

SETTLE - CARLISLE RAILWAY
JOURNAL

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One Year On from Tornado
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: grouptrip@settle-carlisle.co.uk **Steam Train Running:** www.uksteam.info

NEXT MAGAZINE: Copy date for the May 2018 magazine will be Saturday 21st 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 + VAT. Half page = £45. + VAT

Quarter Page = £30 + VAT.

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

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

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

Cover Picture: On page 10 Mark Rand comments that, after the plandampf and the Eden Brows closure "Our line re-opened with such great promise but what has happened? In three words next to nothing". Here is a memory of Tornado on the S&C.

Photo: David Skeldon

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

2018---A Year of Hope?

I am sitting writing this report on a Monday in early January. It is the start of a New Year. Just what does the year have in store for the S & C and for FoSCL.?

Well, what I have omitted to say is that today is another strike day, plus the Wednesday and Friday of this week. The RMT union have asked their Guards to strike on these three days; there is, at the moment, no sign of a resolution to this dispute: however, and it will, all disputes have to be settled.

It is a new year but already more bad news. The electrification of the Manchester to Preston line is running well behind schedule. How does this affect the S & C.?

Quite simply, the diesel units which were going to be replaced by EMUs will have to remain in place on this route, possibly well in to the summer months. The new timetable promised by Northern has had to be looked at again, not just for the S & C, but for the whole of the Northern franchise: there will now simply not be enough units available for the envisaged timetables from May and we will not know until the end of February what our timetable will be from mid-May.

There are many separate items occupying your committee at present: the poor level of freight over the line and also the lack of diversions over the S & C. We are working with the S&C Development Co. in an effort to see diverted trains once more traversing the line rather than having the passengers decanted on to buses at Carlisle or Preston.

However one item is, without a doubt, top of our agenda and that is the make up of your committee itself. Time after time we have appealed for new committee members through the medium of 'the Journal' with, largely, a singular lack of success, John Ingham, our Treasurer, being the exception. However, this time round we have received three applications, all of these will be vetted and if deemed suitable will be offered for election at the AGM.

Elsewhere in this issue Mark Rand is appealing for 'Champions' - members who will take on the job of pursuing a particular interest. As Mark says, thanks to the internet, you can be located anywhere as long as you are on-line. Please give this appeal your consideration.

Enough of our internal 'problems', what about 'your' railway, its trains, structures and people.?

Well, the refurbishment programme instigated by Northern on the class 158 Sprinters continues, any units which have so far emerged from Works look very smart indeed, remember, this is only stage 1, the second phase of the work will commence once the current programme has been completed.

The structures on the line, with the exception of Kirky Stephen West, Ribblehead and Horton, those are the three owned by the Trust/Property Co., continue to give cause for concern and we are very much aware of the need to maintain them to a high standard.

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

Northern have introduced a Stations Improvement Fund with a view to improving stations for the customer. Expect to see the installation of Customer Information Screens at stations during 2019 together with TVM's, ticket vending machines.

Some waiting rooms/shelters will also be refurbished and CCTV installed at stations. All of this programme was included in the franchise agreement drawn up by the DfT. We ourselves, through the lead of the S & C Railway Development Co., have set up a Stations Improvement Group with the aim of improving not only stations, but, in some cases the access paths leading to the platforms. We are fortunate in having a Northern representative sitting on this group together with a senior Network Rail manager; we are optimistic of some progress during the current year. In saying this any of these improvements would have to be funded by Northern or Network Rail.

I mentioned people, it goes without saying that many of our stalwarts are growing old and no longer able to contribute as much as they have done in the past. This, I am sure, is not a surprise to you but as previously mentioned the real challenge is recruiting replacements, a problem common to all organisations these days.

The internet, embraced by many, shunned by a few, can, partially be our salvation, so much can be achieved on line without hours being spent travelling, writing letters and waiting on the post. We will continue to modernise, it has to be our way forward. Lastly, the writer of this report has, in the past, made several predictions regarding the start date on the new Appleby Shelter. Well, I have some news for you. The local company awarded the contract, the same concern responsible for the Settle shelter, have, after many phone calls and e mails, given us the news that they cannot begin the work at Appleby until May/June, they are too busy.

I had best refrain from further comment on this subject!

Best wishes

Douglas Hodgins



Editorial

Business before pleasure – an oft-repeated phrase which actually reminds me of a couple of jokes from my old trade but, we had better not go there! What brings the phrase to mind now is a situation which has been known about for some time but has become much more apparent in recent months. We are all united by our love for, and interest in, the Settle-Carlisle railway and we want to read about developments along the line, its history, personalities and so forth. But with an organisation as complex as FoSCL there is much administrative business of which the committee is duty-bound to keep the membership informed. A lot of it is mundane and, if you are not directly involved in it, the temptation is to turn over the pages of the magazine in order to get to the good bits.

All well and good but we have recently had communications to the effect of “why are such and such a group of members/volunteers not represented on the committee?” Putting aside the fact that no committee member is in post to represent some members as opposed to others, the committee is not a self-perpetuating oligarchy. Committee membership is by election at the AGM and all members are entitled to stand for election subject to finding other members willing to propose and second them. The FoSCL constitution states: >Nomination for the election or re-election of officers and members of the committee must be received by the Secretary by the preceding 7th January, and shall be signed by the Proposer and Seconder, with the written agreement of the nominee<. Thus the official notice for the 2018 AGM, carried on page 4 of the November 2017 issue of this magazine, asked for such nominations. All members should find a copy of the 2018 AGM document enclosed with this magazine and there are also further details on page 4.

Normally, each year and in addition to the three officers, there should be three committee places up for election, or re-election, at the AGM; this year there are four places due to previous committee resignations. Committee members are elected for three years, officers (Chair, Treasurer and Secretary) for one year.

It is therefore up to people to nominate any member whom they choose to the committee and, of course, the person concerned has got to be willing to serve. I hope that this makes things clear: the full constitution can be found at the member's area of the website: www.foscl.org.uk

One more thing: no committee member is above criticism and we should be, and are, always willing to hear the opinions of members. It is rather sad though if this gets personal and results in confrontations at social occasions or, even worse, loud monologues on trains – you never know who is listening!

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

Settle Shelter Shortlisted

FoSCL's entry of the Settle Shelter was short-listed in the London Underground Operational Enhancement Award section of the National Railway Heritage Awards, the winner being Scruton Station entered by the Wensleydale Railway Association Trust.

To be short-listed means we were in the top three, ok, not the winner, but highly commended. The certificate is now in the custody of Paul Levet.

Douglas Hodgins

Photo (R-L) Douglas Hodgins, Chairman, FoSCL, John Ellis, Chairman of the Railway Heritage Trust awards and Paul Levet (FoSCL Joint Vice-chairman) at the Merchant Taylors Hall, Threadneedle Street, London on 6th December 2017.

Photo: Duncan Phillips/National Railway Heritage Awards

FoSCL Notes



AGM Notice

The 2018 Annual General Meeting of FoSCL will be held on Saturday April 21st in the ballroom of the Hallmark Hotel, Carlisle CA1 1QY (just outside Citadel station)

Tea and coffee will be available from 11.15

The formal business will commence at 11.45 hrs.

There will be a break for lunch after which, at 14.15 hrs, the speakers will be Pete Myers - Stakeholder Manager, Northern Rail and Philip Tuer of the Cumbrian Railways Association.

All members of FoSCL should find an AGM document enclosed with this issue of the S&C Journal. Please let me know if this is not the case. Please bring this document with you to the AGM - you may need it in order to vote.

We look forward to meeting as many of you as possible at the AGM.

Paul A. Kampen - Secretary

February 11th 2018

Dates For Your Diary

31st March/1st April - 20th Cumbria Classic Easter Rally in Kirkby Stephen - see page 31.

Saturday 21st April 2018 - FoSCL AGM at the Hallmark Hotel, Carlisle. See above and the AGM document enclosed with this magazine.

Thursdays 3rd May (Ride2Stride Walking Festival), 31st May, 28th June, 19th July and 30th August: 'Jericho' tours - see page 9.

Sunday 8th May: Railway Service at Mallerstang, all welcome.

Wednesdays July 10th, 24th & 31st, August 7th, 14th & 21st: Heritage 'Shanty Town' Walks - see page 9.

Bank Holiday Mondays May 7th and August 27th: Settle Bookfairs, Victoria Hall, 10.00 - 16.00 hrs.

All events subject to confirmation we cannot accept responsibility for late changes.

Please check: www.settle-carlisle.co.uk OR www.foscl.org.uk

Membership Matters

We regret to note the deaths of the following members and send our sincere condolences to their families and friends.

Mr R.F. Atkin.
Mr Tom Cleary.
Mr Peter Crossfield.
Mr Anthony Charles Dorman.
Mr Colin Hall.
Mr W.A.G. Mills.
Mr Malcolm Robertshaw.
Mr Stuart W. Smith.
Mr Desmond Geoffrey Staniland.
Mr Robert Starling.
Mrs Barbara White.
Mr R Wilkins.

Magazines posted to the following members have been returned undelivered:

Mr Trevor Brown.
Mr D W G Harpham.
Mr B Allen.
Mr B Graham.
Mr A T Carr.

If anybody has up-to-date contact details for these members could they please get in touch with the Membership Office (details on page 6).

Sales Department

Thanks go to all those members who ordered items from our 2017 Christmas Sales list and especially to those who included generous donations with their orders.

Orders made through our secure webshop continue to grow and this can be used throughout the year and can be found at:

<https://www.foscl.org.uk/shop>

This is the best way to order items from

our ever-expanding catalogue. Orders are normally processed in five working days from receipt.

