

SETTLE - CARLISLE RAILWAY
JOURNAL

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Remembering W.R. (Bill) Mitchell M.B.E.

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 2018 magazine will be Saturday 14th 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 Wednesday March 21st a party of invited guests met at Settle station to remember W.R. (Bill) Mitchell M.B.E. and witness the unveiling of a plaque in his memory. Here Bill's son David Mitchell addresses the party with his sister Janet to the right and, to the left, Bob Swallow and the Rev. Stephen Normington.*

Photo: Stuart Petch Photography

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

An interesting three months.

We are now well into Spring (not much evidence of better weather so far, it is the end of April as I write and snow is forecast for the weekend).

Events in FoSCL have been overshadowed by the quite horrific accident suffered by Mark Rand in his home at The Water Tower in Settle—see separate article.

We now have a new timetable, begins on the 20th of May, an extra train and more services on Sundays.

Yes, good news, but as you will see from the enclosed Line Guide, in some cases, not quite what we had hoped for.

I can assure members that we will be making our case to Northern for some amendments, hopefully in December, next May at the latest, these are the scheduled months for further timetable changes.

What is wrong with the new timetable?

Simply, we continue, despite extra services, to have long gaps between trains and this is very evident on Sunday mornings, this is becoming a very busy day for travel and the service mooted is not well spread throughout the day.

We have had our A.G.M., held in Carlisle, on what was probably the hottest day of the year so far. Perhaps the weather was responsible for the low attendance, only sixty seven members were present to hear the report for the past year, approve the accounts, and to vote on those standing for election and re-election.

The result of the voting was that the three officers were re-appointed as was Ruth Evans to the committee. Three new committee members were elected, Martin Pearson, Roger Hardingham and Peter Myers. We look forward to all three making a useful contribution to the committee in the months ahead. There were not many questions forthcoming from the audience and most present seemed satisfied with our performance over the past twelve months.

In the afternoon session we enjoyed two excellent speakers in Pete Myers, speaking with his Northern hat on and Philip Tuer from the Cumbrian Railways Association.

We are now faced with putting in to place a programme of succession planning and, at the same time, we must increase our use of Social Media if we are going to attract new and younger members.

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.

Interestingly, the S & C Development Co. are also committed to increasing their use of Social Media, they have been very active in this field for some time - see: www.settle-carlisle.co.uk

There is currently a survey being carried out by our volunteers to ascertain the numbers using the S & C to travel to and from Scotland. This was requested by the Development Co., the ultimate aim is to see through services running once more between Leeds and Glasgow.

The early returns from this survey make very interesting reading, there are sizeable numbers using our line, in one instance over 50% of the passengers had come from Scotland to travel south. One of the main reasons given was that to travel via Appleby and Settle was much cheaper than using the alternative East Coast option, the journey time was also slightly quicker, more on this in the months ahead.

Passenger numbers on the line continue to be disappointing, it will be interesting to see the reaction to the new timetable.

To help promote the line a new information board is shortly being erected at Leeds Station, the centrepiece being a large picture of Ribbleshead Viaduct.

Plans are also afoot to improve the S & C signage and advertising at Carlisle Station Following the excellent refurbishment of the roof, Carlisle is now a brighter station, we must seize the opportunity to brighten up our promotional material to the travelling public.

There is much to do; as previously mentioned, the new timetable presents a challenge, but rest assured your committee are geared up for action.!

Douglas Hodgins

Personal Data and the Data Protection Act [General Data Protection Regulations]

New European regulations for the protection of your personal data come into force on 25th May 2018.

FoSCL has accordingly reflected the changes in its Privacy Policy.

Our Privacy Policy sets out full details of how we accept process and protect the Personal Data you provide to us.

**The Policy can be found on the website Home page via:
www.foscl.org.uk which always shows the latest update.**

Editorial

Is it time for a change? This question is on our minds with so many of our activities; people are getting older, few younger people are joining us and, meanwhile, the world around us changes rapidly. Like them or loathe them, electronic media – computers, smartphones, ipads and the social media that comes with them – are more-and-more everyday domestic items for the majority of the population. Used wisely they are a powerful tool; misused they are a danger and we must also be aware of that. But just think how many people can watch what is going on up and down the S&C thanks to the webcams!

People do not like change but change must come. Printed material like this magazine (assuming you still take the paper copy!), leaflets and so on still has an important role to play – but for how much longer? FoSCL has two choices – stay as we are and one day find that changes that we do not want are forced on us; or meet change head on and shape it in order to secure the future of the organisation.

This was brought home to me by our AGM; sixty-seven people attended and some had travelled considerable distances. Sixty-seven? FoSCL has a membership which is well in excess of three thousand. Certainly this was the lowest turnout for a FoSCL AGM that I can remember.

So was this because people no longer want to attend live meetings? Is Skype the answer? This is perhaps a bit far fetched for an AGM but another committee which I am on is working at reducing face-to-face meetings to just two per year interspersed with meetings conducted over the internet. Or is Carlisle no longer viable as a meeting venue? If so do we always meet in Settle? Or do we revert to meetings in Skipton?

Then what about magazine copy? Do we continue to accept hand or typewritten scripts? Or do we insist on electronic copy only as several organisations already do?

Whatever the answers we are always interested to hear your views. How about a bigger 'Letters to the Editor' section for the August magazine?

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

Dates For Your Diary

Thursdays 31st May, 28th June, 19th July and 30th August: 'Jericho' tours - see pages 6 and 27.

Wednesdays July 10th, 24th & 31st, August 7th, 14th & 21st: Heritage 'Shanty Town' Walks - see pages 6 and 27.

Bank Holiday Monday August 27th: Settle Bookfair, Victoria Hall, 10.00 - 16.00 hrs.

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

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

Volunteers' Lunch

On Saturday February 10th, volunteers from the many activities in which FoSCL is involved came together to enjoy a lunch at Settle's Victoria Hall. The event was organised and hosted by Volunteers Co-ordinator Ruth Evans.

A fine time was had by all with much conversation between like-minded people and excellent food. After the meal, Bob Swallow gave a talk on the 1910 Hawes Junction Accident.

Thank you Ruth, thank you Bob, thank you the caterers and thank you all for your hard work.

Paul A. Kampen

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 Peter Anison.
Mr Trevor Atkins.
Mr David Bolam.
Mr Dennis Burfoot.
Mr John Calton.
Mr T.H. Foxcroft.
Mr David Graham Heckels.
Mr Horsley.
Mr Jellis-Baldock.
Mr David Kirk.
Mr R. Kynaston.
Sir William McAlpine Bt.
Mr Peter Young.

The magazine posted to the following member has been returned undelivered:

Mrs Jean Newall.

If anybody has up-to-date contact details for Mrs Newall could they please get in touch with the Membership Office (details on page 5).

