaw



Above: 56105 with the Carlisle - Chirk logs at Blea Moor on 20/4/13. This was the first time that a class 56 had worked the logs on the S&C.

Photo: Pete Shaw

Right: 45699 Galatea, assisted by 47580, on its first outing with The Fellsman on Wednesday August 17th, near Horton-in-Ribblesdale.

Photo: Pat Arrowsmith



In Praise of Wild Boar Fell

Its beetling brow is a familiar backdrop to portraits of Up Settle-Carlisle trains struggling on the final yards to Ais Gill, sometimes streaked with tendrils of snow, often outlined against a mobile Pennine sky, occasionally hidden under a cloud cap. However it is a less familiar height to walk on compared to the Three Peaks to the South and, at present, it isn't even included within the boundary of the Yorkshire Dales National Park. Reaching 2324 feet in height it sprawls along the West side of the Mallerstang valley along with its neighbours, Little Fell to the North and Swarth Fell to the South. Reputedly where the last wild boar was shot in England, it is geologically an interesting hill, sandstone and shale lying on a bed of mountain limestone under a distinctive cap of millstone grit which gives it the characteristic flat topped appearance. Lead has been mined, stone quarried, lime burned and peat cut on its western flanks while millstones have been fashioned from its summit boulders. Its eastern edge overlooking Mallerstang gives the walker a flavour of mountaineering in an otherwise vast rolling landscape and the prospect from this sharp declivity is fair and far indeed, from the Lakeland Fells in the West to the Pennine giants around Cross Fell to the North and the familiar outlines of the Three Peaks to the South. From the edge walkers can also watch the final struggles of southbound freight trains breasting Ais Gill or the smooth silent progress of the class 158s as they glide along Mallerstang far below.

The fell is a regular on the FoSCL programme, the classic traverse of the West side of Mallerstang between Garsdale and Kirkby Stephen stations in either direction being rarely omitted in any list outside the deep Winter months. Indeed it was my first walk as a FoSCL leader, a comfortingly familiar expedition along with a group of regulars on a bright Saturday in July last year. I can still recall the feeling of satisfaction climbing up the ramp to the platform at Kirkby Stephen 5 minutes before the Up express was due having seemingly timed the walk to

perfection.....and the train was on time too! Yet the fell can have its sterner side and is not to be underestimated in adverse weather. The summit, now a broken OS column sitting snugly in a windshelter, sits in an odd position on the vast summit plateau and can be difficult to locate in low cloud. Late last March I went up not long after the great snows had fallen and while I was pleasantly surprised to make good progress up from the valley and over Swarth Fell the summit of Wild Boar was submerged in deep drifts and I had to flounder about in an undignified manner to reach the top and then the great cairns on the eastern edge. However the rewards were immense with views of alpine splendour everywhere and, as I descended, the outline of the Nab was etched against an azure blue sky like a great Himalayan peak. My efforts in the snow also provided a convenient line of footprints for the Carlisle FoSCL walkers to follow the day afterwards!

So whatever way you do it, South to North, North to South (preferred by Moorcock aficionados) or straight up from the valley (a bit steep.....!) Wild Boar Fell is a worthy objective for a day's walk and while it remains quiet and away from the mainstream routes in the Dales then so much the better. It may be included in a greater Yorkshire Dales and Westmorland National Park in future but, apart from walkers from the stations on the Settle to Carlisle line, it is likely to remain relatively unknown to the majority of visitors. For most it will continue remain as an unknown backdrop to many an iconic railway photo at Ais Gill summit.