Station Shop Opening Times

Core opening times of our shops on Settle and Appleby stations are 10.00am to 3.15 pm Monday to Saturday and most Sundays (Settle) and Fridays and Saturdays according to the availability of volunteers (Appleby).

Paul A. Kampen - FoSCL Secretary

Magazines by Email

Anybody who would like to receive their magazine by email should get in touch with me (Contact details inside front cover). Please indicate whether you would like your paper copy as well or receive it in electronic format only which, of course, saves on our printing and postage costs.

The electronic magazine is sent out in low resolution PDF format and by blind copy attachment - in other words everybody's email should be able to download it and we do not reveal your email address to anybody else. The electronic magazines are of particular benefit to those who have eyesight problems as they can be enlarged on the computer screen.

And lastly, they will NOT replace the paper magazines which will be with us for many years to come.

**Paul A. Kampen -
FoSCL Secretary**

Electronic Payment of Subscriptions

Members may renew their subscriptions by BACS which very much simplifies our procedures as there is no need to write cheques with the resultant danger of them being lost or stolen in the post. With the reduction in bank opening days, and indeed the entire closure of bank branches, BACS is very helpful for our Membership Office.

You can credit the following account: Friends of the Settle-Carlisle Line,
Sort Code 20 78 42, Account No. 90370894

Please quote your membership number as a reference: NB this is VERY IMPORTANT!

Membership and FoSCL Dales Railcard

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

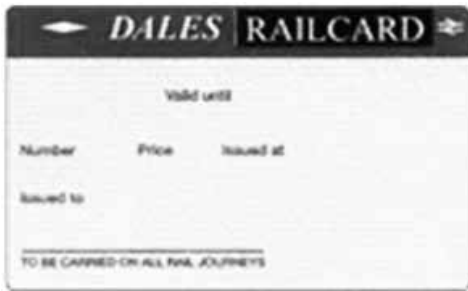
By Post: SCRDC (FoSCL Membership)
Railway Station, Clifford Street, APPLEBY, CA16 6TT
By email: membership@settle-carlisle.com
Telephone: 017683 53200 (answerphone)



You can pay for your membership online at www.foscl.org.uk/membership, by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page. You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.



FoSCL Dales Railcards should be purchased through the member login at www.foscl.org.uk.

Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.

Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number.

The current cost is £14 per person.

Railcards will now be issued through the booking office at Appleby.

Please allow 7-10 days for delivery.

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

Data Protection Officer

Our appeal in the November magazine for a suitably qualified and experienced Data Protection Officer was successful and we now have such a person in post. He is currently scrutinising our procedures and anybody with concerns about FoSCL's Data Protection matters should email:

DataProtection@settle-carlisle.com

Paul A. Kampen - FoSCL Secretary

Situations Vacant

Health & Safety

With all the complexities of H & S, now increasingly affecting FoSCL and its activities, we do require to strengthen this Committee.

Any applicant should be on-line, a basic knowledge of H & S would be an advantage, but NOT essential, as training will be given. The bulk of the work could be done at home, having said this, there would be an occasional site visit required.

What is involved time wise? Difficult to place a figure on that, some weeks, nothing at all, other weeks, probably a half day will suffice.

If you are interested kindly respond in the first instance to:

Ian Ambrose, FoSCL H & S Officer at:
ian.ambrose@w3z.co.uk

Thank you.

Douglas Hodgins

Ribblehead Visitor Centre and Tearoom Manager

A volunteer is needed to manage and operate the Visitor Centre and Tearoom at Ribblehead. This is increasingly popular following the work we have done there last year. It opens from Easter to October.

A brief description of the responsibilities is: managing the volunteer rotas; obtaining provisions for the tearoom; procurement of souvenir and confectionery items for sale in the shop; supervise the completion of the daily sales records; supervise the daily duties of all volunteers; supervise the cleaning of all areas.

Help and support will be provided. If you are interested please contact:

Derek Walpole.

email: derekwalpole@btinternet.com
or mobile: 07787 158359

Coming Events Railway Service at Mallerstang

The Annual Railway Remembrance Service will take place on Sunday 6 May at 10.30 am at St. Mary's, Mallerstang, when we will remember those who died during the construction of the Settle to Carlisle Railway in the area between 1870 and 1875. The occasion will mark the 20th anniversary of the Service of Dedication of the Memorial Stone on 8 May 1998. All are welcome.

Gordon Hutton

Hawes Junction Chapel

This small Chapel stands about a mile from Garsdale Station and can be seen when passing from the train.

Every other year a service is held on the platform on Garsdale Station with Hawes Brass Band. This event will be taking place either the first or third Sunday in May (date to be confirmed). The Chapel has a long association with the railway. The service is followed by a buffet in the Chapel. For confirmation details email: ruthevanstld@hotmail.com

Ruth Evans

A New Signalbox at Settle?

In early December 2017 I had an Email requesting confirmation that we should be open on Saturday 9th. I replied in the affirmative.

Amazingly, three men in, I guess their forties, rolled up wanting to take measurements of the Settle Station box with a view to building a model Midland Railway 4A-type signalbox to stand adjacent to Irlam Station on the erstwhile Manchester to Liverpool via Padgate which those of a certain age will recall from National Service days. There was it seems a Midland box at Irlam in times past.

We were able to provide them with a fair amount of information via Malcolm Sissons - our resident Senior Signal Technician (retired) - and likewise David Hope - retired signalman. Additionally Jim Pope - ex BR - is able to supply diagrams of the particular design. The resident team at our box were mere lads when it was originally moved to its present location but we did put them in touch with Roger Hardingham, clerk of works at the time.

The photo below shows (L to R) John Hickson, Chris Reynolds and James Cooper.

Bob Swallow



Christmas Events 2017 FoSCL Christmas Lunch

The FoSCL Christmas Lunch was held at The Falcon Manor Hotel, Settle on Saturday 2nd December 2017. 52 people attended. It was good to meet up with people who come to this event year after year, often travelling long distances - even from America. It was also good to see some new faces. Pete Myers from Northern gave us an update on developments in the franchise and took quite a few questions from the audience.

Ruth Evans
ruth.evansltd@hotmail.com

Open Day at Settle Station Saturday 9th December

As is our custom, the annual Open Day was held on the second Saturday in December in the hope that it would be a bright, festive day. The activities in and around the station were bright and festive; but the weather did not match up!

Settle Voices gave us uplifting carols and festive music and the mince pies and sherry were welcomed by all who attended. Visitors came from near and far; everybody appeared to enjoy the event. We were sorry to hear that one of the singers had a fall later in the day and we trust that she is now recovering.

Grateful thanks must go to Pat Rand and Brenda Moss for organising the event and for the decorations, to Paul Brown and the station staff for their excellent help and support, and to our wonderful volunteers and mince pie bakers - thank you all.

Unfortunately, due to illness and paid work, our horn players were unable to participate this year - we hope that they will be able to take their customary place in December 2018!

Mike Cooke

FoSCL Guided Walks

In the last edition of the Journal I gave you an update on the Guided Walks.

I am pleased to be able to report that two of the leaders referred to have now accepted the role of Joint Co-ordinators of the FoSCL Guided Walks programme.

What happens now?

A meeting between the Joint Co-ordinators and the walks leaders will take place towards the end of February, if all goes well we would hope to see a resumption of the walks from May onwards.

Further details on the Guided Walks may be obtained by visiting:-
www.foscl.org.uk

Douglas Hodgins - FoSCL Chairman



Winter weather at Appleby. Units 158852 and 157842 leave Appleby in falling snow with the 2H85 Northern Rail Carlisle to Leeds working at 09.38 on Friday 29th December 2017.

*Photo:
Michael Summers*

Jericho Tours 2018



A painting by Alan Fearnley - courtesy of David Joy

This next year 5 Jericho Tours have been planned. These will be on the following dates:

Thursday 3rd May –
(Ride2Stride Walking Festival)
Thursday 31st May
Thursday 28th June
Thursday 19th July
Thursday 30th August

The tours will be on a similar pattern as to last year. The tours are planned to meet the train which in the present timetable is 12.02. This timetable expires in mid May and to date we do not have the timetable from mid May onwards. There may be quite significant changes in the next timetable. Once we have this information we will plan to start the tour as near as possible to the present timetable. Please refer to the website below.

Depending on how many people turn up, people are asked to join a group. The leader will then explain about Ribbleshead Station and the surrounding area. Following this the group will go into the Visitor Centre where a talk is given about the Shanty Towns and the building of the line. Time then is given to eating a packed lunch which we recommend visitors to bring with them.

A short walk along a stony track to the Ribbleshead Viaduct. Along the way the leader will point out many places of interest with regards to the Shanty Towns. At the viaduct a talk is given by the Project

Engineer who was in charge of the repairs to the viaduct.

On the return to the station, we board a train to travel to Garsdale Station (fare payable). At Garsdale we look at the interesting displays in the waiting room and listen to the story of Ruswarp (where there is a bronze statue of him on the platform) Ruswarp was the only dog to sign the petition with his paw, against the closure of the line. We then catch the return train back to Ribbleshead.

For further information email:
ruthevansltd@hotmail.com
or look at the Settle-Carlisle Trust website:
www.sandctrust.org.uk/Jericho
or FoSCL website: foscl.org.uk

Ruth Evans

Heritage (Shanty Town) Walks

The ever-popular Shanty Town Walks will continue this year on the following dates (Tuesdays):

July 10th, 24th & 31st, August 7th, 14th & 21st.