Sales Department

Station Shop Opening Times

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

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

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

This is the best way to order items from our ever-expanding catalogue. Orders are normally processed in five working days from receipt.

Paul A. Kampen - FoSCL Secretary

Appleby Shop

New volunteers are urgently needed to staff our shop on Appleby station. If you are interested please get in touch with Mrs Kath Smith (address in front cover).

Magazines by Email

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

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

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

Paul A. Kampen - FoSCL Secretary

Electronic Payment of Subscriptions

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

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

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

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

www.foscl.org.uk/membership

by cheque to the above address or by standing order.
Standing order forms are available on request or they can be downloaded from the above web page.

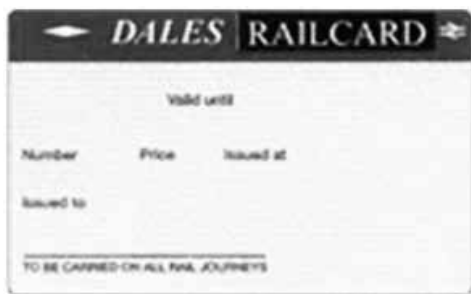


You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

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



Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri. Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number. The current cost is £14 per person. Railcards will now be issued through the booking office at Appleby. Please allow 7-10 days for delivery. Keep up-to-date with events and offers by

registering at: www.settle-carlisle.co.uk

Keeping in Touch

In the February 2017 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

Jericho Tours 2018

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

Thursday 31st May
 Thursday 28th June
 Thursday 19th July
 Thursday 30th August

The tours will be on a similar pattern as to last year. The tours are planned to meet the train which leaves Leeds at 10.49 and arrives at Ribbleshead station at 12.07.

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

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



A painting by Alan Fearnley - courtesy of David Joy

On the return to the station, we board a train to travel to Garsdale Station (fare payable). At Garsdale we look at the interesting displays in the waiting room and listen to the story of Ruswarp (where there is a bronze statue of him on the platform) Ruswarp was the only dog to

sign the petition with his paw, against the closure of the line. We then catch the return train back to Ribbleshead.

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

Ruth Evans

Heritage (Shanty Town) Walks

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

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

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



Navvies - the working men of the railway ca 1890.

Image: SCRT Collection.

As with the Jericho tours, the walks meet the train which leaves Leeds at 10.49 and arrives at Ribbleshead at 12.07. And please bear in mind that the weather at Ribbleshead is always unpredictable so please bring waterproof clothing and stout footwear (preferably walking boots).

Paul A. Kampen

A fuller description of both these tours can be found on page 34 of this magazine.

FoSCL Guided Walks Are Relunched

Following the retirement of David Singleton as Walks Co-ordinator and the introduction of the new train timetable, FoSCL Guided Walks are relaunched from May 26th under the voluntary co-ordination of John Carey and John Disney, both of whom are well known to many of you. These walks are FREE and open to everyone with our mission being to introduce walkers to new vistas and experiences on foot, starting from stations along the Settle - Carlisle line (and sometimes the Bentham line) or using the handy bus links.

There are a variety of walks on offer with a range of themes including Full Day, Explorer, Railway and Wonder & Wander walks to suit different capabilities. If you are not sure of your capability or are new to walking, please start with an Easy or Moderate walk and build up! A new programme is now widely available at all usual outlets and there are full details online at: www.foscl.org.uk. Please note that this website will be updated with any changes to Guided walks due to weather conditions and train disruptions so please check before you set out.

Please note that in common with many walking groups, DOGS (except Registered Assistance Dogs) are NOT ALLOWED on any FoSCL walks. This is for the comfort and safety of all walkers - there have been some unfortunate accidents nationwide involving cattle agitated by the presence of dogs and some walks cross Open Access Land on which dogs are prohibited.

For most FoSCL Guided walks simply turn up at the starting station, preferably by train, and meet your leaders who will normally arrive on the train. However some walks use minibuses with limited capacity and need pre-booking as indicated on the programme and website.

Guided Walks will be offered on Saturdays normally using the 09.19 train from Leeds although some may use the 07.48 or

10.49 trains or a Bentham line train. Some walks are also offered on Sundays using the 08.59 train from Leeds, often then using the Northern Dalesman bus to Hawes and Swaledale. For walkers living in the Teesside and Darlington areas (or from York by taking a train to Darlington) some of these walks are also accessible using the Northern Powergrid Northern Dalesman bus from the North-east. There are also midweek Jericho and Ribbleshead Heritage Tours which give an excellent introduction to the Ribbleshead area and are easy "starter" walks.

Following the retirement of our Walk Leaders from the Carlisle end of the line we are sadly unable to offer bespoke walks from Carlisle this year but some walks are accessible from Carlisle by train with a short wait for the Leeds train.

We look forward, together with our friendly team of Guides, to welcoming you onto a FoSCL Guided Walk this summer. Amongst the highlights to look forward to are "Peaks, Paths & Peregrines" on Sat May 26th from Settle to Malham (8 mile Explorer Walk); a 13 mile Strenuous Full Day Walk on Sat June 30th from Kirkby Stephen to Garsdale via Wild Boar Fell; a magnificent 8 mile Explorer Walk in Swaledale on Sun July 15th (also accessible from Teesside) and a Railway Walk on Sunday July 22nd visiting Armathwaite Signal Box followed by a 7 mile circular walk in the Eden Valley.

The 2 Johns (Carey & Disney)

*Below: Walkers at Blea Moor
Photo: Imagairail*



FoSCL AGM 2018

The 2018 AGM of FoSCL was held at the Hallmark Hotel, Carlisle, on Saturday April 21st. Sixty-seven members attended, plus members of the committee, and a further thirty-six members presented their apologies.

On opening the meeting, Chairman Douglas Hodgins spoke of The Hon. Sir William McAlpine Bt, FoSCL President, who passed away during March. Douglas also mentioned FoSCL Vice-Chairman Mark Rand who had recently suffered a very serious accident; the meeting sent its best wishes to Mark, Pat Rand and their family.

Douglas said that the year had been a little disappointing after the optimism shown at the 2017 AGM. The dispute between the RMT and Northern showed no sign of being resolved.

Timetable enhancements which had been promised depended on the 'cascading' of diesel units from the North West; due to the late running of the infrastructure improvements the units remained in Lancashire; despite this there would be an extra train each way from May 20th plus two extra trains on Sundays.

FoSCL's guided walks had been suspended due to the difficulties experienced after the Walks Co-ordinator retired; happily, new co-ordinators were now in post and the walks programme would re-commence on May 26th.

The committee had been paying very close attention to the very important matters of Health and Safety and Data Protection; advice had been taken from experts and new procedures were now in force.

