

SETTLE - CARLISLE RAILWAY
JOURNAL

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THE SETTLE-CARLISLE RAILWAY

SAVED AND SUCCESSFUL!

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the AUGUST 2014 magazine will be Friday 18th July. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

Four ads for the price of three if booked at the same time. All standard formats acceptable.

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.

Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Picture: On Friday 11th April - the exact 25th anniversary of the announcement that the S&C was saved - a special train ran from Leeds to Carlisle and return carrying many distinguished guests. When it entered Settle, church bells rang and it is seen here being welcomed 'Railway-Children style'.

Image: ©TravellingSimon Photography. www.travellingsimon.com

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

Friday 11th April 2014: 25 years to the day since the announcement that the government was not going to close the Settle-Carlisle Line. And what an amazing celebration we had!

Everything went exactly according to schedule, thanks to meticulous planning and execution on the part of the Settle-Carlisle Railway Development Company.

I was at Carlisle station at 5.30 am to wave off the impressive DRS special train, two Class 37s at the front and one at the rear, ten carriages in between, special headboard on the front. An opportunity to thank Neil McNicholas, MD of DRS who was resplendent on the platform in a fluorescent orange vest, for all the hard work by his staff to lay on the train for us.

Even at that early hour the first two coaches were nearly full – I'd have gone with them but for the fact that I had to catch the service train to Leeds to meet Michael Portillo. He arrived on time, having left Kings Cross at 6.30 am, notwithstanding that he'd been on a late night TV show the previous evening. He was in good humour nonetheless and several of us had the pleasure of talking to him for half an hour before our DRS special arrived. Never mind railways, as a former Defence Secretary he gave us an excellent analysis of the situation in Ukraine!

By now there were hundreds of people assembled on platform 9, many familiar faces among them. Our DRS special duly drew in and we all jostled along the platform to find our allocated seats. Then we were off, arriving in Settle an hour later to a fabulous reception: the platforms thronged with Settle residents, flags flying, a choir singing and the church bells ringing out as we left. By now we had no fewer than 600 people on the train – it had sold out weeks in advance.

On to Carlisle in perfect weather. The DevCo kept us well supplied with coffee, then Prosecco, while it was rumoured that copious amounts of beer were being consumed nearer the front of the train. A raffle was in full swing, main prize a cab ride in a Class 37. It raised over £1100 for the air ambulances. Meanwhile Michael Portillo, having donned a pair of overalls, had been treated to a cab ride between Skipton and Settle.

BBC News and ITV Border Television were both on board, even speaking to each other. Quite a few of us took turns at being interviewed and Border in particular did us proud, 4 minutes on the Regional News, a good mixture of the campaign to save the line and our aspirations for the future. The scenery looked good too and the Department for Transport were taking lots of photos, surely a good sign!

Arriving at Carlisle to a fanfare of trumpets and a welcome from the Mayor, all the guests made their way to the Hallmark Hotel where a buffet lunch had been laid on. But first, there were all too brief speeches (time was short) from Ron Cotton, whom BR had installed to close the line but who was determined from Day 1 to save it and from Michael Portillo himself. Olive Clarke, Chairman of the North West TUCC at the time of

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

the campaign, cut a very fine anniversary cake. All too soon it was time for the return journey, everyone in the best of spirits.

Not only was this a fantastic occasion in its own right, but it was also a springboard for the future. It brought together many of those who were instrumental in saving the Line from closure 25 years ago and those in government and the rail industry today who will determine the shape of the S&C for the next 25 years. It was a great opportunity to talk to a number of people with whom we shall be working between now and 2016 to give England's most scenic railway the trains and rail service that it deserves.

But back to the future: on 28th February, two FoSCL representatives and two from the DevCo went to the Department for Transport to meet the Director of Franchising and the Project Directors for the Northern and TPE franchises. "Engage with Government!", said John Stevenson MP when he spoke at our AGM two years ago, and ever since he arranged for us to meet Theresa Villiers, then Transport Minister, we've been doing just that, to the point where we are being listened to well before other stakeholders are formally consulted. Not bad for a mere User Group!

Anyway, we had a very cordial reception on 28th February. It was clear that the Director is keen on the Community Rail approach, for which the DevCo is an excellent example and Marion Armstrong was able to explain what they do today and what they can offer for the future. It was interesting that, although the Northern and TPE franchises are to be kept separate, they will start on the same date and the two project teams are working closely together. Various people including the former MD of a Train Operating Company have wondered why the S&C wasn't in the TPE franchise rather than Northern in the first place. At our meeting Paul Levet gave a summary of our case for direct services to Manchester which was listened to with interest. There's a bandwagon gathering pace here, with increasingly frequent mentions of Manchester in the media. If we keep at it, something will happen!



Richard Morris addresses the guests at the Hallmark Hotel reception on April 11th.

Photo: Pete Shaw

What else? The FoSCL Treasurer reported at the AGM that we had another very successful year financially, thanks to the generosity of our members and the success of the shops operation. We're keenly aware that you, our members, expect us to make use of your money wisely in the interests of the S&C, and that a bank account yielding minimal interest may be safe, but is not quite what was intended. We need projects in which to invest. One such is Langwathby Station which has been on the market for some time. FoSCL does not have the funds to purchase it outright, nor would we wish to run it ourselves as a business, but we are in discussion with a third party which could lead to an exciting joint venture. It's early days yet, but watch this space! Finally, FoSCL Vice-Chairman Douglas Hodgins has decided not to stand for re-election to the

Committee this year. He has also resigned as Chairman of the Settle-Carlisle Railway Development Company. Uniquely, Douglas played a major role in all three organisations of the Settle-Carlisle Partnership and his contribution really was above and beyond the call of duty. He was immensely supportive to me in the early days of my Chairmanship and I shall always be grateful for this. We wish him well in his well-earned retirement.

Editorial

It must start by apologising in advance to anybody who feels that this magazine is too devoted to the 25th anniversary celebrations; all I can say in mitigation is that the momentous achievements of the campaigners involved needed celebrating with a big party: this is reported in this issue. Those who have contributed interesting material for publication can be assured that it is much appreciated and will be included in future magazines.

'After the Lord Mayor's Show' is a saying which I remember well from my youth; by the time that this appears in print most of the 25th anniversary celebrations will be over. So, what comes after our 'Lord Mayor's Show'? We should not disabuse ourselves into thinking that everything is fine and dandy on the S&C. We are in a very dangerous period when nothing can be taken for granted; cynically, when one or two of us have seen the ideas being put forward for improvements on the line – excellent ideas which would vastly enhance the train services and passenger facilities – we have tended to remark "it is going to be difficult enough to hang on to what we have got!" Currently TransPennine Express are losing nine of their 170 units to that deprived area of the country – the Chilterns. Not the S&C's problem? No: rumours abound that they will be replaced by the 158 units currently used by Northern on the S&C and elsewhere; these are, at the time of writing, just rumours – but nobody is denying them. Please remember that TOCs like Northern and TPE do not own trains; they lease them from other private companies called 'Rolling Stock Companies'; the ROSCO's duty is to get a good return for its assets and, if it can get a better return, it will move them elsewhere when the lease is up. This is not a political statement (and I am not even saying that it is wrong in the overall scheme of things); it is just a fact of life. So what would we get instead if these rumours became a reality? 156s? (passable) or Pacers? (all should tremble at that thought!)

And another thing: a very well informed observer of the railway system said to me recently – "the only way that you will get better rolling stock on the S&C will be to campaign for electrification – there are no orders for new diesel trains at the moment". I can hear the howls of protest already! Some have called for electrification in these pages – many others are opposed to the idea with a great passion. The current electrification of the Great Western Main Line has seen efforts made in protecting the heritage of that route; but could such efforts ever be good enough for the S&C? So, do we campaign for a preserved heritage line or for a modern, safe, efficient mode of public transport to tempt people out of their cars for a multitude of journeys?

FoSCL needs to hear YOUR views!

And lastly, my apologies to Mr Raymond Flint of Morecambe for careless transcription of his (beautifully handwritten) letter to the Editor (February issue page 37). He had meant to say that "Officers should NOT be censured" for trying to put together Business Cases for members' ideas".

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

FoSCL Notes

Membership Matters

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

Mrs. M. Bristow - Nelson, Lancashire.
 Mr. K. Charlton - Widnes, Merseyside.
 Mr Bill Cameron – Maryport.
 Miss M. Coles - Guiseley, Leeds.
 Mr. B. C. Darling – Southampton.
 Mrs. Anne Fellowes - Clitheroe, Lancashire.
 Rev. Canon Bill Greetham – Kirkby Lonsdale.
 Mr. R. C. Gussin - Maidstone, Kent.
 Mr Norman Guy – Kirkby Stephen.
 Mr. J. Horton - Ilkley.
 Mr C. D. Hill.
 Mr. C. McDermott - Penrith.
 Mr Tom Salmon – Whitby.
 Mr. David Utting - Whitstable, Kent.

Magazines addressed to the following members have been returned undelivered:

Mrs. M. Atkin – Dumfries.
 Mr. A. Bell - Leeds.
 Mr. G. Elgie - Forest Hill, London.
 Mr. M. D. Haslam - Penrith.
 If anybody knows the current addresses for these members could they please let us know.

Could members please note that membership cards are sent out with magazines and not separately.

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

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

Account number 90370894

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

**Peter G. Davies -
 Membership Secretary**

Sales Department

FoSCL Webshop

We continue to see more-and-more use of the webshop at:
www.foscl.org.uk

This is available throughout the year and is the quickest way to obtain goods from our wide-ranging catalogue.

Orders are dispatched from Settle, normally within 5 working days of receipt by our Trading Manager.

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.

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.

AGM 2014

The Friends's Annual General Meeting was held on Saturday 26th April at the Hallmark Hotel, Carlisle. There were 74 members present with 24 apologies for absence.

The minutes of the 2013 meeting were accepted, with one minor correction noting that a question about gritting the road to Dent station had been about the 564A service bus, not the rail replacement service.

Chairman Richard Morris made his report including:

- * References to the 25th Anniversary of the line being saved from closure, with at least three special trains, a new book, a new CD, a concert, souvenir First Day Cover plus the Ride2Stride walking festival.

- * He went on to list some aspirations for the next 25 years, such as better rolling stock, a mid-afternoon Leeds-Carlisle service, a Saturday evening Carlisle to Kirkby Stephen service, a Manchester to Carlisle service and a 75 mph speed limit.

- * Future projects might look at provision of new waiting shelters at Settle and Appleby - for use when the booking offices are closed; possible involvement in the future of the main station buildings at Langwathby (which are currently for sale).

- * The conservation area project had carried on apace, recording structures along the route.

- * Marketing and publicity included traditional print, the website and now Twitter.

- * The Chairman concluded by thanking the committee and all our volunteers; especially our retiring Vice Chairman Douglas Hodgins who had served FoSCL for many years.

Treasurer Stephen way circulated the accounts which, in summary, showed income of £69,808 and Expenditure of £76,650 with total assets of £263,778. The apparent "loss" was actually capital expenditure such as support for the Ribblesdale Stationmaster's House.

