

SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
May 2017
No 148

Price £2.50



Flying Scotsman Celebrates
Eden Brows Re-Opening
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the August 2017 magazine will be Saturday 2nd 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 + VAT. Half page = £45. + VAT

Quarter Page = £30 + VAT.

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

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

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

Cover Picture: On March 31st, the first day on which passenger services had traversed the entire route of the S&C for over a year, 60103 Flying Scotsman, returning south, traverses the new structure at Eden Brows.

Photo: Peter Ainsworth

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

WE ARE OPEN FOR BUSINESS ONCE MORE

On the 31st of March the Settle Carlisle line re-opened throughout, some thirteen months after the line was severed at Eden Brows.

The re-opening special train, organised superbly by the Keighley and Worth Valley Railway and hauled by *Flying Scotsman* ensured huge media coverage both on the day and in the press the following day.



Douglas Hodgins on the Keighley & Worth Valley Railway special train to celebrate the restoration of through running on the S&C - 31/3/17.

Photo: Bob Swallow

It is worth noting that a freight train, made up of container flats, traversed the S & C early on the 31st, on its way to Scotland. This was especially pleasing in so far as the line was back in use for all types of traffic only hours after re-opening.

There is also the good news that passenger numbers have jumped dramatically during April, unfortunately leading to overcrowding on a number of trains. To be blunt, this is depressing news. We do so much to try to promote the line as does the S & C Development Co., only to find that some trains are full and standing.

This scenario is NOT what the customer wants, far from it, having seen and read the literal avalanche

of publicity regarding the Settle to Carlisle Line in recent weeks it is only natural that there would be an upsurge in interest; suddenly, we are finding that trains are crowded with no extra stock available. Where does the blame lie?

Is it Northern? To be fair they can only work with the resources made available to them, Is it the DfT? Is it Network Rail? Is it Rail North? Or, is it a combination of all the aforementioned? Surely in awarding the new franchise to Northern sufficient stock should have been allotted to the TOC.

Yes, there are promises of new trains and refurbished trains, but already the timescale for service enhancements has slipped; at the time of writing it appears that the two extra Sunday trains scheduled to be introduced later in the year will not happen until May 2018. At one time we were told that one of these trains would be loco hauled, if that is

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

the case there is no valid reason for the delay in its introduction. While May 2018 is the new date being given already many people are expressing doubts about the feasibility of this with several electrification schemes running late, no electrification, no cascade of diesel units to other lines.

I have commented on the publicity the line has received, this really started in February with the three days of steam hauled trains between Appleby and Skipton. The idea behind this 'mini-plandampf' emanated from a meeting of several people representing many sections of the rail industry, the railway press where the idea came from, the loco owners, Northern, and last but by no means least, ourselves.

The operation over the three days ran well, the locomotive, *Tornado*, ran faultlessly throughout, DB Cargo who actually operated the trains as they have a passenger licence for steam, had very much done their homework, all of this ran smoothly, the only problem was overcrowding, or should I say potential overcrowding, on the trains from Skipton to Appleby and return.

Those who had not booked in advance were faced with taking 'pot luck' at Skipton, the queue for unreserved seats on all three days stretched from inside the station, down the side of the car park to the main road. Regrettably many were left behind each day but a relief train in the form of a class 158 was laid on to convey would be passengers to Appleby where the vast majority were able to board the steam hauled train back to Skipton.

Well done Northern for adopting and executing the concept of a steam hauled service as a way of publicising the fact that the S & C re-opening was only a matter of weeks away. Remaining with Northern, Alex Hynes has moved north of the border and we await the appointment of a new M.D.

The last Journal or two have carried features, and editorial, on new shelters at Settle and Appleby, the Settle shelter is now finished and very smart it looks, so much so that it seems to blend in with the existing station buildings as if it has been in place for years, not just a few months. Work will begin at Appleby in the summer.

If I may return to the previous edition of the Journal, Paul Kampen, in his Editorial, made reference to the fact that the *Tornado* trains would be running just as your magazine would be dropping through your letterbox. We must, and we will, improve communications with our members in the future to try and ensure that such an occurrence does not happen again.

While this report has been fairly serious in much of its content there is also much to look forward to in the months ahead; the regeneration of Cumbria continues and the railway will play a large part in this by conveying visitors to the towns and villages which border the Settle and Carlisle railway, nor should we forget the ever increasing numbers using this route to travel to Carlisle and then on to Scotland. We look forward to the future with more than a little confidence.

Douglas Hodgins

Right: 66508 beat Flying Scotsman by several hours and become the first freight train to traverse the whole of the S&C; the train consisted of Freightliner flats and is seen here at Appleby on its way from York to Coatbridge.

Photo: Michael Summers

Editorial

My Editorial in the February issue of this magazine did not go down at all well with a couple of members who have made their strong feelings known. May I please make it absolutely clear: there is no intention to do away with FoSCL's paper journal in the foreseeable future. We appreciate that some members do not have the means to receive electronic communication; and many of us who do still like to have a paper magazine in our hands and do not want to stare at a screen all the time. That said, we live in an age of instant communication and FoSCL must take account of that and modernize its procedures accordingly. Electronic magazines are easier to store and also much cheaper to produce: there are no post and packing charges to pay and the money saved can go into projects on the line. Please consider taking your magazine in electronic format – you may have the paper magazine as well if you wish.

Another way of making life easier for both yourself and for the FoSCL membership department is to pay your subs electronically rather than by cheque. Please see the panel on Page 4 for details of how to do this.

Richard Morris is working on ideas for a revamp of our website which will include facilities for members to receive up-to-date news and we hope to report progress on this in our August magazine.

And of course you can join the debates on our web forum (www.foscl.org.uk/forum) and follow us on Twitter: @foscl or Facebook.

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



FoSCL Notes

Membership Matters

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

Mr Derick Alsop - Nottingham.

Mr B Berrett - Ilkley.

Mr Rudolf Brunstrom - Darlington.

Mr Bullock.

Mr Roger Coleman - Coventry.

Mr French - London.

Mr Colin Packham - Lewes.

Mr J A Plum - Barnoldswick.

Mr Glen Rae.

Mr J.K. Rogers - Leeds.

Mrs M E Schofield - Dent.

Mrs Jean Sell - Fulbourn.

Mr B. Taylor.

Miss Muriel Tree – Skipton.

Mr Graham Wilson - Halifax.

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.

New items in stock include the new books *Rails in the Dales: Eight Yorkshire Railways* by David Joy and *Ticket to Ride, the History of Dent station* by Robin Hughes.

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

according to the availability of volunteers (Appleby).

Paul A. Kampen - Hon. Secretary

Magazines by Email

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

The electronic magazine is sent out in low resolution PDF format and by blind copy attachment - in other words everybody's email should be able to download it and we do not reveal your email address to anybody else.

The electronic magazines are of particular benefit to those who have eyesight problems as they can be enlarged on the computer screen.

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

Paul A. Kampen - Hon. Secretary

Volunteers Needed

We need a keen and experienced walker to take over the role of **FoSCL Walks Co-ordinator**.

And if there is any **qualified woodworker** out there who would like to join Ged Pinder's team at Unit 8a they would be very welcome.

Interested? Then please contact:
ruth.evans@settle-carlisle.com

Electronic Payment of Subscriptions

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

You can credit the following account: Friends of the Settle-Carlisle Line,
Sort Code 20 78 42, Account No. 90370894
Please quote your membership number as a reference.

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

FoSCL Volunteers' Lunch



On Saturday 4th February 85 volunteers from the Friends were invited to a buffet and social event held in the Victoria Hall, Settle. The Friends committee decided that this would be a good way of saying thank you to our volunteers for all the hard work and dedication they put in. Most volunteers travelled by train to reach the venue. Thanks to Northern Railway who provided free travel for quite a few of our volunteers.

Volunteers who attended belonged to different groups which consisted of - gardeners, painters, shop volunteers, signal box volunteers, walk leaders, on-train guides, leaflet distributors, Ribbleshead Heritage guides, Ribbleshead

Centre volunteers, magazine packers, and the Friends committee. It was good to see them mix together and relate stories to one another about their volunteering.

The event opened with a photo quiz. The photos were of different structures along the Settle-Carlisle line taken at angles that made them not so easily recognisable. There were 23 pictures and someone got all the correct answers!

This was followed by a wonderful buffet arranged by one of the local farms. The roast dinner was followed by delicious chocolate profiteroles.

Following the buffet Nancy Edmondson gave a wonderfully interesting talk about her life when she lived in Blea Moor Cottages as a child and her father worked on the railway. Her life as a child in such a remote area meant walking over bleak moorland to pick up the school bus. Outside facilities were the norm. She recalled an accident that happened at Blea Moor in deep snow when a train came off the rails. Their cottage was used as an emergency waiting room.

Volunteering does bring its rewards and that was quite evident in seeing so many volunteers joining together and sharing their stories.

**Ruth Evans - Event Co-ordinator,
Friends of the Settle-Carlisle Line**



Photos: Above and right by Mark Harvey. Left by Tracey Johnson

Christmas Lunch 2017

Save The Date for the 2017 FoSCL Christmas Lunch – Saturday 2 December, at Falcon Manor, Settle. More details to follow in the August magazine.