FoSCL worked very closely with the S&C Development Company plus the S&C Trust and its offshoot the S&C Property Company.

The archive was developing at The Folly, Settle, where shortly there would be office and meeting accommodation for the S&C Partnership.

Following Douglas's report, Treasurer John Ingham presented the accounts; John spoke of the conversion of the loan to the Property Co. for the Stationmaster's House at Ribbleshead into a grant; legacies

received during the year, sales, reduction in membership costs due to finding a new magazine printer and savings in accountancy.

Elections followed and the meeting approved the three officers, Douglas Hodgins – Chairman, John Ingham – Treasurer and Paul Kampen – Secretary to serve for another year.

Committee member Ruth Evans was re-elected for a further three years; new members for the committee elected for three years were Roger Hardingham, Pete Myers and Martin Pearson.

Questions were asked in advance by email regarding what FoSCL was doing to attract new, younger members. Douglas Hodgins replied that the key to this was social media – Twitter, Facebook etc.

There was also a question about future Anglo-Scottish services; Douglas outlined the survey being carried out with data to be used by the Dev. Co. That morning FoSCL volunteer Joy Smith had interviewed several people on the early morning northbound train who were travelling to Glasgow, Edinburgh and points further north including Aberdeen.

In the afternoon presentations were given by Pete Myers of Northern and Philip Tuer of the Cumbrian Railways Association. Pete outlined developments on Northern, in particular, the S&C. He referred to train refurbishments, station improvements, train punctuality but also the worries due to industrial action. Philip gave a description of the CRA and then showed a fascinating collection of historic railway images taken in and around Carlisle.

Paul A. Kampen - FoSCL Secretary

(For an emailed copy of the accounts please contact the Editor. For hard copy please send an s.a.e.

Contact details in the inside front cover).

Mark Rand

As I am sure that some of you are already aware Mark suffered a serious injury in his own home, the Water Tower at Settle Station.

The accident happened on Tuesday the 10th of April; he was making his way downstairs when he fell.

His injuries were a broken C2 in his neck, a broken wrist and he also needed 17 stitches in a gash in his forehead.

He was admitted to Royal Preston Hospital and, because of him being on blood thinning drugs the surgeons had to wait until the 20th of April to operate.

Thankfully, the operation to fix together the top four vertebrae in his neck went well and he is now on the road to recovery. Mark returned home from hospital on the 2nd of May to continue his recuperation.

To quote Pat, his wife, "he is a very lucky man, this accident could easily have been fatal".

The outlook is good, there is no paralysis; let us hope he makes a speedy recovery.

Pat and daughter Lorna have had a very stressful time and I am sure you will join with me in sending our good wishes to them.

Douglas Hodgins - Chairman

Hawes Junction Chimney

The final chapter of the story of the Hawes Junction chimney (*see Mark Rand's article on page 30 - Ed*) is its arrival at the Ribbleshead Visitor Centre. It has now been installed outside with an interpretation panel giving a brief history. It makes a splendid addition to the material at Ribbleshead and sits alongside another interpretation panel and a newly installed bench (made of recycled plastic). A picnic bench (also of recycled plastic) sits in the corner of the carpark where great views can be enjoyed.

Bryan Gray



News Notes

New S&C Timetable

The start of the new timetable heralds extra services, later trains and more opportunities for travel. It is not without some disappointments to the overall balance of the timetable, but we are working with Northern to improve that for future changes. One way you can help is by looking out for our online survey. Results from this will help us approach Northern with passenger feedback and suggestions. Look out for it on our website: www.settle-carlisle.co.uk and Facebook @setcarrailway.

Carlisle has emerged from under the covers of the building works that has been ongoing with the new roof and we shall celebrate this with a lively 'Community Rail in the City' day on June 23rd where we shall unveil our new look station promotions. Our old poster cases and pictures have been looking a little dated and the waiting area on platforms 5/6 has needed a lift, so we are on with that to complement the new look station.

We have agreed with Northern that we can do gift packages with tickets to travel that can be purchased from our website shop and given to your loved ones. Look out for these coming soon.

Now that the longer and hopefully warmer days are coming, why not get out and about as the towns and villages spring to life and download a walk from our website, or take one of the Friends guided rambles. There are so many great sights to see on foot; why not try a town trail? They are a fun way to discover a town, village or city and can be picked up at:

www.treasuretrails.co.uk
We have ones for Settle, Carlisle and Kirkby Stephen.

Alternatively, if you want an easier day out, then why not come for one of our regular events taking place in the region, just visit the What's On section of our website for inspiration.

**Drew Haley -
General Manager, Settle-Carlisle
Railway Development Company**

Supporting the Local Hospice

The Christmas Comet special excursion was organised by the Development Company travelling from Carlisle along the Settle-Carlisle line to York. Passengers were blessed with spectacular views of Settle-Carlisle country as snow had fallen overnight on the Friday. York was a great destination with lots of things to see and do.

During the excursion a raffle was held for prizes which included travel on Cross Country and Northern services and for a trip on a West Coast Railway Company excursion. Proceeds from the raffle were donated to Jigsaw, Cumbria's Children's Hospice. Jigsaw provides care and support to children, young adults, families and carers throughout Cumbria.

Many of you will be aware that, for many years, the Development Company have collected used postage stamps at Appleby, which are then donated to Eden Valley Hospice. Earlier this year, I delivered a huge quantity of used stamps (filling half a bin bag) to the Hospice. They have a volunteer who sorts all the stamps and finds the best price for them.

Anyone wishing to donate used postage stamps can send them to SCRDC (stamps), Railway Station, Clifford Street, Appleby, CA16 6TT.

**Anne Ridley - Operations Manager
Settle Carlisle Railway
Development Company**

Praise for Garsdale Station

The following was received via the Settle Carlisle Railway Facebook page (@setcarrailway).

"I just wanted to say what a beautiful station you have at Garsdale. The information in the waiting rooms was brilliant and the toilets were quite possibly the best public toilets I have visited."

I responded immediately "Thank you. We have volunteers who help to look after Garsdale Station. They do a marvellous job."

Anne Ridley

Summer Bus Links

The train timetable change has had a major effect on connecting bus services and caused some major headaches for operators and volunteers, especially as final train timetables were not confirmed until early April. This means that at the time of writing (early May) some timetables had not been confirmed. Furthermore the notice period for registering local bus services has now been extended by 14 days meaning that commercial operators now have to give 10 weeks notice of changes to services.

