

SETTLE - CARLISLE RAILWAY  
JOURNAL

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Winter weather on the S&C  
The Friends of the Settle - Carlisle Line



## FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

**NEXT MAGAZINE:** Copy date for the May 2016 magazine will be Saturday 16th April. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at:

paul.kampen@settle-carlisle.com . For electronic (PDF) copies of the magazine please contact the Editor.

Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

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

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

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**Cover Picture: 'Breaking Trail' - The 09.00 (Sundays only) Leeds-Carlisle service is the first train of the day on 17th January after overnight snow. So far this winter it is rain, rather than snow, which has caused problems on the S&C. Photo: Mike Farrington**

# The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

**O**n 9th December, the Department for Transport announced that the next Northern franchise would be awarded to Arriva Rail North Ltd. The TPE franchise would go to First Trans Pennine Express Limited.

The DfT's announcement stated: "Rail journeys across the north of England and Scotland will undergo the biggest transformation in decades, thanks to an unprecedented package of improvements being delivered in new franchise deals." Brave words. In slightly more detail: "More than 500 brand-new carriages, the removal of the outdated and unpopular Pacer trains, room for 40,000 extra passengers at the busiest times, and more than 2,000 extra services a week will all be delivered." Not that the S&C suffers from Pacers, but this is all good stuff, rather more focus on the North of England than hitherto. And another sign of a move in the right direction: "As part of the government's commitment to ensure local passengers are at the heart of the rail network and devolve power to those that know their economics and customers best, the franchises will be jointly managed from Leeds by the Department for Transport and Rail North Limited..."

Well, on the face of it good news, but where does the Settle-Carlisle Line feature? Answer: a disappointing hardly at all. The word Carlisle occurs precisely twice in five documents, and one of those in connection with an improved service from Newcastle!

We were particularly disappointed that Leeds-Carlisle does not apparently figure as one of the proposed "Northern Connect" inter-city services, though the nature of these and which routes will be included don't seem to have been specified yet. Nor is there any mention of a direct service to Manchester, in spite of Arriva requesting a full copy of Paul Levet's business case. Paul is actively pursuing this with them.

So where do we go from here? As I said in the last edition of the S&C Journal, quoting the view of our umbrella organisation the Settle-Carlisle Line Association: we shall need to work in partnership with the new franchisee to identify ways in which we can deliver further benefits. The DevCo has a large role to play, with its various commercial activities, as does FoSCL with all the work done by our volunteers. So does the Trust/Railway Properties Ltd with its increasingly successful self-catering operation. All three organisations are benefitting the local economy and this message needs to be shouted from the rooftops.

There is some good news for us in the franchise announcement. The idea of Community Rail is to be further developed into something which currently goes under the name of Community Business Units. The Settle-Carlisle Line is seen as a potential pilot project for this and both the DevCo and FoSCL had a lot of input to the document that originally went to the DfT. This is why I was keen that FoSCL join ACoRP (the Association of Community Rail Partnerships) as this organisation is likely to be beefed up in future and we need to be in there along with the DevCo. This is probably the best way for the S&C family to have some control over the future development of the line.

A footnote: the other week, quite by chance, I met one of our contacts in the DfT on the train from Carlisle. I thanked him for his efforts in ensuring that we got a somewhat improved Leeds-Carlisle service enshrined in the Invitation to Tender for the next franchise. "You were lucky", he said. "There was an election coming up." Is the moral of this that we have failed

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.

to convince either government or the train operators with the cases for improved services that we have produced? Will any further improvements rely on a political campaign? In which case we'll need to be clear what we want from the politicians, why, and what's in it for them. Failing that, in my opinion our best hope lies within a Community Business Unit.

The awful floods in December brought a number of things into sharp focus. The flooding in Cumbria was worse than in either 2005 or 2009, indeed it's been likened to the two put together. Those of us who live in Cumbria all know someone who's been directly affected. The effect on the railways was immediate and severe: the West Coast Main Line at Caldew Junction was under 8 feet of water, but was fortunately cleared quite quickly apart from signalling problems which caused delays for some days afterwards. The Settle-Carlisle Line initially fared better, with just a precautionary 40 mph blanket speed limit. That changed on the afternoon of Saturday 5th December – the day of the FoSCL Christmas Lunch – when all trains were cancelled due to flooding in the Stainforth Gorge and elsewhere. But, in the main the S&C has held up pretty well. Yes, there have been a couple of 5 mph Emergency Speed Restrictions (ESRs) due to minor landslips and a more serious landslip near Armathwaite leading to Single Line Working for a few days, but overall our line is pretty resilient thanks to much effort and expenditure by Network Rail to render the line weatherproof in the first place and to respond quickly when there is a problem.

Not so the Aire Valley, where the Boxing Day floods caused the Leeds-Shipley section to close for two whole days. Carlisle-Leeds services turned round at Skipton once units could be found to run them.

A member contacted us to ask what we've done about diversions (or lack of them) of passenger trains along the S&C when the West Coast Main Line is closed. There's been a lot of FoSCL and Travel Watch North West campaigning on this subject over the past year and I thought we'd reported back on this in the Journal. But looking back at previous editions it would appear not, so there's an article in this edition.

Speaking of campaigning, an exchange of emails with the MD of Scotrail, aided by RAIL magazine publishing a letter from me, has led to an undertaking to look again at the availability of Club 50 from Carlisle. Persistence can on occasions bring rewards, especially if you have a good, logical case.

There's a lot of internal FoSCL work in progress at the moment, mainly on finding a successor to Peter Davies as Membership Secretary and acquiring premises in The Sidings at Settle station so that we can have some storage space and somewhere to put the FoSCL membership computer. Things are not sufficiently advanced yet to be able to give details, but we hope it won't be long now...

This will be my last Chairman's letter. I am not standing for re-election in April, and when the May Journal is published my successor will have been in place for a month. It's a wee bit premature to review the past five years and I intend to do that at the AGM on 16th April – I hope this will be reported in the May edition. In the meantime, I'd just like briefly to thank all FoSCL members, the Committee, and the members of the other S&C organisations for their support over the past five years. We have had some successes during this time and they've been very much a joint effort between a large number of people. And finally, please come to the AGM!

***Stop Press! On January 28th, as this issue of The Settle-Carlisle Journal was being finalised, single-line working was instituted between Culgaith and Howe & Co's sidings signalboxes; this was due to a lorry hitting a bridge just north of Langwathby and causing approximately 25 bricks to fall out. It was repaired overnight but on January 29th various landslips occurred in the Armathwaite area and it was then reported that the SLW would last at least nine days - possibly longer - with daily passenger services delayed by up to one hour. Please check:<http://www.settle-carlisle.co.uk/29jan-onwards-track-works-and-delays>. Please also see page 17 of this issue for planned engineering works.***

## Editorial

There cannot be many people reading this issue of *The S&C Journal* who have not been affected to some degree or other by the recent severe weather. To anybody who has been flooded out, or had their home/livelihood or property damaged, FoSCL sends its sympathy. The committee, with an emergency resolution at the December meeting, voted to donate £1,000 to the emergency flood relief appeal. I am sure that all members will agree that it was a very appropriate way to spend FoSCL's money.

Other people may not have suffered damage but they will have had their Christmas or New Year ruined by travel disruption. FoSCL's Christmas events went ahead as detailed on Page 6 but with, to put it mildly, difficulty. I had already decided to drive to the Christmas lunch as I had to be in Harrogate for a rehearsal at 4.00 connected to a concert that evening. The weather forecast warned me what to expect but I was not unduly worried: my livelihood when I worked full-time depended on being out and about, usually in a car, at all times of the day and night and in all weathers. The fun began at Gargrave; here the flooding was so bad that people were stopping to consider whether they dare continue. Giving the car in front plenty of time I took a calculated decision to go through. Then, just after crossing the bridge south of Coniston Cold, there was single file traffic anyway and this was made worse by flooding so deep that my feet began to feel very cold whilst operating the pedals. I arrived at the roundabout giving access to the Settle bypass which was already closed; and then I went on to the Falcon Manor, parking next to Ruth Evans. Both of us eyed the rain with foreboding before leaving the cars and making a dash for the hotel. Entering the building we found a surprising number of people already there but many had not yet arrived which did not matter too much as lunch was delayed due to a power cut. As people arrived – soaking wet – we heard that the trains had stopped running and so had the buses. Our speaker, Nancy Edmondson, had made it safely thanks to her daughter and she was invited to speak before the meal. I could not see myself making it to Harrogate for 4.00 so texted the orchestra to say that I would be late; at 2.30 I left, forgoing my Christmas pudding, to see how far I could get. There was a long tailback in Settle caused by people trying and failing to get onto the bypass but after that there was little traffic to be seen. At Gargrave another flood had started and the original one needed even more caution. I put the car into a lower gear and put down my right foot: the car complained and felt as though it was pushing something which I suppose that it was. I was thankful that I had a pair of heavy boots with me in which to wade out if the car stalled – but it didn't despite making some very odd noises. Feeling unjustifiably pleased with myself I continued on, pumping the brakes to dry them out, and found the drive on the A59 after Skipton very pleasant – arriving at the rehearsal just as they were taking the A. Perhaps I should have stayed for that Christmas pud!

The point of all this is to thank all those members who attended what is our biggest social event of the year; those who ensured that they did not get stranded in Settle: Northern Rail and Stakeholder Manager Pete Myers for arranging a bus to run from Skipton to Carlisle, Paul Brown at Settle station for ringing through to the hotel in order to keep everyone informed and, of course, the bus driver. And, for those travelling southwards, several people who had used their cars gave lifts to others – this was invaluable; they left at least an hour after I did when conditions will have been even worse; happily everyone arrived without accident.

Lastly, thanks go to all who responded to our appeal in the last magazine for photographs. We hope to use a good selection of your work in future issues.

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

# FoSCL Notes



## AGM Notice

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

All members should find an agenda paper included with this issue of *The S&C Journal*. Please bring it with you as you may need it to vote and we would not necessarily be able to provide a replacement.

Questions may be asked from the floor or in advance by email to:  
[paul.kampen@settle-carlisle.com](mailto:paul.kampen@settle-carlisle.com)

Registration (Tea and coffee available) will be from 10.45

The formal business will commence at 11.45 hrs.

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

Paul A. Kampen - Secretary  
 February 9th 2016

## Diary Dates

**March 26th & 27th:** Bus Rally at Kirkby Stephen.

**Mondays 2nd May, 29th August** 10.00 – 16.00: Bookfairs at Settle Victoria Hall. Second hand, antiquarian and general books.

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

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

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

**PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.**

## Membership Matters

*Please note that, from April 1st, all membership correspondence and mail orders should be addressed to:*

**FoSCL, PO Box 106, Settle, N. Yorks BD24 5AH**

**W**e note the deaths of the following members and send our condolences to their families and friends:

The Rev. W. Aird – Alston, Cumbria.

Mr Simon Clark – Leeds.

Mr. Peter Delaney – Galashiels.

Mr. P. Dransfield – Mirfield.

Mr. J. D. Grimbaldeston – Bingley.

Mr Kevin Harrison.

Mr. R. M. Kent Queensbury.

Mr I. M. Kirkham – Formby, Merseyside.