Steve Brown





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

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

The FoSCL VS Walk: Horton to Ribblesdale via "Three Valleys" 17 miles: Saturday 1st June 2013

Mr John Langford is the well known leader of the FoSCL VS walk and, as we decanted onto the platform at Horton, he was at pains to stress to the merry band present that today's walk merited the grade in every way. He was very sure that we would be tight for time as he had walked the route on a very soggy day just previously when it had been very slippery underfoot. Despite the warnings we were all very sure that we wanted to do the walk so off we set at a canter. Indeed we were going so well that we actually overtook two (admittedly novice) mountain bikers on the Foxup track as the sun continued to shine out of a breezy sky. A late elevenses above Foxup was quickly concluded as John thought that we might be very slow on the climb over the ridge to Beckermonds. For those of us who did not know this route it proved a delightful up and over from Littondale into Langstrothdale presenting some unusual

views of the surrounding hills. The view back down the green trough of Littondale from the ascent was indeed very scenic. We were also amused at the road sign at Halton Gill no doubt painted by a hapless council employee reading "Fox Up!"

After lunch at Beckermonds we followed the Dales Way along the Wharfe through Oughtershaw heading along the upper reaches of Langstrothdale to the distant speck of Cam Houses farm. The very stony track was hard on the feet but our efforts paled besides those of the endurance runners/walkers on the Oxfam challenge who were taking on 100k in a day and using Cam Houses as one of their feeding stations. Reaching Cam End our own finishing line was in sight down the very straight track to Gearstones then a final march down the road to the bar of the Station Inn. John jogged ahead to get his pint in early and while some of us joined him the others adjourned to the station and the facilities thereat. So all in all a lovely walk in fine weather, a very satisfying day out!

Steve Brown

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Ordnance Survey Benchmarks, Part 4 - Flush Brackets by Roger Templeman

In this part, I discuss flush brackets which are probably the best known type of benchmark, especially to ramblers and walkers who may notice one cemented into a side of each trig point (triangulation pillar) they encounter usually at hill summits. Flush brackets may also be found on other structures and buildings such as churches, schools, houses, etc., and these are known as non-pillar flush brackets. A flush bracket is a metal plate about 3.5 inches wide by 7 inches high mounted flush to a vertical surface. It has holes for accommodating surveying equipment and bears the letters OSBM (for Ordnance Survey Bench Mark) and an arrow head symbol. Each bracket also carries a unique identification which is a serial number, not as some people assume an indication of height above sea level. The serial number may be purely numeric (1 to 5 digits) or an up to 4 digit number with a prefixed letter, S, G or L. There are variant styles for S brackets with the S above or below the digits, and some G brackets have the G above the digits.



Pillar on Skipton Moor called 'Vicar's Allotment'.

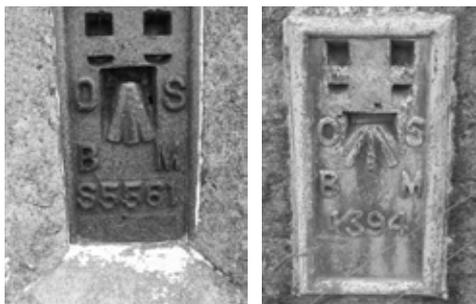
Flush brackets were first used in England & Wales and Southeast Scotland in a comprehensive survey undertaken by the Ordnance Survey between 1912 and 1921. The S series brackets were introduced in the 1920s, and the G series flush brackets first appeared in Scotland in 1936 and were later also used elsewhere. Just 16 L brackets were deployed, used in the re-levelling of Greater London in the 1930s when it was recognised that SE England was sinking relative to the NW.

There are many trig points within walking distance of S&C stations: one I visited recently from Skipton station is named Vicar's Allotment which is on Skipton Moor. The pillar is shown in the photo with its flush bracket facing the camera. The serial number of the flush bracket is S5561 as can be seen in the close up photograph.

A non-pillar flush bracket on an S&C structure may be found on the northwest parapet of New Bridge which carries the road to Horton-in-Ribblesdale over the railway 1 mile SE of Ribbleshead station. It has a serial number 1394 as shown in the photograph.

Further information about trig points and their flush brackets can be found at <http://www.trigpointinguk.com> and information on non-pillar flush brackets at <http://www.bench-marks.org.uk>. I am also happy to answer questions to cd2rom@aol.com.