The Summer Sunday Northern Dalesman bus will run from May 27th to Oct 21st (NOT on Bank Holiday Mondays) from Preston and Lancaster connecting with the 0859 train from Leeds at Ribbleshead for Hawes (change for Aysgarth, Leyburn & Northallerton); Muker (change for Keld); Gunnerside, Reeth and Richmond. Hopefully the longer day will encourage walkers to explore Swaledale further whilst there is also extra time to take in the attractions of Richmond including the Castle, Museums, Old Station, Georgian Theatre and nearby Easby Abbey. A £7.50 rover ticket is available to train users - ENCTS Bus Passes are not valid on this service. FoSCL are supporting this service financially but at a reduced level in the hope that it will recoup most of its costs via the farebox.

There is also a Summer Sunday connection from Settle Station to Malham via the Tarn and Saturday and Sunday buses from Skipton to Malham. Unfortunately NYCC have refused TransDev permission to retime the 72 bus from Skipton to Grassington to connect with the Airedale stopping train from Leeds; so much for bus-rail integration! The Dales Rambler ticket continues to be available however for £12 (Railcard £7.90) offering train travel from Leeds / Bradford to Skipton / Ilkley and daily buses from Skipton to

Grassington together with weekend buses from Skipton to Malham and Ilkley to Grassington (Buckden on Sundays).

Daily scheduled connections are offered by Little White Bus from Garsdale Station to Hawes with Demand Responsive options at other times. Please check for news on Western Dales services to Dent and Sedbergh as details were not available at time of writing.

The 581 bus to Austwick, Clapham Village, Ingleton and Kirkby Lonsdale connects with Leeds - Lancaster trains at Giggleswick better than connections at Settle off the S&C - wait for the bus opposite the entrance to the Craven Arms on the side road from Giggleswick.

Full details of all bus links are online at www.dalesbus.org and in leaflets from the usual outlets. Comments on DalesBus services are very welcome to me by phone (0115 9322356 evenings) or e-mail media@dalesandbowland.com

John Disney

Settle Running In Boards

Four new 'running in' boards have been installed at Settle station by FoSCL volunteers led by Ged Pinder.

Manufactured by Ged and his team in Unit 8a, the boards blend in very well with the ambience of the station. Much research was done into L.M.S. style but using hardwood and tricoya board. Note also the reinforcement bracings to cope with the extra wind loadings.

Photo: Mark Rand



The W.R. (Bill) Mitchell Event at Settle Station Thursday 21st March 2018



Bill Mitchell, former editor of *The Dalesman* magazine, author of many books and lover of the Settle to Carlisle Railway passed away on the 7th October 2015.

On the 21st of March this year a plaque was unveiled at Settle Station in memory of Bill, also, a poster detailing his life and work, was fixed in the Waiting Room.

Initially it was hoped to name a class 158 Sprinter after Bill but this proved too difficult, hence the plaque and poster.

Ruth Evans was the driving force for FoSCL, Ruth being a close friend of Bill's family, son David and daughter Janet.

Drew Haley of the S & C Railway Development Co. was tasked with producing the plaque and poster and, after an initial meeting with David and Janet, the wording was agreed.

A guest list for the event was put together and the date, the 21st of March 2018 chosen.

Bill had many friends - one of whom, Jon Mitchell the 'weather man', took part in the unveiling.

Bob Swallow of FoSCL was one of the speakers as were David, Janet and Jon.

Following the speeches the dedication was performed by the Rev. Stephen Normanton of St. John's, Settle. The move in to the Waiting Room was welcomed by all, a chance to escape the biting wind. Again, David, Janet and Jon did the unveiling, this time of the poster, after which David summed up the proceedings. The thirty or so guests then accompanied David and Janet to The Folly where a buffet lunch was served.

Thanks to the plaque, poster and of course the many, many books written by Bill, the name W.R. Mitchell will live on in the Dales.

Douglas Hodgins – FoSCL Chairman



Preparing to unveil the plaque are (L-R) David Mitchell, Janet Mitchell and Jon Mitchell.

Both Photos: Mark Rand

Prince Charles visits Langwathby

The Prince of Wales arrived at Langwathby station on the royal train on Monday 26th March 2018 at the beginning of his visit to Cumbria. HRH (the abbreviation I will use for His Royal Highness) is a regular visitor to Cumbria, I understand that he has visited for eighteen consecutive years. On this occasion he was travelling to Keswick to celebrate the Lake District's designation as a World Heritage Site.

Planning for royal visits begins many weeks ahead and includes a 'recce' when the many people involved discuss arrangements. The Lord-Lieutenant, Claire Hensman, is responsible for arrangements in Cumbria and, as one of her Deputy Lieutenants living locally, I was asked to help. I suggested that HRH should meet people involved with the Settle-Carlisle line, and this was accepted.

On the day there was much early activity. Janet from the Brief Encounter café arrived early to light a fire in the waiting room, clean the toilet, bake scones and provide hot drinks for the police and security men who were checking the station building and platforms. The first on-lookers arrived well before 9am.

The royal train arrived spot on time at 10.00 (in fact it was 16 seconds early) hauled by 67 006 Royal Sovereign. The train had stayed in the Carlisle area overnight and travelled south in time to switch to the Down line at Kirkby Thore and travel back to Langwathby.

The Lord Lieutenant is always the first person to welcome a royal visitor on their entry into the county. It is then usual for her to present the High Sheriff, Chief Constable, and local civic leaders. At Langwathby the party consisted of the Chief Constable, British Transport Police Commander, Parish Council Chairman, Rory Stewart MP and Chairman of the Settle Carlisle Railway Trust (me).

I told HRH about the work of the Settle Carlisle family and then led him into the station to meet John Kitching from Northern, Rachel Griffiths (who spoke about our holiday lets), Douglas Hodgins (who spoke about FoSCL station adopters

and volunteers), Margaret Hodgins (who was introduced as the gardening partner of Douglas) and Anne Ridley (who spoke about on train catering and other services). Eagle eyed viewers of the TV coverage will have spotted that HRH was wearing an overcoat when he alighted, but it had mysteriously vanished by the time he entered the waiting room. It was removed quickly and discreetly inside the porch.

Well over 100 children from the local primary school and nursery gave the Prince a warm welcome on a beautiful sunny day. Altogether over 200 people welcomed HRH who managed to speak to many of them before he departed in his Bentley. The Bentley together with police and escort vehicles arrived about 09.30 in time for a quick wash with a water spray to remove any traces of dust.

There was good media coverage. ITV interviewed Margaret and Anne who came across as real pros. Margaret was wearing a WI badge, which HRH spotted and on which he commented. Clarence House tweeted throughout the day and many people posted photos and videos on YouTube.

The Langwathby station main building, access road and car park is privately owned and has been on the market for some time. The waiting shelter on the Up side was built at the initiative of the Friends and opened in May 1998. The stone built shelter on the Down side is of more recent origin and was built at the initiative of the Settle Carlisle Development Company. FoSCL volunteers maintain the station gardens.