Mr J. Priestley - Chelmsford.

Mr J. Stanley – Cotswold Line Promotion Group.

Mrs. J. Twyman - Orpington Kent.

Mr. D. W. Walden – Trowbridge, Wiltshire.

Mr. E. Woodcock – Kendal, Cumbria.

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

**Peter G. Davies -  
Membership Secretary**

## FoSCL Dalescards

All FoSCL members, wherever they live, are entitled to purchase a 'FoSCL Dalescard'. This gives the same benefits as the Dales Railcard (i.e., one third off the price of rail tickets Leeds-Settle-Carlisle and Leeds-Skipton-Morecambe) but is available to all FoSCL members, whatever their postcode. These cards are issued by Northern Rail and are ordered by the FoSCL Membership Secretary on the behalf of members. *The current price is £17.*

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

Please allow up to two weeks for delivery.

### RENEWING AN EXISTING FoSCL RAILCARD:

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

[www.foscl.org.uk](http://www.foscl.org.uk)

Or you may send a cheque to the Membership Secretary (*PO Box 106, Settle, N. Yorks BD24 5AH* - please do not send cash); and you can phone the Secretary (01274 581051) to arrange a 'customer not present' credit/debit card transaction.

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

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

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

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

## Sales Department

**M**any thanks go to all of you who supported us by ordering items from our Christmas mail order list and, especially, for your generous donations.

For a comprehensive list of what can be purchased from FoSCL please see our webshop at:

[www.foscl.org.uk](http://www.foscl.org.uk)

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

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

**Paul A. Kampen - Hon. Secretary**

## Christmas Events Go Ahead Despite the Weather

**D**espite the severe weather on the day, approximately 60 people made the hazardous journey to Settle, by rail and road, to attend FoSCL's Christmas lunch. It is a tribute to their loyalty to FoSCL that they came from as far afield as London and Edinburgh to be with us that day. A big "thank you" to them all and also to those who enabled them to return home in safety – their identities are recorded elsewhere. We must also thank the staff of the Falcon Manor hotel who had struggled to work to provide a first-class meal, our speaker Nancy Edmondson whose talk on her life at Blea Moor fascinated the company – and also her daughter and son for getting Nancy safely to Settle and then home again. And, last but not least, FoSCL committee members Phil Moorhouse and Pat Rand for organizing the event and for their work on what was a trying day.

**FoSCL Chairman Richard Morris takes up the story:** I thought at the time that there had to be a FoSCL magazine article somewhere in my personal experiences on 5th December, and the story of the epic journey after the Christmas lunch back to a not yet inundated Carlisle may be of interest.

The lunch was excellent and I've thanked Phil Moorhouse for making it such a success. It was really pleasing to see how many people had made the effort to get there in such appalling conditions, from as far afield as London, Gloucester and Derby. But the prize for being intrepid probably goes to Allison from RailFuture Scotland who'd come all the way from Edinburgh with her grandson Calum. We'd got word that all northbound trains were cancelled so I phoned Paul Brown at Settle station, who said that there would be just one bus leaving Skipton at 1526; on no account miss it! So we all got to the station for 15.45 and dried out in front of the wood pellet stove in the waiting room. And what if the station hadn't been staffed and the waiting room had been locked? Doesn't bear thinking about. Paul was really supportive as ever and promised to stay

till the bus arrived, which it duly did about 16.30.

There was some discussion as to which stations the bus should stop at or could indeed get to: Dent was out, no-one wanted Garsdale, Lazonby or Langwathby and I wasn't going to insist on Armthwaite. So we set off for Ribbleshead via Horton through driving rain and occasional flooding. At the pub at Ribbleshead four lasses got off, and one of our number who was feeling very travel sick due to the motion of the bus. He had left his car at Appleby station but felt that a night at the Station Inn was preferable to the bus journey. I found out later that just as he was going into the pub a taxi arrived from Carlisle and deposited a couple of people, and agreed to take him back to Appleby!



**Settle Voices 'Singing in the Rain' at Settle - 12/12/15**

**Photo: Joy Smith**

Anyway, our brilliant coach driver set off for Ingleton and the A65, where the floods around Kirby Lonsdale were sufficiently deep in places to have caused a few abandoned cars, but were no problem for a large bus. Kirkby Stephen West was next, as a couple who were spending a long weekend in Booking Office Cottage had been to Settle for the day ("It was nice weather when we were here this time last year!"). The rest of the journey to Carlisle was fairly straightforward apart from the incessant rain and blustery wind, A66 and M6 not suffering from serious flooding.

As we approached Carlisle Judy texted to say that our friend Sarah, Chairman of the City of Carlisle Orchestra, had had to cancel their concert that evening and could she stay the night as she doubted whether she could get back to her converted watermill in the foothills of the Pennines!

The situation at Carlisle station was already dire: no trains to anywhere and no replacement buses due to flooding north of Carlisle. The Deputy Station Manager whom we know well was on the platform; he told us that all hotel rooms in Carlisle were already taken by stranded passengers and those who'd moved out of their homes as a precaution. Virgin had put a (stationary) Pendolino on Platform 1 at the disposal of stranded passengers and would make them as comfortable as possible. Allison and young Calum were clearly distressed at the thought of a night in a Pendolino and no prospect of getting home on the morrow, so I phoned Judy to enquire how many spare beds we had! Enough was the answer, so we found a taxi that was willing to take us to Armathwaite: "I'm not going through any floods", said the driver but I promised him that I knew a route where there wouldn't be any flooding and I was near enough right.

Back home it was quite convivial, we had a great evening chatting, or maybe we were all just relieved to have made it to somewhere warm and dry! Sunday morning I drove Allison and Calum to Hexham from where there were trains to Newcastle, and the ECML to Edinburgh was fine.

On the Monday I was at my favourite Watermill: I'd expected to find it under water but it was absolutely fine, its flood defences had worked brilliantly. And when I got home on the Monday I was delighted to hear the 17.09 to Carlisle go past on time.

**Settle Open Day – 12th December:** So lightning does not strike twice in the same place – really? To follow the saga in my Editorial, I found once more that I had a FoSCL event in-between working for money. After doing my usual Saturday 8.30-10.30 teaching stint I was to attend the FoSCL Settle Open Day before undertaking a musical engagement in

Leeds that evening. I decided to travel to Settle by train - reckoning that I had plenty of time to go home, change and have my tea before setting out again even if there were delays on the line.

On boarding the train at Shipley I sat next to my old Opera North colleague Bob Ashworth who was giving up a free day to play carols for us as part of the Opera North Horn Club. We chatted about this and that – current events in the classical music business, people from the old days ("I saw xxx the other day and she told me....." etc., etc.,) but we could not help noticing the glowering skies. And, indeed, when we arrived at Settle, it was teeming it down. We were greeted by Santa Claus – who had a very close resemblance to one of the newer railway staff – it was you Andy, wasn't it? Settle Voices, like all good troupers, were displaying their considerable talents to entertain our visitors despite the weather and, when they had finished in order to travel to another engagement at Ribbleshead, the horn club set up shop in the Information Room. As there was a complete quartet (Bob Ashworth, Harold Barnes, Jenny Nicks and Bob Shaw) yours truly could excuse himself from musical duties and circulate.



*In the shelter of the Information Room (L-R): Jenny Nicks, Bob Shaw, Harold Barnes and Bob Ashworth play carols.*

*Photo: Julie Shaw*

All the usual ingredients were there: Brenda and Margaret Moss were serving sherry and mince pies, Michael Davies presided in the shop, Mike Cooke, Peter Davies, Rob Gingell, Linda Heath and Pauline Whincup moved around to do all the various jobs required and our Trading Manager – Pat Rand – supervised

the whole operation. The sound of horns permeated the air thanks to the loudspeakers rigged by Mark Rand so nobody had to get wet to listen to them.

The horns played for two solid hours before breaking for a late lunch, promising to be back for the next train. However it was already apparent that the weather was continuing to deteriorate. Wisely, some people caught the 13.28 train home and the number of visitors rapidly declined. I decided to wait for the (Saturdays only) 15.59 back to Shipley. This was possibly a bad decision: as the afternoon progressed it was first of all described as having 'not left Carlisle'; then the internet reported that it had left on time but was subject to 60 minutes delay due to problems at Kirkby Stephen. The Relief Station Supervisor on duty that day at Settle station – Mike Pryall – was able to establish that it was in fact running on time but might be held indefinitely at Settle. Mike did a sterling job providing updates to people waiting anxiously as he himself was given information by the TRUST computer.

Brenda and Margaret were awaiting the arrival of David Moss who was doing tasks at Horton-in-Ribblesdale station. He finally arrived, fortunately clad in heavy waterproofs, to inform us that the roads were getting very difficult indeed. The three of them made the wise decision to leave as soon as possible; finding the road closed at Long Preston they had to make the journey via Gisburn and, due to the state of the roads, their 50 minute journey to Bingley turned in to a marathon two and a half hours.

My horn-player colleagues arrived just as I was texting another colleague to see if he was free to 'dep' at my gig – hmmm, the money for next week's groceries down the Swanee! – but he wasn't. We chatted and finished the mince pies and sherry whilst all the time Mike Pryall continued to keep us updated. By now the train could get as far as Hellifield, this became Skipton, then Keighley and, finally, it was hoped that it could make it to Leeds. This it did – leaving Settle about ten minutes late and arriving in Shipley 50 minutes late having crawled through Hellifield and Gargrave. Here

we must spare a thought for its Carlisle-based crew; they must have suspected by this time that they were going to be last train on the line that day and that they would not be able to get back to their base - this proved to be the case. FoSCL thanks them for their dedication to duty; also men on the ground who were monitoring conditions to make sure that we got through safely; the signalmen in those isolated boxes and, of course, Mike Pryall who showed just how providing the best possible information can make such a difference to the travelling public.

By the way, I made it to my gig. They used to say in the old days that, whatever they thought of my playing, I would always turn up at the right place, at the right time and with the right clothes!

## Paul A. Kampen

**Singing in the Rain!** I made arrangements for the Lakeland Voice Choir and the Settle Voices Choir to come along and sing at various stations and on the trains on the terrible day of the 12th December when it rained, rained and rained. Below is the story from the leader of the choirs David Burbidge. It has not put them off, as they have asked if they can come back again this year on Saturday 10th December. Make a note in your diary as they are so wonderful to listen to.

## Ruth Evans

**Our singers:** included the Penrith Community Choir, Lakeland Voices and the Langwathby Harmony Workshop Singers, who came down on the train from Langwathby - singing as we came. At Ribbleshead we met Settle Voices led by Janet Russell, the Keighley Road Jolly Wassail from Blackburn, and the Bentham Community Choir - about 80 in total.

We sang on the trains, in the stations, in nearby pubs such as the Station Inn, Ribbleshead, and the Lion in Settle. A fabulous time - many of the singers sing in my folk choirs in Kendal and Lancashire so we already had a common repertoire - but others learnt the songs at a workshop in Langwathby village hall - or learnt them at home before joining us.

When we came to go home - we found that the trains were cancelled for Saturday night due to the floods, and that the heavy rain had also created floods on the A65 - so that there was no bus replacement service or public transport.