The accounts were accepted; and auditors H&M of Skipton were re-appointed.

For the election: Douglas Hodgins had decided not to put his name forward for re-election. Then, Richard Morris was re-elected Chairman, Stephen Way as Treasurer and Paul Kampen as Secretary. Pat Rand and Nigel Ward were re-elected to the committee.

Questions from members included:

- * Why were passengers (especially on Virgin) being taken out of trains and put on buses when the S&C was available as a diversionary route? Virgin sent an unsatisfactory "public relations" type reply - and the Department for Transport will be contacted by the committee to establish whether there is an official policy on diversions as opposed to bus substitution.

- * A member asked for all trains to stop at all stations, which is even more relevant as Pennine buses cease trading on May 16th, so trains at Settle, Giggleswick, Long Preston, Hellifield, Gargrave and Skipton are likely to see an upturn in usage.

- * A member asked if the "Winter Offer" of cheap fares could be marketed better, as the operating period has been reduced, and interrupted for school holidays.

- * It was requested that FoSCL encourage the Wensleydale Railway to re-connect to Garsdale.

- * It was suggested that investment at non-operational buildings at Langwathby station sounded like a risky venture and the speaker hoped that there would be no compromise in support for the Trust's stations at Horton, Ribblesdale and Kirkby Stephen.

The committee were asked to ensure that Douglas Hodgins had been properly thanked for his hard work; the Chairman said that a presentation had taken place - this is reported on Page 6 of this magazine.

Pete Shaw

(If members would like a copy of the Annual Accounts for 2013-2014 could they please send an s.a.e. to the Secretary - address in front cover)

Michael Leadbetter

Our speaker for the 2014 AGM was Mr Michael Leadbetter, General Manager Coal and Biomass at Freightliner Heavy Haul.

He began by giving an outline of his career - starting as a Railtrack apprentice and continuing in the London North Eastern Planning Department in York. This involved planning and monitoring duties which, sadly, took him no further than Hellfield in the Carlisle direction - the S&C being in a different division.

Mr Leadbetter moved on to Freightliner which itself had originated in a management buyout on privatisation. His role was as Timetable and Planning Manager and the business was concerned with Intermodal traffic - in particular maritime containers - with service quality as a key aim. Diversification followed and out of this Freightliner Heavy Haul was born with bids for coal traffic business, infrastructure trains for Network Rail etc. This was a very different way of operating from the regimented timetable of the original Freightliner business.

Questions from the floor included:

- * How did one load of biomass compare with coal? - Biomass in this country is usually wood pellets and there is less tonnage in one load than in coal.
- * What was the future of haulage? - This was being constantly reviewed; there is no diesel engine in UK gauge which meets EEC future emission targets.
- * Could wagonload services return as in Europe? - possibly, but in Europe they are more economic due to much longer distances travelled.
- * Is Freightliner a public company? - No, it is owned by several Bahraini banks.
- * Would pathing problems be solved by making the Shipley to Leeds section four tracks again? - difficult; it is a small-gauge multi-traffic system - quadrupling the track for one section may just move the bottleneck elsewhere.
- * A question was asked about unused freight paths - this was another difficult matter. Rationalisation was required; however, flexibility was needed as well and it was a difficult balance with the fixed timetables of daily passenger services.

Paul A. Kampen - Secretary/Editor

N^o 5
RAILWAY COTTAGES
GARSDALE HEAD



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



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Douglas Hodgins Retires From the FoSCL Committee

After serving on the FoSCL Committee for nine years, Douglas Hodgins has decided not to seek re-election. Douglas was elected at the AGM which was held at Settle on 9th April 2005. He served for three consecutive periods of office, each lasting for three years, ending at the AGM just held.

Douglas rapidly became involved with multiple roles within the Friends; including co-ordinating the teams of volunteers who keep the station gardens looking colourful and tidy – he and his wife Margaret doing the flowerbeds at Appleby where they also re-set the whitewashed stones making the “Appleby” station name. He helped to support many FoSCL events, particularly representing us at presentations, ceremonies and meetings to discuss station improvements and restorations. These included wreath-laying services at St Mary’s Church in Mallerstang where many railway graves are located. Being a good photographer and living fairly near to the line at Kirkby Stephen, he often provided images for the magazine. As time progressed he was appointed Vice-chairman, often going to speak at distant venues, as well as chairing committee meetings. Margaret, a former Women’s Institute President for Cumbria and therefore an expert baker, supplied

cakes for activities along the line; and thoroughly supported Douglas in his FoSCL commitments.

Douglas also served the S&C Partnership both on the S&C Trust and as Chairman of the S&C Railway Development Company.

Our FoSCL committee would like to thank both Douglas and Margaret, on behalf of the membership, for all their hard work over the years. This was expressed in a presentation, at Kirkby Stephen on 17th April, of garden centre vouchers (strictly for use in their own garden!), a wedge of Appleby Creamery “Black Dub” blue cheese made by former Appleby station booking clerk Bob Parmley, and a colourful bunch of tulips.

Pete Shaw

Armathwaite Signal Box Visit and Walk

Why don’t you come to Armathwaite for a great day out, visit the historic signal box, and do an eight-mile circular walk around Armathwaite? There would still be time to have a pub lunch before travelling home on the train.

Our next box/walk is on Sunday June 1st from the Leeds to Carlisle trains, arrive Armathwaite 11.37, dept 17.14; look out for the next walks leaflet for two more signalbox/walks before the end of the year. Feel free to contact me for visits to the

signal box as we are open most Sundays and other times by appointment.

I am also looking for someone to deliver line/guides to guest houses and hotels in Carlisle as I have done this for 24 years now and fancy a rest from it.

Contact me on 01228593943 or 07759593224.

John Johnson

*Margaret and Douglas Hodgins at Kirkby Stephen station on 17/4/14.
Photo: Pete Shaw*



Special Trains to Celebrate the 25th Anniversary of the Saving of the S&C

Railway Campaigners Reunited for Celebration

On Friday 11th April, over forty of the original campaigners who fought to save the Settle-Carlisle Railway in the 1980s were brought together for the first time on board a special anniversary train. Michael Portillo, who made the historic announcement that the line would remain open in 1989, also joined the celebrations along with representatives of the railway industry, tourism bodies and civic dignitaries. A total of six hundred passengers travelled on board a Direct Rail Services train hauled by three Class 37 diesel locomotives on a return journey between Leeds and Carlisle.

Said Richard Morris, Chairman of the Friends of the Settle-Carlisle Line:

"Not only was this a fantastic occasion in its own right, but it was also a springboard for the future. It brought together many of those who were instrumental in saving the Line from closure 25 years ago and those in government and the rail industry today who will determine the shape of the S&C for the next 25 years. We look forward to working with them to give England's most scenic railway the trains and rail service that it deserves."

Michael Portillo, former Transport Minister and now well known for his television programmes featuring Great Railway Journeys, said:

"It was a great day. It was moving to see the hills, bridges and stations filled with people. What joy that we have the line still!"

The Settle-Carlisle Railway is carrying more passengers than ever before in its history. There has been a tenfold increase in passengers since the 1980s, currently standing at 1.3 million a year. Completed in 1876, built by navvies through unforgiving terrain, the line is a testament to Victorian engineering. Railways in the UK were incredibly difficult to build yet became incredibly easy to close - until it came to the Settle-Carlisle.

More information about the Settle-Carlisle Railway can be found at www.settle-carlisle.co.uk.

Josephine Shoosmith

The Saturday Train was a Stunner!

Sandwiched between the DRS train on Friday 11th April and Northern's Blackpool-Carlisle train on the Sunday was a Right Royal special from Nuneaton to Carlisle and back organised by Great Railway Journeys of Britain: <http://www.greatbritishrailway.co.uk/> The train was a sell-out.

The lucky passengers enjoyed five star Pullman luxury aboard Riviera Trains'

37259 and 37425 on the 25th Anniversary train ready to depart from Carlisle on the return journey. 11/4/14

Photo: Pete Shaw



Great Briton set of Blue and Cream carriages, hauled by DBs Royal Class 67 locomotive 'Diamond Jubilee', chosen specially for the occasion, not being required for Royal Train duties that weekend. FoSCL volunteers, picked up at Settle made sure everybody got the most out of the S&C part of the trip. Otherwise, it was non-stop all the way - but it crawled gently through Garsdale so that people could see and appreciate this fine example of an S&C station lovingly tended by volunteers and to reflect on the Ruswarp story.

Mark Rand

Charity Train – Sunday April 13th

Two days after the anniversary train, another train ran to celebrate the saving of the S&C.

Organised by FoSCL committee member Paul Levet in association with Northern Rail, this train ran from Blackpool to Carlisle via the Ribble Valley route and Hellifield - calling at Preston, Blackburn, Clitheroe, Hellifield, Settle, Horton-in-Ribblesdale and Ribbleshead. The three-car train and its crew were donated by Northern Rail and the track access was donated by Network Rail. This enabled a total of over £1,000 to be raised and divided between 'The Railway Children' and the Yorkshire Air Ambulance.

Together with Membership Secretary Peter Davies, I joined the train at Clitheroe where I was able to greet onetime FoSCL

Vice-Chairman Glynn Hague, his wife Margaret and their travelling companions Mr. and Mrs. Orrell – who were once stalwarts of our Settle shop staff. We then enjoyed the rare opportunity to travel along the Clitheroe-Hellifield section of the Ribble Valley line, past Horrocksford Junction signalbox (which on current plans will be one of the last manual boxes in the area to close and will outlive the S&C boxes by some years) and along the attractive countryside of the Ribble Valley. Crossing Hellifield South Junction and seeing the line to Skipton curving away to our left was a somewhat strange experience! At Hellifield we were joined by several familiar faces including those of Joy Smith, Pete Shaw, Bob Swallow and guest of honour Colin Speakman.

The journey to Carlisle proved that many of the passengers were 'S&C First-timers' and those in our coach greatly enjoyed the lively commentary by Mark Rand; this included mention of helicopters, black sheep and 'flashers' (don't ask!) Here was proof, if proof be needed, of how a successful conclusion to our Manchester-Carlisle campaign will open up journey opportunities for a large number of extra passengers - with benefits for all.

The centrepiece of the day was a talk in the Hallmark Hotel, Carlisle, by Colin Speakman – one of the 'greats' of the campaign to save the line. Even to somebody like me, who has lived with this story for over 30 years, Colin's talk was a revelation and highlighted just how much work was done by so many people even before the line was officially slated for closure. A transcript of this speech has been added to the 'history' section of the FoSCL website: www.foscl.org.uk.

Lastly, thanks go to Paul Levet, his team of volunteers, the Northern Rail crew - who entered into the spirit of the occasion - the Dev. Co. trolley staff and to Northern Rail and Network Rail for a memorable day.

Paul A. Kampen

Sunday train organiser, FoSCL committee member Paul Levet, with the headboard.

Photo: Pete Shaw



News Notes

Railway Service - Mallerstang

The Annual Railway Remembrance Service will take place on Sunday, 27 July at 10.30am at St. Mary's, Mallerstang.

