

SETTLE - CARLISLE RAILWAY
JOURNAL

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Landslip at Eden Brows causes disruption but:

The S&C is open for business!

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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Vice Presidents: Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Ron Cotton; Ann Cryer ; David Curry; Philip Johnston; Eric Martlew; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; Gary Waller; David Ward.

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NEXT MAGAZINE: Copy date for the August 2016 magazine will be Saturday 23rd July. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at:

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

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

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

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

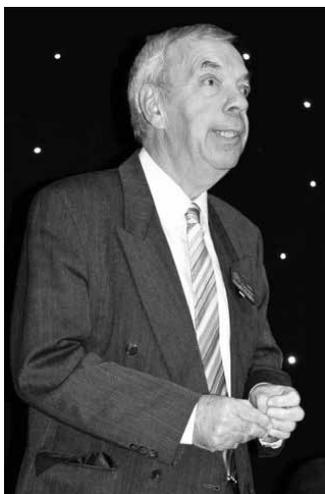
MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.

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

Cover Picture: 'The S&C Is Still Open For Business!' - Reports in the press are stating that the S&C is 'closed' due to the landslide at Eden Brows. This is not correct. Trains still run between Leeds and Appleby with buses available at Appleby to take passengers on to Carlisle and beyond. In a typical S&C scene, which can still be enjoyed, a 158 unit crosses Smardale Viaduct. Photo: Pete Shaw

The Chairman's Report

FoSCL Chairman Douglas Hodgins writes:



Those of you who attended our A.G.M. on the 16th of April will be aware that I was elected Chairman of FoSCL.

Richard Morris, our Chairman for the previous five years, stood down at the same meeting in order to take a well earned rest!

During his five years as Chairman Richard has expended a colossal amount of time and effort on behalf of FoSCL and he deserves our sincere thanks for his input during his time in office. Living in Armathwaite has many advantages, a lovely village on the banks of the river Eden, but the downside if you happen to be FoSCL Chairman is the fact that the majority of meetings you have to attend are usually at venues such as Settle, Skipton and Leeds, many of these resulted in Richard having to journey south on the 06.04hrs from Armathwaite. I am sure he will not miss the early starts but knowing Richard as we do he will still be up and around, helping to promote the S & C. and of course, FoSCL.

Also, at the A.G.M. our Membership Secretary for the past eighteen years, Peter Davies, stood down. Words cannot adequately describe the debt FoSCL owes to Peter for his work over the years, at the very least we owe him a huge vote of thanks for being such a loyal and hard working volunteer. Peter however is not leaving us completely, he will continue with his Ribbleshead Tours, Guided Walks and he is on the Archives Committee. Difficult to replace? Yes. Despite advertising in the Journal we were unable to recruit a suitable person for the post of Membership Secretary who was willing to undertake this important role within FoSCL but we were fortunate when the S & C Development Co. offered to take on the job on a commercial basis.

These are interesting times, we now have a new Train Operating Company, Arriva Rail North who took over the running of our trains from the 1st of April. Managing Director of ARN is Alex Hynes who held the same position with Northern Rail, Alex was of course a speaker at our recent AGM.

We no longer have a complete railway from Leeds through to Carlisle, for, as I am sure you all know, the line has been severed by a major landslip at Eden Brows, north of Armathwaite. I am not going to dwell on this problem, it is covered in a major article in this magazine, but suffice to say, with buses currently providing the service between Appleby and Carlisle, passenger numbers have dropped dramatically. At the time of writing we could well be faced with this closure for the rest of the year, and even into 2017, while Network Rail take steps to repair the damage.

This report is beginning to sound distinctly downbeat, what with major retrials and a railway cut in two. Nothing could be further from the truth, we should be grateful that the powers that be have sanctioned the repairs necessary at Eden Brows, I am sure the final cost of all the works will run into many millions.

Returning, if I may, to the franchise, it will be known as Northern. We are promised an

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.

extra Leeds-Carlisle train leaving Leeds in the late afternoon and a return working to Leeds from Carlisle in the early evening, this will give an excellent connection in to the S&C for those who have had a day out in Glasgow or Edinburgh. There will also be two additional trains on Sundays giving the S & C a much improved service at weekends. We will, however, have to wait a year or two before we see these additional services and, hopefully we are looking for refurbished and longer trains. There is no doubt that passenger growth on the S & C has been inhibited by trains of only two coaches in length, what a difference an extra coach would make and it would encourage all the S & C groups to market the line with confidence that overcrowding should not be a serious issue. I am keeping this report fairly brief, the hon. Editor informs me that the cut off date for the magazine is the 17th of April, the day after I was elected chairman!

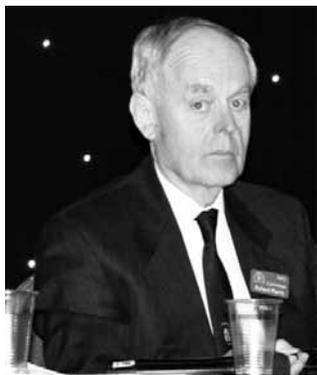
I am looking forward to my time as Chairman, hopefully meeting with many of you and also working with Northern, we are, after all, trying to achieve the same goal, a better and more efficient railway, by working together, rather than against, it is possible to achieve much more.

By the time you receive this magazine, I, together with Bryan Gray of the Association, Drew Haley of the S&C Development Company and Edward Album will have had a meeting with Alex Hynes to discuss our aims and aspirations. More on this meeting in the next edition of the journal.

Douglas Hodgins

Immediate Past Chairman's Review

Immediate Past Chairman **Richard Morris** reviews the state of FoSCL and the S&C.



At this point in FoSCL's history it's appropriate to review the past five years, with reference to the previous five years and longer, and to take stock of where we are now. And what better way to do this than to base it on our award-winning (it won the RailFuture national gold award last year) magazine, the S&C Journal.

To start with, I looked at my first Chairman's Letter in May 2011. In this I paid tribute to Mark Rand who was Chairman for the five years from 2006. Mark at the start of his Chairmanship had produced a 5-year vision for the Settle-Carlisle Line, much of which, including a very significant upgrade of the line by Network Rail and the two phenomenally successful Ribbleshead Viaduct walks, had been achieved. I then went on to ask, where do we go

from here? FoSCL had its ear to the ground, thanks to On Train Guides and others asking passengers what they'd like to see, and the same three wants came up time and again: early morning through trains, plug the 3-hour gaps in the schedule, and later evening through trains.

In February 2013, prompted by a member, I asked the question whether FoSCL should have a mission statement. The Committee thought that the objects in our Constitution were enough. I then went on to say that our two most important objectives are to preserve and maintain our unique heritage, and to improve our rail services. Subsequent feedback from members suggested that this met with wide approval and we've borne this in mind since.

So in this context what have we actually achieved over the past five years? Heritage first: FoSCL contributed £40,000 to the restoration of Ribbleshead Stationmaster's House. This has been widely acclaimed and won its category in the National Rail Heritage Awards in December 2014. We had also been supporting the Settle-Carlisle Railway Trust financially

over the years and, though this will not have been apparent to our membership, the Committee were unhappy with the Trust and its management. We were able to initiate the separation of the Trust from its operating subsidiary, S&C Railway Properties Ltd and thanks to Edward Album and Bryan Gray, under new management chaired by Nick Pearce the company has been turned round and, thanks to its increasingly successful self-catering operations at Ribbleshead and Kirkby Stephen is now profitable. A spin off from this was the creation of the Settle-Carlisle Line Association chaired by Bryan, an umbrella organisation designed to bring the various organisations in the Settle-Carlisle family together and to improve communications between them. Too many different organisations and too complex a setup? I don't think so; collectively we undertake so many different activities that we need the mix of voluntary and commercial organisations that are each experts in their own field.

Now what of our other prime objective, to improve rail services? The Northern Rail franchise, jointly owned by Serco and Abellio, as you will be well aware has just ended. During the course of this franchise we saw a couple of improvements for which FoSCL had long campaigned: early morning through trains between Leeds and Carlisle on weekdays, and an additional Sunday service. Both are regarded as success stories. So one of the things that passengers had asked us for has been achieved. What about plugging the 3-hour gaps in the schedule? Extensive surveys of passengers and local people showed real demand for an extra mid-afternoon departure from Leeds, as implemented at 16.15 for one year at the end of the previous franchise in 2004 by Arriva, then discontinued by Northern. There was, like it or not, relatively little demand for any further weekday improvements.

There was heated debate within FoSCL's ranks as to what we should lobby for in the next franchise. Should we go for a radical recast of the timetable or incremental improvements? Bear in mind that the S&C organisations had collectively failed to get any significant improvement in the 25 years since Ron Cotton's timetable soon after the reprieve of the line from closure - apart that is from FoSCL campaigning successfully for the re-introduction of local services on Sundays. We should all have been delighted to see the Department for Transport specify a regular and much more frequent Leeds-Carlisle service, but wide consultation within the rail industry, FoSCL's experts and government convinced us that it was a non-starter for the spec for the next franchise. It was difficult enough to find the evidence that the DfT required to include an extra mid-afternoon departure in their Invitation to Tender for the bidders for the next franchise. Fortunately we also got two extra services on a Sunday, one of them starting from York.

For our part, we went on to make presentations to all the bidders for both franchises; TPE as well as Northern. Our team of three, Mark Rand, Paul Levet and I had a well-supported list of requirements and aspirations for the next franchise, including Paul's authoritative business case for a through service to Manchester. We were told that the bidders regarded us as highly professional. We were therefore somewhat surprised that we got very little when details of Arriva's winning bid were announced. We were not included in the list of Northern Connect inter-city routes, indeed the word Carlisle appeared only twice, once in the context of an improved service from Newcastle!

Looking back over the years, I think a pattern has emerged. There is confusion in the railway industry and in parts of government, let alone the general public, as to what sort of a beast the Settle-Carlisle Line actually is. Although they're too polite to tell us, they probably regard us as a quaint scenic branch line, albeit a long one, with heritage overtones. Successive TOCs and local government have been quite happy to let us get on with all the voluntary work we do and put our members' money, more than £300,000 over the past few years, into the upkeep of the line and its buildings, but really haven't done a great deal to develop the line themselves. Perhaps more importantly, in today's fragmented world the line hasn't had a champion, that is someone who regards the S&C

as their highest priority, in TOCs or government since Ron Cotton – and without that our scope for achievement is strictly limited.

On to the present situation: we were all knocked sideways by Network Rail's announcement in February that they would be closing the line north of Appleby for many months while they solved the problem of the Eden Brows landslide. This is the biggest engineering problem the S&C has faced since its construction and all credit to Network Rail for stepping up to the challenge and committing to fix it. Make no mistake, the expenditure on this work will dwarf what was spent on Ribbleshead Viaduct in the early 90s. So Network Rail are the good guys, they are spending tens of millions to keep the line open and maintained. But ask yourselves why: it used to be simply because their strategic plan had the S&C as a freight diversionary route for the West Coast Main Line until at least 2043. Since last winter, when the WCML, the Tyne Valley Line and the Cumbrian Coast were all closed by flood damage or landslips, it's more a question of we have to keep every route open in case we need it for diversions. Either way, we benefit and there's no danger of our having to mount another campaign against closure. It is clear however that a great deal of promotion of the line will be needed once the northern end of the line reopens to bring back the passengers that we have lost.