A singer from Settle Voices very kindly agreed to take 6 of our car drivers up to Langwathby (including the driver of the bus which had travelled from Kendal to Langwathby) - and off they set into the night leaving the rest of us enjoying an extremely pleasurable evening by the fire in the Golden Lion inn in Settle, singing together and later in the night playing board games and other group games. Some of the singers from Kendal also got their husbands to come and pick them and their friends up from Settle - and they arrived home earlier than they would have done if they had made the return journey to Langwathby and then back to Kendal on the bus.



*Singing in the snow at Ribbleshead.*  
**Photo: Ruth Evans**

Apart from the drivers who went up to Langwathby from Settle, back to Settle, and then back again to Langwathby (each journey about two hours long avoiding floods on the A65 and snowdrifts on the M6) we had a wonderful time - both during the day with all our singing, and in the evening in the Golden Lion in Settle. We were all home before midnight - apart from myself who had to tidy up the hall in Langwathby and return the key to the caretakers house.

We've always loved the Settle Carlisle railway and loved it even more after our exciting day out.

**David Burbidge**

**FoSCL Walkers' Christmas Dinner:** Saturday 12th December was also the annual FoSCL Walkers' Christmas Dinner Walk, led as usual by Andy and Rosemary Feather.

After fortifying ourselves with sherry and warm mince pies at Settle Station Open Day, twenty-four hardy souls set off on an eight mile circular walk. About five minutes into the walk it started to rain heavily! We left Settle via The Green but when we got to Lambert's Lane found it to be two feet deep in water. The only way we could get through was by clinging to the walls at either side and after this thirteen of the party decided they were wet enough and headed back down the road to dry out in Settle's cafes and pubs. The rest carried on in the pouring rain. It's traditional on this walk for walkers to take tasty treats to share and we paused briefly for mince pies, sausage rolls, chocolates and a tot of malt before continuing on our way to Attermire Scar and Jubilee Cave where we took shelter.

As the weather was getting worse and we were all soaked to the skin, Andy and Rosemary decided to go directly down the road to the Harts Head at Giggleswick where dry clothes and our Christmas Dinner awaited. We met up with the rest of the party and had a lovely meal and a very enjoyable time. Seven people who had booked the Christmas Dinner were unable to get to Giggleswick due to flooding and as the afternoon progressed word spread that the trains had stopped running and that the A65 had been closed from Long Preston. A few people had travelled by car and were able to offer lifts to other walkers; and fortunately the road via Gisburn to Skipton remained passable. Others decided to book rooms at the Harts Head, two were put up for the night by one of the walkers who lived locally and some eventually managed to get a train from Giggleswick thanks to the helpfulness of Mike Pryall at Settle Station who transported them between stations.

Despite the atrocious weather, a good time was had by all and everyone will have a story to tell about the Christmas Dinner Walk of 2015!

**Stephen Way**

## The Settle-Carlisle Railway Journal wins a prestigious award

Our magazine has won the Railfuture Gold Award - a great tribute to all who contribute to the *S&C Journal*. The Railfuture Press Release said "Very informative, packed with news, and the campaigning message stands out. There's always a stunning photo on the front and back covers".

The award certificate will be displayed at Settle station and we thank Railfuture for honouring us in this way.

*Below Left: Editor Paul Kampen at Settle station holding the certificate and five copies of the magazine. The one to the left is that for May 2001 when our magazine won the Regional Award for the Royal Mail 'Winning Post' competition and was also runner-up in the National competition.*

*Photo: Pete Shaw*



*Bottom of page: Two of the covers which impressed the judges.*



Why so few S&C diversions?  
The Friends of the Settle - Carlisle Line

Good value, Good connections  
The Friends of the Settle - Carlisle Line

## Health and Safety Officer Required

Over the past few months an extensive review of all FoSCL's activities has been undertaken with a view to assessing the Health & Safety implications in each case. FoSCL requires a Health and Safety Officer to monitor the various groups and to make safety recommendations if and when required. The H & S Officer will report directly to a designated Committee Member and will not be obliged to join the FoSCL Committee.

The post will require a modest commitment of, at most, two days per month. Where travel is required then assistance will be given. It is essential that the applicant has basic computer skills. While no other qualifications are required some first aid/medical knowledge would be an advantage.

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

## Appleby Schools Day



*Edwardian play at Appleby: (L-R) Ruth Evans, Ian Croucher, 'Tommy', Mason, John Johnson and Tracey Johnson. Photo reproduced by kind permission of the Headteacher of Appleby Junior School.*

We continued our journey down the S&C and this time stopped off at Appleby Junior school. In our presentation we talk about the history of the S&C, the children's town and station and also, for the first time, our own story of how we met on Appleby station over 6 years ago and married 21 months later in the Appleby Manor Hotel. The school loved our

romantic story. We had 108 pupils this time - the most yet - and committee member Ruth Evans was on hand to help us; it was much appreciated. We make the visits factual but fun, hence the 'blowing the warning horn' competition, and dressing up in Edwardian clothes to put on 11 mini plays showing how life was back in those times - we get one of the boys from the school to help us. Below is a picture of young Mason with us after the plays - he was great and an acting career awaits!

The presentation ends with a safety talk by Ian Croucher from Network Rail - a very important part of our visit. I would like to end by saying thanks to Pat Rand, Ruth Evans and Paul Kampen for all their help in making these visits possible and to the rest of the committee for their support.

## John and Tracey Johnson

## Armathwaite Signal Box Visits

Here are this year's dates for the Armathwaite signal box visit and walks. A visit to the historic signal box and a 7 mile circular walk around Armathwaite ending with time for a pint in the local pub before your train home. No way better to spend a day one thinks!  
 March 5th Saturday dept Carlisle 9.24.  
 May 7th Saturday dept Leeds 8.49.  
 July 9th Saturday dept Carlisle 9.24.  
 September 24th Saturday dept Leeds 8.49.  
 See you there. **John Johnson**

## Magazine Dispatch

We would like to express the annual "Thank You" to the team of over twenty volunteers who gather in Baildon, West Yorkshire, on a quarterly basis to pack your magazine into envelopes. When we occasionally post out individual magazines they cost £1.19 but by doing two 'Sortations' for the Royal Mail, our packing team earn a large discount on the bulk mailing. For the four issues in 2015 we saved £8937.03 on postage. A special mention to Brenda Moss, Gail Lamb and Joan Butler who provide home-made cakes and buns for our refreshment breaks.

**Pete Shaw**

## Weather Diary

**F**oSCL member and volunteer John Carey kept the following 'Weather Diary' for 28th November to 19th December:

**28th Nov** - Trains cancelled all afternoon due to signal fault at Ribbleshead. I was able to speak to Manchester control via the button on the payphone in southbound Dent waiting room. A taxi was sent to collect two passengers at Dent for return to Skipton. It passed other taxis doing the same run – spare capacity could have been used to collect several more passengers from Ribbleshead Horton or Settle but wasn't.

**5th Dec** – I assisted with cancellation of bus services due to flooding. There were two cars only on the northbound train and problems on the southbound due to flooding. All services cancelled after 12.00.

**12th Dec** – All trains were lightly loaded due to the weather and operated with a two-car set all day. There were major flooding issues in the afternoon near Hellifield and Kirkstall followed by a signalling problem. There were no through trains after the 14.21 from Carlisle. The 17.50 Carlisle train cancelled. The roads were flooded so there were no replacement buses. The conductor of the 14.21 advised passengers that the train might not get through but it did. Carol singers boarded at Ribbleshead and alighted at Settle – various problems with return including walkers dinner.

**19th Dec** - Problems due to a landslide at Armathwaite. Southbound trains were running up to 30 min late. Express cancelled.

## New Signalling at Blea Moor

**I**n readiness for the stone train which will run from the Helwith Bridge quarries, new signalling arrangements have been put into place at Blea Moor.

The destinations for the new stone trains will probably be Hunslet (Leeds) or Pendleton (Manchester), but on departing from Helwith Bridge the train will be on the northbound line and it will go to Blea Moor for the engine to run round the train prior to heading south.

Until this recent work was carried out, a northbound train could only access Blea Moor loop from Ribbleshead Quarry – not from the main line. Thus changes had to be made to facilitate access directly from the northbound main line. This has resulted in complex works, now visible as one brand-new signal – designated as Blea Moor no 29; one semaphore becoming a colour light; and one ground signal becoming colour light.

The new signal is north of Ribbleshead viaduct on the single-line section. It has four types of control:

- 1/ A colour aspect which will show red, yellow or green.
- 2/ A route indicator panel which will show "DM" for Down Main, or "UL" for Up Loop.
- 3/ A series of five white lamps at 45 degrees – a "feather" showing route set for proceeding into the loop.
- 4/ A set of two lamps which will show white for the locomotive after running round to proceed into the loop when its train is already there (a "calling on" signal).

**Pete Shaw**

*The new signal at Blea Moor.*

*Photo: Pete Shaw*



## New Quarry Connection Completed

The Arcow Quarry Sidings at Helwith Bridge saw their first train on Tuesday January 26th despite severe weather.

The test train, hauled by 66710 *Phil Packer* and running as train 6M69, left Ferryhill Yard 12 minutes early at 03.05 and arrived at the Arcow Quarry Groundframe at 08.00 before entering the quarry at 09.17; the delay was caused by teething troubles operating the groundframe. Although the trains will be operated by GBRF, a rake of Freightliner wagons was used for the test.

This was the culmination of several months work which saw a large cutting carved out of the existing bund. Mark Rand comments that "A good deal of science has

gone into the angle and composition of the sides of the cutting to ensure stability. Particularly fortunate in view of the recent (and ongoing) rainfall".

Tarmac went to a lot of trouble to source a suitable Midland Railway footbridge to carry the footpath over the bund; the one chosen came from Camden, London, via Doncaster where it was restored and painted. It was hoped that stone from the now-demolished Gauber Bridge could be used in the work but not enough could be recovered. So dry-stone walling material was used - more difficult and expensive to use but it looks good!

**Paul A. Kampen**



*Above Left: The bridge being transported to the site and, left, being lifted into position. Photos: Story Rail.*

*Above Right: The sidings completed. Below: The test train reverses in through the rain. Photos: Mike Farrington*



## Progress at Ribblehead Visitor Centre

In the November magazine we appealed for volunteers to help refurbish the Visitor Centre. The response has been magnificent. The team have met on eight working days between mid-November and the end of January. Sixteen FoSCL members, many volunteering for the first time, have helped with the preparation and decoration of the very tired looking Café, Kitchen and Booking Office. Our busiest day was when 14 volunteers from the Skipton Building Society joined us under their company scheme that encourages staff to make a contribution to local charities through volunteering – a hectic and very productive day.

Anxious to use an authentic colour scheme, and equally keen to use modern water based paints for environmental and safety reasons, we set about finding suitable products. Armed with the BS paint colours from the S&C Design Guide we were relieved to find that, contrary to previous advice and S&C folklore, all colours are readily available. Dulux Ruby Starlet gloss matches perfectly with Midland Railway maroon and Armstead Gardenia emulsion is a perfect match for the cream painted walls.