As well as honouring those who died during the construction of the railway in the area, it will also be an opportunity to remember The Revd. Canon Bill Greetham and to mark the 25th. Anniversary of the Settle-Carlisle line being saved. All are welcome.

Gordon Hutton

The Retirement of Pat and Tony Beckwith

The retirement of Pat and Tony Beckwith from the position of Caretakers at Ribbleshead leaves a large void in the wonderful group of people who help promote and support the Settle to Carlisle Railway. They were appointed by Edward Album, my predecessor as Chairman of the Settle and Carlisle Railway Trust, and they served throughout my 5 year period as Chairman. Pat had many years experience as a Senior Nurse and Tony served for many years as a Craftsman at the York Railway Carriage Works. They were therefore well equipped for the task at Ribbleshead which required an ability to get on with people from all walks of life and be versatile and flexible for the varied problems which arise with old buildings in a remote location which encounters wind, rain, frost and snow of exceptional severity.

Together they made a great success of the Visitor Centre - equipping it with an ever changing number of exhibits demonstrating the history of the line and providing a warm welcome to visitors and passengers which, in later years, extended to hot beverages and snacks. Just as important, they lovingly looked after the Station building which required continued maintenance because of the exposed location. When the Trust purchased the Station Masters House they did their best to conserve and secure the building,

which was an uphill task because of its derelict condition. When restoration of the House commenced in 2008 it was still in a condition which made refurbishment worthwhile. Had it not had Pat and Tony's care it would only have been fit for demolition and I can still see Tony in my mind one winter morning drying himself out after dealing with a burst roof tank. He was an expert at patching the property up at minimum or no cost and the fact that the House now exists in wonderful restored condition owes a great deal to Tony's early conservation work.

When Andrew and Rachel Griffiths resigned from a similar position at Kirkby Stephen, the Trust decided the best future for the building would be to convert the offices to a second holiday let to supplement the one already being run by the Griffiths. Here again Pat and Tony made this possible by Pat taking on the administration and housekeeping and Tony the physical changes to the building and together obtaining the additional furnishings required. Apart from the workload, this involved them in two to three hours travelling per day and they still had the overall responsibility of Ribbleshead including rostering and training volunteers to man the Visitor Centre and ordering and accounting for all stores etc.

When contractors and Network Rail started restoring the Station Master's House, Ribbleshead, Pat and Tony gave them that welcome and help which is so necessary to ensuring a smooth and congenial task. Pat in particular is articulate, numerate and has a gift of writing in a clear and concise way and this proved most valuable to the Trust with Health and Safety policies, job specifications and the other written instructions which are so essential in running a business today.

Writing as Chairman of the Trust throughout most of this period, I would like to place on record my most grateful thanks and those of the Trustees to Pat and Tony for all they did to further the work of those who support the Settle to

Carlisle Line. They never failed to respond to a request or deal with an immediate emergency. They could be relied upon to sort out problems using their own initiative and they always had a sense of humour in difficult circumstances. Life on the Line will not be the same without their welcoming presence and they deserve all our good wishes for the future in their new venture in Morecambe.

David Ward

Tim Gorst

Some two years ago FoSCL was approached by the Carlisle Station Manager about some old BR era luggage trolleys. You know the sort of thing, they were flat, had four wheels, could be linked together to form a mini train and used to be towed around the platforms and underpasses of large stations, piled high with parcels and with their metal shod wheels making a deafening row.

With the demise of Red Star parcels, they became redundant. At Carlisle, they were consigned to the vast and gloomy recesses of the Undercroft beneath the station, and forgotten about. FoSCL scratched its collective head when told about them, and decided we couldn't think of an obvious use for them. We have one or two at Settle and Ribbleshead and this was felt to be enough.

Enter Tim Gorst, a member of the red-coated Virgin Trains staff at Carlisle. He offered to restore and repaint them for us in his own time, for them to be planted up with flowers and displayed on the station.

FoSCL supplied the initial paint and offered further financial support if required. Tim quietly got on with the restoration work, having promised us that they would be ready by the 25th anniversary. Meanwhile FoSCL was preoccupied with other concerns.

I saw Tim a few days before the great day and he promised that everything would be in place on platform 6 by then. On the early morning of 11th April, having waved off the DRS special, I went along to platform 6 to catch the service train to Leeds. There were the trolleys, looking good but still piled up behind a metal barrier.

Imagine my delight when, on returning to Carlisle on the Anniversary Special at 12.30, I saw not only luggage trolleys but also restored sack trucks all neatly laid out and planted up on platform 6 and, a nice touch this, picnic tables for waiting passengers too. A real piece of heritage and greenery just where people catch the trains for the Settle-Carlisle Line on a platform that had been conspicuously bare till then.

A certain gentleman who has some experience in restoring a Water Tower, a navy hut and a railway wagon was seen to look at the trolleys in admiration and later pronounced them a quality job. You can judge for yourselves from the photos he took.

*Below: Tim Gorst and one of the trolleys.
Below Left: The picnic area.*

Photos: Mark Rand



FoSCL is enormously grateful to Tim for the work he has undertaken on his own initiative and in his own time, to provide an appropriate heritage display and flowers for the first time at the Settle-Carlisle Line's northern terminus. It will gladden the hearts of passengers for years to come.

Richard Morris

All Part of the Service on the S&C

It is very unusual for a signal box to have a visit from the postman, especially delivering something actually meant for us and not a contractor working in the sidings. However, in early March, a van pulled up at Garsdale station to deliver a letter addressed to the Stationmaster or Signalman. A lady from Leicestershire was writing to say she had been on the steam charter a couple of days earlier and, having read the story of Ruswarp, tried unsuccessfully to take a photo of his statue. She enclosed a stamped envelope and asked if anyone here could help.

Needless to say, we were more than happy to provide a photo (one my wife had taken a couple of summers ago) which we sent along with the FoSCL postcard of the Ruswarp story. We received a thank you note a few days later, but really we were just pleased she had thought to ask, and to have the chance to encourage such interest in the line!

Nick Dinsdale - Signaller at Garsdale

A 'First' for Settle Signalbox

On Saturday 12th April after a very hectic time in Settle Signal Box there was a lull mid afternoon between trains. Suddenly a VW camper type van arrived. This was certainly vintage, though in marvellous condition and talking to the driver, worth a deal of money. From it alighted a bride and groom plus photographer. They proceeded to the station platforms taking a great many shots on both the 'up' and the 'down'.

This was too good to miss, so I introduced myself and enquired if I might take some shots for the SB photo album. The newly weds - Carly and Gary Clayden - had been

married at Taitlands just north of Settle, itself having a railway connection as I am sure you know, the owner at the time of the Midland Railway digging its way north being the Stackhouse family. They objected to the railway running through the middle of the house so a tunnel was driven underneath whilst they had an extended holiday while blasting took place. Compensation was of course paid.

Back to the story, the newly weds wanted some pictures on a vintage station, choosing Settle. Fortunately I had my decent camera to hand and here you can see a shot of them in the SB where like all good newly weds they are, 'pulling together'. This was too good an opportunity to miss, we have never had a wedding party in the SB before.

Bob Swallow



Appleby Castle Opens Again

The public will be able to enjoy a visit to the historic Appleby Castle again soon, with its Norman keep; and long association with Lady Anne Clifford, Countess of Pembroke. The castle has not been open for several years but, during the forthcoming summer season, guided tours will be available once again. These must be booked in advance via Appleby Tourist Information Centre, who can also supply more details: tel 017683 51177.

Pete Shaw

Easter Saturday Woes

Easter Saturday saw about 200 S&C passengers severely delayed following the failure of a train. The 16.18 train ex-Carlisle formed of the cancelled 15.49 Carlisle-Leeds and the late-running 16.18 Carlisle-Leeds set off as a four-car unit about 65 minutes late. Kirkby Stephen Station was especially busy with around 80 passengers including visitors to the Classic Vehicle Rally and FoSCL walkers who had enjoyed the Guided Walk which I had led in glorious sunshine with Duncan Ward. Indeed until the 16.29 to Carlisle departed 15 minutes late it was heaving like Settle Station had been 8 days earlier for the Anniversary Train departure.

Information was initially difficult to obtain as even the Kirkby Stephen signalman didn't know why two trains hadn't appeared; the "Call for Help" facility proved useless as the Call Centre didn't even appear to know where Kirkby Stephen was. Eventually we received confirmation from the signalman that the train had left Carlisle and it arrived at 18.25 replete with trolley. By this time several intending passengers had abandoned their journey; we picked up walkers at all the stations and arrived in Leeds at 20.15. This was 2 hours after the "Express" should have arrived.

Lessons to be learnt from this? FoSCL walks always get you back (sometime) and remember to keep some spare food and drink in your bag.

John Disney

Western Dales Bus News

On Saturday 5th April, Western Dales Bus added the later return service at 18.40 from Sedbergh to Dent Station giving an excellent opportunity for a longer walk in the Howgills or even a stop-off in Dent on the return journey before heading to the train. The 10.20 service from Dent Station is now dedicated to train users running as far as Sedbergh before returning to Dent village to collect the local passengers for Kendal which will give additional capacity. Including the additional later service there are now 3 afternoon and evening buses returning to meet the train leaving Sedbergh at 15.00, 16.50 and 18.40 with departures from Dent village at 15.15, 17.05 and 18.55 respectively. The enhanced Summer Saturday timetable runs until 18th October 2014 and please see www.westerndalesbus.co.uk for full timetables.

Combined with the 564 bus service leaving from Sedbergh at 11.25 towards Kirkby Stephen this gives quick access to some of the remoter Howgill tops including Green Bell, Randygill Top and Fell Head as well as the secluded valley of Bowderdale. At Rawthey Bridge a path leads to Uldale Falls, a spectacle not to be missed. The Cross Keys at Cautley is a temperance 'pub' with the awe inspiring backdrop of Cautley Spout, a cascade of waterfalls falling down the hillside. However, please note that the 564 service run by Cumbria County Council is currently under review as a result of the council cut backs and so please check their website www.cumbria.gov.uk and use it whilst it's still there!

On Sunday 6th April a number of passengers braved the inclement weather to make use of the new Western Dales Sunday and Bank Holiday Monday service from Dent Station to Dent Village, Sedbergh and Farfield Mill, a restored textile mill and heritage centre. The bus then provides two return services from Farfield to Hawes calling at Sedbergh, Dent, Newby Head, Snaizholme Lane End, Hawes Creamery and the Dales Countryside Centre. Discount admission is available for bus users at both Farfield and the Creamery as well as a number

of other local visitor attractions. The bus connects with both the Leeds - Carlisle and Lancashire Dalesrail trains as well as the later return services and runs every Sunday and BHM until 19th October 2014. For full timetables please see:

www.westerndalesbus.co.uk
or: www.dalesbus.org.

John Carey

All Aboard the Summer Bus Links

Despite all the gloom about budget cuts and bus companies like Pennine ceasing trading, it promises to be a vintage summer for users of connecting buses off the S&C – and hopefully that will include you!