If Network Rail are the good guys, not so successive TOCs. Northern during the franchise just ended in my opinion largely failed to deliver, especially on the question of rolling stock. Not their fault though, their hands were tied by the nature of the franchise agreement which envisaged no growth in passenger numbers and therefore no new rolling stock. The fact is, that in practice they could not even provide trains with the expected number of carriages, let alone trains designed for long distance rural travel, which meant that the DevCo had to limit the number of group bookings. We know that the new franchise will bring in a lot of new and refurbished rolling stock and it is to be hoped that some of it will find its way onto the S&C. The new franchise should be an opportunity to develop our passenger services and the local economy.

I do need to thank you all for taking the trouble to come to the AGM today, some of you by bus as well as train. I would also like to thank the wider membership for their continued support and generosity. As the Treasurer reported at the AGM, our finances are in the sort of shape that would be the envy of many a voluntary organisation and there has been much discussion in the Committee as to how these funds could best be used. I'm delighted that for the first time in FoSCL's history we have acquired our own premises, a unit in the Sidings just behind Settle station. It is already proving valuable not just for storage but also as a woodworking workshop with machinery which will enable S&C skilled volunteers to do a professional job on repairing our wooden structures and furniture up and down the line. This unit will also be shared with the Settle-Carlisle Railway Development Company who have their own storage requirements. This is a good example of cooperation between individual S&C organisations: more so is FoSCL in future paying the DevCo to run our membership system. We have been unable to find a volunteer to replace Peter Davies who had fulfilled this demanding role for 18 years and I'm confident that the DevCo will do a very professional job for us in this respect.

Finally, I would like to thank the officers and Committee members for their cooperation and support over the past five years. It has not always been sweetness and light – how could it be when you have a dozen or more committed enthusiasts each with their own views – and the Chairman does not always get his own way! But the Chairman is not always right and the consensus reached by the Committee usually proves to be the correct decision: a very good, democratic and transparent system of governance.

If time allowed I would pay tribute individually to all the members of the Committee, and to the Coordinators and the other 150 or so active volunteers, which would graphically illustrate the great variety of activities that we undertake. To me it is always amazing just how much work people are prepared to undertake on a voluntary basis for a cause

in which they believe. We could however benefit from some new Committee members, preferably younger and with more female representation as well: come on ladies, you don't need to know about trains, there are quite enough people who do already and we need a variety of other skills.

Anyway, I am now standing down as Chairman but shan't go away entirely. There is a crying need for development of our IT systems and social media and my background in the computer industry means that I should be able to help here in the short to medium term. I look forward to this new challenge which hopefully will continue to benefit the Settle-Carlisle Line.

I could not wish for a better successor than Douglas Hodgins, with whom I have worked closely for years and who has been unfailingly supportive all this time. With his track record of chairing the DevCo for a while and also being a past member of the Settle and Carlisle Railway Trust he has an unparalleled knowledge of the constituent organisations of the S&C family. I have every confidence that he will bring new skills and a fresh approach that will enable the Friends to continue to thrive.

Richard Morris

Editorial

The 2016 AGM was always going to mark the end of two eras in the history of FoSCL. Firstly, after five years as Chairman, Richard Morris stepped down and handed over the baton to Douglas Hodgins. Secondly, Peter Davies retired after eighteen years as Membership Secretary. It would be invidious of me to add to the tributes to both which are carried elsewhere in this magazine except to note that both have played many other parts in the FoSCL story. Richard was previously Secretary and his extensive FoSCL activity has included being an on-train guide - in many ways the 'frontline' of the volunteering team. Peter, Membership Secretary and walk leader, is a living link with the builders of the S&C being Great Nephew of Sir Abraham Woodiwiss - contractor for the section of the S&C between Dent Head and Kirkby Stephen. Prior to becoming Membership Secretary, Peter had already served on the committee for several years and was also at one time an on-train guide and a member of the Settle shop staff. I am sure that all members will join with the committee in thanking both gentlemen for their contributions.

Sadly, AGM day brought another era to an end: as we prepared to join the rail-replacement buses to Appleby, the shock news broke of the death that morning of Settle volunteer Eric Stanley. Eric - soldier, fireman, gardener, on-train guide, first-aider, signalbox explainer, self-styled 'goat wrestler' and ice cream salesman had become so much of the Settle scene that he will leave a big hole in our activities there. I for one, when working in the Settle shop, will miss his cheery "S'long" when he left for home and his wife Mavis to whom we send our sincere sympathy.

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

Diary Dates

Wednesdays 25th May to 31st August: Ribblehead 'Shanty Town' walks - see page 10.

Thursdays 2nd June, 28th July, 11th August: 'Jericho-themed walks' - see page 13.

Sunday June 26th: Railway Service at St Mary's Mallerstang - see page 13.

Monday 29th August 10.00 – 16.00: Bookfair at Settle Victoria Hall. Second hand, antiquarian and general books.

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

Saturday December 10th: Open Day at Settle station.

FoSCL Notes

Membership Matters

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

Dr. Malcolm Arthurton – Grange.
Mr Peter Baker – Walk Leader – Appleby.
Mr D. Briggs – Bridgewater.
Mrs F. Dobson – Ellesmere Port.
Mr Jack Hogg – Shipley.
Mr Keith Morgan - Appleby.
Mr J.D. Murray – Newhaven.
Mr Geoff Newsholme – Skipton.
Miss Zoe Nother – Magazine Packer - Cullingworth.
Mr I. Porteous – Stafford.
Mr Eric Stanley - Settle Volunteer.
Mr E.B. Thornton – Bradford.
Mr. R. Wikins – Isle of Wight.

Journals posted to the following members have been returned undelivered. If anybody could help us with their current addresses could they please let us know.

Ms. K. M. Cross - Glasgow
Mrs B. Dunn – Sidmouth.
Mr. J. Earl - Morpeth.
Mr and Mrs E.B. Gill – Sutton Coldfield.

Magazine Team Thanks The Membership Secretary

Our retiring Membership Secretary, Peter Davies, has been an integral part of the magazine packing team for the last 17 years, playing an important role in the group based at Baildon, West Yorkshire.

Our magazine dispatch system is closely integrated with membership, the two functions coming together for the mailing.

In his role as Membership Secretary, Peter co-ordinated all the update information so that, by magazine packing day, all the membership records could be transmitted via the address card sent out to members with the magazine. Some members would be informed that it was their due renewal date, some would

be given their new membership cards, whilst others would just receive the magazine, appropriate to the cycle in their membership year.

Peter's role was vital in the packing system and our team wanted to wish him a Happy Retirement at the February magazine packing day – because only a small number would travel to the AGM in Carlisle, where the full membership would show their appreciation.

All 28 members of the magazine team signed a card for Peter and we presented him with an antiquarian book, which I knew that he'd been looking for at bookfairs, called *Halifax Gibbet Law* reprinted by Horsefall Turner of Bradford in 1886:- 130 years old. The good citizens of Halifax developed a rapid-response justice system in the 17th/18th centuries, fair trial being quickly followed by execution! The Halifax gibbet was not the normal hangman's noose, but a guillotine more akin to that of the French Revolution.

Pete Shaw



Peter Davies (right) receives the *Halifax Gibbet Law* book from Pete Shaw. Baildon Moravian Church Hall.

14/2/16

Photo: Chris Grogan

Peter Davies - An Appreciation

One thing a Vice President can do is to stand back and observe. I would therefore like to pay tribute to Peter Davies on his retirement as FoSCL Membership Secretary for a period longer

than most of us can remember. FoSCL could not survive without a diligent and trustworthy person to take charge of its Membership details. The workload is not only substantial but has to be done in a timely way. The Post is the face of the Friends. Peter in his quiet way has done this job, some would say thankless job, with great efficiency. Moreover he has done it for his love of the S&C Railway and has made no charge for his services.

Peter has also conducted Guided Walks for the Yorkshire Dales National Park and FoSCL for over 30 years. He has also been a long serving and conscientious Member of the FoSCL Committee.

Many have become well known because of their association with the S&C but Peter must hold the record for one who has done the most work for so little personal recognition. It is therefore important and most appropriate to record a very big thank you to Peter on the occasion of his retirement. It is selfless people like Peter who sustain the fabric of society.

David Ward



Peter Davies

AGM 2016

The Annual General Meeting of the Friends was held at the Hallmark Hotel in Carlisle on Saturday 16th April. The attendance of 86 was up on previous years when the AGM was in

Carlisle; so the replacement bus service from Appleby to Carlisle had not put people off who were travelling from the south.

There were 19 apologies for absence and there was also an apology from one Committee Member.

The minutes of the 2015 meeting were accepted by the members.

With regard to matters arising from the minutes, there was only the one comment from Ruth Annison. Ruth gave an update on the Wensleydale Railway: the weigh hut, reported in the 2015 minutes, had been completed. A celebration was being planned for the 140th anniversary of Garsdale station being opened; one of the Garsdale signalmen had taken over the Moorcock Inn and there continued to be a bus link between Garsdale station and Hawes.

Richard Morris, the outgoing Chairman then gave his report on the year. (See page 2).

The FoSCL Treasurer, Stephen Way then presented the accounts for the year which showed a small surplus of £3278. Stephen also highlighted the fact that we had donated £10,000 to Railway Properties during the year. With a drop in the membership numbers he felt this was a very satisfactory performance. There were no questions from the floor on the accounts. The accounts were therefore accepted and the auditors, H & M of Skipton re-appointed.

Then followed the election of Officers and Committee: Richard Morris had decided not to put his name forward for the post of Chairman or for the Committee.

Peter Davies had intimated he was standing down from the post of Membership Secretary and from the committee.

Douglas Hodgins was elected Chairman. Stephen Way was elected Treasurer and Paul Kampen as Secretary.

Paul Levet and Pete Shaw were re-elected to the committee.

This concluded the formal business of the meeting but before members' questions were taken Richard Morris made a presentation to Peter Davies of two

books and a gift token in recognition of his eighteen years as Membership Secretary.

Douglas Hodgins then called Judy Morris up to the platform and presented her with a bouquet of flowers as a thank you for her services as the Armathwaite gardener and for 'lending' her husband to FoSCL for the past five years.

Douglas then presented Richard with a bottle of bubbly and an accommodation voucher for a quality hotel in the Scottish Borders.

Richard then took members' questions. Members asked about: FoSCL's plans to encourage the return of freight traffic to the line; the possibility of biomass traffic; FoSCL's plans for spending money on projects; NWR's spending plans for Eden Brows; better information at the north end of the line - in particular Carlisle; a strategy for attracting young people to FoSCL; the fact that the S&C was not seen by NWR as a 'Northern Connect' service for which they had been criticised by Barry Doe in 'Rail' magazine.

Ruth Annison gave further information about the Wensleydale line and Philippa Simpson paid tribute to Peter Davies.

The afternoon session consisted of two first class speakers, Simon Walton, ex-Chairman of the Campaign for Borders Rail and Alex Hynes, Managing Director of Northern.

Both made excellent presentations, took questions from the audience and were thanked on behalf of FoSCL by Douglas Hodgins.

Pete Myers, our Northern stakeholder manager was also in attendance.

The meeting finished at 15.35hrs For those heading south Northern had kindly laid on an extra replacement bus to Appleby to cope with the numbers and Alex Hynes joined us on his journey home to Leeds.

All in all a good meeting, sad to see two stalwarts in Richard and Peter standing down, but at the same time re-assuring that all officer positions have been filled for another year.

At the conclusion of the meeting, just as we were leaving the hall, word filtered through of the sudden death of Eric Stanley, one of our most active and long serving volunteers. He will be sadly missed by all in FoSCL.

Douglas Hodgins - Chairman

(Any member who wishes to receive a copy of the accounts should contact the Secretary/Editor - preferably by email. Contact details inside front cover).