Working around several deadlines the progress has been good. We paused work and cleared space for the annual Carol Concert and the café and kitchen were

back in working order in time for the first of the 2016 Cumbrian Mountain Express runs.

There is more work to be done at the Visitor Centre over the coming year and the team are also keen to tackle similar jobs along the line. We'll resume work in March when we will complete the Booking Office and start work on the waiting room.

**Jon Blythe/Nick Pearce**



*Above: Alan Warwick, Chris Taylor, Steve Shillitoe (standing) and Olwen Warwick pause for tea after completing the work on the cafe.*

*Photo: Nick Pearce*

*Left: 1950 Guy Arab 3 bus at the Kirkby Stephen Bus Rally, 2004. This year's rally will take place on Easter weekend March 26th & 27th.*

*Photo: Pete Shaw*



## Buses in Crisis (And on TV)

The plight of rural bus services was highlighted on January 10th with BBC 1 *Countryfile* featuring interviews and case studies from DalesBus to illustrate the current drastic situation. Several FoSCL members appeared on the programme including John Disney, Ruth Evans, Chris Wright and John Carey, whilst others were involved in the planning although references to the S&C and FoSCL were edited out. By comparison with some counties which have cut all funding, North Yorkshire's £1.5m bus subsidy could be considered generous but it's a 75% cut over the past 4 years.

The good news is that daily buses between Skipton and Grassington will continue with some minibus connections up to Buckden. Services from Dent Station to Dent, Sedbergh & Kendal will also continue every Saturday and a Summer Sunday service will be introduced. Daily buses will also continue throughout the summer between Garsdale Station and Hawes; services between Hawes and Leyburn have been revised and simplified but the school buses are no longer available to paying passengers.

The Northern Dalesman, supported financially by FoSCL, will operate every Sunday and Bank Holiday Monday from May 1 to Sept 25 to a similar schedule to previous years. This provides a link from Ribbleshead Station (meeting the morning train from Leeds with Bradford connection at Shipley now restored) to Hawes, Buttertubs Pass, Keld, Muker, Gunnerside, Reeth and Richmond with a return journey timed to meet the early evening train. It's the only way to reach Swaledale by public transport from West Yorkshire and the line and is a magnificent journey in its own right. However the contribution from the National Park has been halved this year and will not be offered in future years so unless new funding sources are found this could be the last year for this valuable service. Other Sunday DalesBus services will also be re-introduced in May including some buses linking Settle with Malham and Ingleton. However there will be no Sunday Skipton – Settle –Kirkby Lonsdale service as

the 2015 trial was poorly supported.

The bad news is that Sunday buses between Northallerton and Hawes; Saturday buses between Leyburn and Bedale and from Skipton to Harrogate and Monday to Saturday buses from Ilkley to Grassington via Bolton Abbey will all be withdrawn in April. The Saturday Skipton to Harrogate service is a victim of the low reimbursement rate paid by North Yorkshire County Council for carrying ENCTS Pass Holders. If this reflected even 50% of the adult fare (rather than less than 30%) the service would be marginally viable but even full buses have lost over £100 per day and the Dales & Bowland CIC can no longer sustain these losses. Discussions with other operators have failed to find a solution to the problem; more cuts will inevitably follow. A Saturday Ilkley to Grassington service may be offered from April but at the time of writing (late January) this was unconfirmed.

Buses offer a great way of extending your horizons and are particularly useful to walkers, often providing a short-cut if bad weather strikes or a walker becomes ill or sustains a minor injury. Every walker setting off from the train should have a copy of the latest DalesBus timetable in their rucksack – it may be your lifesaver!

Timetables will be available at all stations along the S&C together with TIC's, cafes, pubs and village shops and attractions. Full up to date details are always just a click away at [www.dalesbus.org](http://www.dalesbus.org) which also has details of any last minute diversions due to closed roads/bridges/floods/blizzards etc. If you have any comments or suggestions on DalesBus services, including potential sources of funding, please get in touch with me at:  
media@dalesandbowland.com  
or: 0115 9322356.

### John Disney

***Stop Press 2: On the day of going to press it was not at all clear how long the emergency timetable on the S&C would be in force. Please check before travelling.***

## Special Traffic Report

Oct 10th	5690	Leicester - Carlisle
Oct 14th	47790	Crewe - Carlisle, inspection saloon
Oct 14th	47802/47854	Carlisle - Kidderminster
Oct 17th	46115	Carlisle - London
Nov 5th	57305/57312	Woodlesford - Blea Moor
Nov 6th	57305/57312	York - Blea Moor
Nov 16th	NMT	Heaton - Derby
Nov 24th	66047	Ribblehead Quarry - Hunslet
Nov 25th	66047	Ribblehead Quarry - Doncaster Belmont
Dec 9th	57601/37315	Todmorden - Edinburgh
Dec 10th	57301/57305	Newcastle circular
Dec 14th	NMT	Heaton - Derby
Dec 18th	?	Blackpool - Edinburgh

Ballast trains for engineering repairs have been frequent, for locations on the S&C itself, and also en route to other lines.

On November 5th and 6th the luxury dining train *Northern Belle* did two runs to mark Bonfire Night, running northbound to Blea Moor, then setting off back southwards but parking up between Ribblehead viaduct and station where the internal carriage lights were switched off so passengers could enjoy a specially commissioned 10 minute professional firework display out on the moor, put on by Blitz Fireworks of Crewe.

On November 24th 66047 took a load of stone chippings out from Ribblehead Quarry Sidings to Hunslet; then returned the following day to collect one wagon and take it to Doncaster Belmont Yard - presumably a faulty wagon?

## Pete Shaw



***Above Left: This unusual photograph is not quite what it seems. What appears to be two trains passing each other at Anley, near Settle, is actually two DR 739 tampers travelling in the same direction during an engineer's possession. They are going to work on Marshfield Viaduct on October 26th 2015.***

***Photo: Colin Jenkins***

***Above Right: 37422 and 37 259 haul the infrastructure train through Appleby on 20th October 2015.***

***Photo: Michael Summers***

## Engineering Works Affect Services

**Sundays, 21st and 28th February:** No trains will operate between Leeds and Shipley and buses will operate between Leeds and Shipley/Skipton. In addition, no trains will operate between Leeds and Bradford Forster Square and or between Leeds and Ilkley.

**Sunday, 6th March:** Trains will operate between Hellifield and Carlisle and between Shipley and Skipton. Connecting buses will operate between Leeds and Settle and between Leeds and Shipley. In addition, no trains will operate between Leeds and Bradford Forster Square and or between Leeds and Ilkley.

**Sunday, 13th March:** No trains will operate between Leeds and Shipley and buses will operate between Leeds and Shipley/Skipton. In addition, no trains will operate between Leeds and Bradford Forster Square and or between Leeds and Ilkley.

**Sunday, 20th March:** No trains will operate between Leeds and Skipton, with buses operating between these two stations.

**Sundays, 10th, 17th and 24th April:** No trains will operate between Appleby and Carlisle. Buses will operate between these stations calling at Langwathby, Lazonby and Armthwaite.

**Anne Ridley - S&C Dev. Co.**

## From the Lancaster & Skipton Rail User Group - Rail to Trail

Enclosed with this magazine is our new Rail to Trail leaflet. LASRUG and the Leeds-Lancaster/Morecambe Community Rail Partnership, with support from Northern Rail, have produced a series of twelve guides to walks linking the various stations between Heysham and Skipton. We are grateful to Stuart Ballard of Gargrave for preparing the walks, which have been tried out by members of the LASRUG committee. There is description of each walk in Rail to Trail; individual leaflets giving detailed directions for all the walks can be obtained from staffed stations and from racks at other stations along the line; alternatively, these can be downloaded from: [communityraillancashire.co.uk/self-guided-walks](http://communityraillancashire.co.uk/self-guided-walks) **John Bearpark**

## News from the Wensleydale Railway

Communications: Are you one of the readers of WR's monthly email newsletter, Rail Link? It was originally written to provide information for working volunteers. However, now that so many people are on email, it has expanded its coverage to include up-to-date news about any current aspect of the operation and development of the railway. It is also illustrated with photographs taken on and about the line - trains, people, acquisitions, work in progress and so on. Rail Link is free and available to anyone, anywhere, who is interested in opting in to receive it by email each month and you can unsubscribe at any time. To be added to the mailing list, please write to Timothy Edwards, whose email address is:

[editor@wr-rail-link.co.uk](mailto:editor@wr-rail-link.co.uk)

mentioning the FoSCL Journal. (Relay is the title of the members' magazine, posted out three times a year and for sale in the WR shops at Leeming Bar and Leyburn. WR's website - [www.wensleydalerrail.com](http://www.wensleydalerrail.com) - is being reviewed and refreshed this winter so please look out for the re-launch in the next few weeks).

**Train services and special events:**The timetable for 2016 is on the WR website now (although it is always worth checking booking details again nearer the date of travel; one family drove to the wrong railway for their pre-booked Santa Special outing.....). Also listed on the website are special events, starting with a Valentine's Day Special on February 14 and working through the year with a host of ideas to bring people to the line and to enjoy the wider Wensleydale area. The current favourite seems to be Afternoon Tea on the train (for which booking ahead is essential because of limited seating, as with many - but not all - the special events. Please check!) The Aysgarth station Open Days, held on several dates through the year, have proved very popular too - with an opportunity to explore the surrounding Freeholders' Wood and walk to the three famous waterfalls.

**Ruth Annison**



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varied menu

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 requirements  
 catered for

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lots of  
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 dishes

**WEDNESDAY - SUNDAY 10.30 - 4.30**

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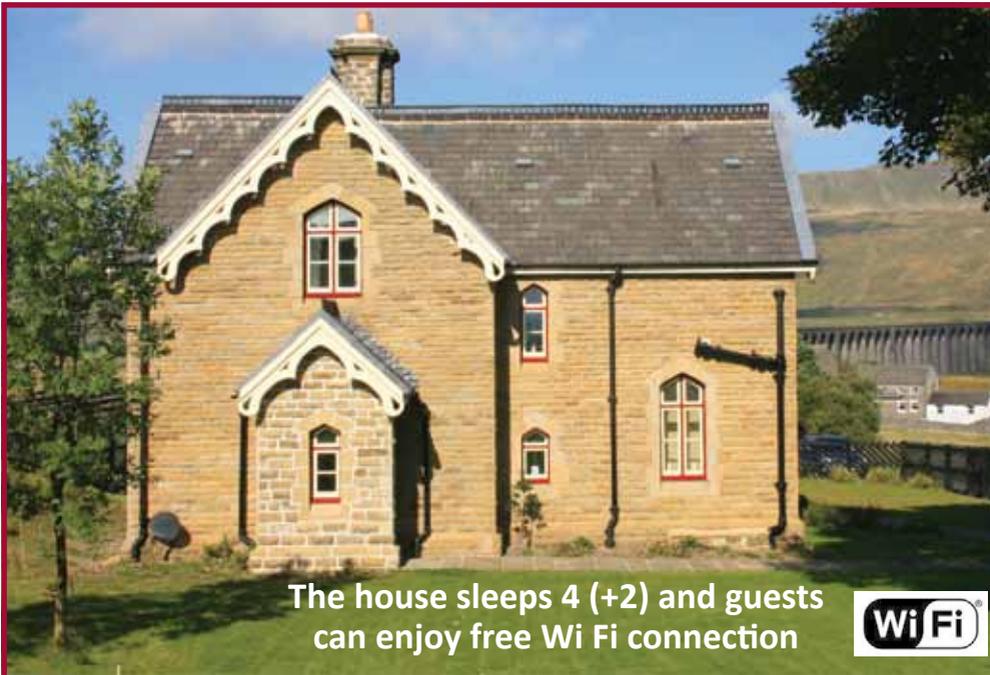
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(please have your membership number ready and note that the FoSCL discount cannot be applied in combination with any special offers that may, from time to time, be advertised)