Prince Charles has visited the Settle Carlisle line on many occasions, but rarely has the sun shone so brightly. Altogether it was a very enjoyable day.

Bryan Gray CBE DL
30th March 2018

(See photo on Page 29)

The Hon. Sir William McAlpine Bt. President - Friends of the Settle to Carlisle Line and Settle and Carlisle Line Railway Trust

for this obligation, whereas in effect the Trust solved the problem by raising no less than £111 million in Gift Aid, grants and donations. Many of the S&C structures and buildings have benefited in grants from



A gathering seen at Morecambe Promenade station in front of the Area Inspection Saloon which was based at Preston; the party were to make a trip over the S&C. The date is during 1981 or 82.

Sir William is second from the right.

Photo: Bob Swallow

With the passing of Sir William McAlpine at the age of 82, FoSCL has lost perhaps its most influential supporter and railway preservation its greatest champion.

Sir William's most successful achievement was as Chairman of the Settle-Carlisle Railway Trust for twenty three years since its inception in 1982. Established at the recommendation of Sir Simon Jenkins, then a BR Board Member, to raise funds for the preservation of BR Listed Buildings, Sir William said in his 30th year Trust Annual Report that the BR Chairman thought the Trust would rid him of responsibility

the fund and particularly those in the case of the S&C Trust. Sir William's Executive Directors on the RHT, successively Leslie Soane, Jim Cornell and now Andy Savage, have all been well known on the S&C and, over the thirty three years, RHT grants to the S&C have totalled nearly £1.5 million and many of the restorations would not have been possible without this financial help. Sir William was always willing to officiate at S&C events. His method of working was simple. Although always affable in any company he was a man of few words and little paperwork. If a case was sound he would back it. A small S&C example illustrates his method. When I was arranging the Thanksgiving Memorial Service in 1978 at Appleby for Bishop Eric Treacy he said to me "we must have a commemorative plaque – you arrange it and I will pay for it".

Apart from subsequently agreeing with him the wording on the plaque, that was

it and the plaque remains in situ today 40 years later as a proud reminder of the greatest ceremony held on the line since its opening.

Sir William will be best remembered for saving the steam locomotive *Flying Scotsman* when it was marooned in California following a financially disastrous tour of the USA when in the ownership of Alan Pegler. As soon as he was told of the famous locomotive's predicament, Sir William called a meeting of those interested, quickly realised only he could save it, sent George Hinchcliffe to the USA to assess the situation and report back with the result Sir William paid off the USA creditors, paid the rail and shipping costs to return the locomotive to Liverpool and then paid for an overhaul at Derby Works. Those who today claim credit for its present existence at the NRM seem to fail to recognise that it was Sir William who rescued it and then ran it for twenty three years on the main line. Similarly it would be fair to claim on Sir William's behalf it is unlikely *Pendennis Castle*, Carnforth and Southall Depots and the Romney Hythe and Dymchurch Railways would exist today if he had not stepped in at a critical time to save them. The same can be said for a number of historical carriages including saloon No. GE1. This was built for Sir Henry Thornton, an American brought over as General Manager of the Great Eastern Railway to sort out the intense Liverpool Street commuters' services. Sir William rescued GE1 from derelict condition at York Carriage Works, had it restored and then used it as a hospitality carriage to bring together potential donors to the Railway Heritage Trust. Marshalled at the back of the train with its open balcony or run specially it was a winner in raising funds and Sir William was an excellent host. He never claimed ownership of his rolling stock. When asked he would always say I am only custodian for the next generation.

Sir William is buried on his family estate at Fawley (near Henley) overlooking his standard gauge private railway with its 1 in 13 gradient and his magnificent private railway museum which houses the largest collection outside the NRM. It was also the site of the stupendous Open Days he

held for his friends and to raise money for charity.

No one could organise or enjoy a party better than Sir William or be more generous. Nor I suspect has anyone been more successful in fixing railway preservation projects. His contacts were used with discretion but they were the breakthrough to many insolvable situations. As one VIP said at Sir William's private funeral "he was the nicest man I ever met".

Sir William is survived by his second wife The Hon. Lady Judy McAlpine who nobly supported him in all his activities in the last 12 years of his life.

Sir William lived by some notable quotations which are worthy of recording in his memory:-

- Never fall out with anyone – you never know when you might need them.
- Life is too serious to be taken seriously.
- Life is not a rehearsal.

David Ward - 13.4.18

The Honourable Sir William Hepburn McAlpine Bt FRSE

During the 1980s I had a fair amount to do with Steamtown, Carnforth, where the Managing Director was George Hinchcliffe. George had been the engineering manager on the two tours *Flying Scotsman* made over North America and Canada. As is well known on the second tour Alan Pegler, the then owner of *Flying Scotsman*, was made bankrupt and George was left as it were holding the baby.

It was at this point that he was contacted by Sir William McAlpine who effectively asked him to act as his agent in securing the release and repatriation of *Flying Scotsman*. That is a story in itself with a happy ending.

Sir William had a lifelong interest in railways having his own mile long standard gauge line at his home at Fawley, Buckinghamshire, which boasted the steepest gradient on a British Railway 1:13. Additionally he became Chairman of the Romney Hythe and Dymchurch Railway amongst others. Later, after Dr Peter Beet tried to preserve Carnforth Shed 10A, Sir

William purchased shares in the venture that became Steamtown. Eventually he negotiated the sale of the shed from BR. The fifteen inch gauge railway which ran for nearly a mile through the shed at Steamtown to Crag Bank was provided by Sir William from material – track and locomotives – which he had acquired over the years.

During 1983 the 60th anniversary celebrations of *Flying Scotsman* took place at Steamtown to which I received an invitation. Sir William was I believe Master of Ceremonies, among the guests being Ray Milland, the film star, who although elderly regaled the company with a story of live filming on the footplate of Scotsman where he as driver fought with the fireman who at one point had him with his head hanging twixt loco and tender as a bridge abutment was approached at alarming speed. Sir William I recall was very taken with what happened next. A woman was involved. Sir William was instrumental in founding the Railway Heritage Trust in 1985 and became its Chairman.

Sir William was always known with affection as Mr Bill, this to differentiate between the many family McAlpines. George Hinchcliffe and he became firm friends regularly staying as each others homes. When George eventually retired from Steamtown he built an O gauge model railway in his garden at Hest Bank, he being known as one of the finest 'O' gauge modellers in the country. The fictional line From Fort Fay to Invercliffe incorporated a scale model of Glenfinnan Viaduct, the first such built of concrete by Sir William's great grandfather Sir Robert McAlpine, 'Concrete Bob'. The original plans were borrowed from McAlpines to accurately portray the model version. Mr Bill was the somewhat bemused opener of this very considerable achievement.