FoSCL is delighted to be supporting the Northern Dalesman Sunday and Bank Holiday Monday bus link from Ribbleshead Station to Snaizholme Lane End (for the Red Squirrel Trail); Hawes; Buttertubs Pass; Keld (mornings only); Muker; Gunnerside; Reeth and Richmond. Change at Hawes on Sundays for the 856 to Aysgarth and Leyburn (Wensleydale Railway) or ride through to Northallerton and return via the ECML. Our support helped to secure matched funding from the Yorkshire Dales NPA Sustainable Development Fund alongside contributions from the Yorkshire Dales Society and Friends of DalesBus; Northern have also now contributed following their franchise extension.

This is now the only scheduled public transport in Swaledale and is available to rail ticket holders for just £6 return. New for 2014 is a 15.25 bus from Hawes via Ribbleshead Station Inn, Ingleton and Clapham to Settle for the 16.46 “Sunday Express” to Leeds; return train tickets to Ribbleshead will be accepted on this bus. This is in addition to the later bus from Richmond connecting with the 18.25 train from Ribbleshead, and follows requests from users for more flexibility especially on inclement days. There are also Sunday buses from Ingleton to Settle and Ribbleshead so you can plan walks over Ingleborough and Wherside without needing two cars or a taxi. The 581 continues to operate Mon-Sat from Settle via Giggleswick Craven Arms (for the

Station), Austwick, Clapham and Ingleton to Kirkby Lonsdale.

Little White Bus offers daily services between Garsdale Station and Hawes with demand responsive extensions to Upper Swaledale and down Wensleydale. There is also now a 2 hourly Hawes – Askrigg – Aysgarth – Leyburn – Bedale bus service.

Malham is served by the new Saturday 75 bus from Skipton Station at 10.05 and also on Sundays by the Malham Tarn Shuttle from Settle. The first journey will start from Settle Station Yard and wait for the arrival of the 0900 train from Leeds.

Services to Wharfedale from Skipton Station operate daily. Weekday services stop outside the Station Entrance and run about every 2 hours to Grassington with some continuing to Buckden or Hebden. Sunday service 872 uses new double deck coaches stopping outside Herriots Hotel opposite the station and runs to Grassington with onward connections. Walkers wishing to link Ribblesdale and Wharfedale can use their return train tickets for free travel on the Sunday 871 bus at 18.00 from Buckden via Kettlewell, Kilnsey and Grassington to Skipton Station.

The Dales Rambler ticket is available every day for train travel from Leeds / Bradford to Skipton and Ilkley plus buses to Grassington, Bolton Abbey, Buckden and (weekends only) Malham. Priced at just £11 with no time restrictions this is a great value ticket.

At the time of writing the future of Pennine services after this company ceases operations on May 16th was unknown but www.dalesbus.org will have all the latest details together with full timetables for all bus services in the Dales and most cross-boundary services. The Metro DalesBus booklet is delivered by our volunteers to hundreds of outlets throughout West Yorkshire and the Dales but if you can't get hold of a copy please send me an A5 SAE to 2 Station Road, West Hallam, Ilkeston, Derbyshire DE7 6GW and I'll post you one.

This is a crunch year for rural bus services across Britain. If you don't use the buses this year they will not be there next year for you so give them a try – you'll be amazed at the number of places “just off the line” that you can get to by a short bus

ride. There's lots to see and do whatever the weather, whether you are a stroller, shopaholic, ornithologist, industrial archaeologist, botanist, rambler, real ale devotee or tea shop connoisseur.

The DalesBus network is managed and marketed entirely by volunteers from the Dales and Bowland Community Interest Company. We'd love to hear from you with criticisms and suggestions and also if you have some time to spare to help us. Please drop us an e-mail at:

media@dalesandbowland.com or give me a ring on: 0115 9322356.

John Disney

A Big Thank You to FoSCL Members

The fund raising appeals in the magazine over the last two years for the restoration of the Ribbleshead Station Master's House raised £10,744.23 – and counting – and I want to thank you, on behalf of The Settle and Carlisle Railway Trust, for your generous and timely help towards finishing the House.

A total of 75 people contributed, ten more than once, and six continue to make regular contributions by standing order – hence the reference to still counting.

Contributions ranged from £2 to over £1,000. We appreciated every one, with the smaller ones bringing to mind the parable of the widow's mite. Three of the larger contributions were made anonymously – who knows, maybe Prince Charles is a benefactor.

Gift Aid added to the total – hence the 23p – and our Treasurer Lynda Robinson

will shortly receive the largest single contribution of all – a cheque from HMRC. The Trust's charitable status is a big benefit to the S&C.

To say readers' donations made a difference is an understatement. We had some setbacks towards the completion of the House, particularly in making sure it will remain watertight in the extreme weather Ribbleshead attracts.

I hope all FoSCL members will enjoy the House, whether by sight from the train or a ramble or, best of all, by occupation – you can see availability on our website: www.sandctrust.org.uk. Bookings are coming along nicely and we've had some really excellent reviews. I'm told by Joan Myers, who does an excellent job of keeping it clean, that those who've occupied have been fine about any wet weather as it doesn't disturb what they value the most – the isolation and peace. With thanks once again.

Peter Drury
Chairman, The Settle and Carlisle Railway Trust

The Return of the 'Sausage Special'

On Saturday 12th July, the 'sausage special' will run to Ribbleshead leaving Skipton at 20.00 and returning there at 21.38. There will be music, ale and freshly barbecued sausages at Ribbleshead station. Enquiries to 01729 825888
email: josephine@settle-carlisle.co.uk
Tickets can be purchased online at:
<http://shop.scrdc.co.uk/music-and-ale-trains.html/>

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



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

Open all year.

For brochure or additional information contact:-

Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

Obituaries

Bill Cameron

It is with sadness that we record the death of Bill Cameron, aged 87, on 21st March. Starting as a Maryport politician in 1967, Bill Cameron fought hard to ensure that the residents of the town got the best possible representation and he championed many projects locally, especially the redevelopment of the docks to include a marina.

Bill rose to become chairman of Cumbria County Council and came to the attention of the Settle-Carlisle railway campaigners during the closure proposal era. He, with Cumbria County Council colleagues and officers, spearheaded the local authority side of the anti-closure lobby. He chaired the Settle-Carlisle Railway Standing Conference which coordinated all the local authorities from County, Town, District and Parish levels, plus user groups, business groups, rambblers and youth hostellers and a multitude of other organisations which met in the large council chamber in the Courts building in Carlisle. His drive and determination ensured a momentum to press for retention of the S&C. The eventual outcome was successful; which in turn allowed me to catch a through train at 05.42 from Shipley to Carlisle in time to attend the funeral in Maryport at 10.00 hrs. Bill became an S&C Trustee and accepted the first donation towards Ribbleshead Viaduct repairs – being a £10k cheque from FoSCL on 14th March 1990.

Bill was also involved with other railways, including the Cumbrian Coast and Furness line, the Lakes line and West Coast 250. And during the devastating floods a few years ago he was instrumental in persuading Network Rail and Northern Rail to build the temporary station at Workington North, enabling commuters to get across the river by rail because the major road bridge had collapsed. In tribute to his railway work, Northern Rail named a class 156 Sprinter after him in September 2009.

Bill and his wife Sheila, who died in 2006, attended Ellenborough Methodist Chapel and, when that closed, he transferred to St Mark's Methodist church. As they were

modest in size, the funeral service was held at the large C of E St Mary's Parish Church, which was very full. Other railway people at his funeral included his anti-closure colleague Peter Robinson – the retired Cumbria County Council Chief Planning Officer – and his wife Margaret; County Councillor and S&C Trustee Gary Strong; West Coast 250 officials Messrs. Robinson and McClelland; ex-S&C Dev. Co. manager Rob Rimmer; with FoSCL represented by Alan Glover and myself.



Bill Cameron at the launch of the S&C Trust in 1990. On the far left is the late Gerry Thorpe - then Vice-chairman of FoSCL.

Photo: Ruth Annison

Bill Cameron left a lasting memorial to the S&C in a small but vital way from which many people benefit, but few will know about. During his time on the CCC Highways and Transportation Committee he arranged for the winter gritting roster to deviate from the A684 Sedbergh road, to cover the short but very steep minor road up to Garsdale station – previously a dangerous ice rink. The gritting still endures today and is a testament to just

one of the positive achievements in Bill's political career.

FoSCL would like to send condolences to the family, especially Bill's daughter Mrs Lorraine Waller, who still resides in Maryport.

In a final twist, my own journey home from Bill's funeral was made all the more poignant by finding that the train on which I left Maryport after the service, the 11.22 to Barrow, was formed of Northern Rail Sprinter No. 156.444 named *Councillor Bill Cameron*. How astonishingly appropriate!

Pete Shaw

Rev. Canon Bill Greetham

It is with regret that we note the death of the Rev. Canon William Frederick Greetham, aged 73, on 19th February. He was known to everyone simply as 'Bill'. He was actively involved with the Settle-Carlisle railway for many years, on several fronts.

On a professional basis, Canon Bill was formerly vicar of Kirkby Stephen with Mallerstang, Crosby Garrett, and Soulby attached. Thus he was intimately familiar with the geography of the S&C in these areas. After retirement he continued to take railway-orientated services; such as the annual wreath-laying at St Mary's, Mallerstang, where railway burials took place; the re-dedication of the accident memorial to the Ais Gill disaster victims in Kirkby Stephen cemetery; and the similar re-dedication of the Hawes Junction memorial stone in Hawes churchyard.

Bill had moved around the north of England, also being vicar at Cartmel Fell, Crosthwaite, Winster and Witherslack, chaplain to Aysgarth School, and vicar of Bedale and Patrick Brompton.

He was also a railway enthusiast and a FoSCL volunteer – being an On-Train Guide, explaining the points of interest along the route to visitors, particularly the coach parties who regularly include the S&C as part of their itinerary.

Bill was also a keen choral singer – being a member of three different choirs with which he loved to sing the choral works of the great composers. In his youth he had also played the French horn - about which

he often conversed with our Secretary/Editor. Other interests included golf, rugby and soccer (he was a keen Leeds United supporter).



Bill Greetham at the memorial service for the victims of the 1913 Ais Gill Accident - Kirkby Stephen Cemetery, 1/8/13.

Photo: Paul Kampen

Bill retired to Whittington in the northern corner of Lancashire, near to Kirkby Lonsdale, and within easy reach of the

S&C. The funeral service was held in the parish church of St Michael the Archangel at Whittington, with a crowded church full and standing. The service was conducted by the Rev. Michael Hampson and the address given by the Bishop of Lancaster, the Rt. Revd. Gordon Bates. The bishop noted that clergy are often railway enthusiasts, many of them being S&C aficionados.

FoSCL were represented by committee members Ruth Evans, Alan Glover, Paul Kampen, Pat Rand and myself; plus members David Mathias, Alan Mayor, Mark Rand and Kath Smith.

FoSCL would like to send condolences to Bill's widow Ursula, children Martin and Sally, and new granddaughter Sophie.