Gardeners Needed at Appleby Station

With the resignation of Mr and Mrs Preston-Green, FoSCL needs new volunteers to look after the gardens at Appleby station.

Any member interested should contact Dave Freer at:

dave.freer@hotmail.com



Seen at the FoSCL 2016 AGM at the Hallmark Hotel, Carlisle are (l-r) Richard Morris, Alex Hynes, Simon Walton and Douglas Hodgins.

Photo: Mark Rand

Membership and FoSCL Dales Railcard Update



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

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

By email: membership@settle-carlisle.com

Telephone: 017683 53200 (answerphone)

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



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

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

Stop Press!

On the evening when the magazine was being finalised for the printer we heard that train services would shortly resume as far as Lazonby and, possibly, Armathwaite. Initially these will be empty stock workings.

This situation is changing by the day and any information that we give you could immediately prove to be out of date.

We would urge members who wish to travel to and from north of Appleby to check exact times of trains and replacement buses before travelling.

Sales Department

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

www.foscl.org.uk

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

Station Shop Opening Times:

Core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and Fridays and Saturdays plus steam train days according to the availability of volunteers (Appleby).

Paul A. Kampen - Hon. Secretary

Ribblehead 'Shanty Town' Walks

Walking tours on foot around the railway construction site at Ribblehead will take place every Wednesday from May 25th to August 31st inclusive.

On all days there will a short walk of approximately two and a half miles covering the shanty town sites. This walk returns to Ribblehead at approx. 13.00 hrs in time for the 13.17 train south or the 14.05 north. The long walk is approx. five miles and goes over Blea Moor to view Littledale, where stone was obtained to construct the viaduct, and the tunnel airshafts. This tour arrives back at Ribblehead at approx. 15.00 hrs. On both walks we talk about the history of the railway's construction, the life of the railway builders and refurbishment of the viaduct. We also hope to answer your questions. Waterproofs, stout footwear (preferably walking boots which must be worn for the long walk) are essential whatever the weather which at Ribblehead, at any time of the year, is unpredictable and can be severe. A packed lunch is essential for the long walk. Please meet at the main building on Ribblehead station at approx 10.25 for either tour - this gives good connections from the trains in either direction (08.49 from Leeds, from Carlisle please check times of bus connections to Appleby). There is no charge but donations would be appreciated.

Any enquiries can be made to: paul.kampen@settle-carlisle.com

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

We look forward to meeting you.

NB: Due to the uncertainty caused by the Eden Brows disruption, please check exact train times from/to Appleby and bus connections from/to Carlisle before travelling.

Unit 8a

For the first time ever FoSCL has premises from which to operate some of its functions. We are renting premises right alongside Settle Station, unimaginatively called Unit 8A on the Sidings Industrial Estate.



Unit 8A is on two floors, the lower is now a fully equipped joinery workshop from which operates volunteer joiner extraordinaire Ged Pinder. Upstairs is storage. Ged lives in Kendal but travels almost daily, setting up the machinery and getting stuck into projects. Ongoing just now are handrails to access the upstairs, a lockable room for the Development Company's trolley needs, a platform trolley restoration and a major restoration on the Ribbleshead down platform waiting shelter.



The latter project comes about as a result of an agreement with Network Rail for FoSCL volunteers with the necessary skills to work on NWR property, with permission and due attention to safety. The sorts of projects undertaken are likely to be joinery mainly - getting things done which are unlikely to be gotten round to by Network Rail themselves. Chairman of the S&C Property Company, Nick Pearce, has brokered this agreement which we believe to be unique. Another example of the S&C leading the way.



Unit 8A is actually leased by The Midland Railway Company Limited, hence the name above the door. I bet you thought the MR was long gone. Not so. Solicitor Edward Alburn bought the company for £1,000 when the line was saved from closure, just in case somebody else got it. It is now up and running again thanks to a great deal of complicated *pro bono* legal work by FoSCL Hon Solicitor Nigel Ward, in collaboration with Edward Alburn.

Anybody with craft skills or other relevant expertise is very welcome to join in the fun.

Painters, woodworkers, metalworkers and gardener/handyman are now urgently needed by FoSCL to do hands-on work.

Contact Volunteers Co-ordinator Ruth Evans - details inside front cover.

Mark Rand

Obituary - A Tribute to Eric Stanley



There are volunteers and volunteers and there was Eric Stanley. Eric sadly passed away on 16th April.

Eric was born in Leeds in 1930 but lived most of his life in Sheffield. He was an exceptional gardener, although his modesty would never allow him to admit it. He joined the Friends very shortly after its inception in 1981 and campaigned on Leeds station when the Line was threatened with closure in the 1980s, probably cajoling passengers there to sign the petition to stop that happening. After his retirement he spent an average of three days a week commuting between Sheffield and Settle. He became the Station Adopter at Settle during this time and immediately put his gardening skills to good use to transform the station into a blaze of colour from spring through to autumn each year. He eventually moved with his wife Mavis from Sheffield to Giggleswick, where he was a short walk from Settle station. All year round he was a fixture on the station, talking to anyone who was interested in the Line or the station as well as running errands for colleagues and making sure the platforms were salted if needed. Nothing was too much for him.

But more often than not he was to be found on trains talking particularly to groups – or to anyone who wanted to listen - pointing out the sights to be seen from the Line; he was probably the

Friends' first On Train Guide. He also was to be seen "attached to" the other end of the trolley operated by the Friends' sister organisation, the Settle-Carlisle Development Company, selling ice creams to passengers who were surprised to find them on offer from an on train trolley. He did have difficulty with the flavours on offer and when asked was known to reply Red, White or Rosé. He also managed to sell 23 ice creams in February to passengers on Appleby station!

For any members of the Friends or groups who travelled on the Line between Leeds, Skipton, Settle, Appleby and Carlisle, Eric will be best remembered for his commentaries and "tall stories". Some were impromptu but quite a few well rehearsed. Many passengers will be able to recall the story as the train was about to go into Blea Moor tunnel ; it will I'm sure bring on a smile and probably make most laugh out loud. If a passenger asked a question, Eric could always answer it. In many a case the answer required him to think on his feet and the reply was not always factual. Most passengers accepted this although there were a few who were not amused; their loss was as great as the one I and so many of us who've known Eric now feel. His passing was so unexpected.

Eric was a lovely man; he was so totally straightforward. He was first and foremost a volunteer. He would never accept any reward for anything he did for his beloved Leeds, Settle to Carlisle Railway Line. He could not be told to do anything. He always had to be asked. In return he would always ask you and respect your answer. There was always mutual respect. He won the First Prize for the Outstanding Volunteer Contribution at the Community Rail awards some years back but was very modest about it as he was about all his achievements. In his own words the reason he did what he did which so enhanced others' lives was because he was a "volunteering sort of person". That was Eric Stanley. I feel very privileged to have known him and to have been a friend.

Alan Glover

(Photo of Eric Stanley: Sandra Foster)

JERICHO ITV Drama Series - Learn about the real life of Navvies and see the real 'Jericho' country

Three tours have been arranged to talk about the life of the navvies at Ribbleshead and to see the real 'Jericho' country.

Meet at the Ribbleshead Visitor Centre on the arrival of the 12.02 train from Leeds (departs Leeds 10.49). Following a short talk and discussion, there will be a walk to Ribbleshead Viaduct about 1 mile looking at how the Navvies lived and how the railway was built. Returning then to the Visitor Centre to catch the 14.05 train to Garsdale (fare payable on the train or at any station), passing the actual site of the Jericho Shanty Town. A tour of Garsdale Station looking at the history of the railway in that area. The tour will then return on the 15.13 from Garsdale back to Ribbleshead/Leeds. The tour is free of charge.

Bring a packed lunch. Drinks can be purchased at the Ribbleshead Visitor Centre. Strong shoes are advisable. Waterproofs in case of bad weather. Whilst not strenuous, the walks are not suitable for people with limited mobility. For further information 01524 811492

ruth.evans@settle-carlisle.com

The dates for the tours are :

Thursday 2nd June, Thursday 28th July,

Thursday 11th August

Ruth Evans

Moorcock Inn

Visitors to Garsdale Station will be pleased to hear that the historic Moorcock Inn has reopened after a short period of closure - the new owners being railwayman Andrew, wife Jo and their family. The pub most definitely welcomes walkers and walking groups with a café bar at one side and a good selection of real ales on the other. The Moorcock provides an excellent finishing point to many of the local walks from the station including the Grisedale circuit [6 miles] famed in the 1975 TV programme 'The Dale that Died' together with its deserted Quaker settlement at Scales. If the 1 mile slightly

uphill walk back to the station along the Pennine Bridleway is too daunting the Little White Bus can be used at nominal cost for the journey. Walking suggestions from Garsdale Station can be found at www.walkingintheyorksiredales.co.uk. For the pub opening times please contact Jo or Andrew on 01969 667488.

John Carey

Railway Service - Mallerstang

The Annual Railway Remembrance Service will take place on Sunday 26th June 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.

All are welcome.

Gordon Hutton

Renamed train

On the 3rd March 2016 a Virgin Pendolino train was given a new name. Andrew Hunter of Grasmere Gingerbread unveiled the new nameplate, 'The Cumbrian Spirit,' at Carlisle station. This is a reminder of the strength of the Cumbrian people.

I arrived just in time and I dropped down on one knee to take this picture. To the left is football player Antony Sweeney from Carlisle United, opposite him is Anna Doran, General Manager Anglo Scottish Route at Virgin Trains and next to her stands Andrew Hunter.

Tracey Johnson



Update from the Settle-Carlisle Railway Development Company

The last few months have been challenging times for all organisations involved with our beautiful railway. However we continue to work together to promote and develop this fantastic route, we still have the majority of the route open and are determined to make the most of it. The Settle-Carlisle line thrives on adversity and we will get through these difficult times.

It is a shame that we have not been able to benefit widely from the television series *Jericho*, or the *Flying Scotsman* visit, as these would have seen many more passengers enjoying the area. We hope to persuade 'Scotsman' back once fully reopened, after all Scotland is just a hop away from Carlisle!

The Development Company has worked tirelessly to keep passengers updated on the numerous storms and disruptions they have caused. Our social media presence and newsletters has gone out to thousands of people and been a constant source of information.

As a community business we continue to promote the route, our award winning on train refreshment trolley is still running, providing a cheery smile and local products for the passengers we do have. Our employees at Settle and Appleby booking offices are also a welcome sight, keeping passengers informed and the waiting rooms warm.

We recognise the need to continue to promote the route as journeys are still available by train over the majority of the route. Our website:

www.settle-carlisle.co.uk

grows daily with information on great days out, places to see, eat and drink, as we promote the many fantastic sights and sounds of the Dales and Eden Valley. If you wish to subscribe to our regular newsletters just pop along to the site and sign up.

We are pleased to report many groups are still coming to enjoy the route, particularly between Settle and Appleby, our work to tempt them back has been fruitful and I am sure the Friends will again

provide the superb On Train guides to enhance the journey. On the subject of the Friends we are pleased to have won the contract to deliver membership services for them, from our office at Appleby. Please see the entry on page 9 showing the contact details should you have queries about your membership.

As we go to press we are working with Northern to deliver some special promotions for all passengers to offer some great days out at great prices, keep an eye on the website and local press for these offers we hope to announce very shortly. It has been good to see so many excellent railway people retained by Northern and our relationships with them will grow as they deliver the franchise commitments for the line.

We and the Friends are however keen to see even more passenger benefits delivered. We are in discussion with the Northern and Network Rail on a package of improvements to be delivered during the current partial closure, watch this space for future announcements.