Sir William was a regular visitor to the Settle Carlisle Railway, many of us will recall him arriving by service train at Ribbleshead to perform the opening ceremony on the renovated Station Masters house.

Later he was instrumental in sorting out a situation that arose at Hellifield station which he accomplished with the minimum

of fuss and maximum diplomacy.

Robin Corbett and myself will long remember his last visit to Settle when he became esconced in the preserved signal box from where he had to be rescued by Lady McAlpine well over an hour later.

Sir William McAlpine, a wonderful gentleman who will be sorely missed.

Bob Swallow

Peter Annison

We record with sadness the death of Peter Annison on 5th April, aged 78.

Peter was a textile chemist who went on to do a post grad, and then lectured in textile at Nottingham. He and wife Ruth took over the Hawes Ropemakers in 1975.

His interests included golf, cricket, alpine gardening, bridge, and crosswords; coupled with his Quaker beliefs led him to serve the local community extensively - such as on local councils, the National Park, social housing, charities, and other rural groups.

When Garsdale station re-opened in 1986 for regular passenger trains Peter (and Ruth) became early volunteers in restoration projects under the FoSCL Local Station Adoption Scheme. He helped to refurbish the waiting rooms, which included major building repairs to counter the 16 years of dilapidation whilst the stations had been out of use since trains were withdrawn in 1970.

The funeral took place at the Quaker meeting House in Bainbridge on 21st April, with over a hundred family and friends attending. FoSCL sent a donation in lieu of flowers, for a medical research charity of Peter's choice. He leaves widow Ruth, daughter Lindsey, and grand daughters Tara and Kizzy, to whom we send condolences.

Pete Shaw

Peter Young

We note the death of Mr Peter Young of Otley. Peter was a regular attender at the FoSCL magazine packing sessions; we offer our thoughts and sympathy to his family.

Pete Shaw

The Eric Stanley Garden

Sadly his daughter Gail passed away last year. To remember her we planted two Floribunda roses, one named Dear Daughter and one white rose named 'Gail'. Mavis, Eric's widow and Neville, Gail's brother, planted the two roses.



Whilst we were there Mavis also unveiled the plaque which had been redone for Eric. Our thanks go to FoSCL for funding the roses and the new plaque. The bed is looking lovely, despite the harsh winter weather. We hope it will make a lovely relaxing place for all our visitors and passengers to Settle

station and a place where those that knew Eric and Gail can come and remember them.

Marion Armstrong

Many of us fondly remember Eric Stanley, an exceptional chap and good friend to the railway. When Eric passed away in 2016 we created a rose bed in his memory at Settle station.





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Opening day service at Stow Station 2015

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

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

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

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



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Upper: Copyright Walter Bowen; geograph.org.uk
Lower: Copyright Robert Drystdale, CBR.



The Beast from the East visits the Settle-Carlisle!

On March 4th, Network Rail ran a DRS-hauled snowplough over the S&C.

Above: At Appleby.

Photo: Michael Summers

Below: At Garsdale.

Photo: Roger Templeman





Above: The snowplough disappears into the mist at Garsdale - a horrendous journey for the crew who arrived back in Carlisle around 03.45 the next morning.

Photo: Roger Templeman

Below: On March 17th the beast's little brother - the 'Mini Beast from the East' - also called. 158903 is seen leaving Kirkby Stephen with Northern Rail's 15.17 service to Leeds.

Photo: Peter Ainsworth





35018 British India Line made its S&C debut on Friday 20th April with the 'Great Britain x1' railtour.

Above: at Horton-in-Ribblesdale

Photo: Pat Arrowsmith

Below: Passing Lazonby

Photo: Ian Pilkington





Above: Against a backdrop of Mallerstang Edge the signalman leans out of his box at Kirkby Stephen to witness the passing of 37069 + 37259 on the 1Z97 Gloucester - Carlisle Pathfinder railtour on February 17th.

Below: Running very late in bitterly cold conditions 6J37, the Carlisle - Chirk log train passes Ribblehead not long before sunset on February 24th. The train had got caught behind 6K05 during the frozen points debacle at Carlisle Yard. The thermometer in the photographer's car was showing -4C but the windchill made it feel more like -12c.

Photos: Stephen Willetts



W.R. 'Bill' Mitchell MBE

15th January 1928 – 7th October 2015

Born in 1928, Bill Mitchell is fondly remembered as editor of the 'Dalesman' and 'Cumbria' magazines.

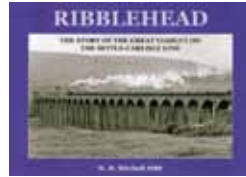
He has also been a great servant of the Settle-Carlisle Railway which features in twenty-seven of his 200 books.



Bill's fascination with this iconic line dates back to 1948, the year in which he joined the 'Dalesman' magazine. As a fledgling reporter he went out and about from Clapham, collecting material.



He became absorbed in learning about the lives of those who lived in the shanty towns which grew up around the railway as it was being constructed.



He researched the subject extensively and shared his meticulous findings through books. The human stories captivated him. He interviewed many local characters associated with the line. He spoke to the driver and fireman on the footplate, the signalman behind his range of levers, the stationmaster, the engineer and the wife of the railway worker.

His prolific output of railway books, covering over half a century, is recognised as an important contribution to railway literature. They have stimulated many people's interest in the subject.



Through difficult times in the 1980s, Bill played a key role in preserving the line for posterity.



He walked across the Ribblehead Viaduct and gained privileged access to inspect the renovation work there in the early nineties.

In his later years, Bill joined friends in the restored Settle Signal Box every weekend.



His fascination never diminished. From 1973 he wrote from a desk looking out over the line just north of Settle Station.

Bill's last book concludes with the following words:-

'I am thrilled when, now and again, a steam-hauled special train goes gallantly by'

Special Traffic Report

Jan 1st	66713	Doncaster to Ribbleshead Quarry
Jan 15th	NMT	Heaton to Derby, test train
Jan 16th	67029	Doncaster to Carlisle
Jan 20th	NMT	Derby to Heaton
Jan 22nd	66764	Doncaster to Ribbleshead Quarry
Jan 24th	37219/175	Carlisle to Derby, test train
Jan 27th	45699	Carlisle to Manchester
Feb 3rd	45699	Carlisle to Euston
Feb 12th	NMT	Heaton to Derby
Feb 17th	NMT	Derby to Heaton
Feb 17th	37069/259	Gloucester to Carlisle
Feb 17th	45699	Carlisle to Euston
Feb 21st	37025	Mossend to Derby, test train
Feb 24th	66014 + 60163	Cambridge to Carlisle
Feb 24th	45699	Carlisle to Euston
Mar 4th	66301 + 66304	Carlisle to Hellifield, snowploughs
Mar 11th	45699	Carlisle to Euston
Mar 12th	NMT	Heaton to Derby
Mar 17th	NMT	Derby to Heaton
Mar 17th	45699	Carlisle to Euston
Mar 23rd	47501 + 47805	Crewe to Kingussie
Mar 24th	47826/57316	Peterborough to Edinburgh
Mar 26th	67005/006	Carlisle to Langwathby, Royal Train
Apr 7th	NMT	Heaton to Derby
Apr 14th	50049 + 50007	Birmingham to Carlisle
Apr 14th	NMT	Derby to Heaton
Apr 14th	47245/772	Scarborough to Appleby
Apr 19th	66424/302	Sellafield to Ribbleshead Quarry
Apr 20th	66761	Ribbleshead Quarry to Wellingborough
Apr 20th	35018	Scarborough to Carlisle

There have been several workings to take stone chippings out from Ribbleshead Quarry sidings, the stone coming from Ingleton by road.