Phil Moorhouse

2017 AGM

The FoSCL AGM for 2017 was held on Saturday April 29th at the Victoria Hall in Settle. The date was one week later than normal; this was necessitated by it being Settle's turn to host the event but the hall was not available a week earlier. Despite the fact that it was a Bank Holiday weekend and the Ride2Stride festival, plus the Three Peaks Race, were taking place approximately 90 members attended with apologies received from a further 23.

Chairman Douglas Hodgins presented his report which outlined developments in the first months of the Arriva Northern franchise: there is some disappointment that the two extra Sunday trains called for in the franchise would not be introduced in 2017. These trains are now promised for May 2018 but this very much depends on Network Rail infrastructure improvements. It is likely that the 158 units will be with us for many years to come but they should benefit from refurbishment. The year had been dominated by the partial closure due to the landslip at Eden Brows with the loss of traffic exacerbated by too many erroneous reports in the press saying that the line was closed completely. MD of Northern Rail Alex Hynes had floated the idea of FoSCL being called the 'Friends of the Leeds-Settle-Carlisle'; a straw poll of members present suggested that there was a majority in support of this idea. Alex Hynes had now left the franchise and we awaited the appointment of a new MD.

Douglas reported that the committee had debated the idea of purchasing a property in Settle to provide an office, meeting room and 'home' for FoSCL. However the idea had been dropped for the moment. The committee was considering other ideas; Langwathby station was available but was not considered suitable.

A new Midland Railway-style waiting shelter had been provided at Settle station to provide cover for passengers when the station buildings were locked; a similar shelter was to be provided at Appleby where the station buildings were not open at all on Sundays. FoSCL had taken this initiative because anything provided by the franchisee would be of the 'bus shelter' variety. Douglas also outlined the work taking place in Unit 8a at Settle - work would soon start on replacement doors and benches for Settle station.

Douglas paid tribute to outgoing committee members Stephen Way and John Johnson for all of their hard work.

Acting Treasurer John Ingham presented the accounts and, in doing so, paid tribute to Stephen Way for a smooth handover. John himself was congratulated for the clarity of his report.

The meeting re-elected Douglas Hodgins as Chairman and Paul Kampen as Secretary for another year. John Ingham was elected Treasurer and Rod Metcalfe, Pat Rand and Nigel Ward were re-elected to the committee for another three years.

After the AGM Bryan Gray, Chairman of the S&C Association and Nick Pearce, Chairman of the S&C Property Company, gave presentations on their respective organisations.

**Paul A. Kampen
- Secretary**

Members who would like a copy of the accounts should contact Paul Kampen (contact details inside front cover)



News Notes

Keeping in Touch

In the February Journal the Editor touched on the subject of communicating with the members. This was brought to a head by the Journal being published at the same time as the *Tornado* trains were running; many of you found out about these trains after they had run.

As you know the Journal is published quarterly, this will continue. On page 4 you will read that it is possible to receive the Journal in electronic form, the choice is yours.

There is, however, another publication that members can receive on a regular basis, and this is the Newsletter produced by the Settle Carlisle Railway Development Co. How do you register to receive this electronic newsletter?

Simply go to:-

<http://www.settle-carlisle.co.uk/>
scroll down—foot of page—right hand side—Stay in touch

Simply type your name in the box, your e mail address in the box below, then press subscribe.

The newsletter will be e mailed to you every six to eight weeks.

Douglas Hodgins - FoSCL Chairman

Railway Service - Mallerstang

The Annual Railway Remembrance Service will take place on Sunday 25 June at 10.30am 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

Book Signings

Martin Pearson has written the groundbreaking history of the Settle-Carlisle Railway 1850-1990, looking in great detail at the way decisions, local and national impacted in the line. David Joy (former editor of the Dalesman) has written over 40 books. His new book *Rail in the Dales* covers eight Yorkshire Dales. Martin and David will be signing copies of their books at Settle station 24th June 2017 between 1100-1200.

Paul A. Kampen

Stop Press: The price of the Dales Railcard will increase to £10 from May 21st. The FoSCL Railcard will increase in price to £14 on the same date.

Jericho Shanty Town Experience

FREE Guided Walks will take place on Thursdays 1st & 29th June, 27th July and 24th August. This is an opportunity to visit the world famous viaduct as featured in the recent popular TV drama series plus a chance to visit Garsdale station and meet 'Ruswarp' - the 'Dog that saved the line'.

Meet at the Visitor Centre on Ribbleshead station at 12 noon. For those coming from the south, a train arrives at Ribbleshead at 12.02.



A painting by Alan Fearnley - courtesy of David Joy

For further information contact: <http://sandctrust.org.uk/Jericho>

Dates For Your Diary

To October - Steam Specials. Go to : www.uksteaminfo.co.uk

Thursdays 1st and 29th June - Jericho Shanty Town Experience at Ribbleshead Station. Full details <http://sandctrust.org.uk/Jericho>

May & June - RIBBLESHEAD VISITOR CENTRE - Dates to be confirmed - Conducted cycle rides from RVC to Hawes.

Also 2 days cycle hire available at RVC with suggested routes around local area.

See: <http://sandctrust.org.uk/Jericho>

The naming of a class 158 Unit after the late Bill Mitchell.

June - date to be confirmed - Settle Station family day.

Signal Box visits, Water Tower, Model Railway, walks, painting, Photography exhibition, teas etc.

Saturday 24th June - Book Signings at Settle Station (See Page 8).

Sunday 25th June - Railway Service at Mallerstang (See page 8)

Thursday 27th July - Jericho Shanty Town Experience- for details see June.

Thursday 24th August - Jericho Shanty Town Experience - for details see June.

Monday August 28th - Book Fair at the Victoria Hall, Settle.

November or December (Provisional) - A Christmas special train to York for both adults and children.

Saturday 2nd December - Annual Christmas lunch at the Falcon Manor - Settle

Saturday 9th December - Annual Christmas Open Day at Settle station.

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

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

Ribbleshead 'Shanty Town' Heritage Tours -

Free Guided Tours (on foot) of the Ribbleshead Viaduct Site and a View of Blea Moor Tunnel

The Ribbleshead Viaduct is the highlight of the S&C route with its 24 arches spanning Batty Moss over 100 feet below. Hear how the navvies lived and built this tremendous structure with assistance from steam cranes and muscle power. Places of interest that

will be visited are the site of the Batty Green Shanty Town, viewing the site of the hospital, the trackbeds of the narrow gauge tramway and the remains of the maintenance shed for its locomotives, the brickworks, lime kiln, stone sorting area and the viaduct itself. An

extended tour provides a view of Blea Moor tunnel and where it is thought that stone was quarried for the railway.



To join a tour meet at the Heritage Centre on Ribbleshead station at 10.25 am. Trains from Leeds arrive at 10.06 and from Carlisle at 10.17. The 'short' tour takes about two hours and is approximately two and a half miles. The extended tour to view the tunnel takes about four and a half hours and is approximately five miles.

The tours cross rough moorland and all participants should wear stout footwear and bring warm and waterproof clothing (remember - the weather at Ribbleshead can change very rapidly). People wishing to take part in the extended tour should also bring a packed lunch.

For 2017 the tours will take place on Wednesdays July 5th, 12th & 19th and August 2nd, 9th, 16th and 30th.

Please note: the Jericho and Shanty Town tours are not suitable for people with limited mobility. People attend both tours on their own responsibility and must be suitably clothed for the weather and terrain.

The Plandampf – Three Eyewitness Accounts

The On Train Guide's Tale From Mark Rand:

The last edition of the Journal was published at just the wrong time to cover the three days of scheduled steam working over the S&C between Skipton and Appleby. Well the so-called Plandampf trains have come and gone and a right good do it was too. Hauled by A1 Pacific *Tornado* twelve trains crossed the roof of England on 14, 15 and 16 February under the marketing banner, and headboard, of 'I love the S&C'.



Planned in principle in great secrecy over many months the actual operational arrangements had to be sorted out in a very few weeks, with the line's re-opening date as a big unknown. One date was certain however - St Valentine's Day - February 14th.

As soon as the reservable tickets went on sale the response was 'stupendous'. At day-to-day fares they were snapped up

almost instantly, leaving the remaining seats for turn-up-on-the-day passengers. It was simply anybody's guess how many people that would mean. Ticket sales were carefully monitored by Northern but nobody could predict how many people would come along on the day without pre-paid tickets. The pinch-point was always going to be Skipton and that was how it turned out. On each of the three days the northbound morning train departed Skipton leaving disappointed would-be travellers, despite an extra carriage making eight passenger carriages on each train. It is estimated that 300 or so people had to be left behind at Skipton over the three days but relief trains had been laid on and the scenery is just the same.

Along with fellow FoSCL volunteer On-Train-Guides (OTGs) I was allocated one coach on each train to act as host and general 'friendly face'. The sun shone for much of the time and the media had a field day with live and pre-recorded feeds into national news bulletins throughout day 1, both TV and radio. The broadcasts went round the world. One kind Tweeter afterwards praised the 'lovely volunteers' who had played such a vital role. 'Hear, Hear' replied *Rail* magazine editor Nigel Harris - whose idea the whole thing was.

The lucky 5,500 passengers who made it onto the steam trains were quite a different cross-section from the normal. On my observation (of all 12 trains) many were newcomers to the S&C, often from far away places. There were of course railway types aplenty and locals too. Indeed, the first and last trains each day even carried some commuters as well as locals who had correctly realised that there would be seats on those trains which enabled a day out in say Leeds, Bradford, Skipton or Saltaire. Nobody who turned up on the off chance at Settle or Appleby failed to get a seat.