Lots to do and lots happening, New York may be the city that never sleeps but the S&C only gets occasional naps, we look forward to the Tour de Yorkshire, Ride2Stride and the Appleby Horse Fair all round the corner, so lots to do and see, why not join us soon!

Drew Haley - General Manager, S&C Development Company

New Northern Rail Offers

Northern are responding to the recent downturn in passengers, which has been caused by the landslide at Eden Brows, and will shortly be issuing a discount ticket at £15 return valid between Leeds and Appleby. This is excellent value and further railcard discounts would bring this to £10.

The details, validity and start date of the special offer are currently being worked on. For updates on this and other offers in the pipeline the websites www.settle-carlisle.co.uk www.foscl.org.uk will have full details.

Refreshing the Waiting Rooms & Stations

We've been trying to find ways that the three supporting groups, FoSCL, the S&C Trust and the S&C Development Co., can deliver ever greater practical support in keeping the passenger facilities along the line in first class order. As our pilot project we recently agreed a package with Network Rail that enables us to fund and lead the construction and installation of major repairs to the down waiting shelter at Ribbleshead. We want this to be the first of a programme of similar projects that keep the buildings in tip top condition.

We are planning the next stages with a focus on redecoration of the waiting rooms at the north end of the line, repairs and maintenance of the Midland Railway style platform fencing at various sites, and improvements to approach roads and car parks. Details are not finalised but the response from Network Rail is positive and encouraging. Key to success is developing and maintaining work methods that comply with the safety requirements for working close to an operational railway. Network Rail are helping us with this to ensure that we meet their standards.

Some work will, necessarily, be done by contractors but much can be done by volunteers. Encouraged that we delivered nearly 70 volunteer days between October and March decorating the Ribbleshead Visitor Centre, and with the construction of the new panels for the down shelter at Ribbleshead being driven forward by volunteer Ged Pinder, we know that this is something that is of interest to FoSCL members.

If you would like to know more, or to get involved, please contact me at: nick@moneybeck.com or 01524 761169 and we'll find the best ways to get you involved. I look forward to hearing from you.

**Nick Pearce -
Chairman, S&C Property Co**

Obituary - Peter Akrigg

Another link with the traditional railway scene was lost to us with the death of Peter Akrigg on April 12th after a short illness. Peter Akrigg was the last signal 'lamp man' on the S&C from which job he retired in November 2010. By that time only two oil lamps remained north of Settle Junction.

Mr Akrigg is remembered by his managers as a man who could be left to get on with the job without any supervision. They knew that when he left for home, the job had been done and done properly.



Above: Peter Akrigg prepares lamps at Garsdale. Photo: Mark Rand.

Below: Peter Akrigg changing a lamp at Hellifield in the severe winter of 2009-2010; an example of the harsh conditions in which railwaymen have to work - nothing romantic about it! Photo: Rod Metcalfe.



Special Traffic Report

Jan 23rd	44871+45407	Manchester Victoria - Carlisle
Jan 30th	46233	Carlisle - Euston
Feb 6th	60103	Carlisle - Manchester

Renowned steam loco 60103 *Flying Scotsman* just managed to traverse the S&C on its inaugural main line run, prior to the S&C being closed to through traffic because of the landslip at Eden Brows, north of Armathwaite. Charter trains subsequently have been absent because they tend to want to run over the full length of the line.

Freight trains have continued to operate from the southern end of the line; with gypsum to/from Kirkby Thore; stone chippings from Ribbleshead Quarry sidings and tarmac chippings from the new Arcow Quarry sidings. A new flow of gypsum imported from abroad via Hull Docks is expected to form a daily service to Kirkby Thore starting in May.

Pete Shaw



The disruption caused by the Eden Brows landslip has created the unusual sight of Class 158 units in the sidings at Appleby.

Here the one on the right has worked the 08.49 from Leeds whilst that to the left of the signalbox has come in with the 09.49 'express' service.

Photo: Bob Swallow



Geoff Newsholme was a regular at the Settle Station Signal Box for around an hour most Saturday afternoons forming a trio comprised in the past of Bill Mitchell; Derek Soames and himself. They sat on the only comfortable seat sipping tea and putting the world to rights. Geoff, the last of the trio passed away recently after some heart problems. At the packed service in Skipton Crematorium it was standing room only. The start and finish of the service was notable for the theme music to 'Last of the Summer Wine' ringing out over the nearby properties. The volunteers manning the box are known by this sobriquet. All of them attended the service and several the repast at the Punch

Bowl in Earby. Geoff was a bit of a character - and a noisy one at that. He is shown a while back blowing a linesmans horn to the amusement of Derek Soames.

Photo : Bob Swallow

Explore Off the Line by Bus

With through trains to Carlisle off the menu for this year this is a great opportunity to alight at an intermediate station and explore the area by using one of the many connecting buses. Some trip ideas are detailed here to inspire you. More information can be found in the DalesBus booklet and leaflets which are available at all stations and on some trains; let me know if you would like to help distribute bus publicity on trains. You can also go to www.dalesbus.org for all the latest news, timetables and fares.

Use the Sunday morning train from Leeds (connection from Bradford to Shipley) to catch the Northern Dalesman bus at Ribbleshead to explore Hawes, Buttertubs Pass, Swaledale and Richmond. This bus follows the route of the 2014 Tour de France and is probably the most scenic bus service in England. FoSCL and the National Park are supporting this bus so why aren't you? You can change onto the Wensleydale Flyer at Hawes to travel down Wensleydale to Aysgarth, Leyburn (for the Wensleydale Railway) and Northallerton thanks to generous support from Outhwaites Ropemakers, the Aysgarth Falls Hotel and others to help save this bus service for summer 2016. If you stay on the train to Dent you can hop on the Western Dales Bus to Dent Village, Sedbergh and Cautley.

Sunday passengers from Lancashire can now catch the Northern Dalesman from Morecambe and Lancaster and transfer onto the train from Ribbleshead towards Appleby in the morning and ask the Northern Dalesman driver to wait for them at Ribbleshead in the evening; this gives easy access to the central part of the S&C from Lancaster on a Sunday and complements the Lancashire Dales Rail train which now has a morning bus connection from Settle Station to Malham Tarn and Malham (also connects with the Leeds train).

Witch Way X43 buses now run every half hour on Mondays to Saturdays from Manchester to Skipton via Burnley and every hour on Sundays through to Grassington whilst Preston Bus have taken over the daily service from Preston to

Skipton via Clitheroe. These buses stop on Broughton Road near the railway station in Skipton so offer easy access to and from trains.

Saturday Western Dales Bus services link Dent Station with Dent, Sedbergh and Kendal giving good access to the western section of the Dales Way and the Howgills. The Little White Bus runs daily scheduled and demand-responsive buses from Garsdale Station to Hawes; remember you can ring them up (01969 667400 or 0781 698 6448) and ask them to meet any train during the day (subject to availability). There are also scheduled and demand-responsive weekday services down Wensleydale and over Buttertubs Pass to Upper Swaledale provided by LWB.

Cumbria Classic Coaches (015396 23254) offer all year round connections from Kirkby Stephen Station on Mondays to Kendal and Wednesdays to Brough and Barnard Castle together with a Summer Tuesday service via Mallerstang Valley to Hawes from 31st May.

Further south the Skipton - Settle - Ingleton - Kirkby Lonsdale service runs Monday to Saturday; morning trains from Leeds to Morecambe offer good connections at Giggleswick (wait opposite the Craven Arms Car Park entrance) to Austwick, Clapham Village, Ingleton and Kirkby Lonsdale. On Saturdays a bus departs Skipton Station Forecourt at 0948 for Malham returning at 1630; Sunday services to Malham and most departures to Bolton Abbey depart from Skipton Bus Station. Please note that weekend buses now use the National Park Centre Car Park not the Buck Inn due to parked cars causing turning problems for the bus.

Monday to Saturday buses from Skipton to Wharfedale have been revised and a change of bus is required at Grassington to reach Buckden; through fares and Dales Rambler tickets continue to be available. Buses from Ilkley to Grassington now operate on Mon, Wed, Fri, Sat and Sun but this is a much better outcome than was feared. Remember that Dales Rambler tickets are available with Young Persons; Senior; Family and Two Together Railcard discounts so are fantastic value for daily trips to Wharfedale and to Malham at weekends.

With all these opportunities you can't afford to miss out so start planning your next trip now! If you have any queries; ideas for improvements or wish to help us in any way please contact John Disney on 0115 9322356 or media@dalesandbowland.com

John Disney

Western Dales Bus News

It is good to be able report exciting news from the Western Dales Bus with yet more destination possibilities from the Settle-Carlisle line. As readers will recall the new low-floor disabled access bus was acquired in October 2015 with generous support from FoSCL and was quickly pressed into service.

The summer services commenced on 1st May with new services connecting with the Settle-Carlisle line at Dent, Garsdale and Kirkby Stephen Stations. English concessionary travel passes are accepted on all WDB services.

The normal Saturday 10.20 departure from Dent Station to Sedbergh and Kendal remains unaltered meeting the 08.49 train from Leeds with return services from Sedbergh at 16.50 plus an additional 18.40 service from 7th May giving the possibility of a long day out in the Howgills or meal in Dent.

On Sundays from 1st May the popular summertime service to the National Trust-owned Cross Keys Temperance Inn at Cautley will be reinstated, the bus departing Dent Station at 10.45 and providing opportunity for a high level walk up Cautley Spout or a leisurely low level walk along the valley back to Sedbergh. In addition there will be two shuttles from Sedbergh to Dent. The last bus to meet the train departs Cautley at 17.15 and the Cross Keys will remain open until then. Holders of rail tickets to Dent will be offered a 1/3 discount on return bus fares from the station (on Sundays only).

The existing Tuesday service from Dent village to Hawes via Sedbergh has been adjusted slightly from 3rd May to allow for a market-day trip from Garsdale station in conjunction with Little White Bus. Northbound passengers from the train will

be able to reach Hawes alighting from the 10.21 arrival at Garsdale using the LWB service which departs at 10.25. Return to Garsdale will be using the WDB service at 12.37 from Hawes Market Place to connect with the 13.02 southbound train.

On Fridays from 6th May there will be a completely new service from Dent village to Kirkby Stephen via Sedbergh, Ravenstonedale and Kirkby Stephen Station. This will connect with the 10.34 train at Kirkby Stephen Station and at 12.35 there will be a shuttle back to meet the 12.50 southbound train, ideal for a quick shopping visit. Importantly this will create a long awaited connection from the station to the town albeit only on one day a week. Hopefully this will be a catalyst for future services as well as replacing the demised 564 service.

The Western Dales Bus is an entirely volunteer-run service including FoSCL members and is always on the look-out for new volunteer drivers, ideally proximate to Sedbergh. If any members in this locality (or even wider afield) would like to help provide this essential service please contact the WDB volunteer coordinator Liz Nuttall on 015396 25571 or e mail liznuttall@talktalk.net. Don't worry if you have not tried this before as full training will be provided!