Roger Templeman



*Left: Flush bracket at 'Vicar's Allotment'.
Right: Flush bracket at New Bridge.*

Photos: Roger Templeman

The Settle Navvy Hut by Mark Rand

Everybody knows that the S&C was built by so-called navvies. It was one of the last major jobs done that way. Many of the thousands of navvies who built the line lived in temporary wooden sheds - navvy huts built either by the Midland Railway or their contractors. Some of the few photographs that exist of the line under construction show large huts, most of simple design and similar size, usually in a hazy background to the main subject. Dr Bill Mitchell's books paint a vivid picture of the grim lives of many navvies. There are contemporary accounts too - notably the diary of William Fletcher, for five years a Baptist missionary on Contract 2 between Dent and Smardale. He chronicles the dangerous daily lives, and deaths.

Little is known of the huts themselves; they were after all temporary and basic. The biggest concentration of them was at Ribbleshead and Blea Moor where clusters of huts had evocative names like Inkerman and Sebastapol. The posher huts of the bosses were on higher ground at Belgravia. It is known that some if not all of the huts were sold off once they were no longer needed, perhaps to other contractors or local farmers. Some navvy huts survive in Leicestershire from the Great Central Line. Perhaps they were from the S&C. This suggests they were capable of being constructed, dismantled and re-used. Given the hostile environments on the S&C two things seem certain - they would be pre-fabricated and they had to be well enough built to withstand harsh conditions for several years.

Look at Ribbleshead and there is barely a trace of the medium sized town, population about the same as Settle today, that was once there. There are no large huts there or anywhere else along the S&C but some of the surviving line-side cabins are made of distinctive navvy-hut profile wood - 9"x 3" planks with two rain grooves. A possible navvy hut candidate was a large wooden building at the north end of Blea Moor Tunnel, demolished some years ago. Network Rail offered it to FoSCL or the S&C Trust but there was

at that time nowhere to put it. The work presently being done by FoSCL to record all structures could yet turn up some surprises.

But back to 'our' hut. When we were planning how best to restore the water tower the planning and conservation officers rightly insisted that such a prominent site should not lose its railway feel and look. Any outbuildings would have to be in keeping and to follow the advice in the S&C Design Guide. Early photographs and plans of the Settle site showed two sets of buffers, coal merchants' huts and a weigh office alongside or near to the tower, which gave us a steer. The obvious starting point was Network Rail to see if any S&C structures might be redundant and available. Even if they were there would be legal, logistical and planning problems to be overcome at both ends. The S&C is not a Conservation Area for nothing. The S&C's Permanent Way Engineer Gordon Allen came up trumps - not for the first time. The up line head shunt buffers at Settle needed removing from alongside the main line and were soon in place alongside the tower, giving it an obvious and prominent railway feel. Two water cranes had been in store at Appleby for years, at FoSCL's initiative, in the hope they might resume their intended functions one day. Removal of all but one (Settle) of the former water towers put paid to that. The Settle tower could still have supplied water but not without huge investment. Even then modern operational considerations ruled out their being located at Settle's platform ends. They have been located one by the water tower (at our expense), for interpretation of the tower's function and one by FoSCL's preserved Settle signal box. Network Rail generously transported them for us. This still left the problem of outbuildings that would satisfy the planners and our needs.

Planning: Settle joinery firm Wonder of Wood had a building 3.6m square that bore a remarkable resemblance to one of the coal offices in early photographs. They had built it 8 years ago to very high standards but other work had overtaken them. I had admired its design but it was never finished and had been taken into use as their

own office. A casual remark to proprietor Robert Handy that if that building ever became available I would like it bore fruit in abundance and, long story short, it is now here, craned in spectacularly over the tree tops.

We thought we wanted a double garage and workshop for the main outbuilding. I put it to Gordon Allen who agreed to look out for anything suitable - without much hope of success, he warned. Network Rail take great care with the S&C's structures, mindful of the line's heritage and its Conservation Area status. He drew a blank - except for one huge wooden building right outside his then office window in the Network Rail yard at Appleby. A one-time store, it had been derelict for years and had been declared too dangerous to enter so was locked up and out-of-bounds. It was held up by internal braces made of scaffolding and railway sleepers. A section of its roof had caved in and windows were broken. Not only that, it was low, squat and ugly! There it sat, useless, dangerous and forlorn yet incapable of demolition without planning permission. If we could take it off their hands it would do Network Rail a favour - if the planners agreed.