OTGs with experience get used to fairly standard questions. The differentness of these trains flushed out some new ones.

"How can you tell which side the smoke will be?" was one. Wind direction seemed rather bland an answer and I (just) got away with 'Well it depends if you are in the Northern or Southern hemisphere'.

Others wanted to know technical details about *Tornado*. I pleaded ignorance with "All I know is it goes chuff-chuff-chuff" which was, to some extent, true. Volunteers from the Tornado Trust came to our rescue.

Even the announcements on the train caused merriment. It is self evidently dangerous to stick your head out of a train window but how do you put this into words that will satisfy the admonitory need as well as that of the lawyers? Day 1 brought us the hilarious and obviously scripted warning from a Northern conductor that passengers must not lean any 'body part' out of the windows. That had fallen from favour by day 1 1/2 but it caused much discussion among total strangers before, sadly, it was changed for 'head'. One is left wondering if the script had been planted as a bet.

The S&C's trolley heroes were kept busy, and fit, with such long and crowded trains with narrow aisles. Happily, and in total harmony with the mood, they defied Dev Co. written orders not to supply volunteers with cups of coffee.

Of all things, water posed problems in two ways. The plan was for *Tornado* to take water at Appleby only. It could easily make it to Skipton and back on one fill. Trouble was that between fills the Appleby water tank had to re-fill itself, with mains water. By day 2 people in Appleby were, it was said, experiencing reduced water pressure. The irony of Appleby, of all places, running short of water was poignant. One hopes that the new houses being built to the south of the town will be well enough supplied. The solution was an enormous water tanker from United Utilities attending at *Tornado's* siding for its fill-ups on day 3. The other water problem was a power cut at Appleby station which meant that they could not heat water canisters for the trollies. Settle's kettles worked overtime for a while.

In the nature of trains people have to walk through every carriage to get from one end to the other. Passers-by for me included Northern MD Alex Hynes who got a robust round of applause from

'my' carriage - much to his pretend-embarrassment. Then there was Graham Dow, former Bishop of Carlisle and Chairman of the S&C Trust. Fortunately for me his visit coincided with one of the more seemly parts of my commentary.

The Valentine's day element of things had not gone un-noticed by the passengers and the media. One romantic on the BBC 1 news told the nation that the train fares were cheaper than a bunch of roses for his wife, who smiled indulgently.

One very noticeable feature was the reaction of sheep to this fire breathing monster suddenly in their midst. S&C sheep soon learn to ignore steam trains in normal years but it is now a long time since they have seen one. Consistently they would scatter. Hopefully they will get used to steam trains again during 2017.

So where do we go from here? To end this slightly anecdotal report one should try to answer that. The one very loud and clear message to come from all this is the continuing, perhaps increasing, allure of steam. The day after *Plandampf* the day to day Northern class 158 trains, good as they are, were all but deserted. *Plandampf* had had the welcome attention of mass media so the world knew about it. It was nostalgic and it was different. Those things cannot be sustained. Could a regular steam service work profitably on the S&C?

I have long felt that it could and am frankly puzzled that it has not yet happened. In the far north west of Scotland, as far away from the UK's markets as you can get, a regular daily steam service has operated for years alongside the normal Scotrail diesel services to mutual benefit. It is the *Jacobite* from Fort William to Mallaig. It costs more to travel on the steam trains but visitors flock there. Some will use the steam train one way and the diesel train the other. It benefits the local economy and it is successful by any measure. It too runs through beautiful scenery in a thinly populated area. One train a day runs for 22 weeks of every year. It is run by West Coast Railways of Carnforth. They are on our doorstep. So too are the Keighley and Worth Valley Railway who ran our Flying

Scotsman hauled re-opening train on 31st March. The railway facilities of Hellifield lie presently unexploited and neglected. The line's staple coal traffic has collapsed.

Plandampf has been a wake-up call to the S&C, its support bodies, the train operating company and the steam industry. I do hope that somebody has heard the alarm clock ring out.

Mark Rand

The Photographer's Tale From David Mathias:



60163 Tornado enters Appleby on the extremely chilly morning of 14/2/17.

Photo: Graham Thompson

In the early eighties Border TV produced a series about Britain. One was on the S&C with the second part of the half hour programme featuring a run south from Carlisle. At the Garsdale water stop the then steam loco owner Julian Riddick said that it was "jolly sporting" of British Rail to allow steam trains to run. At that time the line was under threat and being run down. Fast forward to 2017 and the late Mr Riddick's words could have been applied to all those individuals and organisations involved in the plandampf. I understand the initial idea came from Nigel Harris the editor in chief of a number of magazines in the railway press. Top secret plans were, as far as I know undertaken by DB Cargo, the Settle-Carlisle Development Company, FOSCL and the S&C Trust. I

first heard about it in mid January whilst waiting to photograph an engine on the East Lancashire Railway. It was when I wasn't feeling at my brightest and best shall we say. I once attended a plandampf held on the Fort William -Mallaig line. My memory is of the first train being vastly overcrowded and a lot of people ending up on a bus! Last year, whilst I had eventually enjoyed chasing 60103, it attracted huge crowds. To me the plandampf would be the same.

That said, as the time drew nearer my enthusiasm increased. I was asked about how it would work by a friend who has a passing interest in railways. By plandampf time I was so eager I traced the progress of *Tornado* on its journey to Appleby. It collected its stock and the diesel in the Doncaster area, leaving 57 minutes late, but cutting this deficit back to a little over 20 minutes by Settle. Tuesday came and the morning was surprisingly sunny. By now I knew the loco was running tender first, or as my wife describes it, "bump first." Now

the rear of *Tornado's* tender is a green rectangle, so not the most photogenic of subjects. Some tender engines look reasonable when running backwards, but big main line locos don't do it for me. However a side view isn't bad. I went into the field adjacent to the flat and duly photographed it.

Feeling the world and his wife would quite rightly be out to observe the passage of the steam hauled trains I made sure I was in place at Helwith Bridge in good time. I am glad I did, because by train time most of the photo spots had been taken. It had been sunny. In fact a couple of us, rather to the amazement of others felt it was too sunny. A big grey cloud came over to give a good even light. By now the train could be heard roaring up the valley. What could possibly go wrong? Behind from the direction of Horton came the sound of a "shed" otherwise known as a 67 on a gypsum train. After all this time, were the



assembled photographers to have their pictures wiped out? Happily the last three wagons were disappearing into Stainforth cutting when 60163 appeared running like a sewing machine.

For me it was back into the field at Barrel Sykes to see the afternoon. My wife suggested I go to Settle Station for the last shots of the day. It wasn't one to get good views of the engine, but the overall scene with the darkness of the evening contrasting with the carriage and station lights made a rather pleasing scene. So Day One had gone better than expected.

Day 2 found me up at Horton Station. I fell into conversation with a gentleman who had left his timetable at home. I found out he was on a Round Robin ticket so after some discussion I outline his day whereby with a bit of luck he could ride from Horton-Skipton-Appleby-Skipton-Horton. In fact I was now rather envious of him and hatched my own plan for a ride on Thursday. Meanwhile my wife, who was on the Leeds side platform was being encouraged by the friendly guard to board the train, as there was plenty of room.

60163 Tornado passing Blea Moor on February 15th.

Photo:

Peter Ainsworth

Being a creature of habit I was back at Helwith Bridge for the northbound shot. After lunch the weather turned very grey, so I photographed from our flat. Finally both my wife and I strolled down to the station to see the last steam working of the day, as well as a rather splendid sunset.

Day 3 By now I had already bought my own Round Robin ticket for the sum of £9.90 with a railcard. My plan was to ride to Skipton and just as the guard had said the previous day there was plenty of room. But we all had to detrain at Skipton. Not for us a steam engine pushing its train as Mr Portillo had experienced in America. It was obvious from the queue at Skipton my chances of ride to Appleby were between nil and naught. With half a train filled by those wise enough to buy a ticket before the event, the queue for the other 4 coaches stretched from the booking hall to the fire station. But every

cloud....at least I could take pictures of the train shunting, although one soul kindly managed to place his elbow in front of my camera for a number of shots. I caught the extra dmu running right behind the steam train and had an enjoyable conversation with an ex railman. Arriving in Appleby it could best be described as wet. In fact it was wet enough for me to hope the dmu was returning straight away; it wasn't. The prospect of 2 hours in rain soaked Appleby didn't hold much of an appeal. But to be fair the rain eased and I met an old rail pal, so caught up with the lineside gossip.

The 2 hours passed quickly enough. At one point the sun actually shone brightly. It even seemed as 60163 might run out and round its stock. Anticipating this I assumed the footbridge might make a good vantage point. However I had not reckoned with health and safety regs so was turfed off. The four-car dmu at 14.47 was well loaded and as we climbed towards Ais Gill the weather worsened. Our lady train guard gave an interesting little commentary as we passed over Ribblehead Viaduct. It is a pity more guards don't follow her fine example. Pausing at Ribblehead I could only admire one elderly gentleman ,complete with his camera who was waiting amid the rain and howling wind for what at best would be a rear end shot of "Tornado"

Arriving at a slightly less wet Skipton the rain gradually ceased. News filtered through the steamer was about 18 minutes down. At least I would be able to photograph it running round its train. On the whole I managed this without anyone's limbs, heads or bodies blocking my shots, but I did notice one or two butting in and was sorely tempted to ask those concerned what part of "Stand behind the yellow line" they could understand. By now the train was ready for an on time departure. Unlike a couple of pals, I made the mistake of getting into a reserved carriage and it took some time before I was able to walk through to the unreserved part.