As always, visitors will be shown round the site of the shanty towns which housed the railway construction workers, and various other evidence of the railway builders: brickworks, stone yard, narrow gauge railway trackbeds etc. The walk is approximately two and a half miles in length and will meet the trains at Ribbleshead.

At the time of writing, the timetable for July and August is not known. Please check the website www.foscl.org.uk and/or the May 2018 magazine for further details.

And please bear in mind that the weather at Ribbleshead is always unpredictable so please bring waterproof clothing and stout footwear (preferably walking boots).

Paul A. Kampen

A fuller description of both these tours will be contained in the May issue of this magazine.

Quote of the Issue

“My view is that use of Settle & Carlisle for diversions should be a franchise requirement to ensure route knowledge and retention. If we don’t, all that ‘Put the passenger First’ stuff from the DfT is just window dressing.”

Nigel Harris

Managing Editor, RAIL magazine

WILL YOU BE AN S&C CHAMPION?

Definition: **CHAMPION** - Person who voluntarily takes extraordinary interest in the adoption, implementation, and success of a cause, policy, programme, project, or product. He or she will typically try to force the idea through entrenched internal resistance to change, and will evangelise it throughout the organisation.

The cover picture of this edition of the *S&C Journal* is of *Tornado* during its hugely successful week of Plandampf runs this time last year. People queued round the block at Skipton to ride behind steam at everyday fares in the lead up to the S&C’s re-opening after months of closure whilst the Eden Brows landslip was repaired. Plandampf was an unprecedented happening in the UK involving a huge amount of planning, goodwill and collaboration between Northern, Network Rail, DB Schenker, the A1 Steam Locomotive Trust, RAIL magazine - and FoSCL. Soon afterwards the line was officially re-opened in a blaze of worldwide publicity when *Flying Scotsman* hauled the re-opening special train. Things were looking good.

The S&C had had another brush with oblivion but had survived yet again. Not just survived either. The closure presented a huge opportunity to do other work along its length, resulting in a better, more fit for purpose railway than ever in its entire history. Bridges, viaducts, tunnels and more had work brought forwards. Future possible landslips were remedied in anticipation. All of this on top of major

track renewals during the past decade which had seen continuously welded rail throughout and intermediate block signals which almost doubled the line’s capacity.

Our line re-opened with such great promise but what has happened? In three words next to nothing. The same number of tired old trains returned to the same tired old franchise enshrined timetable. Against the national trend, passenger numbers flat-lined after an initial flush of enthusiasm. What had been a flourishing traffic in special trains did not recover, operators with long lead-times were reluctant to resume S&C bookings amidst the possibility of the Eden Brows works over-running. Through freight has tailed off dramatically with the near total absence of coal traffic. There has been no regular through passenger traffic north of Carlisle. Passenger train diversions have ceased entirely as Virgin West Coast opt for buses when the WCML is (often) closed. Line speed remains at a pit-lane-slow 60mph.

There have though been good things. Temporary speed restrictions, once a regular feature of the line, rarely occur so timekeeping has improved. There has been some diverted freight, notably a night of mail trains in December. Steam is due to return in 2018 in a big way. The newly rail re-connected Arcow quarry has been granted planning rights to continue more years of production. It will export two trains a day in 2018 - but in so doing it becomes by far the biggest freight user of the line (there are 40 freight paths each day and night - most unused). Group travel appears buoyant but is mainly seasonal.

In short, this railway line is grossly

underused. Some will say that its hardly surprising as it is not electrified and its bridges and tunnels are too low to accommodate high cube container traffic. A very clever man once said "Stay away from negative people. They have a problem for every solution". Einstein actually.

FoSCL has for some years had a small group of former and serving railwaymen to advise it. It is titled the FFG - FoSCL Futures Group. It has its ears to the rails, as it were, and by the miracles of the web it is in almost daily contact. What is also needed is detailed, accurate and authoritative information on areas of concern specifically for the S&C. This takes time and effort and this is where Champions come in. We need Champions in the following areas:

DIVERSIONS: These have all but stopped and urgently need to resume amidst a whirlwind of pros and cons. We need to understand these and to press the case for the return of diversions with a thorough knowledge of the facts.

THROUGH PASSENGER TRAFFIC: This is why the line was built. All of the S&C's stations apart from Settle have 'light' usage. This is a key area of concern - and opportunity.

LINE SPEED: Presently just 60mph, a clear disadvantage.

DUAL MODE AND OTHER TRACTION

TECHNOLOGIES: The non-electrified S&C may find itself at an advantage as these technologies develop. We need to be up to speed.

TIMETABLES: These have remained almost static since the line was saved from closure. There is little pattern or logic to them. Clock face timetables with good connectivities are the aim here - as is increasingly the norm elsewhere.

FRANCHISE AND OTHER AGREEMENTS:

One for lawyers especially. These public documents can run to hundreds of pages. As a user group we need to hold train operators and others to account. When the line was under threat of closure it was attention to these sorts of matters which saved the day.

FREIGHT: This is one of the current supposed functions of the line but it is grossly underused for freight. Another area of unexploited opportunity.

HERITAGE: The S&C is probably the best preserved main line anywhere in terms of its built heritage. It is a key appeal which needs care and understanding on a working railway. Up to date knowledge in this is vital, especially as signalling undergoes change.

A lot of heritage is at risk.

STEAM AND OTHER SPECIAL TRAINS:

These are important to the S&C and good interworking with the many operators would be of mutual benefit.

THERE WILL BE OTHER AREAS where you may have expertise, knowledge or interest. We have 3,000+ members. Please make yourself known. Champions can be anywhere in the World with internet access.

If more than one person comes forward in a particular area they can perhaps work collaboratively. Existing background knowledge is desirable but not essential.

Time will be as much or as little as you can spare. The ability to research online and elsewhere is essential. People who work in the railway industry are especially welcome to be Champions, with confidence respected. We have members at all levels in the industry, many of whom are very supportive.

There is no great formality to all this. The acquisition of facts and information are the means. Enabling us to better argue or promote a case for the benefit of the line and the public at large is the objective.

If you might be interested in being an S&C Champion please contact me:

mark.rand@settle-carlisle.com or
Volunteers Coordinator Ruth Evans:
ruth.evans@settle-carlisle.com

Mark Rand

The Book of Bridges Appeal

You will find a leaflet enclosed with this magazine about the *Book of Bridges*, which contains many of the original Midland Railway engineering drawings for bridges on the Garsdale to Hawes branch line.

This book now needs conservation and restoration work to preserve it, so please refer to the leaflet to see how you can help.

News Notes

Obituaries

Colin Hall

It is with sadness that we record the recent death of Colin Hall, aged 78. Colin would have been known to many people as the former landlord of the Helwith Bridge Inn, alongside the Austwick road, and visible from the train between Settle and Horton-in-Ribblesdale, just where the railway is adjacent to the River Ribble.

Colin was a keen supporter of the S & C and had a collection box on the bar at the Inn, so customers could drop their change into it much the same as a charity box, but the funds raised went to pay for flowers in the gardens at Horton-in-Ribblesdale station. Colin and our volunteer gardener Dave Moss worked as a team to ensure there were enough plants to provide a wonderful display, and passengers would often comment appreciatively. It was not unusual for people to say "This cannot be a normal British Rail station, just look at the neat and colourful flowerbeds!" Colin was also a railway modeller and had served as a military policeman in the Royal Air Force.

We send condolences to his family.

Pete Shaw

Robert Starling 1956 - 2017

Robert's sudden death last November came as a great shock and sadness, above all to his family, but also to his many friends. The breadth of Robert's friendships and interests was demonstrated at the service in a packed Giggleswick Parish Church, of which Robert was an active member.

I first met Robert around twenty years ago, when I became involved with the Lancaster & Skipton Rail User Group. We often found ourselves attending the same meetings. Robert was a passionate person – but where my interest, my passion, was for railways, Robert's was for the whole of public transport - and for so much more. Robert became a member of the LASRUG committee, and joined in all our meetings

and activities with enthusiasm. He was also a strong supporter of the Friends of the Settle-Carlisle Line, and like me a volunteer in the shop at Settle station.

The first half of Robert's life was spent in North Surrey, where he was born and brought up. He quickly developed an interest in the landscape of the chalk Downs, with its flora and fauna – and its railways. At the age of 17 he began to show signs of epilepsy, but despite repeated seizures and treatment he continued with his studies at school, and went on to obtain a degree in Botany at Leeds University. His health problems made it difficult for him to find work, but he spent time at the Malham Tarn Field Centre, and became a lover of the Dales. He also covered many miles InterRailing around Europe, and made two solo trips to India.

Thirty years ago Robert moved with his parents to live in Giggleswick. He was quick to join FoSCL and its campaign against the proposed closure of the line. He also joined many other local groups, notably the Craven Conservation Group, of which he was Secretary for many years, and the Friends of DalesBus (formerly the Yorkshire Dales Public Transport Users Group. For many years he contributed regular, well-informed articles on public transport news to the Settle Community News.

He'd share with us his other passions, for conservation, botany, the countryside and so much more. He'd send us emails urging us to support campaigns to protect the environment.

Robert's battle with epilepsy was a long and difficult one. Then there came the surgery at the Leeds General Infirmary, and the wonderful few years' improvement this brought him. You can see on the photo, to the right above, how his spirits had been lifted.

Those of us who were privileged to be Robert's friends send our sympathy to his mother Pauline and his sister Anne, who now live in Wetheral, near the northern end of the S&C, which Robert used regularly to visit them.

John Bearpark



Robert Starling (centre), with other LASRUG committee members, travelling to their annual Spring Lunch at Carnforth Station buffet last year.