Pete Shaw

Norman Guy



Long serving signalman on the Settle to Carlisle line, Norman Guy, sadly died on Sunday 23rd. February 2014 at his home in South Rd., Kirkby Stephen at the grand old age of 94. He was born on 25th. May 1919 at South Stainmore, near Belah Viaduct, on the LNER Stainmore line.

He left school at 14 and went into farm work but in 1939, at the outbreak of World War 2, was conscripted into the Border Regiment. Before he was posted away, at the age of 20, he married Kathleen who was 18. In 1943 he was invalided out of the

army due to illness but instead of returning to farm work Kathleen persuaded him to try for a position on the railway and so he joined the LMSR as a trackman on the S&C at Crosby Garrett, living at Soulby.

Within a year he had transferred to become a signalman at Crosby Garrett which lasted for 10 years. In 1954 they moved house to South Rd., Kirkby Stephen, and a new position in Kirkby Stephen (West) signal box. Norman eventually became a relief signalman covering the boxes Culgaith to Garsdale and even witnessed the construction of a new signal box on the S&C at Kirkby Stephen in 1974. His time would also cover the two extreme winters of 1963 and 1979 and, at the age of 65, he retired in 1984.

A quiet and unassuming man, Norman had many friends at work and in the railway enthusiast fraternity as well family and people in the local area and is survived by Kathleen, daughter Brenda (Appleby), sons Peter (Penrith, who is the Virgin booking clerk at Penrith railway station) and Terry (Stockport) and 9 grandchildren. His eldest son, Bryan of Kirkby Stephen, died in 1997. The funeral was held on Tuesday 4th March at Kirkby Stephen Methodist Chapel with a large congregation in attendance.

Norman was a pleasure to work with – RIP.

Ken Harper



Meeting Up With Friends

The Anniversary to mark 25 years since the line was saved from closure was like a reunion of old Friends and Campaigners, mingling with the New Generation - all gathered together for greetings, reminiscences and convivial chat.

FoSCL were very well represented, with one President, ten Vice-presidents, thirteen current committee-members, plus many former committee-members including founder-chairman David Burton and former long-term Chairman Brian Sutcliffe M.B.E.; and dozens of members.

The special guests included Michael Portillo, Ron Cotton and Olive Clarke; lots of Mayors wearing gold chains; a mass of former and present railway personnel; all supplemented by a large throng of campaigners and a sprinkling of retired journalists.

In his speech, Ron Cotton said that he had tried to "close the line" by introducing a special cheap fare which boosted revenue and, because the British Railways Board did not comment, he went on to offer Round Robin tickets enabling longer

distance passengers to travel at reasonable fares - revenue went up again but nobody said 'stop that!'; so he introduced more train services which generated still more passengers and income, and still nobody told him to stop; so he re-opened eight stations as well!!

Michael Portillo said that the ever-decreasing gap between cost and revenue, coupled with the attractive heritage aspect of the route, enabled the Government to keep the line open. He went on to praise FoSCL for keeping their pledge made in 1989 to stay involved with promoting and marketing the line. Our photo gallery shows just a selection of people on Friday 11th and Sunday 13th April.

Pete Shaw

Below: Pete Shaw is seen on the anniversary train; to the left of the photo is Peter Drury - Chairman of the Settle-Carlisle Railway Trust.

Photo: Simon Vine

Opposite Page lower: The train in Carlisle.
Photo: Pete Shaw





L-R: The Hon. Sir William McAlpine Bt., FoSCL President; Anne Cryer, former MP for Keighley & FoSCL Vice-president; Eric Martlew, FoSCL Vice-president & former MP for Carlisle; David Ward, ex Trust Chairman, former BR manager and FoSCL Vice-president.



L-R: Heidi Mottram, ex Northern Rail Managing Director, now with Northumbrian Water; Marion Armstrong, S&C Railway Dev. Co., David Burton, FoSCL Founder-Chairman; Harvey Scowcroft, ex NW TUCC.



**Above: Olive Clarke talks to Michael Portillo, in the centre is ex FoSCL Chairman Brian Sutcliffe M.B.E. Photo: Simon Vine
Above Left: Alan Whitehouse, retired Yorkshire Post journalist.
Left: Alex Green, retired Area Manager - Carlisle.
Photos: Pete Shaw**



At the Hallmark Hotel Reception L-R: John and Tracey Johnson welcoming the guests; Peter Robinson speaks of Bill Cameron; Ron Cotton.



L-R: Ray Price (L) ex Arriva MD & Pete Myers (R) Northern Rail Stakeholder Manager; Kath Smith, FoSCL's Appleby stalwart; John-Peter Buckley, onetime FoSCL Secretary.



L-R: Ken Harper, retired NWR manager, Carlisle; Jon Mitchell, YTV weatherman; Tim Parker, retired Settle station manager, Donny Whaites, Craven District Council Chairman.

Above Right: Alice Whaites.



Left L-R: Keith Morgan, ex FoSCL committee member, Appleby; Paul Holden ex BR S&C line manager, Appleby & Richard Claydon, Cumbria County Council lawyer.

Photos: Pete Shaw



**Above: 158.905 + 153.360 come up the Lancashire line from Blackpool into Hellifield.
Above Right: The headboard.**



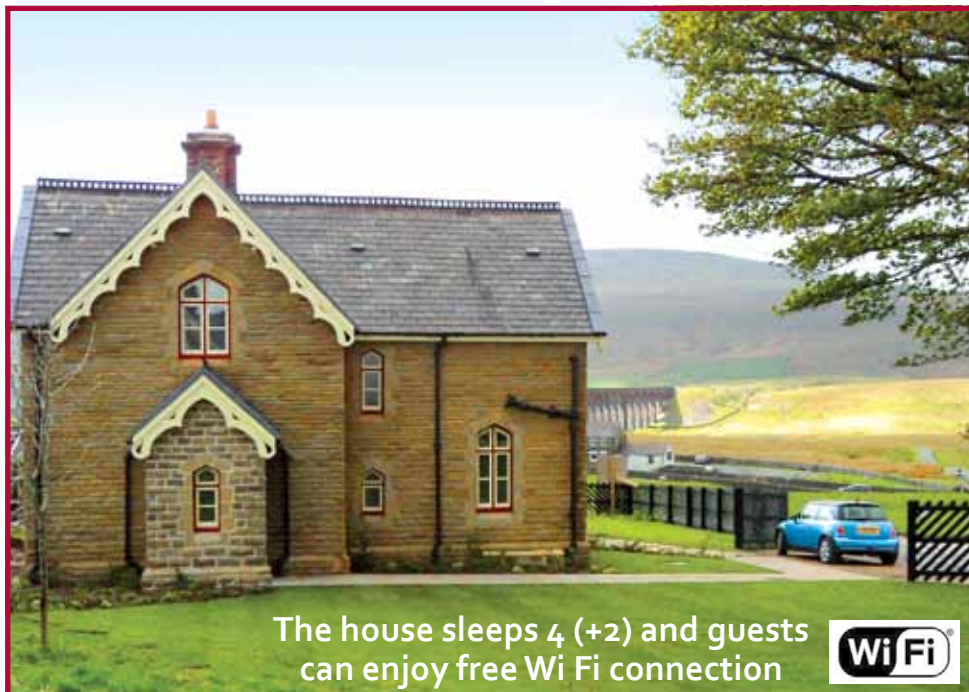
Above: L-R: Northern Rail manager Geoff Price; Sunday S&C driver Adrian Lunn of Skipton & Blackpool driver Jimmy Wilding.

Left: Colin Speakman

Below - On the train: L-R Bob Swallow, Robin Corbett, Robin Sisson, Ruth Evans & Glynn Hauge.

Photos: Pete Shaw





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

Discount rates for FoSCL Members

Phone Rachel now on 01768 800 208 for details
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for a full listing of prices and the dates available

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Special Traffic Report

20th Jan	NMT	Heaton - Derby, test train
24th Jan	37218/245	Carlisle - Derby, test train
25th Jan	61264 + 45407	Carlisle - Manchester Victoria
25th Jan	NMT	Derby - Heaton, test train
1st Feb	45699	Carlisle - Euston
8th Feb	45699	Carlisle - Euston
15th Feb	46115	Carlisle - Euston
15th Feb	67015/022	Derby - Carlisle
17th Feb	NMT	Heaton - Derby, test train
22nd Feb	46115	Carlisle - Euston
22nd Feb	NMT	Derby - Heaton, test train
29th Feb	46115	Carlisle - Euston
7th March	45699	Broxbourne - Carlisle
8th March	46115	Carlisle - Kings Cross
8th March	?	Preston - Uttoxeter
11th March	31465	Carlisle - Neville Hill, test train
15th March	60019	Carlisle - Tyseley
29th March	46115	Leicester - Carlisle
29th March	57314/315	Carlisle - Newport
5th April	47826/804	Peterborough - Carlisle
5th April	57314/315	Carlisle - High Wycombe
11th April	37425+37259/37409	Leeds - Carlisle, 25th Anniversary Train
12th April	47804/826	Cleethorpes - Carlisle
12th April	67026	Nuneaton - Carlisle, 25th Anniversary Train
13th April	158.905+153.360	Blackpool - Carlisle, 25th Anniversary Train
19th April	57316/314	Cambridge - Carlisle
21st April	NMT	Heaton - Derby, test train

The S&C has been used on several Sundays to return ballast trains to Carlisle Yard, after they have been maintaining the WCML overnight.

The departmental train which runs most days from Carlisle to Crewe, returning engineer's wagons, has been featuring vintage traction; one day three DRS Class 37s and frequently two DRS Class 57s.

Two more train loads of chippings (6mm + 10mm for aggregates aficionados!) have been moved by rail from Ribbleshead Sidings to Hunslet, on 2nd and 3rd April, using an EWS Class 66.

Three rakes of condemned old RES Parcels Vans were transferred from Tyne Yard to Hellfield, for storage, by West Coast Railways Class 47s on March 27th & 31st and April 1st. Considering the date of the final train, one wag suggested that Royal Mail were about to take up national parcel delivery by rail once more, with a super-hub based at Hellfield!!

The first working of the new season of timber trains from Ribbleshead Quarry Sidings got off to a shaky start. Scheduled for Friday 25th April, Colas loco 56078 failed and 47739+56087 came to assist on Saturday 26th, but were trapped by a points failure. All three locos and train eventually departed at 17.00 hrs on Monday 28th!

Pete Shaw

From the Lancaster & Skipton Rail User Group

Another 25th Anniversary: From LASRUG we send our congratulations to FoSCL on the 25th anniversary celebration of the saving of the Settle-Carlisle line. We have our own 25th birthday celebration this year: in March 1989 Richard Watts, then Chairman of the North West branch of the Railway Development Society, called a meeting in Bentham with the aim of forming a user group for the Skipton-Carnforth line. The response was positive enough for a second meeting to follow on 18 April, when the Lancaster & Skipton Rail User Group was formally inaugurated. To the delight of those present, the meeting began with an announcement by Richard Watts that the Settle-Carlisle line had been reprieved. A constitution for LASRUG was agreed and officers elected – two of these – Jack Warbrick (our first Chairman) and Margaret Cowling still serve on the present committee.