On Feb 24th *Tornado* failed before setting off, and had to be piloted throughout by a class 66 diesel.

On March 26th HRH Prince Charles came to begin a Cumbrian tour, arriving at Langwathby on the Royal Train.

On April 20th newly restored steam loco 35018 *British India Line* made its S&C debut on the Round Britain Tour.

A new coal traffic flow began on 24th April, from Killoch to Port Talbot, for use in the steel works; 66554 worked the first train.

Pete Shaw

Left: The poster now on display at Settle station and remembering W.R. (Bill) Mitchell M.B.E.

Paul Taylor Memorial Plaque



It was almost ten years ago, in 2008, that I received a call from a Paul Taylor who wished to meet up with me at Settle Station. I duly met with Paul and we had a coffee sitting on a bench at the south end of the Up (Leeds) platform.

The conversation covered many things but the reason for our meeting was quite simple, Paul had been diagnosed with terminal cancer and requested that a plaque be made and fixed to the bench we were sitting on, after his passing.

We agreed the wording for the plaque, I promised Paul that I would have the plaque made up, he, in turn, said that a relative would let me know when he passed away.

The plaque sat in my S&C pending file for months, I heard nothing, I then transferred it to my S & C general collection (an accumulation of many things S & C, the majority of which I have now deposited in our Archives at the Folly) and there the plaque remained until a few weeks ago. Josie Perriman, one of our volunteers, came across some correspondence relating to Paul, the plaque was mentioned, she checked with Mark Rand, who in turn asked if I could throw any light on the matter.

A quick search, plaque located, I took it down to Settle where Mark, as you can see, has duly fitted the plaque to the bench. I never did hear that Paul had passed away, when we met, he had only weeks to live, I am so pleased that his wish has now been granted, I will make a point of having a seat

on this bench from time to time, that was what he requested.

Douglas Hodgins

Book of Bridges Appeal

We are pleased to be able to announce that the Appeal has reached the target required to ensure completion of the first stages; namely Digital Scanning of each page; Cleaning and Conservation of every individual page; Restoration of the huge book itself, including the damaged spine; Provision of a specially-made box to protect and store the book in; Transporting the book (not just a simple matter when it is 3ft by 2ft).

The feasibility and funding to produce replica copies is now under active discussion.

For your interest, there were about 90 individual donors, plus contributions from two local Parish Councils, and collections from two meetings in Hawes. A very special Thank You to FoSCL and their members who helped. These donations funded the work listed above and gave confidence to plan for the additional work on replica and research copies.

Stephen Allen, who was appointed to carry out the specialist conservation and restoration work on the book, has agreed to give a talk on the project at the Dales Countryside Museum in Hawes, on Saturday 11th August 2018. The book will be on display that morning. The date is very close to the 140th Anniversary of the 1878 opening of the Garsdale-Hawes branch line.

For further details of the time of the talk please contact the Dales Countryside Museum on 01969 666210.

Pete Shaw

A Story of Perseverance - Charles Stanley Sharland by Rupert Molloy and Nigel Mussett



Above: The Revd Charles Deacon with members of the Sharland and Molloy family
Right: Grave of Charles Stanley Sharland, Torquay.
Next Page: Reverse of the new headstone, 14 April 2018

As is well known, 1976 marked the centenary of the opening of the Settle-Carlisle line to passenger traffic and many groups along the line were involved in commemorating the event, culminating in a series of special trains and a banquet at Settle Station on 1 May. Nigel Mussett, historian and former archivist of the Friends of the Settle-Carlisle Line, wrote of the centenary and the connections to the Sharland family in this magazine in 2013. It was Charles Stanley Sharland who had surveyed the line in 1865-1870.

Kenneth Duffin, who has devoted his retirement to researching the 'Sharland connection', concluded by writing *The Man from Tasmania*. Quite independently of Nigel, he had also discovered the whereabouts of Charles Sharland's grave in Torquay and noted in 2012 that 'the memorial has deteriorated badly with some of the lettering missing in places. The marble cross and pedestal have been lying flat for several years and suffer from atmospheric erosion'. Also, writing in 2013 Nigel asked if 'it would be appropriate to honour the young surveyor by re-erecting the memorial over his grave in this quiet

corner of the cemetery at Torquay?' As if this wasn't sufficient impetus, the author Bill Bryson, Past President of the Campaign to Protect Rural England, followed his footsteps created in *Notes From a Small Island* and some twenty years later wrote *The Road to Little Dribbling* in which he asks why a man from Tasmania travelled to England to survey and peg out the route for the Settle – Carlisle Line to then die in Torquay at the young age of 26, seemingly without any memorial to his achievements.



Now 43 years on from the centenary, a new memorial stands at the head of the grave in Torquay, whilst the original cross lies atop. It was planned by Charles Sharland's descendants and it records for the first time his enduring link with this famous railway. The service of dedication on 14 April 2018 was led by the Revd Charles Deacon in a most sensitive way, allowing us to understand how a young man, who left his home on the other side of the world and in the short period of time that he lived, has left us a lasting memorial in the form of the Settle-Carlisle Line itself.

The occasion brought together family and friends, most of whom were unfamiliar to each other, yet were there with the common purpose of being able to celebrate Charles Stanley Sharland's life and dedicate a new headstone to his

grave. Those in attendance were a great great nephew, Michael Sharland, his wife Diane and daughter Kitty. Unfortunately, Michael's sister Jane and his mother 'Bet' Sharland were unable to attend. Also present were Alison Wilkins and her son Geoffrey, great- great-grandson to Ellen Sharland, a younger sister by 11 years to Charles Stanley Sharland. Then three generations of the Molloy family: David, son Rupert and grandson Tom, offspring from Ada Sharland who married Gerald Molloy in Hobart in 1872. Nigel Mussett represented the Friends of the Settle-Carlisle Line and had helped design the headstone.