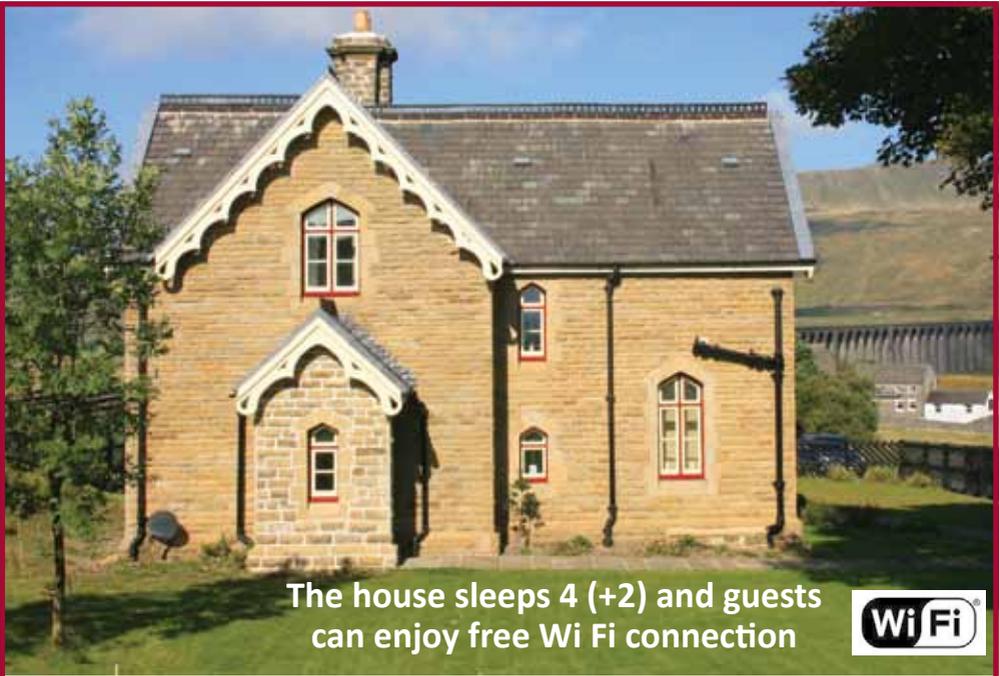
John Carey

Keith Morgan

As this issue of the S&C Journal was being prepared for the press we heard of the sad death of Mr Keith Morgan, of Appleby.

Keith was a member of both the FoSCL committee and the Joint Action Committee (JAC) for several years and played a big part in the campaign to save the S&C.

A full tribute will be carried in the August issue.



The house sleeps 4 (+2) and guests can enjoy free Wi Fi connection



NEW higher discount rate for FoSCL Members!
20% off any booking for the Station Master's House,
for any dates between now and the end of 2016.

Phone Rachel now on 01768 800 208
to reserve your stay or visit the website at
www.sandctrust.org.uk/stayatastation/
for a full listing of prices and the dates available

(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.



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



Railway Holiday Cottage situated at Garsdale Head station

Reasonable rates- Telephone 0114 2696 008 www.5railwaycottages.co.uk

LANGWATHBY STATION CAFÉ

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Steam is unlikely to be seen on the S&C this year so here are a few happy memories.

Left: Flying Scotsman near to Scotby with the Winter Cumbrian Mountain Express on the 6th February 2016.

Photo: Peter Ainsworth

Below: 48151 on the Fellsman at Birkett Common during 2015.

Photo: Dave Cooper



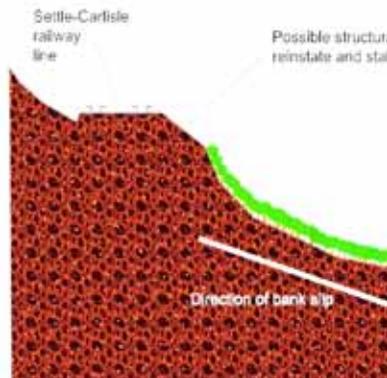


Eden Brows

On Tuesday 9 February Network Rail discovered, through ground monitoring, that approximately 500,000 tonnes of earth supporting the Eden Brows embankment was moving, making it unsafe.

Over the past two months it has been determined that the embankment has moved by up to 1.5m.

Network Rail has announced a major and highly complex programme to stabilise the embankment and reinstate the railway line over several months to accommodate the programme.





Eden Brows Landslip

Network Rail closed the Carlisle-Settle-Carlisle line. It was through ground and aerial monitoring, that it was determined supporting the railway at Eden Brows was unsafe to run trains.

Intense monitoring of the railway bankment has slipped by 1.5m.

Major repairs are needed to stabilise the track and it is expected to take several months to complete. Network Rail plan to start the work in June.



Final solution:
stabilise track

Extensive earthworks required to stabilise bank





More happy memories of steam on the S&C. Let us hope that scenes like these will once more be on offer in 2017!

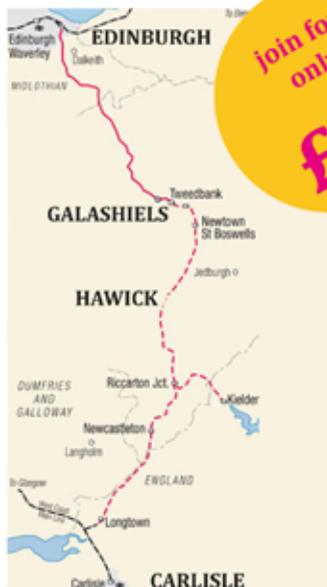
Above: "The Fellsman" hauled by Class K4 No. 61994 The Great Marquess across Arten Gill Viaduct on 14 August 2013. Photo: Chris Chilmald

Below: 44871 & 45407 approach Horton-in-Ribblesdale with The Winter Cumbrian Mountain Express on Saturday 23rd January 2016. Photo: Ian Pilkington



RE-OPEN THE WAVERLEY ROUTE

FROM CARLISLE TO EDINBURGH



Join for
only
£5!



Grade B-listed Shankend Viaduct, nr. Hawick

**PHASE 1 NOW OPEN!
EDINBURGH-TWEEDBANK**



Opening day service at Stow Station 2015

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

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

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

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



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

News from Other Lines

Two Garsdale Station Anniversaries, 2016

30 years ago, on July 14, 1986, Garsdale and 7 other stations on the Settle-Carlisle railway were re-opened, 16 years after they had been closed by British Rail. During those 16 years, the few passenger trains on the Settle-Carlisle line stopped only at Settle and Appleby stations. By an unrelated but ill chance, the local bus service on the A684 between Hawes and Sedbergh ended the same month, meaning that there was no bus service on the route between Hawes and Garsdale station just when a stopping rail service began again!

At that time, the ONLY minibus in Wensleydale was based at the Wensleydale School in Leyburn. With local support, it was borrowed for 6 weeks during the school's summer holiday and a service ran between Hawes and the station. Some people will remember the first driver, Johnny Walker. The 1986 Hawes-Garsdale minibus service was funded by the Yorkshire Dales National Park for the weekends and North Yorkshire County Council for weekdays, supported by the Yorkshire Dales Society and others. It was promoted by a band of keen local volunteers and even made a small profit that summer. After various stops and starts over the years, it is now the highly-valued Hawes/Garsdale station service run by the Little White Bus team **

An earlier anniversary: 140 years ago, on August 4, 1876, Garsdale station on the Settle-Carlisle line was first opened to passengers by the Midland Railway Company. Most stations on the line had already opened on May 1, 1876, but Garsdale station opened three months later. (That's another story!). Meanwhile construction of the Wensleydale railway was progressing up the dale from the Leyburn direction. In 1877 the line reached Askrigg; Hawes a year later. When the connection to Garsdale station was opened, it completed the 40 mile through route between the Settle-Carlisle and what is now the East Coast main line at Northallerton.

The 140th Anniversary of Garsdale's opening will be marked during the week-end of August 6/7 this year, with local events at the station and in Hawes. The programme will be available in mid-June on www.wensleydale.org (or send an SAE to me marked GA140 at Dyke House, Askrigg, Leyburn, North Yorkshire DL8 3HG).

Ruth Annison (tel 01969 650349)

****Please check Sunday arrangements for Little White Bus services to/from Garsdale station with special care as there are some changes for 2016. Note bookings for Saturday and Sunday non-scheduled LWB services must be made to the Community Office in Hawes in advance, on weekdays (Mon-Fri: 01969 667400).**

Wensleydale Railway's long-term goal is to reinstate the through connection between Garsdale and Northallerton. Services currently run between Leeming Bar and Redmire.

For 2016 timetable and event dates, see: www.wensleydalerrail.com or phone WR on 01677 425805.

Appleby Castle Opens for Tours

The great Lady Anne Clifford restored Appleby Castle in the 1600s and it is now open again for visitors to go round. This is a major attraction when you visit Appleby, the old County Town of Westmorland.

There are two tours every day at 11.15 and 13.15 and they must be booked through the tourist information centre on: 017683 51177.

The costs are:

Adults: £9

Children: £6

Family (2+2) £25

With optional Afternoon Tea £16 or Cream Tea £8.

The season will probably finish at the end of October.

Pete Shaw

Where IS Eden Brows

As if Appleby did not have enough troubles of its own after the winter floods the media have persisted in calling the landslip at Eden Brows the Appleby Landslip. It is actually 20 miles to the north of Appleby and about 8 miles south of Carlisle. It is north of Armathwaite and about ½ a mile north of Low House level crossing. For those who think in miles and chains north of St Pancras its location is easy. It is at milepost 300. In viaduct terms it is roughly mid way between Dry Beck Viaduct to the south and High Stand Gill Viaduct to the north. The nearest station, if it still existed was Cotehill. If your life revolves around GPS the nearest postcode is: CA4 9SY.

The site is difficult to access by road and, just for now, almost impossible by rail. The up line at Eden Brows has been removed but at the time of writing the

down line is still in place and usable only by road-rail construction vehicles.

From the air it looks like this:



The landslip is defined to some extent by the variations in tone of the tree colours. The railway line is to the top right corner. The incursion of the landslip into the river Eden is plain to see at bottom left.

Mark Rand

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The First Eden Brows Landslip by Mark Rand

As soon as the enormity of the Eden Brows landslip became public knowledge the local grapevine was on the case. It's happened before. There's a novel about it. It held up the line's construction for two years. And so on. So what did happen all those years ago?

The geology of the Eden Gorge is well documented. Red sandstone predominates. The river Eden, unusually, runs south to north. So too the S&C which follows the valleys of the two rivers Ribble and Eden. Railway builders in hilly country tended to choose a valley bottom route when possible. The gradients are shallow and the rivers themselves have done some of the preparatory work by carving out valleys. On branch lines the valleys often resulted in a railway line that followed the river's meanders resulting in quaint but slow routes. In Ribblesdale the valley bottom tactic could be used but not so with the river Eden.

The S&C was very different; it was to be a main line, ideally taking the straightest route from London to Carlisle. The merest glance at a relief map of the UK flags up the Ribble / Eden route as obvious if the line had to go up the middle of the country. The big dilemma was gradients. The new line necessitated steady but long slopes – never steeper than 1:100, the so called ruling gradient. There is hardly a mile without a tunnel, embankment, cutting or viaduct. All were costly but necessary if a reasonably straight and feasibly graded line was to be achieved.

The southern end of the line was challenging, as the Ribblehead and other viaducts testify, but the Eden valley was even more so. Apart from Mallerstang, no broad bottomed valley the Eden; a steep sided and deep gorge in many places. If the ruling gradient was to be respected it would be necessary to cut the line into the western side of the sometimes steep valley side in several places, resulting in some deep cuttings, short tunnels and viaducts. In other places, most notably Eden Brows, it was necessary to create a wide shelf on

a steep slope, by cutting into the hillside and using the resulting spoil to help form a ledge of sufficient width for a double track railway. This was, and remains, a risky business. Much depends on there being solid rock sufficiently near the surface on which to base the ledge. The risky nature of this was pushed to the limit and beyond at Eden Brows.

So what did happen there when they were building the line? That there was a colossal landslip is documented in credible sources. Detail, however is lacking. It was hardly in the Midland Railway's best interests to make too much of what was a very serious landslide indeed. Railways were still regarded as risky enough for passengers without doubts about the very ground on which they were built, especially on the S&C, intended to be one of the country's three main north-south lines in which there had been such huge investment of money and lives.