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



**Arriva Trains North take over the S&C franchise on April 1st. Seen here are images from 2003 when Arriva previously held the franchise.**

**Above: Arriva-liveried class 156 Sprinters on the four-car 10.49 Leeds-Carlisle at Garsdale.**

**Below: 37408 and 37405 on the Arriva Mark 2 coaches with the 13.33 Carlisle-Leeds under threatening sky at Whernside, Ribbleshead on 23/10/03.**

**Photos: Pete Shaw**





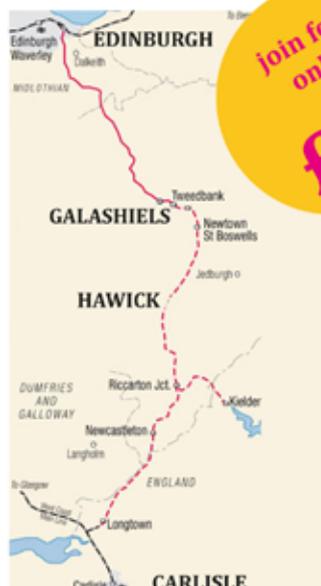
Above: 45699 Galatea passes Stockber, south of Ormside, with the 'Cathedrals Express' on Tuesday 8th September 2015.  
Photo: Ian Pilkington

Below: 45231 The Sherwood Forester passing Ribbleshead station on 3rd October 2015 and being greeted by two of the volunteers at the station.  
Photo: Peter Ainsworth



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Opening day service at Stow Station 2015

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

Founded in 1999, the Campaign for Borders Rail (CBR) has been one of the most successful grassroots rail campaigns in Great Britain, a story of concerned citizens from all walks of life getting together to right the 1969 injustice of complete closure of the 98-mile Waverley Route through the Borders.

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

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

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



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## Diversions Over The S&C

by Richard Morris

There has been some disquiet among FoSCL members at the lack of passenger diversions from the West Coast Main Line over the Settle-Carlisle Line in recent years.

In the May edition of the *S&C Journal* we reported in detail on an exchange of emails between FoSCL member Edward Evans and Passenger (now Transport) Focus. This has been supplemented by an excellent campaign mounted jointly by ex-railwayman Ken Harper who has an intimate knowledge of the S&C and the WCML, and John Moorhouse, who is Secretary of Travel Watch North-West and also Chairman of the Settle-Carlisle Railway Development Company.

In October Ken listed for our benefit some of the points and answers which have been raised between John Moorhouse for TWNW (with advice from Ken and others) and Virgin WC and vice versa :-

1. There were regular S&C Virgin diversions, continuing on from the successful BR policy from the 1960s, which gradually reduced to no diversions at all from April 2013 for pre-planned engineering work. Was there a policy change at this time by Virgin ?
2. Virgin have stated that various train crew depots would need to 'road learn' the S&C but only Preston depot actually use the S&C and it is estimated that 25% of Preston drivers have learnt the route.
3. Virgin quote the lack of 'paths' over the S&C but earlier this year both Virgin and DRS were running 'road learning' locos over the route at the same time. The number of freight trains, especially coal for power stations, has reduced dramatically since April 2015 but their 'paths' are still shown in the Working Time Table. The installation of new signalling in 2007 (Intermediate Block Signals) has vastly improved the number of trains the S&C can handle even from BR days when up to 30 diversions each way were programmed.
4. When the WCML is blocked south of Birmingham Virgin run (diesel) Voyagers via the Chiltern (Banbury) route, sometimes

coupling 3 together (= 15 coaches). I understand Virgin train crew have trained this route so also need to keep up this knowledge. The situation is very similar to north of Preston but obviously a lot more passengers in the south. North/South divide ?

5. The average fast train time for the 90 miles from Preston to Carlisle is 70 mins. Virgin have quoted 95 mins. for a replacement bus which they have now conceded is totally impracticable and taking into account transferring out of/ into a station with luggage etc. is about 140 mins. which is comparable with a diverted train over the S&C BUT with all the facilities a train offers. I have no evidence but it is quoted that the 90 miles between Preston & Carlisle is the longest bus replacement journey in the country although Carlisle - Glasgow/Edinburgh is longer: diversions via the G&SW are possible but that is another fight !

6. In a later letter (April 15th.) Virgin do concede that they will attempt to run a service each way via the S&C but don't elaborate if this is 1 per 2 hours, 1 per day or 1 per week if it is a long blockage.

Ken was dismayed at TPE's attitude who seem quite happy to put their passengers through the pain of a long bus journey when their customer numbers are growing tremendously. His suggestion is for TPE and Virgin to sit down and work out a plan to benefit both groups of passengers (most of whom will not know the difference between the two companies) and follow a plan similar to the following :-

1. There will always be a requirement for buses, especially between the local stations Lancaster, Oxenholme and Penrith, with some buses running the full 90 miles.
2. Hourly or 2 hourly shuttle via the S&C utilising diesel Voyagers, TPE class 185s (diesels), the odd 'through' Pendolino to be hauled by a diesel (available from DRS as a Thunderbird).
3. An electric shuttle (TPE/Virgin) from Preston and Carlisle to point of obstruction (one of the local stations) to reduce bus travel.
4. Most of the electric Pendolinos would only be covering a fraction of their usual mileage so could be utilised on certain

diesel services on other Virgin diagrams (where possible) to release diesel Voyagers for the S&C shuttle.

I arranged for Ken and me to meet John Stevenson MP on 31st July. John is not only MP for Carlisle, but also Chairman of the WCML All Party Parliamentary Group. He has also proved to be a very good friend to the S&C over the past few years. He kindly gave us an hour of his time, and undertook to write to the Secretary of State for Transport and the Managing Directors of Virgin and TPE on our behalf.

The letter to the Secretary of State led to a response from Claire Perry, Rail Minister, on 21st September. In her letter she expresses concern for John's constituents when they're obliged to make part of their journeys on rail replacement buses but states that "The Department for Transport does not specify to train operators exactly how or by what form of transport their passengers should be conveyed in these circumstances." In other words, as we have found before in other contexts, there are things for which the DfT will take responsibility and things for which it

passes the buck to someone else.

The MD of Virgin Trains sent a brief reply to John on 15th October: "We are mindful of the stakeholder desire to utilise the Settle line for diversions, and fully understand the reasons why. Against that background we will keep under review the scope for opportunities to utilise this diversionary route in future, as you request." This could be regarded as keeping the door open and has led to the offer of a meeting with Virgin Trains' General Manager, Anglo-Scotland. It is hoped that the meeting will have taken place by the time this magazine is distributed.

As for TPE, John received a letter dated 4th November, pp Kathryn O'Brien, Customer Service Director. In it she says: "Whilst the Settle to Carlisle diversion currently does not work for us, we appreciate the possible benefits of doing this. We therefore have not closed the door on the idea totally and will ensure that when the need arises if it works with our resources we consider it an an option." Personally I would regard this as

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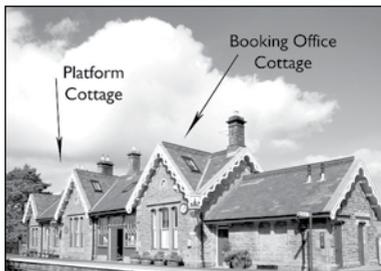
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a bit of a put-down; we know Kathryn from when she was a Northern Rail Stakeholder Manager, and Ken and I spoke to her at the TWNW conference in February 2015.

So I think the current situation can be summarised as follows:

- The DfT are not interested
- TPE are dismissive
- Virgin are receptive and willing to talk

So there is certainly some light at the end of the tunnel, so to speak. But to achieve anything in the railway industry, you persist over a long period of time. We soldier on...

**Richard Morris**

---

## Settle-Carlisle Line Heritage Structures

by Richard Morris

One afternoon in mid-December I met a Network Rail Response Team on the path up to Armathwaite station.

This was worrying, these guys don't come out without good reason.

"Is there a problem?" I asked. "We don't know yet", one of them said, and they set off walking along the up line.

It turned out there'd been a landslide near the first underbridge south of the station, near where I live. Single line working was introduced with a 20 mph Temporary Speed Restriction on the down line. Trains ran wrong side between Howe & Co's signal box and Culgaith.



**Wing wall collapse at Bridge 323**

**Photo: Richard Morris**

Network Rail reacted quickly to repair the damage. Two massive diggers were delivered by road and managed laboriously to get up the bank to the railway. Night time possessions allowed the delivery of hundreds of tons of stone and pile-driving of massive vertical girders to support old wooden sleepers keeping the rocks in place. Conditions were appalling, mud, wind and driving rain; we really felt for the poor guys who turned out in all weathers to fix the railway. After a few days the up line was reopened with a 20 mph TSR. Thank you Network Rail for reacting so quickly and effectively.

But, and there's always a but, this episode which, thanks to being on the spot, I was able to witness at close quarters, raises a number of questions which should concern FoSCL. How safe are our Victorian structures, in two senses? First, what sort of condition are they in? And second, are they going to survive?

Network Rail regularly inspect track and structures. I can vouch for this, having met a young man dressed in orange in a field where I was feeding cattle one day, who was looking for a small culvert under the railway. I knew where it was, he inspected and photographed it and pronounced it in good condition. But how often do they do this and what action do they take if they find a problem? The photos I took the other week of the now famous Bridge 323 show very sizable saplings growing out of the masonry. They have displaced coping stones and must have weakened the structure. Could they not have been cut out much earlier? Would they have been dealt with at all were it not for the recent emergency work? Is it possible that regular maintenance of the piers of Bridge 323 could have prevented the landslide? Probably not, but the question can always be asked.

The fact is, with this landslide we have lost part of our architectural heritage, as can be graphically seen in the photographs. We now have an unsightly supporting wall of girders and sleepers and tons of stone. I am not criticising Network Rail for one moment; they reacted quickly and got train services running again, and how else could they possibly have done

this? This structure is now safe, but the masonry from the supporting wall is now buried under tons of mud and won't be reinstated.



**Repair work at Bridge 323**

**Photo: Richard Morris**

Will our structures survive? The short answer is, some will and some won't. The viaducts would appear to be in good shape, likewise the tunnels give or take the occasional drainage problem. The stations are in good hands, whether private owners or the Settle & Carlisle Railway Trust, who have done a wonderful job over the years

in restoring those that they lease from Network Rail: these are now commercially successful. But on the other hand, Gauber Bridge, the first overbridge south from Ribbleshead, was given planning permission for demolition: it no longer served any purpose, would cost too much to repair and FoSCL reluctantly had to accept this. A couple of underbridges in the Langwathby area have been replaced by modern metal structures. Is this the price we shall have to pay if the Settle-Carlisle Line is to survive?