As feared, the level of service on the Leeds-Morecambe line soon deteriorated. By 1991 the number of weekday trains had fallen from seven to four. LASRUG made its voice heard, and was joined by the Lancaster & Skipton Joint Action Group, formed of representatives of the Lancashire and North Yorkshire County Councils and other local bodies. Now Rail Officer for Lancashire County Council, Richard Watts again played a leading role. This led to the establishment of a Promotions Group jointly with British Rail's Regional Railways North East, and in September 1995 one train each way was added to the weekday timetable. However, to our frustration the timetable has been essentially unchanged for the seventeen years since privatisation. LASRUG was active in the establishment of the line's Community Rail Partnership, which has secured the provision of a full Sunday service all the year round. LASRUG has worked hard to raise the profile of the line in the communities it serves, and despite the limitations of the timetable passenger numbers have steadily increased. With the co-operation of

Northern Rail, we are planning on-train passenger surveys to help build the case for a more frequent service.

LASRUG and FoSCL have always had a close relationship, and for a time a representative of each attended the other's committee. We have also had strong support from the S&C Development Company, particularly in the publication of the illustrated timetable featuring both lines and in the promotion of the Dales Railcard.

Our campaign to restore a more frequent weekday service continues, along with a loud plea for better rolling stock (i.e. no Pacers). We take encouragement from the success of the Settle-Carlisle over the past 25 years. Well done, everyone!

John Bearpark



Four original members of the LASRUG committee at Carnforth station on the occasion of a special lunch at the Brief Encounter buffet, to celebrate their 25 years. Left to right: Pam Warbrick, Colin Price, Jack Warbrick (first Chairman) and Margaret Cowling. Jack and Margaret are still members of the committee today.

Photo: Gerald Townson

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Another View of the 25th Anniversary Celebrations

Early this morning I was in a pair of - as they say on Neighbours - daggy jeans, wellies and a dreadful coat, picking up a just-born lamb, still slightly slimy, I hoofed it across the field with the mothership in hot pursuit. Child abductor, moi? That ewe sure thought so.

Two hours later, showered, hair washed, touch of Argon oil and a squirt of He's In Me Kayak (Issey Miyake, dahling), and I'm good to go. It's the second time in a fortnight that I've been invited to a Bit of a Do, and mistaken for one of the Great and the Good which is worrying, because my reputation as a bit of a quirky old eccentric will take a bit of a pasting if I continue to rock up at Establishment parties... Still, still...

The announcement at Carlisle Station followed the script: "The train now arriving at Platform 3..." What it should have said, was "really wasn't expected at all 25 and a bit years ago." Yet here we all are, celebrating, justifiably, and to be honest, gasping at the achievements of the last quarter of a century. Miracles do happen. How did we get from a general feeling of gloomy acceptance that the demise of the line was a done deal, to where we are now: the line a vibrant, busy, adored cornerstone of Northern rural Britain? Easy. Human endeavour: it's a dashed powerful thing, human endeavour, hope, clinging to dreams, a stubborn refusal to let something wonderful and beautiful be lost... The train arrives to a fanfare from a brace of trumpeters, moonlighting (and inspirational, believe me) music teachers from William Howard school at Brampton. It's an entirely appropriate welcome. The train, packed to bursting with enthusiasts and guests comes to a stop, the cameras roll and my old Cumbria Life mucker Mark McAlindon does his bit to camera for tonight's tele.

Who would have envisaged all this in late 1988 I wonder?

And so we adjourned to lunch. There are more chains in the room than in any municipal public convenience; mayors from up and down the line, leaders of council,

MPs past and present, dignitaries, the prominent and the well known. Speeches reveal that those given the task of closing the line, rebelled, mutinied. The Settle to Carlisle railway turned gamekeepers into poachers, establishment figures into mavericks... a kind of benign subversion held sway. How? Maybe the ghosts of navvies refused to let anything else die in their name or the majestic landscape exuded an independent energy, or perhaps the perceived impossibility of the line's construction exerted some weird and irresistible force? Who knows?



*Olive Clarke prepares to cut the cake.
Photo: Simon Vine*

Michael Portillo, our Guest of Honour and former Minister of Transport signed the reprieve and has been a great friend of the line ever since - and, let's face it, the chap knows a thing or two about railways. He described himself, hilariously, as a Former Future Prime Minister but, more seriously, politics' loss was the licence payers' gain because you don't watch a Michael Portillo railway journey, you share in the man's personal odyssey, you are his travelling companion. By the end of the programme it is your journey as much as it was ever his. He is an extraordinary broadcaster.

And a very funny, self-deprecating, engaging, approachable and entertaining speaker - all of which makes you wonder why on earth the man thought he was ever cut out for politics. Far too nice.

The indomitable, utterly stellar Olive Clarke, who chaired the Transport Users' Consultative Committee for Northwestern England all those years ago, and is surely now Cumbria's unofficial First Lady, cuts the cake with a characteristically pithy speech, a girlish flourish and a blinkin' big knife. Don't ever pick a quarrel with Olive Clarke; she could do some serious damage with a big knife. And I swear I saw her flirting outrageously with young Mr Portillo afterwards.

It has been a fitting celebration. A worthy tribute to the small army of volunteers and activists who refused to accept the inevitable. I hang my head in shame for having sat on the couch one evening with a glass of sherry in one hand and a garlic stick in the other, whining at the television that anyone who thought they could snatch the Settle to Carlisle from the jaws of extinction was a delusional numptie. And I am delighted to have been proved so very, very wrong.

And just for the record, back home, I got out of the party frock and into the jeans again, and brought another ewe down the field. Back where I belong.

Jackie Moffat - Writer in Residence



*Above: On Thursday 17th April HM the Queen presented the Maundy money to 88 men and 88 women at Blackburn cathedral, having arrived on the Royal train; seen at Hellifield with 67026 Diamond Jubilee leading and 67005 Queens Messenger at the rear - note the signal indicating that the train is heading down the branch towards Clitheroe and Blackburn.
Photo: Pete Shaw*



*Left: Gordon Edgar with a framed photograph presented to him on his retirement from the Brief Encounter, Langwathby station.
Photo: John Johnson*

The Fight to Save the Settle-Carlisle Line

25th Anniversary, 11th April 2014

An Up-date on the “Run-down to Renaissance” Brochure

By Edward Album

The illustrated account of the saving of the Line was distributed to all members with the previous FOSCL magazine and has attracted much comment. Most of it was favourable but some corrections and additional information have subsequently been provided.

I have been encouraged to do more research, particularly in our archives which are so well maintained by our archivist, Nigel Mussett, at Horton-in Ribblesdale Station. Appleby Station and Smardale Viaduct are examples of what we were fighting for, which was a combination of heritage and continuing rail services and, in the long term, more than that.

Once again, I have relied on Pete Shaw for help as we were both around during virtually the whole of the period of the campaign.

Most of what follows (but not all) relates to the crucial period right at the end of the campaign, leading to the favourable decision on 11th April 1989. Many believe that we were very close to the opposite decision until the last few days.

1. Closing Notices: I received an important correction from Edward Evans, a long-standing member of the Friends, about the original closure notices. He wrote: *“It is incorrect to state that the first two closure announcements in December 1983 and May 1984 were only related to North Western England. The TUCC for Yorkshire was also involved. Indeed the TUCC for Yorkshire received more objections (65%) than that of North Western England. The important point that you did not make was that the original Section 56 Notice of December 1983 had to be re-issued due to the fact that it did not reflect the actual wording in the relevant Transport Act 1962. The benefit was that BR were also forced to recognise that the new Section*

56 Notice would include Dalesrail stations as well as those between Blackburn and Hellifield.

The third Section 56 Notice was issued after it was noted that a small section of line near Garsdale entered the North Eastern TUCC area.”

The original BR closure notice said: “Any user of the service it is proposed to discontinue” may object, but the Act said “Any user of any service affected” may object – hence clarifying that users of West Coast Main Line diverted services, users of DalesRail, and arguably – users of charter trains and, indeed, other potential users could object.

It is also relevant that during this period the TUCC for Yorkshire was merged with that for the North Eastern Area, which then carried out the TUCC functions under James Towler for both the North East and Yorkshire, together with the North Western TUCC under Olive Clarke.

It is interesting to note why the North Eastern TUCC were drawn into the discussion. This was because a stretch of line approximately three miles long between Garsdale and Ais Gill is in Richmondshire, whose area was under the North East TUCC then based in Newcastle, but no reference had been made to this in the previous two notices.

Once the full areas and people were involved, the objections increased by about 11,000 after the third closure notice, with many going to the North East TUCC, but also even more addressed to both Yorkshire and the North West.

The third “Closure Notice” was really just a “supplementary” to the North East Notice but it should have mentioned the other two as well. Thus, in reality, NONE of the three Notices ever fully complied with the requirements of the Act !

2. Dales Rail: It should be made clear that Dales Rail services started before Ron Cotton’s appointment in December 1983. However, during the early period, no repairs, maintenance or station facilities were provided. This only happened in July 1986 with the re-introduction of regular passenger services. Prior to this

a National Park Ranger had to turn up with a torch to illuminate the platforms if DalesRail services in Autumn ran after dark. Then, Ron Cotton got one lamp standard installed at each of the eight fully re-opened stations, and the FOSCL local station adoption scheme volunteers began to clean up the overgrown platforms, re-roof buildings, put new floors into waiting rooms and re-stock flower beds, to provide useful facilities for passengers.

The new regular services were a crucial development, which, with continuing promotion and distribution of leaflets, greatly increased passenger numbers. This was a key factor in the decision later on.

3. Events at the End of the Campaign:

Many believe that the decision to reprove the Settle-Carlisle Line on 11th April 1989 was in doubt up to the last moment. Indeed, it has been suggested in the book by Stan Abbott and Alan Whitehouse "The Line that Refused to Die" that the decision which was about to be made was for closure but was changed, possibly on the day before the announcement. A similar account can be seen from James Towler's book "The Battle for the Settle & Carlisle". Both books are recommended reading and can be supplemented by delving into the Friends' own archives.

What were the key factors at the end? I suggest there were five:

(a) Firstly, one reason for the Government apparently favouring closure was the existence of bids to take over the line. The main one came from a newly formed company called Cumbrian Railways Ltd. It was to be a tripartite partnership between British Rail (at least for a time), the County Councils and private interests. This concept was initially supported by the Joint Action Committee but when details of the proposal became clear it looked completely unrealistic, with no guaranteed railway staff offered by British Rail and inadequate funding for the company. The Friends strongly opposed any arrangement other than the retention of the Line as part of the National Network and had issued a Memorandum to this effect in December 1988.

FOSCL's conclusion (believed to be correct then and now) reads:

"Conclusion

The Settle/Carlisle Line is not a self-contained entity, as some BR routes might be. The Service is, effectively, not Settle to Carlisle but Leeds to Carlisle, with connecting services at either end. The conclusion is that this line is not suitable for separate ownership. Such ownership would mean costly duplication of administration services, extra costs and a loss of several sources of revenue. If the line is passed to a private owner, it is therefore unlikely to be viable on a long-term basis. On the other hand, the line is a viable and successful part of the National Network and can be further exploited as part of such network."