The earliest account of the line is FS Williams' *Midland Railway, Its Rise and Progress* (1876) where the author records a trip on the new line. It is a travelogue aimed at tempting the public to use the spectacularly scenic line rather than its competitor routes. A disastrous landslip during construction is hardly an encouraging advertisement but Williams does not duck this one. He quotes a witness: "Shortly after we began to tip, a landslip took place, and the whole ground (some five acres) began to move. The ground between the line and the river 'blew up' on account of being unable to resist the pressure of the embankment; and the whole thing slid down towards the water."

It had been known that this stretch would be difficult. A tunnel to the west was considered but the geology was hostile. Engineer Crossley decided to carry the line across the slope with disastrous results. Williams records that the bank was 200 feet above the river and that 'the bank slipped and carried with it trees . . . for a distance of 150 feet, driving the river sideways actually into the next parish'. The 'difficulty' was solved in similar means to those employed at Soar Bridge in Leicestershire – vertical shafts were

driven into the ground with deep drains connecting them. They were then filled with rock, 'which also served as a friction bed to stay the movement of the slip'. The contents of the cutting were tipped on site. Even Peter Baughan's mighty work *The Midland Railway North of Leeds* (1966)

merely reflects that Eden Brows 'gave considerable trouble' and was one of the 'major works' on the line in a list including the Ribblehead, Arten Gill and Smardale viaducts, Moorcock embankment and Blea Moor and Birkett Tunnels.

Mark Rand

A contemporary engraving of Armathwaite cutting - near to Eden Brows - from F.S. Williams's Midland Railway, Its Rise and Progress (1876).

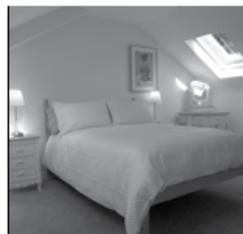


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Eden Brows - A BIG Problem by Mark Rand

Just 8 miles south of Carlisle, Eden Brows is a remote, largely forested area straddling the River Eden at a steep sided gorge. This stretch of line collapsed during construction in the 1870s (see elsewhere in this issue) and has given trouble ever since. It is once again on the move in a big way, the western slope of the valley moving slowly but surely down towards the river taking that part of the S&C with it if very major work is not carried out. At the time of writing the slip was 1.5 metres, and moving.

Network Rail is calling it one of, if not THE, biggest engineering challenges it has had to face. Present guesstimate is that the work will take 18 months to complete. For now the line is blocked at Eden Brows. Indeed the up line, nearest the river, has been removed completely for a stretch of 80 metres. The down line is still in place but is only used presently for relatively light weight road/rail contractors vehicles.



Network Rail on the public information warpath at Appleby. Photo: NWR

The work site is vast and stretches for a mile or so, mainly to the north of the actual landslip. Here, an impressive small town or large village has already been constructed, complete with facilities that would have made the inhabitants of the navy camps of old turn in their unmarked graves. Great lengths of temporary roadway have been laid across the nearby fields to enable access for heavy plant and machinery - as well as car parking for

an increasing number of site workers and visitors. There is even a viewing platform now in place.

An estimate in the early stages spoke of 500,000 tonnes of earth being on the move. Subsequent test bore holes have shown that to have been a probable underestimate. Potentially that meant that 500,000 tonnes of earth could need removal - by rail ideally.



Network Rail's Project Manager Rhianon Price faces the media. Photo: NWR

Efforts to keep the line open were made during December 2015 and January 2016 when at various times the line was open both ways, single line working over the down line only and temporary total closures. But the portents were ominous. The history of total collapse was known but mainly in folklore given the passage of time. Men who had spent the past 40 years packing ballast under the tracks at Eden Brows reckoned that the thing had now gone too far and the line needed to be totally closed for a permanent and major repair. There were outside pressures to keep things moving. Not the least of these was a highly publicised fully loaded trial of the refurbished national icon *Flying Scotsman*, the S&C being the best test route by far. Following an earlier cancellation of the test run because of brake problems, Scotsman was all set to tackle the Long Drag on Saturday 6th February. But the S&C was closed amid fears that the known slippage would worsen. Only on the morning of the event was the bold decision taken that the down

line could be used by *Flying Scotsman* and a train load of paying passengers. A speed restriction of 5mph was strictly enforced.

Flying Scotsman would be the very last steam locomotive and train to pass Eden Brows for a very long time. The media were feasting on the Scotsman story but little was made of the Eden Brows problem that so nearly caused the run to be re-routed back down the West Coast Main Line instead of the S&C. The Sunday papers were in the event covered with images of the train going over the Ribbleshead Viaduct. The spotlight was back on the S&C in the biggest and most positive way.



***Flying Scotsman* working 'wrong line' past Low House signalbox on February 6th.**

Photo: Peter Ainsworth

Almost immediately afterwards the line was closed at Eden Brows. Fresh with the *Flying Scotsman* story plus the glories of the S&C, sections of the media seized on the story with headlines about the closure. Few went to the trouble of saying that the line remained open for the greater part of its length, between Leeds and Appleby. Even *Rail* magazine, normally hugely supportive of the line, carried a cover story headline "S&C Closed Indefinitely". True, the details within made plain that the line was still open to Appleby but the damage was well and truly done. Similar doom-and-gloom headlines appeared throughout the mainstream public media.

Freight, already at a low ebb with the

shock news that power station coal, the mainstay of the S&C's freight traffic, was finished almost completely and what few diversions that used the S&C simply could no longer use it. Coal, timber, cement, finished for now anyway. Eden Brows could hardly have come at a worse time.

So, what is to happen? Network Rail were quick to announce that despite the severity of the slip they were absolutely determined to repair it - so strategically vital is today's S&C. They moved quickly to appoint Story Contracting to do extensive preparatory and investigative work. Right now, there is something of a hiatus as legal,

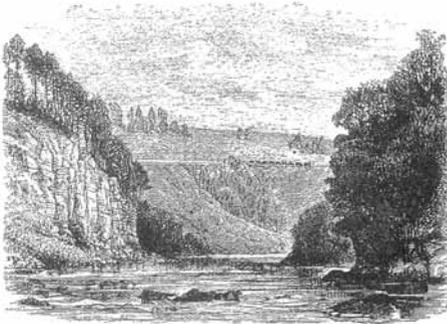
financial and technical solutions are worked out. The likely solution will involve building, in effect, a bridge across the gap with substantial and deep foundations at either end, where bedrock is nearest the surface.

At the same time, and taking advantage of the closure, other works that had been identified for attention during

NR's Control Period 5 will be brought forward and completed. This is very good news indeed as the line between Carlisle and Appleby, hitherto a serious weakness of the route, will be brought right up to modern standards. Culgaith and Low House are on the list for serious attention. At Low House (near to Eden Brows) it is expected that a speed restriction will be lifted.

Just south of Armathwaite is Baron Wood where two short tunnels are separated by a deep rocky cutting. At first glance Baron Wood looks solid as rock. The river Eden cannot be seen because of the rocky cutting but it is very near to and far below the railway line. The situation at Baron Wood is almost the same as at Eden Brows in fact. The Eden Brows landslip demands that Baron Wood also gets attention. This etching of Baron Wood at the time of the

line's construction very clearly shows what appears to have been either a landslide or an extensive tip leading to the river - perhaps the spoil from the cutting and tunnels.



BARON WOOD CUTTING.

A contemporary engraving of Baron Wood cutting - near to Eden Brows - from F.S. Williams's Midland Railway, Its Rise and Progress (1876).

So, we are still at the design and planning stage of an enormous job. FoSCL is in close touch with Network Rail and Stovys and doing what we can to help. Our archive had proved to be a valuable source of historical information and our experts with intimate knowledge of the line have been consulted.



Lucy Needham - Geotechnical engineer.

Photo:NwR

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Long term the line will be in better shape than it has been since its construction, at least in the areas having attention. The prospect of raising the line speed from its present 60mph is helped considerably. Everybody, FoSCL, NR and Arriva Northern will have time to reflect and to ensure that the line is eventually re-opened with much enhanced services in a spirit of renaissance of the wider northern rail network. Be assured that FoSCL and the sister S&C bodies will be pressing hard for this.



Site access road under construction.

Photo:NwR

Presently, passenger numbers are down a staggering 50 to 75% as the widespread perception of 'S&C Closed indefinitely' continues to prevail. Every media opportunity is being seized to try to correct that but it is hard to recover so much lost ground. It may require a fanfare re-opening to recover completely. Experience from the Tyne Valley Line which was closed for many weeks is not too encouraging but we can learn from it.

Northern are looking at running trains to Armathwaite rather than Appleby - as near as possible therefore to Eden Brows - when the May timetable is introduced.

Mark Rand

Eden Brows in a Nutshell

Some facts and figures from NWR Project Director Paul Hodson

The area of the slip?

approximately 150m x 250m.

Root cause?

saturation of the fill deposited there by the Midland Railway 142 years ago.

What is moving?

Rock and earth from tunnels and cuttings along the line.

What's the technical term?

Rotational slump.

How far down is the bedrock?

About 20m.

Proposed solution?

A 150m long piled retaining wall and slab - a buried viaduct in effect.

Re-opening date?

2017 sometime.

Cost?

Multi millions.

EDEN BROWS - a BIG Problem.



A quote from Network Rail's weekly Eden Brows bulletin No 7:

"... many thanks to the continued support of the Friends of the Settle-Carlisle Line. Their knowledge, support and enthusiasm is making our job easier."

To request the weekly bulletin please contact: edenbrows@networkrail.co.uk

Work at Low House Crossing

Network Rail are using the Eden Brows closure to carry out other work at the northern end of the S&C. New barriers, lights, fencing and road re-surfacing have been installed at Low House Crossing with the road closed until April 25th.

Photos: Judy Morris (Right).

Richard Morris (Below).



Connected! by Stuart Marsh

Let's set the scene. The rain was stair-rod-rod-ing it and the wind was at gale force. The normally majestic backdrop of Pen-y-Ghent was lost somewhere in the grey murk and the land surrounding the work site was standing in water. 'Go and get me some good pictures of the new sidings project at Helwith Bridge,' the Production Editor of *Rail Engineer* magazine had said .. 'And make sure it's sunny!' Well, what did he really expect? This was the Settle and Carlisle line after all!

Wind and water or not, the construction activity continued unabated. These seasonably dampened works were part of a £6 million scheme to once again connect Tarmac's Arcow quarry near Horton-in-Ribblesdale with the national rail network. Funded by Tarmac Holdings Ltd, the scheme has been managed by Network Rail, with design and implementation work being awarded to Story Contracting (civils and track work) and Babcock Rail (signalling).

Arcow and its near-neighbour Dry Rigg quarry, both owned by Tarmac, have been worked under various ownerships for more than a century and there was a previous rail connection here. The then Ribblesdale Lime Company's extensive sidings were controlled by the adjacent Helwith Bridge signal box. Closure of the sidings and signal box came in 1969 and road haulage has

been in operation since then. Now GB Railfreight has hauled the first trainload of road stone out of Arrow quarry in fifty years.

Earthworks: Providing the new rail connection has been no small achievement. To all intents and purposes, a 750- yard stretch of entirely new railway has been built, ending in a siding fan within the Arcow quarry stocking ground. Indeed, this new line even has its own Engineering Line Reference - AQL (Arcow Quarry Line).

The previous sidings formation was deemed unsuitable for today's requirements, particularly with regard to the curvature of the approach track. A new trailing connection has therefore been made with the Settle and Carlisle line, about 400 yards north of the old connection.