I went to see, photograph and measure it. Navy Hut is what it 'shouted' at me the moment I saw it. So too did a polite 'thanks but no thanks' given the enormity of the tasks of demolition and reconstruction - even if rebuilding was possible given the scale of the rot and deterioration. The side walls were partly made of sliced up railway sleepers and the whole building rested on a crudely-formed concrete plinth with a floor made of hundreds of entire but rotten sleepers, roughly laid on earth. The gable end walls and the A frames or trusses supporting the roof were far better made. It seemed to me that it was a re-building of some earlier building, perhaps from elsewhere. A plan of 1911 showed it in situ then, alongside the Warcop branch line. I donned a hard hat, defied the out-of-bounds edict and started measuring and photographing construction details.

Here was an undoubted railway building that would surely satisfy our planners, Network Rail would have rid of an eyesore

and another bit of S&C heritage would be saved. We needed to see what useful wood survived demolition and transport to Settle. We said yes.

Network Rail have strict rules about giving away public property to individuals, even if it is unwanted. That was the next stage and we are very grateful to NwR's Jerry Swift, Patrick Cawley and their Planning Officer, Tony Rivero - who had been so helpful with previous projects, notably, Garsdale, the Ruswarp statue and Carlisle station. NwR submitted a very detailed local planning application for demolition - stating the intended re-use at Settle, which helped to justify it. Meanwhile we submitted planning and listed building applications for Settle. We certainly did not want to rebuild the building as it was. With the navy hut theory only a possibility we decided to apply for a redesigned building but with three bays as it was known that navy huts were three-roomed affairs with a family bedroom, living room-kitchen and a third room for lodgers. Stephen Craven Building Design examined the components and came up with the new design which involved shortening the building, making it narrower and with generous roof overhangs. This improved its proportions and allowed for rotten wood to be cut away without need of replacement.
(to be continued)



This sepia tinted photo was found when the hut was dismantled. It is inscribed on the back in copperplate handwriting: Matt the Camera, David the Sound, Michael the Portillo, George the Clarke and me the me on the platform at Settle Station watching a northbound arrival.

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Calling All Photographers

The 25th anniversary of the saving of the S&C falls in 2014. We are hoping to produce a special, 'standalone', insert to the magazine which will have two themes: 'then and now' photographs of

locations on the line as they were in 1989 and as they are in 2013; and a 'special or unusual events of the last 25 years' section. If you have anything which you would like to submit could you please contact the Editor. Digital images are preferred but prints would also be welcome.

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Thirty-Nine Steps on the S&C?

If you have only seen the Hitchcock film of the John Buchan story, *The Thirty-Nine Steps*, you would think that Richard Hannay started his journey north at London King's Cross, with a break at Edinburgh Waverley, before proceeding to the Scottish Highlands around Killin. But in the book Hannay starts his journey at London St. Pancras without a ticket, and when the guard comes along he buys a ticket to Newton Stewart. Further the break in the journey is in Leeds, and the next we hear about him is when he changes at Dumfries for the 'slow Galloway train'. The commentator in the Oxford edition believes that the station where Hannay left the train was based on Gatehouse of Fleet. So, Richard Hannay travelled over the S&C. Many of Buchan's novels are set in Galloway and Carrick, and he was also very familiar with Tweeddale, his father living in Peebles where he later became the town's MP, so it's probable that the author himself travelled frequently over the S&C.