Photo: Gerald Townson



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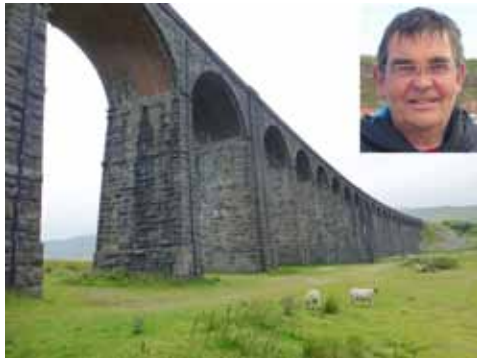
Ride2stride 2018

This year's Ride2stride Festival, the seventh, will run from Tuesday May 1st to Bank Holiday Monday May 7th. The Steering Group, all FoSCL members, are once again grateful for the financial support of FoSCL.

As well as a varied programme of walks, and the usual live music each night, visitors to the 2018 Ride2stride Festival can enjoy a number of talks.

On Tuesday, May 1st at 19.30, Chris Grogan (*seen right*), co-creator of A Dales High Way, will give a light-hearted, illustrated talk about how her childhood on a Dentdale hill farm led to a lifelong passion for walking and the creation of this popular long-distance trail.

Ride2stride walkers can sample a short section of *A Dales High Way - A Walk with a View* - with Chris on Saturday May 5th, leaving Ribbleshead at 12.02.



On Wednesday May 2nd at 2.30pm, Bill Fraser (*Seen above*) will talk about *Rocks for Ribbleshead Viaduct*. While Ribbleshead Viaduct dates from 1875 the materials it is made of are a great deal older. In this fascinating illustrated talk Bill will look at the rocks and materials used in its construction, when and in what environments they were formed and where they were quarried. The following day Bill will lead a walk, leaving Ribbleshead station at 10.06, to visit the places in Littledale and on the summit of Blea Moor where the rocks were quarried.

Finally on Friday May 4th at 2.15, Colin Speakman, well known author and countryside campaigner, will talk about the life and achievements of Dent's famous pioneer geologist in Adam Sedgwick, Geologist and Dalesman.

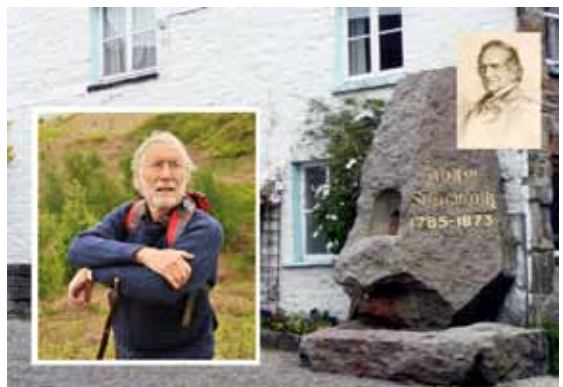


Colin's talk will trace the life story of this remarkable Dalesman and why his work as a teacher, an interpreter of landscape, and historian of the Yorkshire Dales is as relevant today as it was in the 19th century.

Colin (*seen below with the Sedgwick Memorial at Dent*) will lead a short walk called *River and Rocks* around Settle on Friday morning and walkers wanting to explore Dentdale can join any one of 3 walks on Saturday May 5th.

All the talks take place in the Friends Meeting House in Settle and cost £3 including a cup of tea. There's no need to book. Full details at: www.ride2stride.co.uk

Photos: Skyware



Armathwaite Station Adoption By Richard Morris

What this means: Armathwaite is the first station on the Settle-Carlisle Line south of Carlisle. Along with the nine other stations between Settle and Carlisle, it has been adopted by the Friends of the Settle-Carlisle Line. Responsibility for Appleby and Settle is shared with the Settle-Carlisle Railway Development Company.

At Armathwaite, a group of four FoSCL volunteers looks after almost all aspects of the day to day care of the station.



Benches: FoSCL contributed to the heritage style lamp standards and supplied the benches on the Leeds platform. We also maintain the woodwork of these benches and touch up the paintwork when necessary – this is true for many other stations on the Settle-Carlisle Line as well.



Background: We have a heritage waiting room on the Leeds platform and a modern metal and glass one on the Carlisle platform. The platforms are approximately 130 metres long and there is a steep 50m long pedestrian pathway up to the Leeds platform, no disabled access.

On the Leeds platform we have a garden 50m long by 1.5m wide. We have also installed five tubs (half barrels) and four hanging baskets. On the Carlisle platform we have installed four plastic tubs with shrubs. Beyond the Leeds platform there is the Midland Railway signal box, non-operational but restored by FoSCL in 1992. This is now leased from Network Rail and run as a small museum open to the public, and is run and maintained by FoSCL at our expense.



Waiting Room: The waiting shelter on the Leeds platform is a fine example of an original Midland Railway building, virtually unaltered since the 19th century except for the addition of a BT payphone

on the inside wall which is hardly in keeping! FoSCL installed the community notice board and the leaflet racks, used for timetables and other leaflets related to activities along the line.

We care for this waiting shelter:

- Clean the waiting room and keep it tidy
- Clean the waiting room windows
- Restock leaflet racks
- Provide reading material for passengers
- Remove ivy from the windows
- Touch up the paintwork when necessary



*A comparison:
Armathwaite
station
garden in
April 2006
and July 2017.*



Garden: When we took over the station garden in 2006 it was a wasteland with very poor quality soil mixed with the original rubble from the construction of the station in the 1870s! Eleven years later, and thanks to countless hours of hard work by FoSCL volunteers, it is now flourishing. The hanging baskets were added in March 2017 to celebrate the reopening of the line once the Eden Brows landslide had been fixed.

We care for the garden:

- Keep garden stocked with plants, weed flower beds, deal with brambles, nettles etc invading from Network Rail waste land behind.
- Care for and replant five tubs on the platform
- Care for and replant four hanging baskets
- Water garden, tubs and hanging baskets when necessary
- Clear vegetation behind garden fence
- Include garden in Armathwaite open gardens weekend



On the Carlisle platform, we have put in plastic tubs with dwarf conifers. This adds a bit of interest to an expanse of gravel and sandstone buildings. They have the advantage of being low maintenance, important when it takes a 300m walk down and up again to go from one platform to the other!





Signal Box: Armathwaite station signal box was built by the Midland Railway Company in 1899 to replace the original one which had burnt down. It was decommissioned in 1983. It was leased to the Friends of the Settle Carlisle Line (FoSCL) in 1992 and it has since been fully restored to its Midland Railway appearance (the yellow-and-red paint scheme is authentic). It is now maintained by a small but dedicated group of FoSCL volunteers. The original lever-frame is still in position and the signal box has been furnished with a number of interesting exhibits relating to both the signal box and to the famous Settle-Carlisle Railway that runs right alongside. It is usually open to the public on Sunday and is becoming increasingly popular, with people not only visiting the museum but also taking part in the quarterly guided walks from the signal box.

FoSCL's involvement:

- Collection and display of Midland Railway Co material
- Open to the public, usually on Sundays or by appointment
- Explanation of machinery, artefacts and memorabilia in the signal box
- Guided walks in the Eden Valley with signal box tour first (4x per year) – increases Northern fare revenue and benefits village shop and pubs
- Maintenance of path to signal box and area surrounding it
- Painting/repainting interior and exterior as required, funded by FoSCL
- Maintenance and repairs to woodwork as

required, also funded by FoSCL.

Down Waiting Shelter: Hardly a heritage structure, in fact it was installed by Arriva Trains North during the last franchise but one, after local residents had complained bitterly at having to stand in the rain to wait for trains! Nonetheless we feel responsible for it and keep it and the windows clean and tidy. A few years ago one of our volunteers repainted the entire structure as the paintwork was peeling.



Summary:

At Armathwaite, we are very proud of our heritage and have over the past few years made strenuous efforts to maintain and improve the appearance of the station. We know this is appreciated from comments made by passengers and visitors to the signal box.

We are also very proud of the work we do and the resulting appearance of station and gardens. With the injection of FoSCL's own money and the countless hours spent on the station by FoSCL volunteers, we feel we are making a real contribution to the smooth running of the railway and attracting visitors to the world-renowned Settle-Carlisle Line. Truly an example of Community Rail Plus!

**Richard Morris - FoSCL Station Adoption Group
21st November 2017**



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With class 66s busy on the water jets, 68001 worked the 6K05 engineers train from Carlisle to Crewe on 29/11/2017.



Photo: Pete Shaw



Above: With Storm Brian beginning to make its presence felt, 45690 Leander makes a determined dash past Horton-in-Ribblesdale station to reach Carlisle with the Cumbrian Mountain Express on 21st October 2017.

Photo: Peter Ainsworth

Below: And for something completely different! Loading road/rail vehicles onto a low loader at Garsdale. 15th August 2017.

Photo: Roger Templeman





Above: This stunning aerial photograph gives some idea of the extent of the Eden Brows re-construction.

Photo: Network Rail

Below: A pair of Tampers at Garsdale on 28/05/2017.

Photo: Roger Templeman





Above: 66766 in Ribbleshead Quarry sidings with the wagons due to go to Shap, but postponed. 18/12/2017.

Below: 67023/67027 with the Network Rail test train from Derby to Heaton at Ribbleshead. 25/11/2017.