The new approach track leaves the Down main line on a falling gradient of 1 in 100, runs parallel with it for a short distance and then curves away across boggy agricultural land. In doing so, it is carried on a new embankment that reaches a maximum height of 3.5 metres before it meets the 20-metre high screening bund at the south end of the quarry site.

Constructed 25 years ago to satisfy Yorkshire Dales National Park (YDNP) planning conditions, the screening bund is built on a truly massive scale. Cutting a V-notch through it for the new railway has required the removal of 60,000 tonnes of material. Although unsuitable for use on the embankment, the excavated quarry

waste has nevertheless been put to good use within the quarry site to form new roadways.

Raising the new embankment has required 26,000 tonnes of material that, in order to minimise transportation, was sourced entirely from within the quarry. The earthwork design was therefore tailored to suit this available material. Of all the rock materials used, only the track ballast, sourced from Shap quarry, had to be transported to site.

Settled: Not surprisingly, the construction of a substantial embankment over soft ground



can present some problems. George Stephenson achieved success at Chat Moss by 'floating' his railway on bound bundles of heather and brushwood. But, taking a more modern approach, the solution adopted at Arcow quarry has been to surcharge the earthwork with additional material in order to hasten the settlement process. The technique used was more sophisticated than just depositing lots of material and hoping for the best, as Chris Sidwell, Project Manager for Story Contracting, outlined:

"We needed to avoid slippage and rotation at the embankment toe, which could occur if we added material too quickly" Chris explained. "Although a geogrid was incorporated into the base of the embankment to provide stability, a crucial factor was the height of the water table. As material was added to the embankment, the increased downward force produced an increase in the ground water pressure, causing the water table to rise. It was this that could destabilise the embankment. Accurate measurement of the ground water pressure was vital. The technique, provided for us by Central Alliance, involved drilling boreholes down to between four and seven metres below ground level. Vibrating wire piezometers were lowered into the holes to the level of the natural water table, where they were then encased in sand cells."

These devices have a flexible diaphragm that responds to external pressure changes. A wire attached to the diaphragm is tensioned and can be made to resonate by an electrical coil. The resonant frequency of the wire can be measured. In other words, the resonant frequency of the wire changes in sympathy with the external pressure acting on the sensor. The pressure measurements at Arcow were recorded by data loggers at three-minute intervals to produce a plot of pressure against time.

Chris continued: *"As the embankment material was added and compacted, we could see a sharp rise in the water table pressure, which then gradually subsided. When the pressure slowly returned to its former level we knew we could safely add more material. Thus the ground*

water pressure, and therefore water table level, when plotted against time, formed a characteristic saw tooth graph".

The eventual objective was to add about one metre of additional material to the embankment, which was then allowed to settle for 28 days. During this time, the embankment level dropped by approximately 0.1 metres, with the rate of settlement decreasing as time passed. By studying the characteristics of this phase in the settlement process, the level of the embankment, with its surcharge of material removed, could be predicted into the future. When the ongoing settlement rate was known to be within manageable limits, the track could be laid. During the embankment forming process, the level of the settlement was measured by means of rod and plate markers, the plate being installed at the original ground level. Future settlement at rail level will be monitored for some time by means of surface settlement markers fitted at cess level.

Deadline: The scheme project manager for Network Rail was Joelle Caldarelli, who was pleased to point out that the project had progressed from the planning stage to completion in a little over a year. *"Physical work started on site in the summer, with the project time working towards the critical milestone of a 78-hour line closure, scheduled to take place between 23rd and 27th October. As it was, to the great credit of Story Contracting and Babcock Rail, the vital preparatory works were completed one week ahead of that*



schedule". The crucial blockade was necessary for the switches and crossings to be installed at the tie-in.

Another aspect of the project that Joelle is happy with is the footbridge that carries a public footpath across the access line adjacent to the quarry bund. She explained: *"At just the right moment, a lattice footbridge became available to us after its removal from a site in Camden"*. Following complete refurbishment, the bridge, which has an eight-metre span, was installed onto stone-faced abutments and now provides an excellent vantage point from which to view the sidings. *"It's nice to be able to reuse a beautiful piece of Victorian engineering in this way"* said Joelle.

But the project wasn't without its challenges, with one issue being the discovery of Great Crested Newts. These protected, but seemingly omnipresent, amphibians were found to inhabit a natural dewpond adjacent to the route of the access line. Bowland Ecology installed new fencing around the work site and a temporary dewpond was created nearby to relocate the captured amphibians. The newts will be returned to their original pond upon final completion of the landscaping.

Value: Within the quarry site, no substantial earthworks were required. The development has three sidings and a 135 metre long loading ramp has been constructed adjacent to siding number 1. YDNP planning conditions have dictated that a dust suppression facility should be provided. Water misting stanchions have therefore been installed between sidings 1 and 2. The water misting starts automatically when the presence of a front-loading shovel is detected.

Planning restrictions also limit the operating hours of both the Arrow and Dry Rigg quarries and restrict the maximum number of trains leaving the quarry to five per week.

Aggregate from Dry Rigg quarry will be hauled the short distance to Arcow quarry by road for onward transportation by rail. Each quarry produces road stone that is nationally important. It is a form of grit stone that has a high PSV (polished stone

value), which makes it suitable for use on motorways, either as coated stone (within asphalt) or as a top dressing. The properties of the Arcow and Dry Rigg products are slightly different, so the two materials will be transported in separate rail wagons.

Each siding is able to accommodate up to eight 75-tonne wagons, so initially the maximum train weight will be 1,200-tonnes. It is estimated that this will remove 16,000 lorry journeys each year from the Yorkshire Dales National Park.

Signals: GB Railfreight will haul these loads using Class 66 locomotives and VTG-leased HYA bottom-discharging bogie hopper wagons. The destinations will be Hunslet East, Agecroft and Bredbury. The Arcow sidings connect with the Down (northbound) line, meaning that all trains will travel to Blea Moor before heading south.

To allow the locomotive to run round at Blea Moor, Babcock Rail has installed signalling enhancements there. It is now possible for Down trains to directly access the Up goods loop at Blea Moor. Previously this was not a signalled move.

Noticeable is the replacement of signal BM29, formally a running shunt Signal, by a Dorman 'lightweight' three-aspect colour light signal, complete with position light junction indicator (feather), plus a 'cats eyes' subsidiary signal and route indicator. The main line and trap points at Arcow are controlled from a local ground frame. Rather than clunking levers and point rodding, power operation has been favoured, making use of SPX Rail Systems



in-bearer Clamp locks. Control is from a shunter's panel that is released from the lever frame at Settle Junction signal box. Because the new points are located within an Intennediate Block Section that uses axle counters, and because of the need to shunt trains 'inside' at Arrow quarry, additional track circuits have been added into the axle counter section.

As part of the new signalling arrangements, Babcock Rail has needed to alter the mechanical lever frame interlocking at Settle Junction and Blea Moor signal boxes - something of a dying art these days.

Win-win: It's a symptom of the times that many freight paths on the Settle and Carlisle route are now largely unfilled. Whereas once they were commonplace, you could wait a long time today to see a coal train breasting Ais Gill summit. Having a new freight flow on the line is therefore good news indeed and GB Railfreight was very pleased to sign a new contract with Tarmac.

The residents of Settle and the Dales aren't arguing with this development either. Even though there are some planning restrictions on Tarmac's operations at Arcow and Dry Rigg, transferring much of the aggregate output to rail will allow these quarries to operate at greater efficiency.

It's hard to see a down side. Maybe we should all be singing along to Errol Brown's classic hit, 'Everyone's A Winner.' Come to think of it, some hot chocolate wouldn't have gone amiss during our site visit!

Stuart Marsh

This article originally appeared in the January 2016 issue of 'Rail Engineer' magazine and is reproduced here by kind permission of Tom O'Connor - Managing Director of Rail Media.

Photos: Bob Swallow

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Arcow Quarry Sidings

FoSCL were invited to go and look around the newly-connected sidings at the Tarmac Arcow Quarry at Helwith Bridge on 18th March, with Mark Harvey and myself taking up the offer.

We were made very welcome by the Tarmac Quarry Manager Mick Slinger and Story Rail Project Manager Chris Sidwell.

Story had built a completely new spur railway line connected to the S&C northbound track by points near to Cragg Hall Farm, running back round a sharp curve through the high screening “bund” and into the Arcow quarry area. The spur splits into three sidings, one of which is adjacent to a large elevated loading dock.

An empty train arrives from the south, going past the points and then propelling back to the sidings. The train is split into sections to fit up against the loading dock. Two large-capacity bucket loader JCB-type vehicles tip up to 8 tonnes per bucket of tarmac chippings down into the rail wagons.

The train is operated by GBRf, and currently uses wagons on loan from Freightliner, although their own wagons will be used in due course.

The chippings do not come from Arcow quarry, but from next door at Dry Rigg,

brought through by road lorries. There are five grades of chippings available, depending on what type of road surface is being prepared, from ultra-fine (confusingly called Dust) through to big pieces on coarse roads. Several grades of chippings can be sent out in one train-load. Whilst there is a small stockpile area, the stone is largely brought through from Dry Rigg as required.

We were intrigued to learn that Arcow Quarry itself is presently mothballed, with the probability of a new planning application being put in to revitalize it. If this goes ahead, the quarry might only be able to go deeper and not extend its overall area; with eventual return to a nature reserve. Quarry manager Mick Slinger took us up a haul road in his pick-up truck, so we could see right down into the quarry with all the geological layers and folds running through the rocks. He said that they are in the process of developing a public footpath along the northern edge of the property, past what will be a viewing platform, and onwards towards Moughton. This will give a new route for walkers.

It is good to see this additional freight traffic originating on the S&C, and we must thank Tarmac and Story for hosting our visit.

Pete Shaw



A bucket loader tipping into a train.

*Photo:
Pete Shaw*



Above: 66758 on the new stone train from Arcow Quarry Sidings to Pendleton, near Salt Lake Cottages; en route to Blea Moor Loop in order to run round. 23/2/2016.

Two bucket loaders, each filling its own rail wagon with different grades of chippings from the stockpiles.

*Photos:
Pete Shaw*



Life at Blea Moor (Part 2) 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)



We washed and cleaned our teeth at the stone sink in the wash-house each morning and it is difficult to imagine now how cold that water was at 6 o'clock on a wintry morning. Bath night meant heating water in the boiler and in pans on the fire, and then filling the tin bath on the rug in front of the fire. It was cosy but not very private, but in those days we didn't have many visitors! Then it was up to bed with our candles which we balanced on the pillow to see to read. It was a miracle that we didn't burn the house down!

The main light that we had was a Tilley lamp which was pumped up and gave a very bright white light and there were several smaller paraffin lamps which we took from room to room; but paraffin was used sparingly as it had to be carried from Ribbleshead each week, along with the accumulator for the wireless. Needless to say we didn't use the wireless much except for the news, Dick Barton - Special Agent and ITMA; and to follow, the Test Match scores. Our main entertainment was jigsaws, playing the piano & violin, reading, and we always had a clippie rug on the go.

As far as food was concerned we were fairly self-sufficient. My father had a big garden where he grew all our potatoes, onions and other vegetables and we had gooseberry, raspberry and blackcurrant bushes. The fruit from these was bottled each Autumn and used throughout the year for pies and puddings. The rhubarb patch

I believe is still going strong. We kept pigs which we slaughtered ourselves although that was strictly against regulations during the war. Everyone kept quiet about it, except the pig of course! As the front porch opened onto the moor and was rarely used, the pork was cured in there, and the hams and rolls of bacon were hung from the ceiling in the front room next to the piano.