Ian K. Watson

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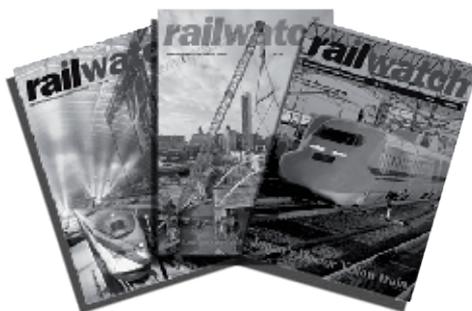
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The Engineer Sharland – Part 2 by Nigel Mussett

Having reached this point, the extraordinary twist to the tale is that in 2012 my attention was drawn to FoSCL member Kenneth Duffin who had just published the result of his many years' work researching Sharland (4). It was ironic, yet bitterly disappointing, that neither of us knew of the other's work over the previous decades on the legendary Sharland. It seems as if Ken and I were the only two individuals who had undertaken serious research in this field, but Ken has been able to extend his research far beyond anything I could hope to have undertaken. By profession a chartered building surveyor, and with a keen interest not just in the Settle-Carlisle line but in family history, Ken used his skills to the full in researching the whole family of Sharlands back to the late 18th century, filling the pages of his seminal book with important facts not simply of this influential family but with graphic details of the times in which they all lived. He traces the wide-ranging connections which the Sharland family had to many high-ranking people in England at the time, not least among them several individuals connected with the Honourable East India Company and the influential evangelical Clapham Sect. It was apparently through these contacts that the earliest member of the family mentioned on the family pedigree, John Sharland, sailed for India as Confidential Domestic Steward to Sir John Shore, the Governor General, in 1792. Ken Duffin has established that John Sharland married whilst he was in Calcutta (modern day Kolkata), returning to England with his wife Jane and son John Frederick in 1799, settling down to farm in Shropshire. Two further children were born to John and Jane, including a second son named William Stanley whose second son in turn was Charles Stanley of Settle-Carlisle fame. Another son, Alfred, born in 1857, was the father of Michael who visited Settle in 1975.

However, the fortunes of John Sharland in Shropshire declined dramatically as he

approached the age of sixty in the 1820s and, again drawing upon his influential contacts, he succeeded in obtaining a grant of land in Van Diemen's Land (later renamed Tasmania) in 1823. The first emigrants from England had only arrived in this penal colony in 1816 and so these were very much pioneering days. However, various members of John and Jane Sharland's family and their descendants became established in the public life of the island for generations to come. But William Stanley's two eldest sons William Cockburn and Charles sailed for England in 1862 and on arrival stayed with their mother's family (the Schaws) at Torquay. William then went to train as a lawyer whilst Charles went to work for the Maryport and Carlisle Railway.

The Minutes of the meeting of Directors of the Maryport and Carlisle Railway for 12 June 1865 record that it was resolved that "Mr C.S. Sharland, assistant in the Engineer's Office, be allowed pay at the rate of 20/- per week" (3, 5). Duffin states that no other information about Sharland at this time exists but reasonably assumes that by this time Sharland had been with the Maryport and Carlisle for about three years. He then concludes that shortly in the wake of the visit which Allport and Crossley made in the summer of 1865 whilst prospecting a possible route for the proposed Settle-Carlisle line (probably made in time for them to report to the meeting of Directors on 2 August), Charles Sharland was instructed to find the best way through the northern hills. Quite how Sharland came to work for the Midland company is not known. As already stated, Williams records that the young engineer walked from Carlisle to Settle in ten days, taking flying surveys and levels in order to obtain a general idea of what the mighty undertaking would involve. A final survey would be made later but sufficiently detailed information had to be available to present to parliament by 30 November 1865, the latest date by which plans had to be submitted for approval the following year. Approval did indeed come for the Settle-Appleby-Carlisle route by way of the Royal Assent on 16 July 1866 and in September Engineer-in-Chief John Crossley was instructed to begin staking out the

route. Duffin is meticulous in teasing out the likely sequence of events and has come up with an acceptable chronology as the young Sharland became further involved with the Settle-Carlisle project.