All in all I would reckon the plandamp was a great success. It may or may not have made huge profits, but the goodwill it generated was I felt priceless. People actually spoke to each other and a steam engine rarely fails to put a smile on faces.

The publicity the line gained both on TV and in print must have made people eager to travel the line again.

David Mathias



Some Memories of Past Times From Robert Mason:

A winter's daybreak on a cold northern railway platform is not where you would expect to find a crowd of people on Valentine's Day. But that was where you could find me and a few hundred others – on Appleby station waiting for the first scheduled mainline passenger train to be hauled by a steam locomotive for nearly 50 years.

Unlike the numerous steam excursions that take place throughout the year, this was actually a regular service train. The only difference – the three-coach diesel multiple unit was replaced by a steam locomotive hauling nine carriages. And with Britain's newest mainline steam locomotive 60163 *Tornado* in the starring role, TV crews and reporters were out in force.

I was standing on top of the station's very windy footbridge trying to get a glimpse of *Tornado* waiting in a distant siding when a photographer from the Press Association asked whether he could take a picture of me holding my ticket. I obliged despite reservations that my valuable pass for the 8.25am train would be blown away. And before my journey was over this picture was already appearing on the websites of



the BBC, ITV, *Daily Mail* and *The Guardian*!

There was one particular reason I was especially keen to be on this train. I was christened on 11 August 1968, the day of the last British Railways mainline passenger train to be hauled by a steam locomotive. Known as the 'Fifteen Guinea Special' the service ran from Liverpool Lime Street to Carlisle and back via Manchester Victoria and the Settle-Carlisle line.

I was constantly reminded of this fact by my late father as he claimed he would rather have skipped church to say goodbye to steam. A drive up Wensleydale could have seen him at Garsdale station, but duty prevailed.

My father grew up after the Second World War when a large proportion of schoolboys were loco spotters. In 1961 he left the UK to work in East Africa, spending his last afternoon in London photographing locomotive movements at Paddington Station before heading to Heathrow.



By the time he next visited these shores in 1965, steam was in its death throes, and then when he returned with me in 1968 the last remaining steam locomotives were confined to a few sheds in the north. Fortunately there was still steam in East

Africa as I grew up, so I naturally became an enthusiast too.

The 8.25am from Appleby to Skipton on 14 February was the first of three days of a 'Plandampf' operation, the German word meaning 'scheduled steam' given to running steam-hauled timetabled trains on the main line.

Tornado, which was completed in 2008 48 years after British Railways' last locomotive *Evening Star* emerged from Swindon works, was a fitting engine for the trip, although a class 67 diesel was also required to provide power for the modern Mark 2 carriages.

The mood on board was buoyant, with seats filled not just by ordinary passengers but also film crews, British Transport Police, and representatives of organisations like the Friends of the Settle-Carlisle Line who campaigned to save the line back in the 1980s and now act as a user group to improve facilities and services for passengers along the 72-mile line.

Travelling tender-first on its southbound trip *Tornado* coped smoothly with the ascent up to Ais Gill Summit, which at 1,169 feet above sea level is the highest point on a main line in England. With clear visibility the 'roof of England' provided a spectacular backdrop with snow-covered peaks occasionally obscured by long drifts of white smoke as the engine worked hard.

By the time we reached the iconic Ribbleshead viaduct legions of photographers were lining the trackside while above the modern phenomenon of drones were tracking our progress. Our train then eased down through Settle and arrived right on time at 10.08am in Skipton where large crowds were out in force to greet us.

So now the 'Fifteen Guinea Special' can no longer claim to be British Railways' last steam train. And the price of my ticket? A bargain at just £15.00!

Robert Mason

Photos: Ian Mason and Sian Lewis

Special Traffic Report

Jan 30th	66009	Ribblehead - Hunslet, stone chippings.
Feb 13th	60163/67029	Doncaster - Appleby, empty stock.
Feb 14/15/16th	60163/67029	Appleby - Skipton, steam service.
Feb 22nd	66066	Ribblehead - Hunslet, stone chippings.
Feb 23rd	66066	Ribblehead - Hunslet, stone chippings.
Mar 18th	NMT	Heaton - Derby, test train.
Mar 22nd	67005/67006	Blackburn - Settle, Royal Train.
Mar 23rd	37116/37025	Carlisle - Appleby - Barrow, test train.
Mar 31st	66508	York - Coatbridge.
Mar 31st	60103	Oxenhope - Carlisle and return.
April 10th	67023/67027	Heaton - Derby, test train.
April 15th	NMT	Derby - Heaton, test train.

The Northern rail steam “Plandampf” was very successful, with 60163 *Tornado* doing two return Appleby to Skipton runs for three days, February 14th, 15th and 16th.

The first train over the re-opened Eden Brows area was a Network Rail track assessment working with 37116/37025; then Northern Rail Pacers did crew refresher trips; and the first passenger service was the 05.50 Carlisle - Leeds sprinter on 31st March. This was consolidated by 66508 taking newly repainted Freightliner flats from York to Coatbridge; and then 60103 *Flying Scotsman* on a passenger charter - all on the 31st too.

HRH the Prince of Wales had a two-day tour round Craven on 21st and 22nd March, arriving by Royal train at Clitheroe the first day, and at Settle on the second.

Pete Shaw

Jargon Buster: NMT = New Measurements Train

Pacer 142.024 did several days of traincrew refresher workings between Appleby, Armathwaite and Carlisle as their “route knowledge” had lapsed after the long absence. Seen at Appleby on 25/3/17

Photo: Pete Shaw



HRH the Prince of Wales visited the Settle area on 22nd March using the Royal Train. He is seen here being greeted at Settle station.

Photo: Mark Rand



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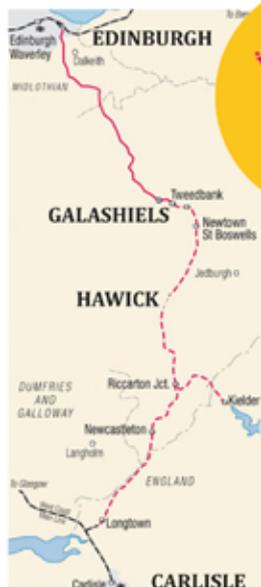


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Upper: Copyright Walter Baxter, geograph.org.uk
Lower: Copyright Robert Brysdale, CBR.



HRH The Prince of Wales visited Settle on Wednesday 22nd March.

Top: The empty stock running from Hellifield to collect HRH from Clitheroe on Tuesday 21st March.

Bottom: The train arrives at Settle station having travelled to Blea Moor to run round so that HRH could alight at the up side platform.

Photos: Alan Ward





Top: 37116/37025 top and tail the Network Rail test train which formed the first working over the repaired Eden Brows landslip area. It did a large circuit from Carlisle-Appleby-Carlisle-Whitehaven-Barrow on 23/3/2017. Seen south of Langwathby.

Photo: Pete Shaw

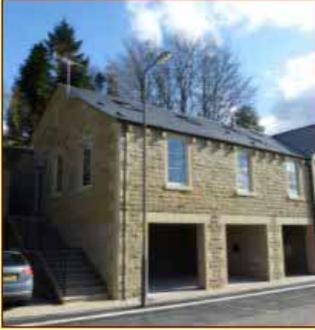
Bottom: Refurbished Northern unit 158752 made an appearance at Appleby on Sunday 5/3/17.

Photo: Michael Summers



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Top: 1Z87 'The Winter Cumbrian Mountain Express' hauled by 46115 seen at Birkett Common on 22/4/17

Bottom: 60163 Tornado at Sheriff Brow with the 1Z86 'North Briton' on 29/4/17

Photos: Stephen Willetts





Above: 60163 Tornado approaching Rise Hill tunnel on 29/4/17.

Photo: Pat Arrowsmith

Below: 68024 ran light engine from Crewe to Carlisle New Yard on 17/04/17 and is seen here at Appleby - the first time this DRS loco had travelled on the S&C.

Photo: Michael Summers



We Are We Back in Business!

Mark Rand reports on a momentous period in the history of the S&C

FoSCL first got news of the Eden Brows problem well before the line there was actually closed, for fifteen months as it turned out. An early indication was a 5mph temporary speed limit on the up line at Eden Brows, followed by closure of that line only and single line operation on the down - again 5mph. That was disruptive but not unheard of. Then the axe fell totally - both lines were closed. Sections of the media could not resist the gift of a headline of total closure of this railway line. This 'fake news' was a media crisis for the S&C at the very least.

As FoSCL media person I attended all the many meetings, site visits and conference calls that followed. For an anxious six months or so it was not known for certain if and how the landslip would be fixed. Its scale was enormous but unspectacular as landslips go. It was known that Eden Brows had given trouble from the very earliest days when a very major and dramatic landslide had swept the newly constructed line into the river Eden far below, delaying construction work for two years. During those six months test boreholes were sunk with the unwelcome results that bedrock was 80 feet below the surface. The solution, if there was one, meant going down at least that depth.

The eventual solution was to sink 230 or so steel and concrete piles right into that bedrock topped off by an enormous reinforced concrete slab, itself some 12m below the eventual tracks, in effect building an underground viaduct or tunnel on which the lines could be re-laid.