FoSCL can help. The Settle-Carlisle Railway Conservation Area project has already done a superb job in photographing many of the structures large and small all along the line. The Committee recently approved a pilot project for a video record, taken by a drone, of all the structures along a length of line around Little Salkeld. This will give an up to date close-up view of their condition which must help Network Rail. If we work together, I'm confident that we can find a joint solution to the safeguarding of our heritage.

**Richard Morris**

*Below: The demolition of Gauber Bridge*

**Photo: Peter Ainsworth**



## Is The S&C Safe? A personal view from Mark Rand

The Leeds - Settle - Carlisle line is in trouble again.

At its lowest ebb in the 1980s and under threat of closure the situation was

- a minimal passenger service
- frequently used for diversions
- no freight traffic
- a massive backlog of maintenance
- main line steam had finished
- just two passenger stations remained open

The catchphrase at the time as services dwindled or were diverted elsewhere was 'closure by stealth'.

Nearly twenty seven years on from its historic reprieve from closure in 1989 it is arguable that the situation, though the context has changed, is almost as bad if not worse. In 2016 we have:

- a poor and irregular passenger service while connecting lines have regular services, some 1/2 hourly
- passenger numbers, not reflective of national increases
- few diversions

- dramatic downturn in freight
- no through passenger services in prospect
- poor West & East Coast Main Line connections
- perverse Tyne valley non-connections
- a 60 mph speed limit
- the main steam operation under a legal cloud
- serious and deepening concerns about stability of embankments and cuttings

Most of those items are open to some challenge as over simplifications in need of clarification. They are generalisations intended to make one overall point. We are in serious danger of a case for closure re-emerging.

How much worse can it get?

Well, the 2016 context is very different from that in the 1980s. Railways have become the flavour of the time. Most S&C stations have re-opened. The railways are privatised (stop sniggering at the back there). The closure threat and subsequent reprieve boosted the line's prospects making it, in the view of some, politically safe from closure; I disagree.

**Mark Rand**

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## Three Scenic Lines Circuit by Pete Shaw

Three of the most scenic rail routes in the north of England could be listed as the Settle-Carlisle, the Cumbrian Coast and the Little North Western.

Settle-Carlisle should be well known to our readers (!) with the massive Ribbleshead Viaduct, the highest mainline station in England at Dent and the magnificent upland scenery.

The Cumbrian Coast route from Lancaster via Grange-over-Sands, Barrow, Ravenglass, Whitehaven to Carlisle gives impressive sea views as well as the Lake District fells and historic towns and ports.

The Little North Western from Skipton via Clapham and Wennington is also very attractive, with river valleys, mountains inland plus glimpses of Morecambe Bay on the approach to Lancaster.

All three routes can be covered comfortably in a day, as long as you like train travel! The bonus at present is due to the vagaries of rolling stock provision, some trains around the coast are now loco hauled by veteran (1960s) class 37 diesels with Mark 2 coaches. These coaches are from an era when rolling

stock was designed with passengers in mind, not like many modern vehicles where “jam them in tight” seems to be the watchword. The Cumbrian Coast coaches all have tables with four broad seats around them, all tables perfectly aligned with large picture windows, two toilets per coach, and quiet movements because there are no underslung engines, a large brake van area can take bicycles and prams etc. For traction enthusiasts who tend to congregate near to the front, the growl of an accelerating class 37 is reason enough to travel. The trains comprised “top and tailed” class 37s at first, until some coaches were converted to house a driving cab, and so now usually have a loco at one end only and the Driving Brake Standard Open (DBSO) at the other.

The pocket timetable from Northern Rail “Route 6” Carlisle-Barrow-Lancaster, Dec 2015 to May 2016, actually lists the services which will be loco-hauled with a letter “L” column-heading note – but beware the proviso “where available”. If the class 37s are out of action your train may be a Sprinter or a Pacer.

***Below: 37423 on a Preston-Barrow service near Kent's Bank. 17/8/15. Photo: Pete Shaw***



The loco hauled diagrams differ, with one timetable Monday to Friday and another on Saturdays (and no through service on Sundays).

If you are travelling Monday to Friday from the Craven end I could recommend the 08.15 Leeds-Morecambe (08.55 Skipton) which encompasses the Little North Western, to either Carnforth (for the Brief Encounter Museum) or Lancaster. Next is the 10.04 Preston – Barrow – which is one of the loco hauled services (10.25 Lancaster, 10.35 Carnforth).

This terminates at Barrow at 11.33, and another loco hauled service awaits you under the subway, the 11.38 Barrow – Carlisle. Depending on how long a day you want, a break could be taken for example at Ravenglass or Whitehaven (maximum stay three hours at either). This would get you onto the last service at 18.14 Carlisle – Settle – Leeds, perhaps in darkness just now, but lighter evenings are coming.

Many other options can be made by studying the timetables, but I would say try it sooner rather than later. These loco hauled services tend to last for a while and then vanish.

My favourite town is probably Whitehaven, packed with elegant Georgian

buildings, it was the second port in the 1700s, only London carrying more trade. It is still bustling and the docks are a thriving marina.

Special deals on fares can be had from certain areas at certain times, enquire for best prices. For example the North Country Rover covers a huge area approximately Hull across to Leeds/Bradford, Preston, Lancaster, Cumbrian Coast, Shap, S&C, Tyne Valley and East Coast Main Line.

Or the North West Rover covers the western side of northern England - Leeds, Manchester, Preston, Cumbrian Coast, Shap, S&C. These two tickets have options to travel “four days in eight”.

Or the Cumbrian Day Ranger covers Skipton via Bentham/Lancaster/Preston, Coast, Shap, S&C plus extensions to Haltwhistle, Lockerbie and Dumfries.

## Pete Shaw

*Below: DBSO 9707 with 37423 propelling, 14.35 Carlisle-Barrow at Kirkby-in-Furness, 11/8/2015.*

*Photo: Pete Shaw*



## Story Time By Bob Swallow

On 20th October 2015, three FoSCL volunteers, plus a saviour of the line from way back, were the guests of Story Rail – visiting several current work sites at the southern end of the Settle-Carlisle Railway. These were Dave Freer, Mark Rand and Bob Swallow, we three meeting Tony Freschini at the first site adjacent to Kirkby Stephen (West) station.



*The team in front of the underbridge north of Kirkby Stephen*

First, we met the site-manager and his team to sign in and have a safety briefing prior to being kitted out with orange jackets and over-trousers, plus safety boots. The sizes for the latter had been phoned ahead to make sure that they had a pair of size twelves for Bob.

In a sense, our travels throughout the day almost follow the course of a meal.

For the soup course we were escorted to the work site north of the station where an under-bridge was being refurbished. We were able to climb on staging beneath the arch which was ready for spray-concrete treatment – the specialist operatives for this being already on site. The site-manager told us that, when he finished a job, he always looked it over carefully to make sure ‘that it looked right’. This one certainly did. Back to the signing in point to sign out.

Mark was driving as we followed our guide for the day – Ken Baker of Network Rail – up through Mallerstang to Garsdale to the modern day shanty town sited on the erstwhile Hawes branch. Again, after signing in, we had a safety briefing. Here

we were joined for a short time by Pete Shaw who had arrived by train. The site being worked on was the bridge spanning the A684 just beyond Moorcock Viaduct. Traffic lights were in operation to control single line road working as the underside of the bridge was renovated. This was the *hors d’oeuvre* course. During the seventy-mile blockade over 23rd – 27th October the decking would be stripped and waterproofed prior to re-ballasting and track re-laying.



*At the bridge over the A684 just beyond Moorcock Viaduct*

Back to the Garsdale shanty town, and in particular the canteen, we enjoyed sandwiches, sausage rolls, pork pies and crisps washed down with tea or coffee – all courtesy of Story Rail. Incidentally, the toilets here, as elsewhere, were exemplary.

Next, up over the Coal Road for the first of two main courses, initially at Rise Hill. Mark left his car, along with another, around the 1,600 feet contour where the brideway strikes off to follow Great Knoutberry Hill for some two miles before meeting that climbing up Arden Gill. Incidentally, this is a superb high level traverse based on the hamlet of Stone House. The late, great W.R. (Bill) Mitchell tells the tale of the off comed ‘un asking a local why it was so named. Replied that worthy: “‘cos there’s nowt up ‘ere!” Actually, Knoutberry is a version of cloudberry which grows in profusion up here.

But we digress. A change of cars into two very swish ‘15’ registration machines. They conveyed us down a short distance on tarmac before swinging right over a forest road for a good mile. Our transports were

not four-wheel drive and, although it was rough ground, it was a good day, free of rain and with plenty of sunlight.

The fellside had been cleared of trees, the resultant view over Baugh Fell being magnificent. We pulled up almost level with the ventilation shaft atop Rise Hill tunnel. The site here is being shared with the forestry contractors, a huge articulated log transporter reversing through the mire. Sign in again and another safety briefing. We needed it here too! Cars were abandoned for a 'gater' – a four-wheel drive roofed, yet open sided, all-terrain vehicle. We were instructed to fasten our seatbelts – and soon found out why!

This machine breasted a summit before plunging down the steepest hill any of us can recall. No-one seemed to know just how steep although one-in-one would not be short of the mark and this on a mixture of clay and peat. We pulled up, still some distance above the southern portal of Rise Hill tunnel.



*Looking towards the south portal of Rise Hill tunnel*

The massive works here involved drainage; we were shown a cracked original drain thought to date back to the building of the line. Amazing how some of the machines got this far down to work on sites which appear too small to bear their weight. We noted a former platelayer's hut and watched the 13.02 ex Garsdale hurtle out of the tunnel.

All too soon we needed to climb back up the fearsome gradient, which the gater did with very little skidding. The swish cars transported us back to our more mundane transport in which we descended the Coal

Road following the articulated transporter down the 1 in 4 and round those tight bends. Then we had to follow it back towards Dent Head, the driver seeming oblivious to anything approaching but then, he could see high over the stone walls. At Arten Gill he let us pass before negotiating the very narrow bridge which notably has lost some of its parapet.

Our last visit of the day was to Arcow Quarry at Helwith Bridge. Now, if Rise Hill was the full red-blooded meat, this represented a more refined fish course, possibly salmon caught fresh at Stainforth.

We were conducted along the bund towards the access point through which new track into the quarry complex will be laid. The bund has been breached removing 80,000 tons of material. The course of the trackwork was plain to see, including a stretch of embankment which presently stands some three feet higher than it will do after it has settled and been rolled. Over the coming weekend, during the course of a possession, the track which is on site, including sleepers, will be laid and the points and signalling to the main line installed. There will be three sidings although only one will be used for loading purposes – the locomotive staying on site during operations, shunting wagons until they are all loaded.

This completed our day with Story Rail contractors. There is more work over the possession at Marshfields Viaduct but we cannot manage a sweet and need to sign out and return safety gear. Further, there is a five-year rolling programme of works to look forward to.