Then came the period of uncertainty when the scheme for abandoning the Settle-Carlisle project altogether was proposed in 1869 following acceptance of more agreeable terms reached the previous year over the handling of the Midland's Scottish traffic with the rival London and North Western Railway company. However, when the abandonment proposal was thrown out by parliament in April 1869 the Midland was committed to go ahead with its

plans to build the Settle-Carlisle line. Quite what Charles Sharland was doing during this period of uncertainty is not known, but later in 1869, as agreements with landowners were reached, Sharland and his team were continuing with their surveying tasks in earnest, including staking out the rest of the entire route. We know that he was in London on 2 October 1869 for his photograph to be taken on the eve of his twenty-fifth birthday but shortly after this he must have been back on the Settle-Carlisle project because it was in the first week of December of that year that he and his team of six were snowed up at Gearstones (1, 2).



Gearstones. The former Inn (left) and the Lodge (right) — a late 19th century hunting lodge. Photo: W.R. Mitchell.



Remains of the horse trough from which Sharland reputedly collected water when snowed up at Gearstones. Photo: Nigel Mussett.



Above: A Levelling Party. Engraving from F.S. Williams *Our Iron Roads*, 3rd Edition, 1883.

Right: William Crackanthorpe of Newbiggin Hall. From a portrait by G. Howard, courtesy of David Crackanthorpe. Photo: Nigel Mussett.



At some point between 1865 and Sharland's final move to Torquay at the end of November 1870 he had encountered Mr Crackanthorpe of Newbiggin Hall on at least two occasions as recounted by Williams (2). The first encounter is likely to have been in 1865 during the initial survey stage. The second, more amicable, encounter recalled by Williams followed a visit by Mr Allport and Mr Crossley but we do not know exactly when this took place. Incidentally, the oak wood referred to by Williams is Park Wood, not Acorn Bank as some authors have claimed, a detail Duffin clearly addresses (page 74) and which is confirmed by the present occupants of Newbiggin Hall (8).

The letter from Sharland to which Williams (1) refers, and in which Sharland describes the "terrible storm" in Dentdale, almost certainly refers to an event on Saturday 9 July 1870. This was reported extensively in the local press (6) and at the next meeting of the Construction Committee (7) on 30 July. Throughout that year, according to Baughan (3), and referred to by Duffin, the weather was exceptionally wet and much devastation was caused by the floods. Similar events were to bedevil the building of the line at various times, especially again in 1871 after Sharland's death.

Sharland's death certificate states the cause of death as phthisis (tuberculosis) and asthenia (a general weakness and debility). His mother had died of tuberculosis in Tasmania in 1859 at the age of 43. Charles could have contracted a primary infection during infancy, as frequently happened in those days, or at a later date from one of those amongst whom he was working. In either event, as he approached 26 he was showing symptoms of the disease and was forced to retire from the Settle-Carlisle project in November 1870, travelling south to be nursed by his aunt and other relatives in Torquay where he died on 31 March 1871. He was buried on 5 April.

The memorial erected over the grave has at the time of writing deteriorated badly, with some of the lead lettering missing in places. The marble cross and pedestal have been lying flat for several years and suffer

from atmospheric erosion. Perhaps today, after 140 years, it would be appropriate to honour the young surveyor of the now revitalised Settle-Carlisle line by re-erecting the memorial over his grave in this quiet corner of the cemetery at Torquay?

Notes

1. Williams, F.S. *Our Iron Roads*. (orig. pub. 1852); Third Edition 1883, Bemrose & Sons. Reproduced in facsimile in two volumes, with a new Introduction by Chris J. Ellis, 1981, Greshams Books.]
2. Williams, F.S. *The Midland Railway: Its Rise and Progress*. (orig. pub. 1876); Fourth Edition 1878, Bemrose & Sons. [Reprint of the Fifth and final Edition of 1888 by David & Charles, with a new Introduction by C.R. Clinker, 1968.]
3. Baughan, Peter E. *North of Leeds*. 1966, Roundhouse. [Second Edition 1987, David & Charles.]
4. Duffin, Kenneth D. *The Man from Tasmania*. 2012. Privately published.
5. The National Archives: RAIL 472/8. Maryport and Carlisle Railway Minutes of Directors' meeting 12 June 1865.
6. *Lancaster Guardian*: 16 and 23 July 1870
Westmorland Gazette: 16 July 1870
7. The National Archives: RAIL 491/314. Minutes of Settle and Carlisle Construction Committee meeting 30 July 1870.
8. Major and Mrs H. Sawrey-Cookson, private communication.