I was reassured to witness a huge preparatory operation swing into action during those six months of planning. It was evident from day one that permanent closure of the line was on nobody's agenda - least of all ours, of course. What followed has been covered in previous issues of this Journal.

Once the substantive job was well under way, during the latter half of 2016 the big question was when it would finish. The work was planned to be done in half a

dozen or so phases and would take about a year, to be completed towards the end of March 2017 with 31st as a target. Any major job can over-run so planning for a re-opening had to be flexible. Indeed, definite plans for a specific re-opening date could not be made with any confidence until late 2016. Even then there could be slippage - pun intended. Operators of special trains in particular could not risk taking S&C bookings for the early months of 2017. FoSCL and Northern were not idle during this period of prolonged uncertainty. FoSCL worked up a wish-list of things that could be considered for a re-opening. Many had prolonged lead times - none more so than the obvious number one idea - a re-opening special train, preferably hauled by Flying Scotsman.

This had added appeal as Scotsman was the last steam train to cross Eden Brows before the line's closure. It ran southbound from Carlisle on February 6th 2016, the decision to allow such a heavy train full of passengers to cross Eden Brows being taken only that very morning. So the NRM's *Flying Scotsman*, if not booked up until kingdom-come was the obvious but very optimistic choice.

TORNADO: There was a welcome complication in the background - Plandampf. This was the brainchild of RAIL magazine editor Nigel Harris. He shared the idea with FoSCL and with Northern MD Alex Hynes. The idea of running steam trains at day to day fares would be a first in 50 years. We were sworn to secrecy so that RAIL could retain the well deserved journalistic scoop - if it ever came about. The S&C was first choice for a number of reasons, the appeal of the line itself, the availability of volunteers and the increasingly desperate need to give the line a publicity boost being among them. The Eden Brows finish date was still uncertain so it was decided to go for an earlier and safe date - February 14th - Valentines Day - and the two days following.

Nigel Harris did some ringing round. A top level and secret meeting was held in York, attended by known 'can-do' people in the railway industry - and FoSCL. Enthusiasm for the idea - and the S&C as a venue was high and unanimous. If

Pandampf (planned steam) did not work on the S&C it was unlikely to work anywhere. So it was that Tornado hauled twelve scheduled trains over the S&C over three days, conveying thousands of passengers and leaving some hundreds who simply could not board their chosen trains. News was worldwide and BBC1 news bulletins carried live updates throughout Valentines day of *Tornado* sporting the now famous headboard I (heart) the S&C.



60163 Tornado leaving Shotlock Tunnel on February 16th. Note the headboard above the buffer beam.

Photo: Peter Ainsworth

FLYING SCOTSMAN : A telephone call from the Keighley and Worth Valley Railway (KWVR) around the turn of the year brought news that Flying Scotsman was to spend nine days on the KWVR in April, arriving in Keighley on 31st March - the very day of the S&C's long awaited re-opening. KWVR were looking at getting permission to run over the S&C main line on three of those days, starting on the 31st March. Pathing and other problems in the event restricted them to just one day - Friday 31st March, our putative re-opening day. So, our pipe-dream locomotive seemed to be on our doorstep - if we could be quite certain that Eden Brows would be finished on time.

Tornado/ Plandampf turned out to be a timely distraction from another round of behind-the-scenes planning between ourselves, KWVR and Network Rail in particular. Again, the can-do people rose to the challenge, hugely encouraged by Plandampf's popular success. In one memorable conference call NR's Eden Brows site manager Rhiannon Price announced her confidence about 31st March. "If we don't make it for 31st March we'll all be on flights to Rio de Janeiro" she promised.

Flying Scotsman was our 'official' re-opening train, organised by KWVR and 500 seats sold out at £220 each - an unqualified commercial and public relations success. Eleven coaches and no diesel assistance either.

RE-OPENING DAY: Some will have it that the line never actually closed in that a through train and bus service to Carlisle was maintained but actual re-connection of the lines at Eden Brows, with trains running over them could not go unmarked.

The actual first scheduled train over Eden Brows was Northern's 05.50 from Carlisle on 31st March. Putting duty first, Douglas Hodgins and I joined that first train at Carlisle in darkness - along with a carriage full of media and VIPs and a number of real passengers en route from Scotland who at first wondered what all the fuss was about. Most VIPs and media got off at Appleby to join the equivalent northbound first train from Leeds.

Douglas and I continued through to Keighley to represent FoSCL on the *Flying Scotsman* as guests of KWVR. Somebody had to do it. At Keighley we had a hearty breakfast courtesy of Eden Brows main contractor Fred Story before joining the train to the sound of bagpipes. More VIPs joined the train there and at Appleby. KWVR had pulled out all the stops with



The first Northern working northbound on the re-opened line; note the headboard and the news teams doing their pieces to camera.
Photo: Michael Summers

catering provided by a small army of smartly liveried volunteer stewards. There was a water stop at Hellifield during which I did live radio interviews and Douglas dealt with the VIPs. I think I coped with the open question of open questions “Tell me Mark what it’s like on *Flying Scotsman* today?” The truth was it was a joyous occasion. I went through the entire train, speaking to every passenger and handing out the S&C’s publicity leaflet and map which complimented a splendid souvenir book produced for the day by KWVR. Huge crowds were at every station and I declare there were more people in the Yorkshire Dales than sheep. Church bells rang at Settle and Lazonby as the train passed. Primary schools all along the S&C had been notified and many of the station platforms saw children waving flags and cheering. All stations had FoSCL volunteers conspicuously sporting our new hi-vis ‘Volunteer’ tabards, as were we on the train. Drones provided a novel spectacle.

Another water stop at Appleby enabled passengers to stretch their legs and to listen to bagpipes again. The piper boarded the train to resume playing at Carlisle.

A highlight of the journey for many both on and off the train was at Eden Brows where *Flying Scotsman* slowed to a near standstill to enable passengers to see for themselves the now dramatic scene where the landslip had happened - and to wave at some of the Orange Army whose members had tamed nature over the past 15 months and had striven to complete the track work in time for a day that everybody present will remember for ever.

The crowds at Carlisle’s scaffolding shrouded station (new roof) had to be kept behind barriers on platform 1. We were well and truly back in business.

Mark Rand



Flying Scotsman near to Kirkby Stephen
Photo: Peter Ainsworth

Event at Armathwaite

To celebrate the full re-opening of the Settle-Carlisle line after the Eden Brows closure, John and Tracey Johnson organised an event on Armathwaite station: over 200 people attended to enjoy the *frisson* of the day which included a jazz band, food and, of course, the sight of *Flying Scotsman* running through the station and becoming the first steam charter to traverse the line for over a year.



Above: John Johnson (left) with visitors and the cake.

Right: The Ragtime Rascals

Below: Plenty of food on offer!

Photos: Tracey Johnson



Summer Bus Links

Summer timetables are now operating on DalesBus services which link many stations with nearby villages and attractions. A summary of principal connections is given below.

Skipton: Daily buses to Grassington (connections to Buckden). Service to Malham is a morning minibus Mon to Fri but bigger buses operate morning and afternoon at weekends. Sunday service to Bolton Abbey.

Settle: Daily buses to Ingleton via Giggleswick Station, Austwick & Clapham Village (also to Kirkby Lonsdale Mon – Sat). Sunday service to Malham via the Tarn calls at Settle Station at 10.15 for train connection.

Ribblehead: Northern Dalesman bus Sunday and BHM at 10.30 connecting

with train from Leeds to Hawes, Muker, Gunnerside, Reeth & Richmond (Connection at Hawes to Acorn Wensleydale Flyer to Aysgarth, Leyburn & Northallerton). This service is supported by FoSCL and Northern. £7 discount bus fare available to all rail users. Please note that following feedback from users a bigger bus will be used this year and the morning bus will NOT divert via Keld (but a connection will be available at Muker). This gives more walking time from Muker, Gunnerside & Reeth as requested and more time to visit the many attractions in Richmond.

Dent: See separate article on Western Dales Bus services.

Garsdale: Daily Little White Bus to Hawes with Mon – Sat connections via Wensleydale Voyager to Aysgarth and Leyburn – through tickets now available from Garsdale.



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**PLEASE CONTACT
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Kirkby Stephen: Cumbria Classic Coaches operate Vintage Bus Services on Tuesdays to Hawes and Wednesdays to Barnard Castle connecting with the 0849 train from Leeds.

Clapham & Bentham: New Sunday and BHM Bowland Explorer bus gives links to Ingleton, Bowland Knotts, Stocks Reservoir, Gisburn Forest, Slaidburn & Clitheroe (supported by Northern & the Bentham Line CRP)

All Summer Services operate until September 24th. Full details at www.dalesbus.org or pick up a timetable from stations. Feedback is welcomed to john.disney@ntu.ac.uk or ring 0115 9322356 (evenings).

Dales Rover Fares Offer: ALL Railcard holders (including holders of the Dales Railcard which is available to all FoSCL members wherever you live) can purchase a Privilege Dales Rover for £7 valid on all Sunday & BHM DalesBus services together with feeder buses such as the 24, 36, 62, 66, X43, X80 and X84. This is a saving of £5 on the Adult Dales Rover. You do NOT need to purchase a train ticket.