Photos: Pete Shaw



Special Traffic Report

| | | |
|----------|---------------------|-------------------------------------|
| Oct 21st | 5690 | Tyseley - Carlisle |
| Oct 23rd | NMT | Heaton - Derby, test train |
| Oct 28th | NMT | Derby - Heaton, test train |
| Nov 20th | 37057/37611 | Heaton - Derby, test train |
| Nov 25th | 67023/67027 | Derby - Heaton, test train |
| Nov 25th | 57315/57601 | Carlisle - York |
| Dec 11th | 153317 | Carlisle - Neville Hill |
| Dec 12th | 57305/57312 | Newcastle circular, Northern Belle |
| Dec 18th | 66766 | Wellingborough - Ribbleshead Quarry |
| Dec 27th | 4 Royal Mail trains | |

On Nov 25th engineering work caused the Avonmouth to Clitheroe cement empties to be diverted onto the S & C, running north over Shap to Carlisle, then southbound via Appleby, Settle, and Hellifield.

On Dec 27th engineering work caused four Royal Mail trains to be diverted onto the S & C. They usually run via Shap and the WCML, and because they are formed of electric class 325 units, were diesel hauled too. They were :-

| | | |
|-------|------------------------|-----------------------------|
| 16.18 | Shieldmuir- Warrington | 67008+67002/325.002,013,009 |
| 17.48 | Shieldmuir- Warrington | 66147/325.016,012 |
| 16.22 | Wembley-Shieldmuir | 67006/325.007,008,003 |
| 23.30 | Warrington- Shieldmuir | 67008/325.012,016 |

There were several trains planned to transfer stone chippings from the Ribbleshead Quarry Sidings to Harrisons Sidings at Shap, in the run up to Christmas, but problems arose and they were postponed. GBRf liveried 66766 brought a rake of empty wagons from Wellingborough to Ribbleshead on Dec 18th, and propelled them back into the sidings. But as staff examined the supposedly empty wagons, they were found to contain substantial amounts of residual stone from a previous job. This stone was of a different type to that due for loading, and would have contaminated the new load. After much head scratching, the loco and train were left parked overnight, and went back "empty" to Doncaster Yard the next day. The trains were re-scheduled to run in the New Year.

Pete Shaw



70805 at Appleby on 24th October 2017 with the log train.

Photo: Michael Summers

The Water Jets

Officially called the Rail Head Treatment Train, but colloquially known as the "Water Jets", is a special piece of kit used by Network Rail in the Autumn to clean leaf mulch from the rails.

The train is top and tailed by diesel locomotives, on the S & C they are usually class 66s but occasionally class 37s, and it has three long flat wagons permanently fitted with several large blue water bowsters and a high pressure spray unit. Just above both rails are positioned sets of nozzles which direct a very high pressure jet of water onto the rail head to blast the leaf mulch away. In autumn leaves which fall onto the rails are crushed by passing trains, and this mulch forms a hard crust on the rail head, and in damp or frosty weather this becomes a slippery jelly which causes trains to lose adhesion and slip, which could be dangerous, and often causes delays.

The jets pressure is at 1475 bar, enough to cut the steel rail if the train has to stop for a red signal, so the spray would be turned off.

Over the years a number of ideas have been tried, such as a train with rotary scrubbing brushes, a train laying sandy paste, and now the water jets. There are some static sanders on the S & C, operated

by a treadle as a train passes, which squirt out a sand application; but the water jet train is the main weapon and runs six days per week in the leaf fall season, - roughly between October and December.

The train is based at Carlisle Kingmoor DRS depot and runs a long complicated circuit covering a large area in the north west, eventually getting back to Carlisle after twenty one hours of spraying. It cleans both Up and Down lines during the overall period, and then has just three hours to re-fill the water bowsters, maintenance checks, fuelling etc, before setting out again. Thus it is in very intensive service in the autumn time.

There are minor variations of route depending on day of operation, with a full circuit looking like this :- depart from Carlisle Kingmoor at 16.21 hrs, and southbound over the S & C to Hellifield, then via Blackburn (19.53), Preston, north to Carnforth, out to Barrow (22.47), back to Carnforth, WCML to Oxenholme, out to Windermere, back to Oxenholme (01.07), over Shap to Carlisle to refill the water bowsters (02.27-03.07), then south over Shap to Preston (04.58), round via Blackburn to Hellifield, east to Skipton (07.36), back through Hellifield to Settle Junction, out via Giggleswick to Carnforth (08.52), back to Settle Jn (10.57), and northbound over the S & C to Carlisle (12.54), down the Cumbrian Coast to Whitehaven, and finally completing the circuit with arrival back into Carlisle Kingmoor at 13.37.

Pete Shaw

*66423/66422 on
the "Water Jets" at
Ribblehead.
1/12/2017
Photo: Pete Shaw*



Settle Station Gardening



The gardening at Settle station is undertaken mainly by the volunteers of Cultivating Settle - a team of green fingered enthusiasts who have toiled together for almost 10 years to improve the green spaces in Settle. We are fortunate in having help from staff at the station and also Anthony Ward.

Early in 2016 our community lost Eric Stanley. Eric's main passion was the Settle-Carlisle Railway. He spent most of his retirement helping out on the line and at Settle station. He was a superb gardener and tended all the many pots, tubs and hanging baskets almost on a daily basis. His sudden death was a shock to us all.

Our group agreed to look after the gardens on behalf of the Friends and the Development Company. This is a brief report on our progress so far:

The first thing we needed was a plan. We decided that whilst the pots and hanging baskets are very attractive there were slightly too many of them and demanded a lot of time in watering during the summer. However there was a very great need for the actual garden areas to be looked at. We decided we would plant perennials along a cottage garden style that would fit in with the general ambience of the station. The planting had to be less time heavy, not expensive but most importantly provide a source of nectar for wildlife. Our garden plan took shape on that basis.

However an immediate need arose for us to remember Eric. We decided to dedicate one bed to him where he could be

remembered by his family and friends. This was the bed, on the upside platform: Despite only being narrow it would be ideal for climbing roses and shrub roses and a few other plants in between. But first we had to clear it!



Clearing the bed meant tidying up all the invasive shrubs, or taking them out and clearing back all the ivy that would compete with the plants and add a lot more work in a year or two's time. With help we cleared the bed and made it ready for the planting.



We officially remembered Eric in September of 2016. We have planted the following roses in his memory: My wonderful Dad. Remember Me. City of Leeds. My

Dad. Generous Gardener (x2). Guiding Spirit. Ice Cream. This is a mixture of climbing roses, Hybrid Teas, Floribunda and Patio.

As you never know what the weather is likely to do we also needed to solve the water problem. There was the existing water butt: not only fairly inadequate but a bit of an eyesore.

Our new water capture system is a lot more efficient and smarter to look at, consisting two large green water butts

capturing the rainwater from the downside shelter.

Now that the main bed on the upside was on the way to looking good, we wanted the main bed on the downside to come up to standard too. This is how it did look:



Clearing this represented a lot of work. However they say many hands make light work and in the case of heavy gardening that is certainly true! We were also under a bit of pressure as the line, closed early in 2016 after a major landslide, was due to see *Flying Scotsman* run up the line in February 2017 to start the process of the line reopening. We braved howling gales and snow to plant some daffodils to cheer everyone up.



Some of the past station users had been keeping themselves cheerful in one way - we cleared up about 20 empty alcohol bottles and a number of tins.

By the time summer of 2017 came we felt a lot happier about the condition of the gardens at the station. Two large areas had been tackled and replanted with flowers

for beauty, all year round interest and wildlife. A private contribution of £20 paid for 120 plug perennials on a special offer. These were potted on and on again and eventually flowered in late summer. They should all reappear in 2018. Volunteers offered plants after separating them in their own gardens. Gradually the station gardens filled with colour.

For a first year of flowering the roses did really well: This is Ice Cream in full bloom:



All the other roses have performed extremely well.

The flower bed on the downside now offered the welcome that we wanted for people getting off at the station from the Leeds end. We look forward to more happy days of gardening in the Spring. Meanwhile we thank the Friends and the Dev Co for their support, plus the station staff and Anthony. After a slow start with Carillion things are really looking up there and as always we are grateful to Northern for allowing our group two NE rail passes.

Marion Armstrong - Cultivating Settle

(Editor's Note: Sadly we must now also record the death of Eric Stanley's daughter Gail. We send our condolences to Mrs Mavis Stanley and all their family).

West Coast Main Line Why No Diversions Over the S&C? by Richard Morris

Wednesday 10th January, the wires were down on the WCML from at least 12 noon to 6 pm, six whole hours in the middle of the day! Trains were terminated at Carlisle from the north and Preston from the south with – you’ve guessed it – rail replacement buses laid on. Nowadays this sort of thing happens all too often, with thousands of passengers severely inconvenienced every time. On this occasion one of our contacts told us that there was “chaos” at Preston station and she gave up and took a scheduled bus back home to Lancaster instead.

My wife and I had gone on a day trip from Carlisle to Edinburgh by train. No problem getting back mid-afternoon, but at Carlisle everyone was turned off our train and told to join the queue for replacement buses which was snaking along Platform 4. We saw one frail elderly lady being helped off the train into a wheelchair, to be wheeled out onto the station forecourt and, hopefully, into a taxi rather than a bus.

And we found at Platform 8 a 5-coach Virgin Voyager standing idle. Now how many busloads of passengers could be accommodated on this train? Ten? Twelve? At the same time there was precisely one rail replacement bus on the forecourt, so those in the queue were in for quite a wait. Now then Virgin Trains, why wasn’t this train used to take passengers to Preston via the Settle-Carlisle Line? We tweeted this question to Virgin from our Twitter id @foscl and got zero response!



WCML trains stacked up at Carlisle

It’s always puzzled me why, with all this disruption on the WCML, there isn’t a large and vociferous WCML Rail User Group. It seems to fall to Travel Watch North West, working closely with FoSCL to fight this campaign.