One thing is for sure, all the operations that we have seen have been handled in a most professional manner which bodes well for the Settle-Carlisle Railway so a big 'thank you' for the time and effort, not to mention food, that we have sampled today courtesy of Story Rail, not forgetting Ken Baker of Network Rail, for conducting us throughout the day before eventually collecting all our safety gear – including some very muddy boots!

**Bob Swallow**

## Bill Mitchell and the Settle-Carlisle Centenary 1976 by Nigel Mussett

It was Saturday afternoon on 6th October 1973 and Bill Mitchell was giving an illustrated talk in the Booking Hall at Settle Station entitled "The Long Drag". This was part of a series of events held in the North Craven area to celebrate Conservation Week, organised under the auspices of the then Settle and District Civic Society. This was no ordinary slide show as the venue was without either blackout or electricity. Improvised curtains were pinned up and a temporary cable had to be run from the former Station Master's House for the slide projector. At this time Settle Station had no electricity supply, only gas – for the lighting in the office and public areas as well as along the platforms. The smell of gas pervaded the entire station.



*Bill Mitchell in period costume. 1st May 1976  
Photo: Nigel Mussett*

The talk was periodically interrupted by the passing of an occasional train, adding an appropriate 'feel' to the occasion, but the Booking Hall was packed and Bill waxed enthusiastically about one of his favourite topics. His first railway book, entitled *The Long Drag*, had been privately published in 1962 and this was followed by the first of five editions of the popular Settle-Carlisle Railway, which he co-authored with David

Joy. Bill apologised for the hasty way in which he had assembled material for this talk but I mentioned to him at the end of the afternoon that there would be plenty of time to prepare for the centenary of the opening of the line to passengers in 1976 if we started now. The idea took root, for in the new year National Park Officer Wilf Procter, with Bill's help, began to plan an exhibition for the summer seasons of 1974 and 1975 at Clapham YDNP Centre. Settle Civic Society was keen to instigate planning to help celebrate the Centenary.

For the record, Bill had written to me on 19th March stating that he had been invited to join a Centenary Committee, famously affirming that "This is just up our street – to play a part in some form of celebration without actually organising it." In the event, I also attended the first meeting on 8 April and was immediately appointed Honorary Secretary of the Committee which then met regularly

for the next two and a half years, helping to coordinate and plan events in Settle and all along the line in preparation for 1 May 1976. We involved the local councils and civic dignitaries, schools, various interested groups and individuals, the media and, of course, British Rail and the National Railway Museum, with all of whom we established an excellent relationship. I was also tasked with producing a regular

Newsletter, keeping the 360 subscribers and others up-to-date with developments.

A variety of events was organised in the Settle area, including an old-time music hall in the Victoria Hall, imaginatively put together by Bill Mitchell and entitled "Railway Revels". Local artistes and drama groups took part and a good time was had by all. Several exhibitions were held in the Craven area, Kendal and elsewhere. Bill was especially interested in the navy camps set up along the line and was the inspiration behind an exhibition in The

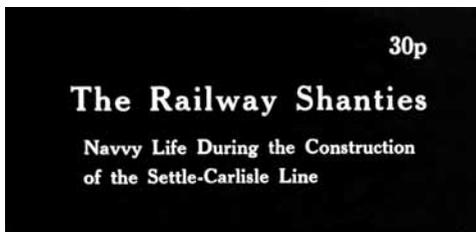
Shambles at Settle focusing on life in the shanty towns. Bill Brocklebank and I joined him in researching details of the construction of the line as recorded in contemporary local newspapers held at Lancaster City Library, the results of which featured in the exhibition and its accompanying booklet and, subsequently, *Seven Years Hard*, a Dalesman book which Bill and I co-authored in 1976, each of us writing alternate chapters and giving a fresh year-by-year account of the building of the line. At this time David Jenkinson of the NRM came across the now famous photographs of the building of Ribbleshead Viaduct, published for the first time in Settle-Carlisle Centenary by Joy and Mitchell in 1975. It is apparently on these and other contemporary images by an unknown photographer that the engravings in F.S. Williams' *History of the Midland Railway* were based. From our researches, it is evident that the two unique Ribbleshead images show the progress of the viaduct in the summer of 1873.

We also addressed several (false) ideas relating to the building of the line, notably the height of Ribbleshead Viaduct (105ft, not 165ft as is sometimes still maintained today), met descendants of Charles Sharland, the engineer who initially surveyed the line and involved Bishop Eric Treacy and that doyen of railway authors, O.S. Nock. Like Bill Mitchell and myself, Derek Soames, also on the Centenary Committee, was issued with a Lineside Pass by British Rail on an annual basis for many years, enabling us to undertake a closer look into lineside features and the flora along the route.

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Bill invested in a tape recorder and collected an extensive sound archive of recollections from many folk associated with the railway; this archive, together with some of his Settle-Carlisle material, was later donated to Bradford University. On moving from Giggleswick in 2014, my records and correspondence relating to the centenary were deposited in the archives of the Museum of North Craven Life at Settle. Bill and I both kept what he called "Vanity Books" covering the celebrations, often vying with each other for the best material to fill our pages. As Secretary to the Committee, I probably had the advantage here! This material should prove of interest to anyone looking into that memorable period in the line's history, all of which took place prior to the final run-down of the line, BR's proposals for closure in 1983 and the ensuing long campaign to keep it open.

**Nigel Mussett - Hon. Secretary to the S&C Centenary Committee, 1974-6.**



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## A Muse by Jackie Moffat

A muse (and really, I was not, having written half the blinkin' copy) on the elusive, invisible, non-existent, non-airborne Caledonian: the Scotsman that wouldn't fly.

I wasn't alone in my Victorian- we-are-not (see above). It was the photographers I felt for. We've all seen them, haven't we? Big blokes in big anoraks, with big cameras and big lenses attached, all hauled in photo-rucksacks so heavy that their gait and their sacro-iliacs are imperilled. In fact, some of the lenses are so long that they can be in a different time zone from the operators at times. No matter. These guys are keen. Super keen to get that brilliant, unique image of a steam train. For that is what it is all about, steam and trains.

I remember one Saturday in the Fox in Armathwaite, just a few stones' throw - if you were a half-decent county level fielder, anyway - from the Settle to Carlisle, trying very hard to perch in the pub with me little dog, without actually getting my left eye poked out by a bit of errant photographic equipment. But the chap I spoke to was genius: his commitment and enthusiasm for the trains, the steam, the experience, the images, was absolutely peerless. He was busy drying his socks out above the log fire (he'd been on the road a while, having come up from Leeds at crack of sparrow's fart, so I was loath to cut the poor guy dead... Plus, he had very cold feet, and as an ex event rider, trust me, I know how horrible that is - having fallen off three times in the same water jump, with only two changes of sock and boot, I really, really know. And he was waxing lyrical about the day's steam train. Wet feet notwithstanding, he was as happy as the proverbial linty. Do you know what a linty is? I don't but if you do, please let me know... And he was grinning broadly because he had his picture. It was demonstrably better than his companion's. It must have been, otherwise he would not have been sharing it with quite such gleeful abandon, and the bloke sitting next to him, with dry feet, in case you were wondering,

would not have been looking as cheerful as a turkey on Christmas Eve.

So, yes, I get it.

And all that is why I was so desperate to get trackside on Saturday and get my own picture, probably out of focus, in spite of the techno-wizardry at my disposal and not the kind of shot any of those blokes would have given album-room, but it would have been mine, captured that special moment in a personal way that no Times or Telegraph (the red tops tend not to bother with such stuff) image could have done, and reminded me of a fabulous day, an experience, a moment in time celebrating British engineering brilliance, blah, blab blah. And then the bloody thing broke down. After throwing all those millions at it, the *Flying Scotsman* decided not to fly, not even to putter politely. With a selfishness seldom associated with inanimate objects, the ungrateful train had the temerity, the sheer nerve to break down. I did think of submitting a picture of the equestrian Flying Scot, Ian Stark, who won Badminton Horse Trials (please, no jokes about how many were found guilty) but I decided not on the grounds that there is, after all, only one *Flying Scotsman* and it is a train, not a bloke in jodhpurs.

Now breaking down is one thing, flying in the face of national pride another, but going and wrecking my bit of copy, well, sorry, that takes 'pique' to a whole new level. But I checked online and no, it would not be flying, not on 23 January anyway. So I had a bit of a lie-in, last Saturday. Nice. Warm. Totally steam and engine-free.

On Monday morning, though, *The Times* published a picture, a very nice picture (the *Times* does good pictures, even if they annoy you) captioned. "Flying to the rescue. Two engines stood in when faulty brakes prevented the *Flying Scotsman* pulling the winter *Cumbrian Mountain Express* over Ribbleshead Viaduct."

If it was the *Flying Scotsman*, I missed it. If it wasn't what was it? Answers on a postcard, please... Now I'm off to the pub, to see if anyone is drying their socks.

**Jackie Moffat - Writer in Residence**

## COMMENTARY: THE WAVERLEY ROUTE by David Spaven by Robert Foster (Part 2)

*With the recent re-opening of the Borders Line between Edinburgh and Tweedbank, we now ask ourselves "can it be extended right through to Carlisle once more?" Here Mr Foster considers the book itself.*

An unexpected, ultimately depressing, revelation of this book was how narrow was the margin between extinction and retention. The Minister of Transport, the late Richard Marsh, who in 1968 had asked how to pronounce *Harwick*, could not be dissuaded but admitted years later that the line should have been retained, even confessing privately that consent to its closure had been his greatest mistake. When appointed, he had little interest in railways, but interest grew and he went on to become Chairman of the BRB. The young MP David (now Lord) Steel threatened to resign his Roxburgh seat in protest at closure: political pressure had saved the vastly less deserving 90-mile Central Wales line. Well documented is his intercession when 200 local people, led by the Reverend Brydon Maben, chainlocked and barricaded the level crossing gates at Newcastleton against the passage of the final train, IM82 2156 Edinburgh-St. Pancras of Sunday 5th January. An atmospheric photograph – the very last – of the driver, signalman and David Steel, on Hawick up platform at midnight of 5th/6th January alongside Peak 60 *Lytham St. Annes* – its "D" prefix by then painted out – illustrates the book's jacket cover.

There is reference to the special train from Leeds on 5th January, hauled by Deltic (D) 9007 *Pinza*. (Not in the book). Announcing himself at Carlisle to the crew as a journalist, David Joy of Hebden was permitted to ride in *Pinza's* cab and was impressed by the driver's skill in preventing his train from stalling beyond Riccarton Jn on the oiled rails on the 10 miles of almost unbroken 1 in 75 to Whitrope summit (1008 feet), understatedly named Whitrope siding. Riccarton Jn, a now departed community employed by, dependent upon and reachable only by the railway, was the northern end of the line from Border

Counties Jn at Hexham, which closed in 1956.

Before the track was lifted, on 1st April 1970 (sic) a Class 26 was seen (and photographed) on the southbound ascent of Whitrope, hauling an inspection saloon. It is not (nor ever may be) known if those on board were assessing the scrap value of the track, or the possible temporary reopening for diversionary purposes during forthcoming electrification (1970-74) of the northern half of the West Coast Main Line between Weaver Jn and Motherwell. Had the Penmanshiel tunnel collapse of March 1979 occurred 10 years earlier, one wonders if that might have saved the Waverley Route. Before closure, and to the credit of those involved, consideration had been given to dispensing with the Caledonian line east of Carstairs (27 miles) and diversion of its traffic over the Waverley Route, as Dr. Richard Beeching would countenance only one line between Carlisle and Edinburgh. Even though by 1969 he had long left his post as Chairman of the BRB, weighed in the balance on this criterion, the Waverley Route was the loser and thus was sacrificed.