It is said that the County Councils withdrew or were by-passed at a late stage in the Cumbrian Railways bid. The bid then failed or was rejected by the Government.

(b) An important factor emphasised by James Towler was the threat of legal action challenging a closure decision. This was referred to in my original article, with a copy of our Instructions to Counsel partially reproduced. The Instructions and the proposed legal proceedings were jointly arranged by Cumbria Council and the Friends. James Towler mentions that we had instructed a well-known Senior Counsel, David Keene QC. He later became Sir David Keene as a High Court Judge. As Junior Counsel, we had already instructed Charles Flint, later a QC, on two earlier occasions. I have met both of them again to remind them of their involvement.

The County Councils were not backward in making their views known and warning of legal action. A leading part was played throughout the campaign by Councillor Bill Cameron of Cumbria CC. He has died recently and was very much missed at the April celebrations. It is right for us to pay tribute to him.

The Department of Transport were aware of the prospect of legal action. Our Counsel thought it likely that the

legal claim would succeed in view of the numerous changes of circumstances since the closure notices were originally issued.

(c) A third factor was undoubtedly financial. The cost of repairing Ribbleshead Viaduct had been re-assessed at the request of the Government and the figure was down to £2.5-£3.0 million instead of the much higher numbers previously quoted. Funding for at least £1.6 million of this had been raised from English Heritage (£1 million), the County Councils (£500,000), the Rural Development Commission (£100,000) and also £10,000 from the Friends with a promise to set up a Trust Fund.

(d) Fourthly, we understood that the final decision might be referred to the Prime Minister, Margaret Thatcher. We do not know what representations were made to her but I found in our archives copies of several letters we wrote to Lord Whitelaw seeking his support, including a direct invitation to him to intervene with the Prime Minister. He did give support and

later became a Trustee of the Trust. Did he speak to the Prime Minister? We shall probably never know.

Of course, all the campaigning groups had re-doubled their efforts and were ultimately successful in informing and persuading the Ministers, including the then Minister for Public Transport, Michael Portillo. He was a welcome guest at our celebrations.

(e) Finally, the major accolade must go to the tremendous closure campaign fought over a period of six years by all the bodies mentioned in the previous Article, by the TUCC's and by the thousands of volunteers, letter writers, distributors of leaflets and supporters generally. It was a great occasion to see so many of them present on the special train and at the lunch on 11th April.

4. Government and Friends' Archives:

I finish again with our archivist who has provided a list of the government papers (copy on opposite page) which will be revealed under the 30 year rule in 2019

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and 2020. For the full story we must wait until then.

For those seeking more detail immediately, I have mentioned the books of Stan Abbott/Alan Whitehouse and of

James Towler but it is also important to delve into the Friends' own archives. These can be inspected at Horton by prior arrangements with Nigel Mussett.

Edward Album - April 2014

E. J. C. ALBUM

01-583 8080

GOTCH HOUSE

20/34 ST. BRIDE STREET

LONDON, EC4A 4DL

EJCA/AD

8th March 1989

The Rt Hon the Viscount Whitelaw, CH MC, PC, DL
House of Lords
London SW1A 0PW

Dear Lord Whitelaw

SETTLE/CARLISLE LINE

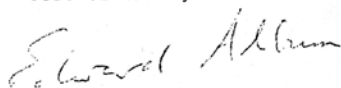
I am writing with reference to our previous conversations and would be most grateful if you could give us some further assistance.

I enclose copies of letters sent recently to the Department of Transport and to Mr David Curry MP, one of our Vice Presidents. The main purpose of the two letters is to put some flesh on the bones of the trust proposals which we have made and which have the support of the Local Authorities. These proposals depend on a decision that closure of the line is refused. We believe that, if this step is taken, the energies of the many supporters of the line, as well as funds from Trusts and the Local Authorities can be utilised to secure the long-term future of the line. At the same time, we believe it will then be possible to set up joint arrangements with the private sector.

We have heard that the decision on the future of the line may now have been referred to the Prime Minister herself. If you felt it was possible and appropriate, it would be most helpful if you could speak to her and, we hope, enlist her support.

We have heard today that sums of up to £500 million may be spent on re-siting the Channel Tunnel link and we certainly hope that the very small amount of money now needed for the Settle/Carlisle line can be assured.

Yours sincerely



Edward Album

encs

Ribble Valley Walk

On Sunday 13th April a group of 10 walkers made what is believed to be another FoSCL milestone, by travelling on the new Ribble Valley service from Hellifield to Clitheroe. We then walked back to Hellifield by the Ribble Way, enjoying some beautiful new landscapes.

This new service is intended for travellers from Lancashire to access the morning Leeds to Carlisle service by changing trains at Hellifield but, after study of the timetable, it was realised that the return working (to Preston) could be used by changing off the Carlisle train at Hellifield. Our Walks Co-ordinator, David Singleton, gave his blessing for this 'trial run' and so it appeared in the January to June Guided Walks leaflet. The 20 minute journey to Clitheroe goes through some wonderful scenery and, as we understand this service is to continue after the May timetable

change, we have devised a similar walk for 5th October, from Clitheroe to Long Preston



Having just alighted from the Preston train at Clitheroe, the group prepare for the walk back to Hellifield.

Text and Photo: Andy Feather

Ribblehead 'Shanty Town' Walks

Walking tours on foot around the railway construction site at Ribblehead will take place every Wednesday from June 11th to August 27th inclusive.

On all days there will a short walk of approximately two and a half miles covering the shanty town sites. This walk returns to Ribblehead at approx. 1.00pm in time for the 13.18 train south or the 14.05 north. The long walk is approx. five miles and goes over Blea Moor to view Littledale, where stone was obtained to construct the viaduct, and the tunnel airshafts. This tour arrives back at Ribblehead at approx. 3.00pm. On both walks we talk about the history of the railway's construction, the life of the railway builders and refurbishment of the viaduct. We also hope to answer your questions. Waterproofs, stout footwear (preferably walking boots which must be worn for the long walk) are essential whatever the weather which at Ribblehead, at any time of the year, is unpredictable and can be severe. A packed lunch is essential for the long walk. Please meet at the main building on Ribblehead station at approx 10.25 for either tour - this gives good connections from the trains in either direction (08.49 from Leeds, 08.53 from Carlisle). There is no charge but donations would be appreciated.

NEW FOR 2014! On Wednesdays July 9th, August 6th and August 27th participants on the 'short' morning walk can also join events which are being organised for the afternoons of these dates by Natural England. Families with children may find these a very suitable way of spending the afternoon! For further details see Natural England publicity.

Any enquiries can be made to info@settle-carlisle.co.uk or to Paul Kampen: 01274 581051.

Whilst every care will be taken, participants must be mindful of their own safety whilst on the walks and no responsibility can be taken by FoSCL. Instructions from the leaders must be followed at all times and we reserve the right to shorten, re-route or even cancel walks at short notice if weather conditions are deemed to be unsafe. We also reserve the right to ask people not to join us if they are not suitably kitted out. Please do not take this as being unfriendly or unwelcoming; there are no serious dangers to the tours - but that is because we do not take risks! And lastly - sorry for all the strictures! - the walks DO NOT go onto the Ribblehead viaduct itself.

We look forward to meeting you.

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

Book Reviews

The Yorkshire Dales National Park – A Celebration of 60 Years

by Colin Speakman,
published by Great Northern Books
ISBN 978-0-9928193-0-9
£17.99

'The story of the Yorkshire Dales National Park is a remarkable one, something to be both proud of and to celebrate.' says Colin Speakman. Archive photographs from the 1950s and photographs showing the characteristic landscapes looking 'much as they did in 1954' (which draw so many to the area – and many to travel through on the Settle-Carlisle Line) connect a wealth of detail and broad themes.

'One of the most important achievements of the National Park is reflected in all the many things that didn't happen.'

However, this is not achieved without effort and, from the broad perspective of a walker, officer, campaigner and sustainable transport consultant he describes the successes and disappointments, politics, people, organisations and projects (such as the Barns and Walls initiative, protection of Green Lanes, Woodland Restoration, Hay Time and Limestone Projects) which have resulted in its current state.

The pros and cons of the development of green energy for the Dales and the country are debated thoroughly. Transport is given a chapter on The Green Travel Revolution which highlights cycling and looks forward the Le Grand Départ. Members will recognise much that connects to the history of FoSCL, the 25th anniversary of the Settle-Carlisle Line reprieve and DalesBus links.

'Farmers and land managers are the only true keepers of the countryside', he states and gives the chapter on 'Farming in a National Park' to co-author, farmer Anthony Bradley who, in explaining the many challenges and changes over the years, notes that the *'landscape and the*

way it is shaped by farmers has changed because of forces beyond and bigger than the National Park.' Acknowledging the need for diversification, he names *'pastoral farming – our core business'*, but notes that food production is now often subsidised by non-farming income.

Those of us who love to visit the Dales, or pass through on the train, value the landscape, but *'Small and medium sized businesses, which include farming enterprises, are key to keeping the Dales a living landscape.'* Young, local families need jobs and affordable housing.

This informative and thought-provoking book draws to a close with his belief that the National Park belongs to every one of us *'no matter where we were born, our ethnic origin or income'*. For the future, he draws parallels with the economic circumstances faced by both the post-war and our current governments with a challenge to all of us *'to ensure that this vision is recaptured ... in ways which are relevant for the coming years of the 21st century.'* Read and enjoy – and enrich your appreciation of this National Park.

Joy Smith

Stations and Structures of the Settle & Carlisle Railway

VR Anderson and GK Fox
ISBN 978 0 86093 662 6
Oxford Publishing Co 2014
£25

First published in 1986, 'Stations and Structures' was much lamented when it went out of print. This second edition now more than fills the gap, containing as it does an extra 22 pages of colour photographs to amplify the original. This is the unmatched record of just about everything that does not move along the line - the survivors and the now derelict. The detailed and clear layouts of all the stations and other things, along with archive photographs show how it once was - and to a surprising extent still is. This work, soon to be amplified by FoSCL's SCRCA project's discoveries records the line in all its intricate glory. Worth every penny.

Mark Rand

England's Cathedrals by Train**By Murray Naylor****Pen and Sword Books****£25**

By combining his great love of Britain's cathedrals and his knowledge of the railway network, Murray Naylor has written an enthralling book - England's Cathedrals by Train.

In total 33 of our cathedrals are visited from Canterbury and Rochester in the south-east, Truro in the south-west to Carlisle, Durham and Newcastle in the north-east. The narrative is excellent with a full range of interior and external photographs of the cathedrals. The book portrays the impact of the Normans on many of our cathedrals and of the Victorians on the building of our railways. They shared many ideals – particularly "Built to Last". The S&C has good coverage with its own five pages extolling the virtues of the line. Where a cathedral city has lost its railway connection, such as Ripon, details of the nearest rail station are shown and suggestions as to how to complete the journey are made.