Passengers wait for buses when they could have been on a train diverted down the S&C -



A WCML Voyager stands idle on platform 8 at Carlisle

Virgin and Trans-Pennine Express trains were stacking up at Carlisle and every available platform and siding was in use.

Why should FoSCL be concerned about a matter that doesn't directly impact our line? First, diversions of passenger trains was a key part of FoSCL's campaign to save the line in the 1980s. Second, Network Rail's Strategic Plan regards the S&C primarily as a diversionary route for the WCML. After the tens of millions of pounds that have been spent over the past few years to keep our line open, we could sit back and regard it as safe. But you can never be too sure; we need to promote as many uses of it as possible including passenger as well as freight diversions from the WCML.

To quote one of our informants: "We understand from previous discussions with operators that they do not train drivers to have (and retain) route knowledge for the S&C as it is not commercially viable for them. While we understand their arguments, we do not agree. In practice it does cost the operator money for such route training, while the cost of rail replacement coaches is usually borne by Network Rail (in practice DfT and the taxpayer). This really is a failure of the way the Government organises the railways. It needs to be put right." We can all say amen to that. This campaign kicked off while I was still FoSCL Chairman. A lot of work has gone in from both FoSCL and TWNW, with detailed discussions with Virgin, TPE and at least one MP.

So far neither Train Operator has budged, it must be all about money! But isn't that short-sighted? Aren't they in danger of losing quite a few passengers? The M6 parallels the WCML, people might just choose to drive instead, or take one of the scheduled coaches which travel regularly along it and are probably a lot cheaper!

The present situation is unacceptable. If we're losing patience, how must the suffering passengers be feeling? FoSCL and TWNW need now to move up a gear and make every effort to get in to see the Transport Secretary and work with the DfT to get a more sensible system put in place.

Richard Morris
FoSCL Chairman, 2011-2016

Photos: Richard Morris

Wensleydale Railway's 2018 timetable

The standard timetable and dates of train services for this year are shown on the website www.wensleydalerrail.com. Details of planned engineering works are noted on the above website. However, intending passengers are reminded to check days, dates, times and station arrival and departure times with special care before travelling, either on the website or by telephone (WR office 01677 425805).

A varied programme of special events for 2018 include the popular Afternoon Tea trains introduced last year, for which advance booking is required.

Rail-Link is WR's free monthly email (only) newsletter, available to anyone, anywhere, who is interested in the work, activities and events of the Wensleydale Railway. It comes out early in each calendar month and is sent free on request, wherever you live in the world and whether or not you are a WR member or shareholder.

If you are interested in infrastructure, rolling stock, vegetation clearance, trains, events, reports of development, photos, Northallerton Branch meetings (rail-themed talks, open to anyone) etc, please just send an email to the editor asking to be added to the Rail-Link mailing list (you can unsubscribe at any time): editor@wr-rail-link.co.uk

Ruth Annison

Bus Changes in the Settle Area

The Craven Connection 580/1 bus service is being revised from Monday March 5th. Some additional late afternoon/early evening buses are being provided between Settle and Skipton and most buses to Kirkby Lonsdale are now extended as service 582 to Lancaster. This means that there is now a Skipton to Lancaster bus service in competition with the trains albeit via a different and much slower route. Full details at: www.dalesbus.org

Please note that these changes have been made without any consultation with users as far as we are aware but that is the nature of bus services in the deregulated

environment. Summer Sunday services are expected to be introduced from May onwards but at the time of writing (mid January) there was much uncertainty about train timetables and it is therefore very difficult to plan connecting bus services. This may mean that services either start later in the summer or do not run at all in extremis. There is no point in providing buses that don't connect with the trains!

As always we are very keen to receive feedback on bus services and suggestions for improvements, together with offers to distribute publicity materials.

Please contact me on: 0115 9322356 (evenings) or: john.disney@ntu.ac.uk

20th Cumbria Classic Easter Rally

The 20th Cumbria Classic Easter Rally, the UK's most picturesque, free commercial vehicle rally returns to Kirkby Stephen and Brough on 31st March - 1st April 2018. Held at various locations in the Upper Eden Valley, the North Pennines area of outstanding beauty and the Westmorland Dales, the annual two-day event attracts thousands of people over the Easter weekend.

From 2018 the event enters a new era as Encounter Eden takes over the reins following the retirement of the Hamer family after 19 years in charge.

A highlight of the Easter Rally is the amazing road-run through the fells on 31st March. The evening procession of over 250 vintage lorries, buses, coaches, Land-Rovers, vans, wagons, military, farming and utility vehicles always delights.

There is also a classic bus route between Rally sites. In 2018 the buses will start at Kirkby Stephen station on the Settle-to-Carlisle Railway. This delightful Victorian station will be the gateway to the event with a display of the history of the station and railway courtesy of the Friends of the Settle-to-Carlisle Railway and will include a café for ice cream and hot chocolate.

The event will feature food/drink and artisan/craft stalls and activities for all of the family. Entry for exhibiting historic commercial vehicles is free. Entry forms are available from: <http://www.encountereden.com>. Entry to the public is Free.

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The Tale of a Loco Chimney Part 1 By Mark Rand

There is a delightful book about pre and post war life on the Settle-Carlisle and adjoining lines. It is entitled 'Ganger, Guard and Signalman' by Dick Fawcett. It chronicles Fawcett's career between 1932 and 1966 and is a lovely read. Pages 12 to 15 deal with life as a young ganger at what was once called Hawes Junction (now Garsdale) - a place steeped in terrible history and, the railways being what they are, the resulting folk tales and mythology. Impressionable young gangers were fair game.

Christmas Eve 1910 had seen one of the worst railway accidents on the Settle-Carlisle line when a night express train from London to Glasgow ploughed into the back of two light engines making their way to Carlisle some way north of Hawes Junction. Twelve people died a terrible death as their wrecked train of wooden bodied carriages lit by gas and with locked doors caught fire. Many more were injured. On a foul and fearfully busy night Hawes Junction signalman Sutton had forgotten about the two light engines on the down main line when he accepted the Scotch express. He pulled off his signal and the light engines, assuming it was theirs moved slowly away. The express, running late, shot though the station and just north of Moorcock tunnel it caught up with them.

The hapless signalman Sutton, seeing a fiery glow in the sky towards Ais Gill, rang his colleague there to ask if the light engines had passed. They had not. He knew full well what must have happened, telling his relief to "Go tell stationmaster Bunce that I have wrecked the Scotch express". Bunce played a key role in organising rescue and firefighting efforts in one of the remotest locations on the English railway system.

An engine was dispatched to Hawes to bring two local doctors to the scene.

The up line was hardly damaged and was used to convey rescuers, equipment and water to the blaze - and to remove casualties and bodies.



Hawes Junction accident showing pilot locomotive 48 and train engine 549

Now back to Dick Fawcett's book. He refers to fellow ganger Jim Metcalfe who, with colleagues had been heavily involved in rescue efforts at Hawes Junction and just three years later at Ais Gill when a near identical tragedy had happened on the up line. Jim Metcalfe told Fawcett how for years after both accidents plate layers would find small items, sometimes sovereigns and half sovereigns that had not been recovered at the time. Many a tale was told, most often in the eerie comfort of plate layers cabins, four of which were at Hawes Junction. To this day the cabins that remain have names. One was 'Ted Wilson's cabin', a few yards below the famous stockaded Hawes Junction turntable. There, according to stories, a light engine had run off the line, its driver 'disorientated' and tumbled down the embankment. Recovery efforts failed to recover it and it was abandoned to its fate in Dandra (Fawcett's spelling) Mire. Ted Wilson was the story teller to a disbelieving Fawcett when a third ganger, Billy Winn joined in to support the story. By way of proof, Ted Wilson took the sceptical Dick Fawcett to the nearby embankment and after a bit of scrabbling about exposed a locomotive chimney. So far as the chimney goes, there the story ends.

Fast forward to the 1980s when the S&C was under threat of almost certain closure. Steam had finished in 1968 and its cumbersome relics were being swept away. At Garsdale / Hawes Junction these relics were substantial - the enormous station water tower was demolished in

1971. So too the 1907 Garsdale water troughs and associated tank and reservoir. All that remained of the steam age besides the signal box was the turntable. That was rescued and is now on the Keighley and Worth Valley Railway. In charge of that move was KWVR volunteer Terry Sykes. He was, and still is, a keen antiquary and a man of enquiring mind. He had read Dick Fawcett's 'Ganger, Guard and Signaller' so knew the story of the runaway engine, supposedly in Dandry Mire, and of the evidential chimney. Finding himself working on the turntable removal in the selfsame location was just too much of an opportunity. He and his wife Helen decided to find the chimney, if still there, and who knows?, maybe the rumoured, if unlikely, entire engine.

Terry worked at that time on the oil rigs and had useful contacts. It was his wife Helen who first found the chimney with a hand held metal detector after three days of searching. They exposed the chimney but of the locomotive there was no sign despite a thorough later search by Thorn EMI ground radar experts. Such a huge chunk of metal, if it existed would have shown itself. The chimney was tall - very tall and very heavy. Its lower part was badly broken and so too was part of the rim. It was upside down underneath a foot or so of rubble and alongside were considerable amounts of fractured cast iron - more than the missing pieces of the chimney would have yielded.