Dales Rambler Ticket: This ticket is available daily for train travel from Leeds / Bradford to Ilkley / Skipton and onward bus travel as follows:

Daily Skipton to Grassington (72/X43)

Weekends Skipton to Malham and Ilkley to Grassington

Sundays and BHM Grassington to Buckden and Ilkley to Skipton via Bolton Abbey

You can travel by train to Ilkley and return from Skipton or vice versa but the ticket is NOT valid on the X84 between Ilkley & Skipton.

Fares are held at £12 or just £7.90 for Railcard holders and there are no weekday train restrictions. There is also a bargain family ticket.

These integrated tickets and bus fare offers for rail users are difficult to negotiate and need to be well used if they are to continue. It can be embarrassing to discover that only a handful have been sold per week when we have pressed hard to establish them.

John Disney

Western Dales Bus News April 2017

As we move to the summer season there are a few changes to report. From Saturday 29th April the S1 Kendal Shuttle continues to provide the core service from Dent Station, the highest bus-rail interchange in England, departing at 10.20 (connects with the 08.49 train from Leeds) with return services from Sedbergh at 16.50 and 18.40 both connecting with the southbound S&C trains to Leeds. The 18.40 also connects with the northbound service to Carlisle. This allows for a full day out in the Howgills and a possible long walk from Kirkby Stephen station taking in Green Bell, Randygill Top and The Calf finishing at Sedbergh. For the less energetic the Dalesway provides an excellent walk starting at Dent Station and finishing at Sedbergh, a distance of 10 miles.

On Sundays from 30th April until 24th September the S2 Cautley Flyer departs Dent Station at 10.45 (connects with the 09.00 train from Leeds) to Farfield Mill Heritage and Craft Centre and Cross Keys, Cautley. This gives opportunity to visit the original operational Dobcross weaving loom at Farfield or a visit to the National Trust owned Cross Keys Temperance Inn located close to the spectacular Cautley Spout waterfall. Why not visit both in one day? The walk from Farfield to Cautley is 4.5 miles and takes about 2.5 hours along a pleasant footpath. The bus leaves Cautley at 17.10 to reach the southbound S&C train at Dent and the Cross Keys will remain open until the bus leaves. A one-third discount off the return bus fare will be provided to holders of rail tickets to Dent Station in addition to which Farfield Mill will offer a one-third off the entry price on production of a bus ticket.

The S3 Hawes Hopper runs on Tuesdays and remains little changed. It is possible to reach Hawes for market day in conjunction with the Little White Bus service from Garsdale Station and also Sedbergh. From the northbound train take the Little White Bus into Hawes at 1021 returning to Garsdale Station using the Western Dales Bus at 12.35 or 14.55 from Hawes Market Place or the Creamery.

On Fridays the S4 Kirkby Stephen Connect provides the only means of easily reaching Kirkby Stephen town and returning by public transport. Why not combine a visit to the town with the scenic viaduct walk from Stenkrith Bridge to Hartley and the path into the town centre crossing the River Eden at Franks Bridge? From the 10.34 northbound train the bus runs into the town and there is a choice of two buses back to the station at 12.35 and 14.49.

Please come along to meet our friendly volunteers and ride on the only bus with a FoSCL logo symbolising an important partnership between our two organisations. For current timetables visit www.westerndalesbus.co.uk. For walking opportunities please see www.walkingintheyorkshiredales.co.uk. Please remember that English Concessionary bus passes are accepted on all Western Dales Bus services.

John Carey

News from the Wensleydale Railway (WR)

“Hopes for extending railway line” announced the Darlington and Stockton Times on April 21 and “Wensleydale Railway extension would have positive effect on economy, report finds,” said online newspaper Richmondshire Today.

Since last summer, a socio-economic benefit study (SEB) of WR’s proposed three mile extension from Redmire to the former station near Aysgarth Falls has been carried out. Consultants Arup were appointed to do the work, which included updating a similar study from 2009. Funding was provided by the county council, two district councils, the National Park and also by WR from its own resources. Management of the study project was by WR’s Extensions and Development Committee, who also provided a team of trained volunteers to carry out 250 time-consuming (but absolutely fascinating) passenger surveys on trains and at stations, thereby saving on

costs. We do appreciate the support and generosity given for the Arup study.

The report comments in detail on the effects that extension of the line to Aysgarth would have, both on the railway and on the local economy. It provides independent information, to be used in making future funding applications - and offers recommendations on marketing etc. YDNPA chairman Carl Lis said: “I’m really looking forward to the Wensleydale Railway re-instating the line to Aysgarth. It will be difficult but it is achievable. There’s a lot of hard work ahead and my best wishes go to the railway’s management and volunteers.” The YDNPA’s £5000 grant towards the study came from their annual Sustainable Development Fund.

At track level, WR’s volunteer vegetation team have continued working through the winter. A 22 mile track has 44 miles of lineside, embankments and sightlines to be kept clear, so more volunteers are always welcome! The rolling stock and direct works teams have also been at work, preparing coaches for the new season and many other tasks. A 1912 saloon will be used this summer for luxury Vintage Afternoon Teas, private parties and corporate hire. Dates and details of these and other special events – including Leyburn 1940s week-end - are given on www.wensleydalerrail.com and on the printed timetable.

WR’s Aysgarth station holiday cottage is available for rent; details on website as above, email wrcottage@btinternet.com or phone the WR office on 01677 425805.

Vintage Afternoon Tea event in York on Friday, June 30 (*with gluten-free menu available if pre-booked*). I have arranged this event for Wensleydale Railway’s members, shareholders - and friends. Numbers are limited to 25 (£15 per person) and booking is essential. For details and booking forms, please ring me (**not the WR office**) as soon as possible.

Ruth Annison (01969 650349)

Meet Your Fellow FoSCL Members Peter Mann

I was born in Shipley during 1947 in the worst winter of the last century. The family home was near Saltaire roundabout and only a quarter of a mile from the Leeds - Skipton railway. My first school was known as Albert Road and, after school, I would trainspot at the end of this road. Another favourite location for my trainspotting was at the railway bridge where Hirst Lane crosses the railway. Here I would watch such trains as the *Thames Clyde Express* and the *Waverley* which came through at around lunchtime each day. I would also make trips to Leeds City station on Saturdays in order to trainspot. I think that I probably got my interest in railways from my grandfather who was an engine driver based on Manningham shed where he drove the famous *Devonian Express* from Bradford Forster Square as far as Birmingham.

My connection with FoSCL goes back to the early 1980s when the fight to save the S&C was just starting. I was one of the 22,000 objectors and spoke at the TUC hearings in Leeds which were chaired by James Towler. Consequently I was delighted when the announcement was made on 11th April 1989 that the line was reprieved.

My main contribution to FoSCL has been as a magazine packer for nearly 20 years since the operation was moved to Baildon - each session saves over £2,000 in postage by volunteers packing envelopes and sorting in to Mailsort areas - each one with its own mailbag. I also helped on the two successful walks over Ribbleshead viaduct and, more recently, with the on-train passenger surveys where I found it very difficult to count people getting on and off the train at the same time!

Peter Mann

Mrs Faith Woolfenden Finegan - FoSCL Centenarian

My mother, Mrs. Faith Woolfenden Finegan, and I have joint membership of the Friends, No 1622, and I think we joined in the late 1980s.

My mother celebrated her 100th Birthday on 23rd March 2017. She was born Faith Woolfenden Heaton at Paradise Farm, Horton-in-Craven (nearest railway station then was Newsholme on the L & Y line to Blackburn - her Granny Woolfenden used to travel by train to Newsholme from Settle to visit her) and, when she was aged six, the family moved to Haw Grove, Hellifield. Mum's earliest memories of trains go back to when she was a toddler staying with her aunt on The Mains, Settle. She used to imitate the sound of a steam locomotive toiling up the Long Drag across the dale while pulling on the long skirts of a maid, Polly Monk, and demand to be lifted up to see the passing train. Mum was still able to give this very convincing impression right into her late nineties, much to my amusement.

As a little girl, my mother used to go over the crossing at the old station at the top of Haw Grove to feed the hens by the Haw and had to wait until Mr Walkington told her it was safe to cross. He was the crossing keeper and had a small cabin by the crossing over the main line to Skipton. He lived on Midland Terrace. According to *The Price of Freedom*, an account of those whose names are on Hellifield's War Memorial, Private Joseph Preston, killed in action on 4th October 1916, had lodged with Mr C. Walkington of Midland Terrace while working as a porter at Hellifield Station before joining the Forces.

Mum has a poignant story to tell about another of Hellifield's war dead, 2nd Lieut. Harley Bentham of the Duke of Wellington's (West Riding) Regiment who died of wounds received in action in France on 13th September 1918 aged 23. Harley Bentham was a native of Settle and so his name is on the War Memorial in Holy Ascension Parish Church and on the Settle town memorial. On his last leave home, he brought his parents in Thorndale Street a tiny black puppy he had found in a street in the battle zone. He smuggled it home in his pocket, covering it with his hand to keep it quiet. They called the puppy Liege after the city in Belgium, scene of the early siege in 1914. After Harley was killed, his grieving parents 'prized that puppy as though it were a baby' and Faith remembers that it

wanted for nothing as long as it lived. As a child living just round the corner in the next street, she often saw Harley's parents walking the little dog and was allowed to pet it. She thinks Harley was their only son and so his loss was particularly sad. In 1927, the family only had to walk up the road to the Haw to have a perfect view of the Total Solar Eclipse on the Line of Totality while the Astronomer Royal who was stationed at Giggleswick missed it because of cloud.