Acknowledgements

I am indebted to the following for supplying much useful background information and for granting permission to reproduce photographs in their possession: Michael Sharland and his son Roger, David Crackanthorpe, Major and Mrs H. Sawrey-Cookson and W.R. Mitchell. The staff at The National Archives, the Devon Record Office, the Paignton Register Office, Torquay Library and Torquay Cemetery have all been most helpful in answering my many questions. I thank them all. Special thanks are due to Kenneth Duffin for providing us with what must surely be the definitive work on Charles Stanley Sharland and with whom I have now been able to share the fruits of our respective labours. He has also kindly proffered many useful comments in the preparation of this article.



Nos. 1-4 Modena Terrace, Torquay (now Nos. 5-11 Brabons Hill Road East), from the west. Charles Sharland died at No. 4, the white house on the right, on 31 March 1871.

Photo: Nigel Mussett.



The grave of Charles Stanley Sharland, Torquay Extra Mural Cemetery, November 2011. The full inscription reads: *Here rests the body of Charles Stanley, second son of William Stanley Sharland Esquire, of New Norfolk, Tasmania, who departed this life March 31st 1871. Aged 26.*

Photos: Nigel Mussett.



Reviews

All these items may be purchased from the FoSCL webshop: www.foscl.org.uk or from our shops on Settle and Appleby stations.

Book review

Yorkshire Dales Trigpointing Walks

– Hill walking with a point to it!

By Keith Stevens.

ISBN 978-1-85058-924-2.

Sigma Press, Ammanford.

192pp.

In this A5 book, which contains many useful maps, diagrams and black & white photographs, the author details 25 circular walks in the Yorkshire Dales which include Ordnance Survey trig point pillars and some benchmarks encountered along the way.

Some of the walks are of particular relevance to walkers who come to the Dales by Settle & Carlisle trains. These include the ascent of Haw Crag from Gargrave, Newton Moor and Hunter Bark from Long Preston, Langcliffe and Rye Loaf from Settle, Pen-y-ghent from Horton-in-Ribblesdale, Blea Moor and Whernside from Ribbleshead, and Great Knoutberry Hill from Dent.

There are other walks with start points that can be reached by bus from S&C stations for example Kilnsey, Grassington and Embsay from Skipton.

The book introduces readers to the

ramblers' pastime of 'trigpointing' with an excellent introduction to the use and location of the triangulation pillars which provide the focus of the walks, and helpful advice to navigating the routes.

Stevens also includes fascinating background information to complement the walks including descriptions of historical landmarks, geological features, and folklore.

Even if the Ordnance Survey artefacts are not of interest the walk descriptions provide recipes for great days out in the countryside within easy reach of the S&C.

**Roger Templeman
Pete Shaw's 2014**

Settle-Carlisle Calendar

Here we are in the middle of the July heatwave reviewing a calendar that is perceived by many as a very good Christmas present for rail devotees and all who love the Settle-Carlisle railway.

As usual, there is a good mix of steam and diesel photos on a ratio of eight to four. The year begins with a stunning photo of the 'Clitheroe Cement' at Ribbleshead in winter sunshine. It is pleasing to see the *Great Marquess* featured in October and the range of diesel traction which is featured is impressive.

The 2014 calendar is well up to Pete's usual high standard and a very useful addition to the Christmas present list!

As each month arrives there is something to remind us of our favourite line.

Mike Cooke

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.

Manual Signalboxes and Train Travel

As seen in Journal 132 that a date of 2020 (at the latest) for the closure of the manual signal boxes on the S&C is mentioned.

Whilst this will remove some of the character of the line, we have to accept that our beloved S&C is part of the national network, and that like electrification it will happen at some point.

As to which box The Friends may wish to preserve, Blea Moor would be my choice. Its remote and lonely location is stunning, and it's world famous, certainly to railway enthusiasts. If it was taken under ownership of The Friends I am sure many would wish to visit it after closure, (chargeable guided tours maybe?) and likewise I am sure many would donate towards its upkeep.