The problem of how to move it across a couple of fields to the nearest road was solved by commandeering the brawn of two oil riggers, home on shore leave. 'Nearly Normal Norman' and 'Ronnie Dog Vomit' made light work of it. The unexplained chimney eventually found a home in the waiting room at Appleby station where it stood for years as a very large ashtray, litter bin, plant pot and eye-sore. So much so that it was deemed to be in the way. FoSCL was asked to remove it or it would be sent for scrap. This prompted a chain reaction which started with our very good friends at Network Rail who agreed to move it to their Appleby yard, rather than risk it being scrapped. This involved Health and Safety risk assessments which would have made Nearly Normal Norman normal again (try saying that three times quickly).



The chimney in 2017

Contact was re-established with finder Terry Sykes who jumped at the idea of tracing the chimney's origin with help from, among others, Roy Burrows of the Midland Railway Trust and MR locomotive historian and modeller Jamie Guest. It was apparent from the chimney's appearance, size and location that it had probably come from a Midland Railway Johnson/Kirtley 2-4-0 locomotive, an express passenger engine which had been developed specifically for the new Midland Extension - the Settle-Carlisle line. The type was later relegated to lesser duties, acting as pilot engines to the London-

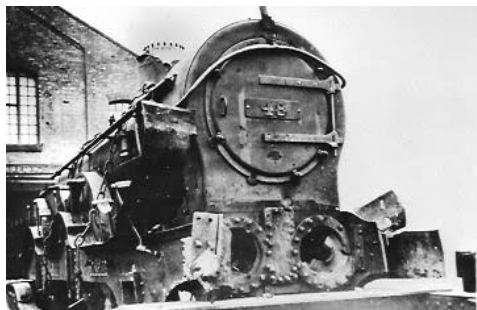


Nearly Normal Norman & Ronnie DV on site with chimney

Glasgow expresses; to be lead engines of the double-heading that was necessary to climb the mountain stretches of the Long Drag.

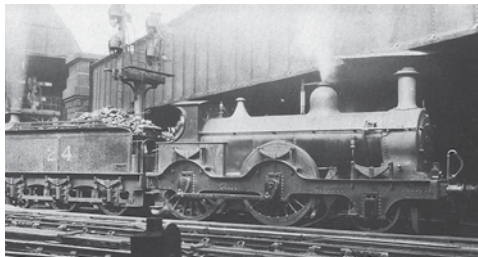
In the absence of any evidence of an 'engine in Dandry Mire', how on earth might a locomotive chimney have become detached from a locomotive and abandoned at Hawes Junction? An obvious starting point for the case was the Hawes Junction accident. Might the chimney have come from one of the four locomotives involved? In fact, none of the locomotives was seriously damaged. Though derailed, the pilot engine and the train engine of the express remained largely intact - evidenced by picture 1 above. Not only are they remarkably intact the pilot engine has its chimney firmly in place. Even its wheels appear in good order, suggesting it was capable of being pushed or towed from the scene once re-railed.

The break-through came via the Midland Railway archive and Roy Burrows and the photograph below:

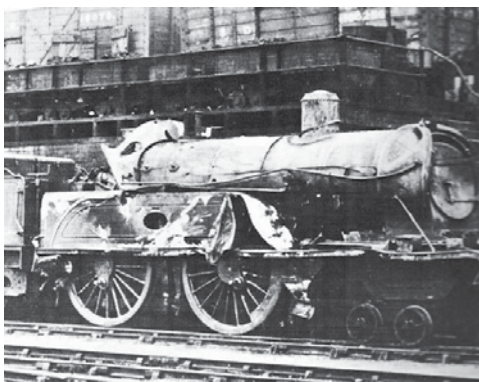


It shows the pilot engine of the Scotch express - a Johnson/Kirtley 2-4-0 number 48 - after the accident. It has suffered obvious front end damage. And its chimney is missing. Also its dome cover. It appears to be on a low loader at a substantial locomotive shed - believed on the evidence to be Carlisle Durrant Hill, its home shed. Why, and where, had the chimney and dome cover been removed? Why is quite easy. It was necessary to remove these high upward projections if height clearance was to enable transport under bridges and through tunnels. In common with the designs of their time

these projections were very tall indeed - way above cab height.



This seems to have been routine at the time and absolutely necessary if wreckage was to be quickly cleared. The up line was back up and running by 10am on the very morning of the disaster. Here is a photograph of a different class of engine after an accident at Ulleskelf between Leeds and York in 1906. It too is chimney and domeless.

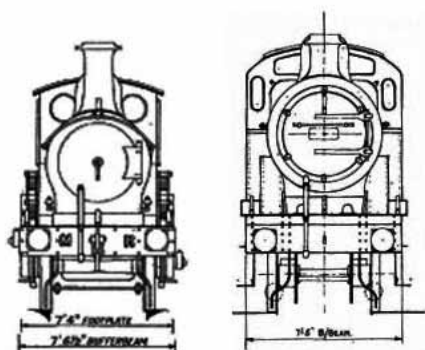


Tragically, in that accident both crew members died.

The Hawes Junction chimney is of the precise size and style of 48's chimney. Moreover, it was unique among the four involved engines in having the tall chimney. The other three engines were very similar and each had a larger boiler and far smaller chimney than number 48's.

Opposite page top: side-by-side drawings of the two types of engine involved.

It is pretty certain why the chimney (and dome) were removed - for transport. But



where were they removed? Bridges and tunnels between the accident scene and Hawes Junction where the chimney was unearthed point to a possible scenario as follows.

The track to the rear of the express was badly damaged in the accident and fire but that ahead of the scene was largely

intact. The undamaged up line was needed for rescue and recovery and eventual removal of wreckage. It is likely that, if wheelable, the express locomotives would be first taken forward to Ais Gill where there was a siding each side and a crossover. The nearest convenient place to crane them onto low loaders was Hawes Junction but that would involve wheeling them through Moorcock and Shotlock Hill tunnels without any clearance problems. 48's chimney and dome could have been removed and the bulk of the engine put on a low loader at the accident site (unlikely) or at Ais Gill (less unlikely) or at Hawes Junction on the down turntable siding where the chimney was found. Between that siding and the down main line was another siding which could have accommodated lifting cranes and a low loader. That seems to be the likeliest place to strip the loco of chimney and dome.

From the evidence of the chimney itself

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a heavy hammer blow could have sufficed. When Network Rail strapped the chimney onto their lorry to bring it to Settle for inspection and base adaptations a small piece of the chimney top fractured under the load of a ratchet strap. The fracture surface was black and granular indicating, along with the fact of the break very brittle metal. The spare pieces of cast iron alongside the chimney could have been from the dome, expediently tipped down the embankment. The Kirtley modified Johnson locomotives of 48's type had a half lip or capuchon at the front of the chimney. This is missing - and vulnerable if falling from the top of the smokebox, via the buffer beam to the track below.

Finally, the sidings at Garsdale have been used from time to time for disposal of railway debris. It is known that trainloads of rubble from Leeds City station found their way to be tipped at Garsdale, which might account for the depth of spoil above the chimney.

Was this 48's chimney? Highly likely.



Helen Sykes and the chimney

Next time:

What happened to the four locomotives involved in the Hawes Junction disaster? Would you believe it - one of them survived into the 1960s.

Mark Rand

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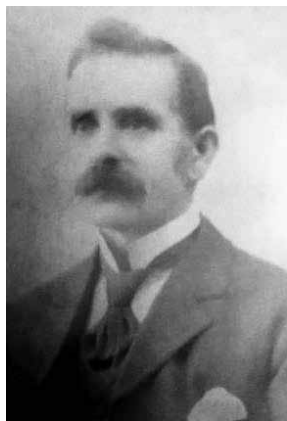
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John Little, Engine Driver – 10 Batty Wife Hole 1871 by Nigel Mussett



It is always both interesting and exciting to receive news or an enquiry from a descendant of someone who was involved with the construction of the Settle to Carlisle line.

I was recently contacted by John Locker whose wife's

grandfather Frederick Atkinson Little was born at No. 10 Batty Wife Hole in 1871. John and his wife Sue have been looking into their family history and it transpires that Frederick Little was the fifth child of John and Mary Little, from Cumbria.

According to the 1861 Census, John Little was a railway stoker living in Maryport. It is just possible that this might have been with the Maryport and Carlisle Railway whose main offices were in Maryport, and with whom he subsequently qualified as an engine driver. What is certain is that when work on the Settle-Carlisle line began, John moved to Ribbleshead with his family. At the time of the Census in April 1871 he is listed as an engine driver occupying No. 10 Batty Wife Hole.



**Frederick Little (left), born at Batty Green 1871
and his elder brother John Charles.**

By this time, John was 40, his wife Mary 35, and his two children Jane (aged 8) and Charles (aged 6). Cross-checking with the Burial Register from St Leonard's Church at Chapel-le-Dale, it is sad to find that two other children of the family had been buried there in unmarked graves in February 1871: Frederick, aged 4 on the 5th followed by his younger brother Tom Atkinson aged 18 months on the 9th. The grief of the family might have been partly alleviated by the birth later that year of a fifth child, named Frederick Atkinson; he fortunately survived and was baptised at Appleby in 1872, eventually becoming a ship's Master later in life.