Mum's grandfather, John Woolfenden, was one of the farmers who established the Hellifield Auction Mart and her father worked there for some years before establishing his own auctioneering business. For quite a few years, the Auction had a private road and its own siding off the 'Lanky' line to Blackburn (just above 'Lanky Row'). Regarding the railway people in Hellifield, she often said that they were very good people because working on the railways was a very responsible job. After the Station Master and Shed Foreman, the drivers were at the top of the tree. Midland Terrace and L and Y Terrace (which was known as Lanky Row) were built for the railway workers and their families.

Mum remembers the platforms at Hellifield being crammed from end to end on Bank Holidays and other special occasions. Hellifield was then a real railway village with families from all over the system. Travelling by train to Keswick as a little girl she enjoyed running from side to side of the carriage as they passed through the Greta Gorge, crossing and re-crossing the river. Going further afield as a young adult she was distinctly unimpressed by the local trains of the LNER with their drab black locomotives and brown carriages compared with the splendours of the L.M.S. livery!

Later the family moved to West End, Long Preston to a house overlooking the railway line and I too have good memories of seeing the trains passing as a very small boy until we sold up after my Grandfather John Heaton's death in 1962.

Mum spent thirty years living in Ireland following her marriage before returning to Craven and moving to Settle in 1986. We joined the Friends shortly after that, at the height of the campaign to save the S & C. Mum enjoyed seeing the videos on my phone of *Flying Scotsman*.

David Finegan

*FoSCL volunteers at work: seen here attending to the Settle station gate are Ged Pinder and Matt Field.
Photo: Mark Rand*



FoSCL Worldwide

A lady who lives in the United States visited our Settle Station shop recently. She paid for her purchases by credit card. This card is for a joint account she shares with her partner, who was not travelling with her, and when she makes a purchase, the amount appears on her partner's phone. Her American bank translated FoSCL into "Friends of South Carolina Libraries" - an organisation with which members of your Committee are very familiar.

Pat Rand

Book Reviews

Rails in the Dales; Eight Yorkshire Railways, by David Joy

This new book is a 96 page illustrated softback by David Joy, a former editor of 'The Dalesman', and well known transport writer. It covers the railways in eight dales, being: Wharfedale, Ribblesdale/ Dentdale/Garsdale (the S & C), Swaledale, Wensleydale, Colsterdale, and Nidderdale.

Each dale is examined in turn, with the origins of their railways traced back to first building, then a chronological history of their progress - leading in some cases to demise (e.g. Swaledale), their survival in others (e.g. Settle-Carlisle), or their re-birth (e.g. Wensleydale).

To pick out a few names, the book looks at Wharfedale on the Bradford/Leeds to Ilkley line, with good reference to the older section via Bolton Abbey through to Skipton; the Otley to Arthington route; and the line up to Grassington. The first is still part of the national passenger network; the Bolton Abbey part is now a preserved line; Otley to Arthington is no more; whilst the Grassington branch survives to Rylstone in regular use for freight trains carrying aggregates from the quarry.

Each dale is covered well in the text, and the accompanying photos provide some great interest - such as the ex GWR steam railmotor on the Nidd Valley Light Railway; or a tank engine on three coaches approaching Ben Rhydding.

Mr Joy earns extra Brownie Points from us by suggesting people might like to join FoSCL, and quotes our website address. The book is nicely printed by the Short Run Press in Exeter, and published by the Railway & Canal Historical Society - both of whom are building strong reputations. It is available from FoSCL's shops at Settle and Appleby stations or from our webshop @ £13.50 inc post and packing.

Pete Shaw

Stone On Stone by Jan Michael.

This delightful and thought-provoking story is set in and around Settle and also

Ribblehead, Dent and other places close to the Settle- Carlisle Line. Real places are easily recognisable. The story is set in the present day but with atmospheric echoes of the time when the line was built and it was inspired in part by a contemporaneous diary.

Many books have an unexpected twist at the end but this one has an almighty shock in the middle! I'll say no more to avoid spoiling it as I can recommend this book to lovers of the line or to total strangers alike. Profits from this book go to charities NSPCC and Mary's Meals.

"Stone on Stone" is available at Settle Station shop, price £7.50 or on-line at www.foscl.org.uk/shop, price £9.00.

Pat Rand

David Sampson

David Sampson will be remembered by many travellers on the S&C as part of the refreshment trolley team based at Appleby. Sadly he died during March. Here is what Appleby Station Supervisor Manny had to say at the funeral in Carlisle:

I had the absolute privilege of working with David at Appleby railway station, and it is from this perspective that I'd like to talk about David.

I have very fond memories of the conversations we had at Appleby, with David leaning very casually against the gate post, contentedly having a smoke, and more often than not wearing his blue woolly hat. On one occasion I saw David fascinated by some birds who were clinging to the vertical side of the platform whilst hunting for bugs amongst the moss. I also remember David being very proud about sowing some wildflower seeds on the verge in the car park and seeing beautiful red flowers appearing on an otherwise barren area. David just so loved nature!

I can honestly say that I have never seen a manager so well respected by their staff as David was. Why was this? I asked several staff to describe David to me, and this is what they said:

“Approachable”, “Appreciative”, “Well respected” . One said that David was “The salt of the earth”. This phrase actually comes from St Matthew’s Gospel in the Bible and we use it to refer to someone of great worth and reliability. That certainly sounds like David to me!

Another of David’s staff told me that after every shift they would get a text from him asking how the day had gone, and what their takings had been. After replying, they would get a text back from David saying “thank you”. This meant a lot to one member of staff, for they knew that even if they’d had a bad shift and not taken much money, they would still get a thank you from David. David was certainly such a thoughtful man.

If ever I needed to text David about a late running train, then I would also get a “thank you” text back. It wouldn’t say “cheers”, “ta” or “thanks”, but “thank you”. Such were David’s impeccable manners.

At this point I would like to quote Craig

Johnston who is the Relief Regional Organiser (North) for the RMT union.

“David was a real character, he may have come to our industry late but he was a true railwayman - thought highly of by staff and passengers alike and I know well thought of by volunteers on the Settle and Carlisle line. He will be remembered with fondness.”

When I saw David working on the train, you could see that he was in his element. He interacted so very well with his customers, providing a very personal service, always making eye contact and greeting everyone with a beaming smile on his face. If my wife “Shell” (as David called her) was on the train, then a Bounty chocolate bar would magically jump off the trolley and find its way onto the table in front of her. David was a man with a BIG heart!

Even in the middle of his illness David managed to gather together a handful of mini Bounty

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bars and he asked me to give them to Shell, but not to say who'd given them. Of course she knew exactly where they'd come from! That was David, always thinking of others, despite what he himself was going through.

I would like to close with this final thought. On many occasions David had cause to ask me to do him a favour. He would only want me to do the favour though if I'd assured him that I wouldn't be inconvenienced by doing it, and only then would he be happy for me to do it. He would then say to me, "you are a gentleman", and I knew that he meant it with all sincerity.

The point I would like to make is that it was David who was a gentleman - AN ABSOLUTE TRUE GENTLEMAN.

volunteers were brilliant and having the presence of Tony Freschini, who worked on the viaduct, and Nancy Edmondson, who grew up on Blea Moor, was wonderful. As a retired museum educator, with an interest in reminiscence, my wife was full of praise for the mix of presentation approaches. I was impressed by the relaxed, efficient team work between the volunteers. When it works you hardly notice it happening but it takes a lot of effort to get it right.

From Ken Harper: It is 50 years ago this weekend since Clifton M6 railway bridge was slid into place as part of the construction of the M6. The WCML was closed from 06.00 on Sat. 29th. April until 06.00 Mon. 1st. May 1967 with trains diverted via the S&C and buses Penrith - Oxenholme. This weekend (may 5 & 6 2017) the WCML is again closed for track renewals etc. but no diversions, only buses. No. 1 in the charts was 'Puppet on a String' by Sandie Shaw!

Snippets

After the first of this years Jericho walks (see page 8) a participant wrote:

Congratulations !! An excellent event on Thursday – helped by great weather. The

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Letters to the Editor

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

Letter to Martin Pearson

This is an attempt to thank you adequately for your excellent book on the history and saving of the Settle-Carlisle line. You have a fine perspective upon the taking of decisions and upon economic contexts. I think especially of your emphasis upon the significance of the bank failure of Overend and Gurney.

You were steadfast in searching for documents hitherto not available – not everyone concerned was co-operative. The text of the refusal of consent is a vital testimony in British Railway history of the late twentieth century. (Appendix 10)

If I remember well, I went from North Oxfordshire to a TUCC meeting in Leeds having been in correspondence with Mr. Towler. I spoke at the hearing and recall having attacked the policy of the Treasury towards the railways. Mr. Cotton, who was at the meeting called my words “political dynamite”. He also acknowledged the merit of my objection to the Leeds-Carnforth-Glasgow substitute service. I pointed out that a reversal at Carnforth would be necessary together with the need to cross both West Coast Main Line tracks for southbound trains, although the WCML had few paths available. Mr. Cotton spoke about the need for reversing trains to wait in the Down Goods loop at Carnforth, if I remember correctly.