It is over 50 years since publication of Dr. Beeching's infamous report "The Reshaping of British Railways", the unachieved objective of which was to restore profitability. All reminiscent articles on that subject cite the Waverley Route and the Great Central from Marylebone to Sheffield, as the most high-profile, longest distance – with the possible exception of the Somerset & Dorset the most lamented – and arguably the least wise, casualties.

Some readers will recollect that Dr. Beeching proposed also to curtail the East Coast Main Line north of Newcastle (upon Tyne), rerouting trains from there via Carlisle and Carstairs to Edinburgh, thereby increasing the mileage from 125 to 162 plus the tortuous navigation of Newcastle and asymmetric approach to Edinburgh. [The distance by road between these cities is just 103.] Mercifully that did not happen. It would be unthinkable today.

**Robert H. Foster**

*(To be concluded)*

## Life at Blea Moor (Part 1) by Nancy Edmondson

The following is the text of a talk which Nancy gave to the 2015 FoSCL Christmas Lunch (Image c/o Roger Hardingham)



**F**irst of all I must thank the Friends for giving me the opportunity to share with them my early life on the S&C railway.

I was born at Scow House in Cowgill and at that time my father was already working on the railway and Mum was teaching at Cowgill. When I was about eighteen months old my father was transferred to Gang No 30 at Ribbleshead and we were given a railway cottage to live in - No 1, Blea Moor Cottages. The gang which he joined covered the line from the middle of the tunnel to the middle of the viaduct and was responsible for keeping the track in safe condition and carrying out minor repairs as needed to signals, points and track.

So he started out in the soot and smoke of the tunnel and worked his way down to the gales of the viaduct - it was nearly always windy both on top and below whatever the weather!

My mother was then teaching at Chapel-dale and I was one of her pupils for the first few years of my school life - not something that I enjoyed very much as, if I could not do something, I was in trouble at school and then again at home. To get to school we walked to Ribbleshead, to the Station Inn where we caught the school bus. It was about a mile and a half along a path which followed the railway embankment - a lovely walk in summer but dreadful in winter. We kept a change of clothing at the inn and left our wellies and coats to dry ready for the walk back at night.

Our cottage consisted of a kitchen-cum-living room, a front room and a pantry down stairs, and three bedrooms upstairs. The front of the house actually looked out onto the fell and, at the back, was a walled yard containing the wash-house with a stone sink and an earth toilet at one end. That was a construction never to be forgotten - a huge hole in the ground, covered by a wooden seat, and there was usually a howling gale blowing from goodness knows where. On a bad day it was impossible to drop paper down that hole! My sisters and I used to visit the toilet at night in pairs, with a lighted candle covered with an enamel jug to keep the flame alight. Torches were kept for emergencies as the nearest shop for batteries was at Ingleton or Settle.

The wash-house was equipped with a huge boiler where water was heated for the weekly wash day. The fire was lit early on Monday mornings and the clothes were washed in a dolly-tub with a wooden dolly-stick or dolly legs and Dad's shirts were scrubbed and boiled to get rid of the tunnel soot. It took almost all day to do the week's washing and an awful lot of muscle power! The next day was spent ironing - heating the flat iron on the fire and ironing on the kitchen table. Flat irons, as I remember, were always either too hot or too cold, and invariably covered in soot.

The house was heated by the coal fire in the kitchen - a huge range that had to be blackleaded regularly. It had a side-boiler which produced all the hot water that was needed, and an oven for baking. All our cooking was done on this range and every drop of water was carried to the house by bucket from a tap in the wash house. The water came from the river up near the aqueduct - I am still unsure of the mechanics of this but we never ran out of water. It was never a good idea to inspect a glass of water too closely for fear of what you might find! Many times we had to go and remove a dead sheep from the stream when the tea started to taste a bit strong. But, on the whole, it was clear, sparkling and good to drink. I do not think that it ever did us any harm.

*(To be continued)*

## Book Review

### Appleby Gypsy Horse Fair: Mythology, Origins, Evolution and Evaluation.

By Andrew Connell

Published by Cumberland and Westmorland Antiquarian and Archaeological Society.

£12 from FoSCL shops at Settle and Appleby.

£14 (inc P+P) from the FoSCL webshop:  
[www.foscl.org.uk](http://www.foscl.org.uk)

This 103 page well illustrated softback book is a comprehensive investigation of Appleby Horse Fair; and author Andy Connell was well-placed to write it – being a history graduate, teacher, Appleby town councillor and Mayor, as well as a resident of the town.

The oft-repeated origins of the fair in a 1685 James 2nd charter seems to be a myth. More likely formed in the late 1700s on a sheep and cattle droving route, the

fair only began to feature horses in the early Victorian era. Droving sheep and cattle ceased when the railways came, hence the preponderance of horses latterly; and the Gypsy/Traveller influence arrived in the 1900s.

Arguments amongst the tiers of County, District and local councils about who was responsible for the fair erupted in post-war years and the assured future of the fair only came in the 1960s, with provision of water and sanitation. It is now a horse fair, gypsy gathering, and also a tourist attraction.

A very well researched and well-written book taking the fair chronologically from past to present. Highly recommended.

**Pete Shaw**

\*\* Dates for the fair in 2016 are June 2nd to 5th: see: [www.applebyfair.org](http://www.applebyfair.org)

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## Letters to the Editor

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

### From the Retiring Membership Secretary

I am writing to thank the many members, both at home and abroad, who have kindly expressed their very best wishes for my forthcoming retirement in April, 2016. These messages are very much appreciated.

**Peter G. Davies - by email**

### Linespeeds

I have to recall a track testing car trip over the S&C, with the then District Engineer, Preston, in I think 1994. We were Class 47 hauled at 75mph planned, (78 max.) over about 60% jointed track, with no thought, as far as I am aware, of the culverts collapsing underneath us! I only wish I could find the log.

Certainly the ride then was lively in places, notably around the Smardale curve at 78, but the DCE was prepared to authorise 75, provided freight was excluded from the S&C. Very soon afterwards, the gypsum and then the coal business came along, and the rest is history. Today, the rigmarole of NR's GRIP process seems massively and unnecessarily bureaucratic. Could not a DMU be instrumented to test ride conditions at 75mph.? We all know how silky smooth it is at today's maximum line speed of 60!

I am sure a survey would reveal DMU differential speeds exist on almost all lines in the country, not least the Pendolino differentials on the WCML! In Spain, there are 3 stage differentials on historic main lines: freight, non tilting passenger and tilting. Come on NwR!

**Ken Shingleton – by email**

### Electrification, Diversions and Signalling

I have read the last few Magazines with a great deal of interest. I joined the Friends at the height of BR attempt to

close the line. One of the major selling points of the Friends (and the Joint Action Committee) at that time was that the S&C was to remain a mainline railway and able to carry passenger and freight trains between England and Scotland. Since the line was saved in 1989, Network Rail (NwR) and previously Railtrack have invested in sleepers, track and the IBS (Intermediate Block Signalling) signalling system. This investment was based on the S&C providing a 3rd corridor for freight and passenger trains between Scotland and England. There is no doubt, that despite the current 60mph speed restriction, the line is in a much better state, and a higher capacity now than since the early 70's.

From the recent article in the last magazine, it is interesting to note Network Rail's view that they see the S&C as a route that is able to take freight from the WCML when that line is closed north of Preston. However, the majority of freight that now uses the WCML north of Preston is of W12 gauge clearance. The S&C cannot currently take trains of that gauge. This has been supported by the fact when the WCML has been closed north of Preston, the majority of the freight traffic is diverted via the ECML.

Then we move on the lack of diversions of passenger trains from the WCML. One of the factors here is that the S&C is not electrified, and the concerned TOC's (rightly or wrongly) do not wish to hire additional diesel locomotives. There is also a time penalty for the attaching and detaching the locomotive at Carlisle and Preston. I am absolutely certain that if the S&C was electrified we would not see some of the fiasco that has occurred at Preston, where passengers are forced off trains and onto buses. As previously mentioned, the S&C was built as a mainline railway.

I would now like to remind Members of the current Constitution of the Organisation. Briefly the first two points, which are:

(a) to encourage by all lawful means the retention of the railway lines between Settle Junction and Carlisle;

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

It is my current view, in order for S&C to meet its full potential, the friends should be pressing for:

1. Electrification and re-signalling.
2. W12 loading gauge; due to cost issues, and as carried out on the Hastings line, this may have to result in the track singling in a number of tunnels (to be carried out with point 1).

This will give passenger and freight operators from the electrified ECML and WCML the opportunity to use the S&C when their line is closed. This could also lead to the opportunity of a number of London to Leeds IC trains being extended to Glasgow (therefore supporting Mr Ward's view for faster journey times), as well as the sought after Manchester to Carlisle service, without decreasing the local service (therefore supporting the view of Mr Shaw).

The Friends should not be pressing for the retention of semaphore signalling systems and diesel traction which, with gauge, start to get expensive to maintain and are unreliable. This will go against point b above, and will simply increase the cost base of the line. Quite simply, with the downturn in coal traffic from Scotland to England, if the line is not electrified and gauge-cleared, then chances of the line receiving increased traffic load will be diminished. We could see point a above coming more into prominence. Do the members and the supporters of the S&C really wish that?

### Edward Evans - by email

*Right: A young visitor from New Zealand explores the world of the signalbox.*

*Photo: Robert Pierson (Grandfather of the young signalman and reproduced by kind permission of the child's parents).*

*Rear Cover Images: On Saturday January 16th, FoSCL's strenuous walk was from Horton-in-Ribblesdale to Settle. The Leaders were Andy and Rosemary Feather.*

*FoSCL's walk programme has a wide variety of walks - easy, moderate, strenuous and very strenuous - please see our website at: [www.foscl.org.uk](http://www.foscl.org.uk) or pick up a leaflet.*

*Above: On Fawcett Moor. Below: On Brackenbottom Scar  
Photos: John Wood*

### The Magazine and Jackie Moffat

This is just a brief note to thank you for what is probably the rather thankless task of editing the Journal each quarter. As one of many members living too faraway to be of practical help to the Friends committee, I enjoy reading the journal, particularly the articles relating to the line, the photos and I must also mention the amusing piece each quarter by Jackie Moffat.

Please keep up the good work, it is appreciated and I look forward to my next visit up North when I can again enjoy a trip on the S & C and the beautiful countryside, towns and villages in the area.

### Richard How – by email

#### Settle Signal Box

W very sincere 'thank you' to the volunteers who were manning the signal box on Saturday 28th Nov. My wife and I were spending a couple of days in Settle and visited on a very wet morning. We have to say that the welcome, enthusiasm and instruction given to us by such a wonderful team was just fabulous. Thank you so much! A wonderful experience!

### Peter Banham – by email



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