We had a good supply of eggs from the hens that we kept: Black Leghorns and Rhode Island Reds. Relations coming for holidays looked forward to our ham and eggs. I always longed for fish, chips and sliced bread! Mum made all our bread, cakes and pies - a whole day was spent each week baking and my father took a small fruit pie to work every day. The basic groceries were delivered monthly by train, so we always had a stock of flour, sugar, tea etc. Just after the war I remember that there was usually a toffee or orange hidden in the box and this was a great incentive to help unpack the groceries.

Other items like milk and butter we got from the farm at Winterscales so there was a daily half-mile round trip to collect these and meet the postman for the letters and the newspaper - the *Daily Herald* I remember - a strong Labour paper.

One of my early memories was of 1947 when I was about 9 years old and we had a really bad winter. I was off school for 13 weeks and we were isolated for many days at a time when the line was blocked by snow. My father was out most of the time trying to keep the points clear of ice; he would return at night covered in icicles and his greatcoat stood up by itself when he took it off. It was a lovely winter to look at as it snowed all day, froze all night and the drifts were spectacular. But it was very difficult keeping the water supply thawed out and digging a path from the back door each morning, only for it to be filled in again in a few hours. The farmers had a dreadful time digging out sheep from the drifts each day.

The railway line was blocked in the deep cutting below Blea Moor and attempts to clear it with the snowplough were eventually abandoned. One day a message came through on the telephone from the signal box from the 'powers that be', that

everyone was to stay inside behind closed doors and windows as a new snow-blower was coming to clear the cutting and snow would fly for miles. Mum and I duly went upstairs to watch this spectacle in safety. Dad said 'there's nowt'll shift that but a lot o men wi' shovels'. And with that he sat on a rail in the sidings and lit his pipe. Nothing happened for a long time and then a further telephone message informed us that the blower was now buried in the cutting! Eventually the drifts were cleared and the blower freed - by a lot of men wi shovels. It was early in June that year when the last of the snow disappeared from the hills.

When the big thaw did come, bales of hay were dropped from an aeroplane to the sheep that had survived the drifts but this brought further tragedy for the farmers. The food dropped on the wrong side of the river which was in full spate and many of the sheep were drowned trying to get across for the hay.

After passing my 11+ examination I left Chapel-le-dale school and went to Settle Girls High School. It was decided that I should lodge in Settle and this I did reluctantly for a few years, coming home by train on Friday night and returning on Saturday night - just time to wash and iron the uniform. After a few years there was a school bus through to Settle so I moved back home and travelled daily again. By this time I was very interested in botany and natural history and the walk from Ribblehead took me longer and longer as I explored the embankments for plants and flowers. There were rare orchids, violets and a wealth of mosses and lichens; and of course in Summer all the wild strawberries to pick for tea. It took a long time to fill a jam jar but they were delicious and well worth the effort.

(To be continued)



On March 7th, with snow on Wherside, a Class 158 unit comes off Ribblehead Viaduct on the track that Nancy's father maintained. Photo: Nigel Scaife

The Ribblehead 'Shanty Town' sites can be explored on foot by joining one of our walks (see panel on page 10).

The events of the ITV 'Jerico' drama series took place here: to find out more, walks are being organised - see note on Page 13.

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.

Five Into Two Could Go

The unfortunate closure of the S-C line at Armthwaite, has resulted in a number of Empty Coaching Stock (class 5) movements of DMUs to/from Appleby, to service the emergency timetable, which it seems may be in hand for some months.

Looking at these in detail, it seems that with some slight addition to the running times, up to 20 minutes for up to nine stops, these movements could be done under class 2 and provide an improved service to the line.

The following details are taken from Real Time Trains WTT entries for Fri 11.03, Sat 05.03 and Sun 06.03:

Mon to Friday few would be carried on 5H81 dep Skipton at 05.17 arr Appleby 06.32 but surely some passengers might be attracted to 5H96 dep Appleby 20.35 arr Skipton 21.49, an hour and a half later than the normal last train south from Appleby at 18.56 - hikers enjoying the later daylight hours on the fells, for example.

On Saturdays, 5H85 dep Skipton arr Appleby 10.00 would allow a slightly earlier northbound journey than 2H10 dep Skipton 09.26. 5H96 leaves Appleby at 19.58 but still an hour later than the normal last train.

On Sundays, no less than four ECS movements take place.

5H63 dep Skipton 08.44 is an hour ahead of the normal earliest northbound train at 09.48, and, 5H67 dep Skipton 16.32 would plug the nearly four hour gap in the afternoon service. Coming south 5H62 dep Appleby 11.15 would provide a later morning service, and lastly 5H66 dep Appleby 19.35 again a later return service for southbound passengers.

There are, however, some dangers... for the TOC the risk these trains might prove popular and encourage demands for permanent journeys along the whole line in these slots, and for FoSCL that poor loadings would negate the case for extra trains.

Whatever, with no additional costs, on a temporary basis, Five into Two is surely worth a try.

George Maund – by email

(Editor's Note: This idea is what seems to be a very simple and effective way of improving the services for the travelling public. But not so I am afraid. If the ECS trains stopped to pick up passengers they would become extra services outside the PSR (Public Service Requirement). To run them the TOC would have to put in a bid with the DfT which could take some months and would by no means be certain of success. There would be costs: each station stop would mean a payment to Network Rail. Then there would be crewing and pathing issues. This does not mean that it cannot, or should not, be done. But, for good or for ill, it is the system that we have (and I pass no judgement one way or the other). What about other ideas? A temporary shuttle between Skipton and Appleby/Armthwaite perhaps - thus avoiding pathing problems between Skipton and Leeds? Or should we now be planning for a 'big push' when the line is open throughout once more. Mr Maund has offered his very sensible suggestions - what are yours?)

Promote the Railways!

In the February magazine (No 143) there is an article by Mark Rand saying that the future of the S&C is not secure – I agree. There are just eight passenger trains in each direction Monday to Friday, nine on Saturdays and just four on Sundays. The Government is closing coal-fired power stations and so there will be no more coal trains soon. With the lack of diversions and steam operations this is worrying despite the new quarry trains.

Passenger numbers are flat against the national average for rail travel. The foregoing revenue stream has to finance the track between Skipton and Carlisle, which contains tunnels, cuttings,

embankments, viaducts and bridges. It only takes something to happen to a major point on that infrastructure and the line could face closure – or at least in part with a cycle track or footpath using the closed section.

The Settle-Carlisle Line has always been seasonal to some extent and that must be exploited to the full in order to drive up passenger numbers, carriage numbers and service frequency in the Spring and Summer months. Surely there should be a major rail promotion from Leeds, Bradford, Huddersfield, Dewsbury, Halifax and Wakefield rail stations to and from the Settle-Carlisle, Morecambe and Tyne Valley lines. This offer should also include the Lancashire trains which connect at Hellifield on Sundays. The promotion of cut-price tickets for a day, weekend, five days and seven days for individuals, couples and families is needed.

I can see the advertisements now: “Plan your own individual holiday! You control the budget with the railways, visit the seaside, have a go on the funfair, visit market towns, castles, country houses, museums, see the ships, go walking, visit Hadrian’s Wall and much, much more”.

I feel sure that your committee feel this to be a good idea and I trust that your good offices will be used to promote this with the appropriate railway companies – especially for the good of the railway lines which we all wish to see prosper.

G. Clarke – Leeds

Line Speeds

Ken Shingleton in his letter in the February issue recalls a 1994 trip in the Track Testing Car over the S&C on which a maximum speed of 78mph was attained round the Smardale curve and the Divisional Civil Engineer was prepared to authorise a line speed of 75mph provided freight was excluded from the S&C.

In 1967 I rode in the cab of Deltic No. D9005 heading the Hadrian Flyer from Carlisle to Kings Cross. The load was 10 vehicles/365 tons full. After the usual cautious exit from Carlisle speed was 86mph at Armathwaite and 92mph at Langwathby. After a Permanent Way Check

at Long Marton speed rose to 71mph at Appleby, 73mph at Kirkby Stephen followed by another PWC. Nevertheless Ais Gill summit was cleared at 63mph and speed through Settle was 91mph. The average speed from Blea Moor to Settle was 87mph. This indicates that Line Speed then was 90mph and there was nothing in the alignment or strength of the structures which justified a lower speed. I therefore add to Ken’s plea to NWR for a differential speed for today’s DMUs to at least 75mph.

On the Deltic trip the nett time for the 87 miles from Carlisle start to Skipton pass was 72 minutes indicating that a Leeds to Glasgow service via the S&C worked by a shortened HST could provide a journey time of less than 3 hours with four intermediate stops. That really would put the S&C on the map and outpace anything possible via alternative routes.

David Ward – by email

Bill Mitchell

The photograph of Bill Mitchell in Victorian costume on page 32 of the February magazine, brought back my own memory of May 1st 1976.

I was one of a party from Leeds which set out that day to climb Whernside. Although 1976 is remembered for a long hot Summer, the Spring that year was very wet. On May 1st it rained all day. So it was a wet and cold group of walkers that arrived back at Ribbleshead to wait for the Dales Rail train. In those days there was no shelter, and the pub didn’t open until 5pm.

It seemed at first like a mirage when out of the rain there emerged an old train full of elegantly dressed passengers. What they made of the bedraggled group on the platform I don’t know, but they greeted us in a friendly way. They descended from the train, where they were celebrating the 100th anniversary of the line, and shared with us their refreshments. And very welcome they were.

Alan Slomson - by email

PS Congratulations on producing yet another excellent magazine and on the well-deserved Railfuture Gold award.

A Linty – and A Train?

I write in response to Jackie Moffat when she asks the question “what is a linty?” in her *A Muse* column on page 35. I feel sure a linty is a name for a linnet, a native wild finch often trapped and confined as a cage bird in former times in the manner of its non-native relative and thus captive bred canary. When the bird sang I imagine it was assumed to be happy!

Might I also express some surprise that Jackie describes the locomotive *Flying Scotsman* as “a train”!

David Beeken – by email

Stop Press - Lunch at Settle!

On Saturday April 23rd a ‘topped and tailed’ special train took a one hour lunch stop at Settle - the first time that anybody can remember this happening. It was expected that there would be similar trains on 7th (ex Hull) and 14th May (ex Hereford). The train also took an extended stop at Appleby so both towns benefitted from the train.

The only drawback at Settle was that disabled passengers who could not use the Settle footbridge had to stay put as the train straddled the foot crossing.

Stop Press 2 - The Fellsman

It was announced on the same day that all ‘Fellsman’ workings have been cancelled for the year. This is partly due to the fact that the trains cannot go beyond Appleby and by the fact that, although the West Coast Rail ban has been lifted, they have been required to limit the number of coaches on their trains. Steam on the S&C looks very unlikely this year.



FoSCL Volunteer Margaret Moss at Settle with knitted and crocheted pennants now adorning Settle station for the Tour

de Yorkshire. 61 of these, each taking about 2 hours to produce, were made by Margaret and her Mum Brenda.

Photo: Mark Rand

Below: The West Coast special train seen here at Sheriff Brow with Pen-y-Ghent in the background.

Photo Mike Farrington



Rear Cover Images:

Above The trackwork at Eden Brows when the ‘up’ (southbound) line was already closed and single-line working was in force - note the pronounced kink in the track.

Photo: ‘Shedmaster’

Below: A week later the whole line is closed and members of the ‘orange army’ are at work assessing the situation.

Photo: Peter Ainsworth.

R THE HAWES ROPEMAKERS

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