G.L Huxley (Professor) - Cambridge

Settle-Carlisle Bus Links

John Carey’s article “The Loss of a Vital Transport Link in Upper Eden” in the February magazine was well written. We live in interesting times if no public transport service can be provided linking two towns as close together as Penrith and Appleby. If this situation remains, then at least it can be used as another argument for restoring the railway between Penrith and Appleby. I hope FoSCL will add this project to its long term goals, and I refer the committee and members to my

previous letter regarding this in the August 2016 magazine.

I also read with interest Simon Norton’s letter in the February magazine about bus services. His idea of extending the Carlisle-Penrith-Center Parcs service is a good one, and should be certainly be investigated. However, my suggestion would be not to extend it to Culgaith, but to Appleby railway station instead. This would restore a direct Penrith to Appleby bus service (and the link between Penrith and the Settle-Carlisle line), without requiring a station reopening. The challenge therefore is for the FoSCL committee to approach Stagecoach and work out how the 104 service could be extended to Appleby. I also support John Carey’s idea of a regular bus service between Kirkby Stephen and the station, given the distance required to walk and the size of the town.

Toyby Harling - by email

Can I reassure Simon Norton (Feb 2017 Letter) that FoSCL Officers and Members have been working very hard behind the scenes to improve bus services in the Eden Valley and in particular connections to the S&C. We have attended several meetings and invested considerable voluntary time in devising alternative services which we consider to be viable and affordable under current regulation and austerity. We have also explored numerous potential funding avenues mirroring the approach taken this year to keep DalesBus afloat.

Unfortunately Cumbria County Council will not budge from their stance of offering no financial support to public bus services (even returning unspent funding to central government) and the previous operator has lost interest in local bus services. Talks have been held with several commercial bus and taxi operators but to date the only one willing to take a commercial risk has been Cumbria Classic Coaches with their Tuesday shoppers service to Penrith, complementing their popular shoppers services to Kendal, Hawes and Barnard

Castle from Kirkby Stephen.

We have also been in dialogue with the local community with a view to forming a Community Interest Company to operate a minibus on the model of the successful Western Dales Bus in Dentdale but this requires an army of willing volunteers to both drive and manage the services. Lots of people are happy to complain about the loss of the bus service but few are willing to actually do anything tangible to restore it.

The Rail Replacement Bus from Appleby to Penrith served no useful purpose whatsoever as Mr Norton would have realised if he had attempted to use it. It was only available to passengers with through tickets to Scotland but it frequently arrived at Penrith Station just as the TPE pulled away leaving northbound passengers stuck on the platform watching subsequent Virgin trains (which they could have caught in Carlisle) fly through without stopping.

A regular bus service between Appleby and Penrith should be commercially viable, especially if it could attract the custom of the schoolchildren currently using a private hire coach together with just a small proportion of Lakeland tourists, but no-one can force a commercial operator to take the risk especially as fares would need to be much higher than those previously charged.

Opening new stations is an extremely expensive venture with little change from £10m for the most basic structure. The erstwhile 563 bus was very sparsely used east of Sedbergh; the Sedbergh to Kendal section appears to be covered at present reasonably adequately by Western Dales, Woofs and the Stagecoach Kendal College service. The market for a Teesside to Kendal cross-Pennine bus service taking about 4 hours would be very small. I am sure that if National Express felt there was any demand for it they would have trialed it by now operating the central section as a registered local bus service.

John Disney – by email

The Plandampf and Services

May I, through the journal, congratulate all parties concerned with the planning and operating of the regular steam hauled services over our line for 3 days in February. I am sure the resultant National media coverage (not to mention some 5500 happy passengers!) will be invaluable in promoting our line in the future.

As I am resident in west Wales (oh for steam back on The Cambrian Coast!) a trip this year was not possible but if it were a regular annual event I would plan to visit and travel. Dare I suggest that this should become an annual event around that time of year when things are quiet on the line, I am sure that the local businesses would be very keen to see more footfall in the post Christmas period.

On another matter, I am the only person who thinks the FoSCL Dales Rail-card is poor value at £17, surely a national rail-card (for those that qualify) at £30 per annum giving discounts on all lines is way better value?

Nigel Bird – by email

All credit to Northern (and its partners, including FoSCL) for organising the (*Tornado*) journeys, a dramatically memorable prelude to the full reopening of the line on 31 March. I was pleased to speak briefly to Paul Barnfield (Northern's Regional Director, and very approachable and receptive he was too) at Appleby while waiting for *Tornado* to pull in. I suggested to him that Northern could usefully extend the validity of the S & C Day Rover tickets for a couple of months or so to entice travellers back on to the line. He commented that he had not thought of that and would talk to his marketing colleagues. Whether down to me or not, I was pleased to read a few weeks later that the current (£15.00/£9.90 with a railcard) S & C Day Rover ticket, with continued unrestricted validity, had been extended to 20th May, and, that the tickets will still be available after that date, albeit at a higher price. I also lobbied him about reintroducing WY Metro's Combined Pocket Rail Timetable booklet, commenting

that Northern's printed timetables are too numerous and hardly a customer friendly size! I suspect that argument will be less easily won, but FoSCL might like to take it up in its contacts with Northern? The WY Metro Combined Timetable had many advantages for easy cross referencing of journeys using several routes, and, also invaluable information about many services outside West Yorkshire, including to Newcastle, Sheffield, Manchester, Lancaster & Carlisle amongst them, as well, of course, as its long standing, pocket sized format. Its withdrawal was an unexpectedly regrettable decision taken by WY Metro, seemingly with little or no public consultation.

I think that it is worth reflecting on the fact that one of the arguments for closing the S&C in the 1980s was the £23m or so then estimated cost of repairing Ribbleshead Viaduct (if my memory serves me well). All praise then to Network Rail for its £23m expenditure on repairing the line at Eden Brows (and bringing forward other planned work too), and, for the message it gives out about its commitment

to (hopefully) maintaining the line into the foreseeable future.

Lastly, now that the line has reopened, and, to some large extent, been refurbished into the bargain, would FoSCL be prepared to lobby for the "express"/ limited stop S & C trains to also halt at Garsdale in both directions? I raised this proposal some 2-3 years ago without any serious interest being generated, either within FoSCL or the then Northern Company. My arguments for this extra stop centre on:

- Garsdale being a hub station for residents and visitors from both the Wensleydale and Sedburgh Cumbria directions wishing to use the line, with there already being a regular (albeit limited - but, potentially increased?) bus service to/from Hawes to facilitate connecting journeys
- The marginally additional time it would add to S & C services.
- The distance it is to Kirkby Stephen or Settle from Wensleydale/Sedburgh to connect with these faster trains
- The obvious benefits of an extra train in that area for everyone, closing the long gap

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between Settle and Kirkby Stephen. Additionally, Garsdale is now my own, nearest (“local”) railway station, so I am happy to declare my own personal interest!

Graham Thompson – Leyburn

Units

Regarding photos of M51763 with serious accident damage On Page 25 of the February Journal:

Roger Harris’s book *The Allocation History of BR Diesel Multiple Units* Part 1 has this information:

M51763 entered service at 24a Accrington on 26/12/59. Following spells at 14a Cricklewood East in 1962 and 14b Cricklewood West in 1963, it returned to Accrington in April 1966, being withdrawn on 10/12/66.

Mr Harris notes: “The withdrawal was presumably due to fire or accident damage, as it was broken up at Carlisle Currock during March 1967. This suggests that the accident occurred between April 1966 and December 1966”. Judging by the weeds on the track it looks like a date nearer to April than December, also considering that official withdrawal dates are usually quite some time after any incident, especially when relatively new.

The photo on the bottom of the back cover is captioned as being a Class 158 in South West Trains livery on 3rd January 2010. During that period, Northern Rail had a shortage of serviceable units and occasionally hired a Class 158 from East Midlands Trains to help out. East Midlands Trains and South West Trains are franchises that are both operated by the Stagecoach Group and therefore, apart from branding, have the same livery.

Peter Robinson – Low Bentham

A Fresh Perspective

David Mathias’ ‘Brief appreciation’ mentioned ‘Rails in the Fells – A Railway Case Study’ by David Jenkinson. He said it “casts a geographer’s eye over the building and operating of the line, giving a different and interesting way to look at it”. That caught my eye because it looked quite different from all the other S-C books on my shelves. It was published in 1973 but I found a second hand copy and read it.

I am broadly familiar with geology and how the line relates to the gross topography of the area, but the book brought it out far more clearly and in greater detail, and is well worth reading.

Even more intriguing was the detailed analysis of the impact of the railway on the region and how the population and traffic patterns (passenger and freight) changed from when the line opened until 1963 (with a gap between 1922 & 1947 when the source data had been lost).

Several clear trends emerged but the question that immediately went through my mind was what would it look like if the analysis were carried forward from 1963 to modern times. We know that passenger traffic has grown, but how does this correlate with the specific fortunes of the line as opposed to national trends? We also know that freight grew and became dominated by coal (less than 10% in 1963), but how does this correlate with line-specific factors as opposed to national trends including privatisation and more recently decarbonisation of power generation?

An analysis of the type presented in the book could provide useful extra insights to help understand where the line is and where it might be going. But is there another David Jenkinson with the skills and inclination to undertake it?

John Harrison – By email

Rear Cover Images - Flying Scotsman on the S&C - 31/3/17

Above: At Selside.

Photo: Peter Ainsworth

Below: At Appleby.

Photo: Paul Gladwell

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