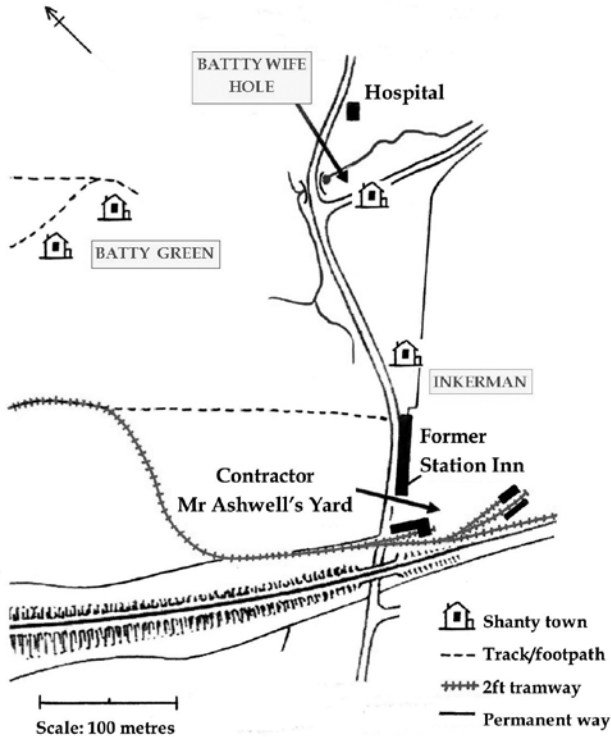
| | | | |
|----------------------------|--------|-----------|-----------------|
| Frederick Little Ingham | Feb. 5 | 4 years | Wm. H. H. H. H. |
| No. 237. | | | |
| Tom Atkinson Little Ingham | Feb. 9 | 18 months | Wm. H. H. H. |
| No. 238. | | | |

Extract from the Burial Register at Chapel-le-Dale showing the burials of the two young Little brothers in February 1871.

Jane, the eldest child of John and Mary Little, apparently received some early schooling at Ribbleshead and eventually became a schoolmistress. Her brother John Charles became a shoemaker and served in the Second Boer War.

By the time of the 1881 Census, John and Mary Little had moved back to Ellenborough at Maryport and John, now in his fifties, was still a locomotive driver.

The story of John Little at Batty Wife Hole raises several questions but provides some fresh insights into the navy settlements at Ribbleshead. To begin with, it is interesting to recall that the early surveyor of the Settle-Carlisle route was Charles Sharland. He came from Tasmania in the 1860s to work on the Maryport and Carlisle Railway and moved to work on the Midland Railway's Settle-Carlisle project around 1865 but tragically developed tuberculosis and had to retire in 1870, dying in Torquay in 1871. Did John Little know the young Sharland in Maryport and follow him over to work on the new project?



Sketch map of railway settlements at Ribbleshead—early 1870s

© Nigel Mussett 2017

When the young Frederick and Tom were buried at Chapel-le-Dale their abode was stated as Inkerman. Inkerman is only referred to in the Burial Records (only ten entries 1870-71), The Daily News article of 26 October 1872 and, rather belatedly, in Chambers Journal of 8 March 1873. The exact location of this settlement has always been open to question but on examining all the records again in recent years it is apparent that the precise location was in the vicinity of the present Station Inn at Ribbleshead, the main group of buildings being on the opposite side of the road. Adjacent to it, and to the north, was the early group of buildings clustered around the junction of the Selside-Horton road with the Ingleton-Hawes road, famously

known as Batty Wife Hole after the pool of water there. However, in the 1871 Census, dwellings in this entire conurbation have simply been entered as Batty Wife Hole, possibly because by then one had merged with the other.

Whilst one might hope that this name was restricted to the area around the road junction, the enumerator also seems to have extended this term to include the large settlement on what is generally known as Batty Green, a quarter of a mile or so to the west: in the Census, there over 70 dwellings (some of them unoccupied) listed under Batty Wife Hole whereas for Batty Green there is only one. But we know that by this time there was a sizeable community at Batty Green incorporating over sixty huts. One has therefore to approach certain aspects of the Census data with caution.

The information and assistance given by John

and Sue Locker in the preparation of this article is gratefully acknowledged, including permission to reproduce photographs of John Little senior and his sons in their possession.

**Nigel Mussett -
FoSCL Hon. Historian**

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.

Northern / Johnston Press (Eventful) £10 Day Ranger

Travelling on Wednesday 22 November, although the journey began in Bradford, the £10 Day Ranger (valid from 08.45) was activated on the 08.52 from Hebden Bridge to Preston. On arrival in Preston, Class 37/401 was idling in the platform at the head of a short set of MK2 coaches, the 10.04 to Barrow-In-Furness. Travelling in MK2F Driving Brake Trailer 9705 the riding, both on and off the West Coast main line, was excellent and of course the windows were in the right place!

The 2018 timetable for the Cumbrian Coast line has, of course, not yet been announced by Northern, but if the 37/4 hauled short sets are not required next year, they would be ideal for the Leeds-Settle-Carlisle line, and would allow Northern to move some 158 DMU stock elsewhere.

Even if these sets and locomotives are required next year, DRS should still have available some 37/4 and 37/7 locomotives, because Greater Anglia will not require them next year for the Norwich-Yarmouth shuttles, which ceased in September. There are, however, rumours that DRS is preparing another sale of older locomotives, currently in store or in occasional use, but West Coast Railway appear to be retaining a large fleet of Class 37/47/57 locomotives, and can provide coaching stock.

Week commencing 21 November brought torrential downpours, and consequent flooding, to south-west Cumbria. Despite the atrocious conditions, the 10.04 ex Preston arrived at Barrow almost on time. However, trains travelling north from Barrow were terminated at Workington, due to line flooding in the Maryport area. A rail replacement bus service was speedily arranged, enabling some passengers to catch the 16.18 S&C service from Carlisle.

The S&C was also affected by the weather, and the 16.18 was held for at least one hour at Kirkby Stephen station,

because a 158 DMU driver travelling north had reported possible line flooding in a tunnel, north of Garsdale. A Network Rail emergency response team travelled to investigate the reported flood, but fortunately the 'line clear' message was communicated to the driver, and the train allowed to proceed with caution. Due to the delay, the train was terminated at Skipton, much to the annoyance of some Lancashire bound passengers with Day Ranger tickets, who would now miss their Northern service to Preston from Leeds. The train crew informed them that, in the circumstances, they should be able to return home via Manchester on a Trans-Pennine service.

Overall, not a good day to use a Day Ranger!

George Sidebottom – by email

Loco Hauled Trains and Borders Rail

It is many a year since I first used the Settle to Carlisle Railway line. The purpose was for my christening in 1955 so my recollection is rather limited! The changes are many. Steam has long since disappeared from scheduled services as have loco hauled trains. Closure proceedings were defeated and to my great, ongoing pleasure the long closed rural stations have reopened. Where to go now?

The through trains beyond Carlisle ceased years ago and are still needed. It used to take 3 hours 47 minutes to travel between Keighley and Kilmarnock but progress is somewhat lacking here. Sprinters are cheap and cheerful if you are an optimist. I would love to see a loco hauled service restored between Leeds, Carlisle, Kilmarnock and Glasgow. Scotrail is to receive several 2+4/5 H.S.T. sets and they have expressed interest in cross border services. Sadly the line speed on the above route is 75 m.p.h. throughout and a shortened high performance train

with c. 4,500 horse power may not be justified. Surely we can find a couple of dependable locomotives with four coaches each to operate return services from either end. Shortening the Great Western units would be the obvious source of coaches, although receiving first class stock is a big ask indeed.

The Campaign for Borders Rail seeks an extension from Tweedbank to Carlisle which would need a great effort. There has been great encroachment on the trackbed including the creation of the Melrose by-pass. Reopening the line between Dumfries and Stranraer via Castle Douglas and Newton Stewart is also being mooted. Neither line should have closed. Further north there have been station reopenings at Gretna Green, Sanquhar, New Cumnock, Auchinleck and Kilmaurs. The latter is credited with 103,000 passenger journeys in the last full year. Mauchline and Thornhill await further progress, both having a decent case for progressing. The Glasgow-Kilmarnock line and forwards to Queen's Drive, (Kilmarnock suburbs) deserves to be electrified. Southern Scotland has plenty to offer incoming tourists with literature being just one theme. Robert Burns was well known in Ayr, Dumfries, Kilmarnock and Mauchline. Sir Walter Scott wrote the Waverley novels and his palatial home remains in Galashiels. Five Red Herrings by Dorothy L. Sayers featured Galloway which is now known for its dark skies. There is still much to see, much of it by rural 'buses including Sanquhar-Lanark!

Graham Lund – by email

Snow fences (snow screens)

After a recent talk about the line I was asked whether the snow fences above Dent station worked. I didn't know the answer - I've always assumed that they do but never really thought about it. The

Rear Cover Images:

Above: Northern Sprinter near Wild Boar Fell - 1/12/2017.

Below: Northern Sprinter at Ribbleshead - 11/12/2017.

Photos: Pete Shaw

S-C Structure database records them as 'disused'. The pictures show that they are very neglected (but I'm not sure how the snow would know not to use them).

Snow fences work by slowing the air to encourage the snow to drop just downwind of them, leaving correspondingly less to fall just beyond that. A bit of research suggests they work best when sited upwind at a distance of about 35 times their height from the track or road to be protected, and with a gap underneath to keep the air moving so they don't just get covered and lose their effectiveness.

At Dent there are several lines of snow fence above the station. The most distant are at the recommended sort of distance and what remains of them suggests that they were slatted fences. But the nearest line is much closer than that, at the sort of distance that might dump extra snow on the track. It is not slatted, and looks like a wall of solid sleepers.

This raises a few more questions. When were the snow fences erected? They are visible in pre-war pictures but I don't have any earlier dated evidence either way. Were they all built at the same time? Or were the conventional slatted fences built first and the nearer solid ones added later (possibly in an attempt to 'block' the snow (which isn't how snow fences work)? When were they abandoned? Was it part of the run down of the line? Was it because they 'didn't work'? Or was it for some other reason?

I would be interested to know.

John J. A. Harrison

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