It is also rather sad to see mention that freight traffic is in decline (Gypsum, Coal etc.) I hope other flows become available in due course, in the meantime a few more paths should be available.

A real growth area in train travel is behind heritage diesel locomotives (many of the current generation of enthusiasts were brought up on diesels not steam) may I suggest The Friends look closely at running such trains on the S&C, with West Coast Railways based at Carnforth having a wide range of heritage traction and stock it should be a viable way for us to promote the S&C and maybe make some money for our funds.

Nigel Bird – by email

Do We Need a Modern Railway?

Whilst I was standing on Garsdale station on a lovely evening, drinking in the ambience and looking into the enormous hole in the platform where repairs are being made to stop the box falling backwards down the hillside (it has now a pronounced lean in that direction) I got to reflect on the haste with which Network Rail have to shut the

remaining boxes, and more surprising how this is being greeted with such enthusiasm by the railway press and some members of the Trust.

Despite the modernisers trying to make the old S+C a 21st Century railway, the fact is that, with the loss of a lot of minerals traffic that has occurred, and unless the TOCs can be persuaded to run some Anglo-Scottish trains from the Midlands (goodness knows why they won't), its *raison d'être* will fall back on being a heritage and tourist railway, it then being an advantage to keep the lovely old semaphores and the remaining signal boxes. But there's also another important reason. As I looked across the platform at the statue of Ruswarp and reflected on the other painstaking efforts that the Trust have been made to restore this station to its further glory and the other structures on the line, I did wonder "what happens when the watchers are no longer watching" because in my opinion the signalmen perform an invaluable duty as guardians that can't be put on a balance sheet, and whilst the railway press are trumpeting the construction of power boxes that will allegedly save X amount of money, what about the skilled men that will lose their jobs and what happens when the humans are removed from the equation in terms of hidden costs. I wouldn't give much of a chance for the stations to be free from vandalism and poor old Ruswarp disappearing down some scrap merchants one dark night.

I recently watched one of Michael Portillo's travelogues, this one being about the railways around Whitby, when he was treated to a ride in a multi-million all singing and dancing helicopter now used to check the railway lines for maintenance issues and damage, and I thought "how many semi-skilled workers, formerly known as platelayers, could be employed for the same amount of money to do this job whilst at the same time helping with employment and keeping a close eye on

the railway?" It seems to me that vast amounts of money are spent because the technology exists without to much thought given to what is known in economic terms as "externalities", ie. benefits not apparent on a balance sheet. OK, so the railway isn't a social service but there needs to be a sense of perspective here. One power box failure will now bring the North of England to a halt, and there's going to be an awful lot of unguarded copper cabling around. That can't be sensible.

Alan Turner - by email



Above: l -r John Johnson, Tracey Johnson, Ian Graham and 'Tommy'.

Letter to John Johnson from the Headteacher of Cumwhinton School

I am sorry for not getting back to you sooner, but it has been very busy at school as you can imagine.

Thank you so much for coming to speak to the children. They really enjoyed the talk, and were full of enthusiasm when I asked them about it the following day. They could recall with enjoyment the stories, and told me lots of interesting facts. The children especially enjoyed the horn and dressing up. Children always take pleasure in the hands-on, interactive activities.

The teachers who were present were also very enthused by the talk. They were delighted at how well the children engaged with you. I believe that the children were asking some pertinent questions and that is always a good sign that they are enjoying whilst they are learning.

I hope that you enjoyed coming to Cumwhinton. We would love the opportunity to welcome you back here in the future.

Diane Urwin, Headteacher

Seasonal Visitors to Settle station

June 1st and not long to Appleby Horse Fair. By happy chance this was the colourful scene in the car park at Settle station as Michael Ransley and caravan waited to collect a friend off the 15.45 from Carlisle. He told me his journey this year had started in Cornwall.

In good journalistic style I asked for the horses' names. You need to know that the black and white one on the right is called Tarateeno and the one on the left is called Findus Lassagne. Food for thought.

Mark Rand