On a personal note, the front cover displays two of my favourite locations, Goathland station and Ely cathedral. The book is well priced at £25, especially in view of the research involved.

Mike Cooke**DVD Review*****The Saving of the Settle-Carlisle Railway*****45 minutes****Creative Imagineers****£14.95 from FoSCL shops and website**

The DVD starts and finishes with Eric Stanley, perhaps the Settle-Carlisle Line's best known volunteer, highlighting his superb work in looking after the garden at Settle station.

The campaign to save the line is emphasized by Professor John Whitelegg who formed the Settle and Carlisle Joint Action Committee, which acted with the Friends in the campaign to save the line. Both bodies worked with British Rail rather

than against them, an approach which was ultimately successful. He makes the point that the growth in freight traffic was a vital part of the argument, which has been vindicated over the years.

The sad story of the death of Graham Nuttall, first Secretary of the Friends, while hill-walking in Wales is recounted in the context of the statue of his dog Ruswarp, who stayed by his dead master's side for many weeks and is immortalised in his statue at Garsdale station.

Professor Colin Divall discusses the history of the construction of the line, invaluable background information for those who are coming new to the history of the past 30 years.

Michael Portillo features prominently, as is to be expected from the man widely credited with the reprieve of the line. It was he who also suggested the formation of the Settle & Carlisle Railway Trust which has done outstanding work over the years in restoring and maintaining various of the station buildings along the line.

The story is brought up to date by David Alison, one of FoSCL's On Train Guides and by Robin Hughes, who has restored the station building and snow huts at Dent to luxury self-catering accommodation.

Finally, the third organisation in the Settle-Carlisle Partnership, the Settle-Carlisle Railway Development Company, is featured in an interview with Marion Armstrong, General Manager. She details the outstanding work that this, our commercial partner, has done since its formation in 1992 to increase passenger traffic on the line. All in all a very good, balanced account of all aspects of the S&C, from its initial construction right up to the present day. Eminently viewable!

Richard Morris

Right: The special First Day Cover with Appleby postmark 11th April is presented to Michael Portillo by Appleby Mayor and Mayoress Andy Connell and Caron Baines.

The First Day Cover is available from our webshop at: www.foscl.org.uk or from our shops on Settle and Appleby stations.

Photo: Pete Shaw

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.

More trains / Faster trains!

Now everyone has had a chance to pat each other on the back over the saving of the S&C 25 years ago (and so you should!), did anyone use the opportunity to capitalise on the press coverage by highlighting the gaps in the daily timetable between Leeds and Carlisle, the lack of trains in the evening in either direction between Skipton and Carlisle (do people in Kirkby Stephen, Appleby, Kirkoswald etc. not travel in the evenings?) and the unnecessary slow speed of the trains (60 instead of a potential 90mph)? Whilst pro-HS2 supporters claim the positive aspects of knocking 15 minutes off the Birmingham to London journey and the antis complain of how the noise of the super-fast trains will blight their lives forever (how? - they'll be going so fast they won't even notice), we travellers in the North of England will receive no direct benefit from the suggested £80billion to be spent.

However, be grateful for small mercies. It will cost very little additional money to run trains between Carlisle and Manchester via Clitheroe on a line that is already fit for purpose (apart from making signal adjustments at Hellifield), relatively little money to adjust the timetables so that the Carlisle-Leeds trains are spread evenly throughout the day (and additional ones to fill in the gaps and provide evening coverage), and whilst it does cost to run trains faster this will be recouped through additional passengers attracted by an improved timetable and as a connecting service to Glasgow and Sheffield and beyond late into the evenings. If freight traffic is dropping more than anticipated on the S&C then make it a true 'mainline' between Glasgow, Leeds and Manchester and make your money from those who want and need to travel on these routes. There's the business case so what are we waiting for?

Chris Taylor – by email



(FoSCL Chairman Richard Morris responds: *I've been trying very hard to get the message across in the media [TV, radio, local press and RAIL magazine] that the 25th anniversary is a springboard for the future, we now need to look to the next 25 years. We now need to build on this. A few members of the FoSCL Committee, aided by other FoSCL volunteers, have put in literally thousands of hours over the past three years in preparation for the next franchise. Virtually every point you make has already been addressed and we have been actively lobbying government, the TOC and Network Rail. I have from time to time given updates on this in the FoSCL magazine and clearly, now that the 25th is out of the way, our campaign for service improvements in the future will have to be given greater prominence.*

To answer your specific points: a comprehensive survey of Appleby residents plus anecdotal evidence from Kirkby Stephen has shown some demand for an evening service from Carlisle to Kirkby Stephen and return. However, while there is clear demand for a Saturday service, there is precious little requirement for a service Monday to Friday. Northern Rail now have a document from us for them to action. They are showing interest in doing this before the end of the current franchise. FoSCL has been badgering Network Rail for an increase in maximum line speed from 60 mph for years. If you go through the normal Network Rail GRIP process it takes years and costs a fortune - they have been doing this but it's stuck at Stage 2 of an eight-stage process. Recently they've been dropping broad hints that we could see 75 mph on parts of the S&C fairly soon, but nothing has yet happened. To be pursued.

Timetables: *FoSCL has developed comprehensive timetables which integrate the proposed Manchester service with a modestly improved Leeds-Carlisle timetable. These and the associated business case are already with the Department for Transport. You'll see in the Chairman's letter in this magazine that we recently called on the Director of Franchising at the DfT, together with the Project Directors for Northern Rail and Trans Pennine Express. For the first time in FoSCL's history, we have an open*

door to the DfT and are making the best possible use of this.

The special train on 11th April was a wonderful celebration of the saving of the line and, more importantly from my point of view, it enabled us to speak directly to many of the people in government and the rail industry who will be influential in shaping the next 25 years. So we're not exactly waiting for anything, we're doing all we can!)

The Stationmaster's House - Ribbleshead

As a long-standing Friend, I've had my eye on Ribbleshead Station Master's House for many years and it's hard to believe that after so long in a state of neglect it's now a year since it began its new lease of life. I was lucky enough to spend a short break there last November and this is what I found.

The house has been superbly converted to its present use, with clever and highly practical design features, excellent furnishings both soft and hard, a central heating system that works extremely well and many, many extras, large and small.

We felt immediately at home when we arrived on a cold but beautiful afternoon and were thrilled to find milk, tea, coffee, biscuits and even two bottles of beer awaiting. We were amazed at the variety and quality of utensils, crockery, glassware and appliances in the kitchen and equally thrilled at what we found in the bedrooms and bathroom. Towels galore, hair dryer, even hot-water bottles. The double bed was easily as comfortable as my own at home.

The prints on the walls, the flowers in the dining room, the generous curtains and the double glazing all contributed to the feeling of cosiness. I was especially struck by the salt mill and pepper grinder on the sideboard. So much thought has clearly been applied to making the SMH a real home from home. Even the fire was laid, ready to light. The TV and DVD player worked superbly and it was a great boon to have Wi-Fi throughout the house. And everything was spotlessly clean.

The location is, of course, without parallel and how nice it was to arrive home on the

train from Carlisle on our second night with only a few yards to walk to the yard door. When not watching the trains I was astonished how little train noise comes into the house when the windows are closed.

I congratulate the Trust on its work to prepare the house for holiday letting; the results far exceeded my expectations and whoever designed the alterations is a genius. I'm really looking forward to more visits to the SMH in the years to come.

Trevor Lockwood – by email

Freight Paths

Just out of curiosity and with a few minutes to spare this afternoon, I thought it might be of interest to check how many freight paths over the S&C were showing in the working timetable for Monday-Wednesday inclusive, 10-12th February. In those 3 days there were 198 paths, not including the same headcoded workings with a number of differing origins and / or destinations, and yet there were just 25 workings.

One train, the Earles Sidings-Brunthill bagged cement is still showing as running both ways 3 times a week and yet it hasn't run for over 8 years. There is something seriously wrong with a system which is being abused in this manner.

In the recent FoSCL magazine article on the possible re-introduction of quarry traffic from Ribblesdale it was mentioned there may be problems finding paths for such new traffic. This is nonsense when just 12% of the existing paths are being used. What about other potential traffic from some of the newer freight companies who also may wish to use the line?

Of course if the timetable planners just look at the schedule and see 198 paths in 3 days, without checking actual usage, they are bound to say it can't be done.

Perhaps FoSCL, or our Freight Friend, or someone who has Network Rail's ear can take this matter up with them, and advise us. I'm sure we'd all like to know.

John Hooson - by email

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New or Re-opened Stations

I have noted the recent letter concerning a proposed new Station at Carlisle.

Since the 'Dales Rail' stations were re-opened in 1986, I note that there has not been any advance in the opening of other "closed" stations on the Settle-Carlisle line. For instance, and amongst others, Crosby Garrett, Culgaith and Cumwhinton. I note that a number of these closed in the 1950's, but has there been any consideration to re-open these stations as '1 door' request stop stations?

Edward Evans – by email

Ordnance Survey Maps

The letter from Roy and Jenny Holmes in the February 2014 edition, No. 135 refers to the damage done by the "Ordnance Survey". However the letter appears to overlook certain facts about survey procedures and name collection for Ordnance Survey.

The letter states that in the mid 19th. Century the O.S. would only employ graduates from either Oxford or Cambridge Universities, nearly all of whom would be natives of the South of England". Whilst I am uncertain from where Roy and Jenny Holmes obtained these facts they are at variance with my experience as a former surveyor at Ordnance Survey.

When I was appointed in September 1961 my colleagues from the same training course were drawn from all over the United Kingdom. None of us was an alumnus of either Oxford or Cambridge Universities; this was also true in the mid 19th. Century when my predecessors came from the Royal Engineers.

I remember that we were told, in the first hour of our very first morning, "the Ordnance Survey make the finest maps in the world and it will be your responsibility to ensure that this reputation

is maintained." Accuracy of the maps was paramount, undertaken by professional topographical survey methods and subject to rigorous checks. For example before any name could be attributed to a feature it had to be verified in writing. Where there was a discrepancy in name this had to be verified by a competent authority. All this was recorded at the time of survey, checked by higher authority, and the records kept for publication (and archive).

In June 2013 I had the privilege to attend the retired staff open day at Ordnance Survey Headquarters, Southampton. There I witnessed that the standards imposed in 1961, and before, were rigorously maintained. Ordnance Survey remains the world leader in topographical survey. No other country in the world has anything to compare with the standard of Ordnance Survey maps. I am proud to have played my part in this.

Thus visitors to our incomparable Dales may be reassured that with an Ordnance Survey map they have the finest tool to navigate and enjoy the Settle - Carlisle country.

Peter Hardy – by email

Writer in Residence

Thank you for my copy of the quarterly magazine and other material. I endorse Jackie Moffat's contribution (Visit Leeds – Page 25); she ought to be given more space.

**Christopher Price –
Bucknall, Shropshire**

Rear Cover Images: Seen at Carlisle on the arrival of the 25th anniversary train..

Above: Michael Portillo prepares to alight.

Below: The throng of passengers make their way from the train.

Photos: Simon Vine

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