Finally, with us in thought if not deed, was Ken Duffin who unfortunately had to remain at home in Budleigh Salterton for reasons of declining health. As it was, the day was dry but cold, and yet the primroses were in abundance throughout the cemetery and provided a welcome splash of colour. Ken Duffin writes that the grave



for Charles Sharland's maternal aunt lies close by but, although in poor condition, has been cleaned, and is a fitting memorial for the person who cared for Charles in the final months of his life.

Rupert Molloy and Nigel Mussett



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On Monday 26th March HRH The Prince of Wales visited Cumbria and he is seen here having alighted from the Royal Train at Langwathby station escorted by (left) Bryan Gray, Chairman of the Settle-Carlisle Railway Trust and Deputy Lieutenant of Cumbria.

See the report on page 13.

Photo: Clarence House

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The Tale of a Loco Chimney Part 2

By Mark Rand

In the last issue of the Journal I told the story of the discovery of a locomotive chimney, highly likely to have been that of the pilot engine of the express in the Hawes Junction disaster of Christmas Eve 1910. Here we look at the four engines involved. Below are the details, extracted from various sources by former colleague Jamie Guest, to whom I am most grateful.

Of the four engines, three survived their ordeal, were repaired as necessary and went on to rejoin the fleet. Amazingly, the train engine of the express, number 549 was only withdrawn in 1961 - just seven years before the end of steam.

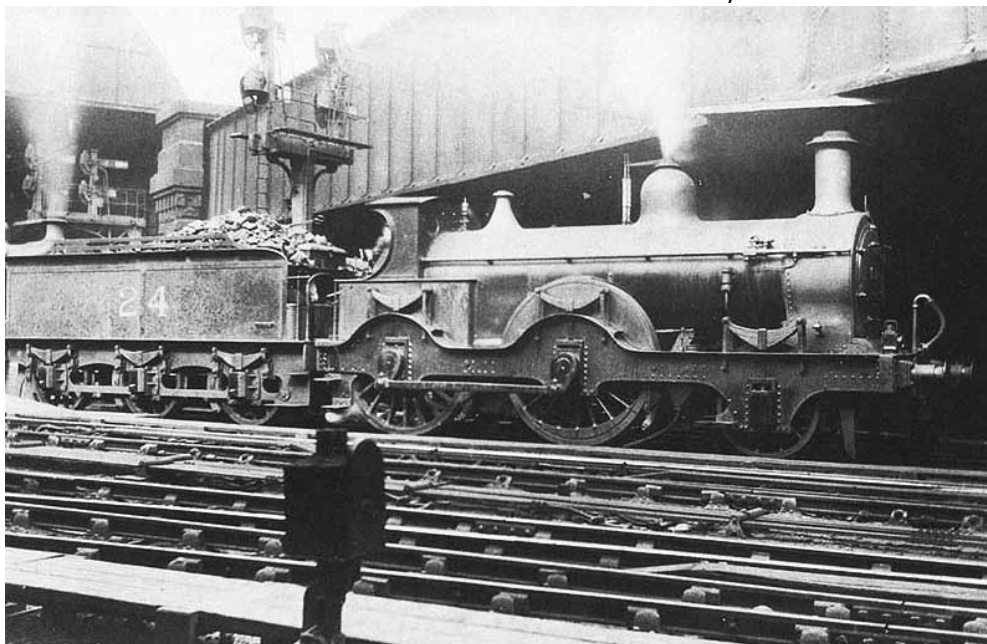
The express pilot engine was the only one damaged beyond economic repair. Even so, its boiler survived for re-use and its chimney of course. These engines were described by C Hamilton Ellis in his book 'The Midland Railway' as the cream of Midland locomotives, at least in their day. They were favourites with locomotive men, one saying of them "They could do anything but talk".

One curiosity is the numbers of the engines. Three of the four numbers ended in 48. I am sure somebody who knows about these things will tell us what are the odds against three 48s being involved.

The words locomotive and engine are all but interchangeable nowadays and both are becoming archaic as the propulsion of trains takes new forms. The Midland Railway favoured the word engine.

No 48 (the express pilot engine) was built in October 1870 to Matthew Kirtley's design, by Nielsons of Glasgow, who later became part of the North British Locomotive Company, not to be confused with the North British Railway. Its original number was 815 and it was part of what became known as the 800 class. It ran most of its life with a 2,950 gallon tender. It had 6'8" or 6' 9" driving wheels depending on your reference source and 17" diameter cylinders.

When new it was allocated to Leeds (Code 28) and would have moved to Holbeck when that shed was opened in the late 19th century. The original shed was on the north side of Leeds Wellington between the railway and the river.



No 24 - a classmate of No 48

It was rebuilt by Johnson in May 1880 and fitted with a B type boiler. This is when it would have received a Johnson design chimney rather than Kirtley's which is described as bell mouthed. It also received new 18" diameter cylinders. It was renumbered 815A in December 1902 as part of an accounting exercise that put it on what was known as the duplicate list. In 1907 it was renumbered to 48 as part of the general renumbering scheme for the whole Midland Railway and also received a new smokebox door with the prominent hinge on one side and 7 securing dogs. It would also have received its new Deeley designed chimney which has a capuchin or raised lip at the front.

By 1908 it had been transferred to Carlisle (Durrant Hill) shed code 33. After the accident the boiler was reused on No 60 which was withdrawn in early 1924. The remains of the rest of the loco were broken up in May 1911. The 800 class was extinct by late 1936.

No 549 (the express train engine): A 60 class loco built at Derby in June 1901. Originally No 2637. It was first shedded at Leeds but was at Carlisle by 1908. It received its H boiler in April 1907 and was converted to a 483 class in June 1913. It was the longest lasting of the four locos and was finally withdrawn in January 1961.

No 448 (the rear engine of the pair of light engines). One of what was known as the '2203' class. Designed by S W

Johnson with 6' 6" coupled wheels it was built by the Midland railway at Derby and completed in April 1894. It's original number, which it carried until 1907 was 189. It was initially allocated to Carlisle, Durrant Hill (Shed code 33). It was certainly at Carlisle in 1908 but by 1914 it had been transferred to Skipton (Shed code 30). It was rebuilt with an H boiler in March 1905 and was converted (on paper at least) to a 483 class in October 1919. In this form it ran until being withdrawn by BR in December 1955.

548 (the lead engine of the pair): A '60' class loco again designed by Johnson it was built at Derby in June 1901 and was originally No 2636 but was renumbered to 548 in 1907. It was initially allocated to Leeds but had been transferred to Carlisle by 1908. It received its H boiler in June 1907 and was rebuilt to 483 class in July 1913. In this form it ran until withdrawal in April 1951.

48's chimney has now been on display at the Settle-Carlisle line's excellent Visitor Centre at Ribbleshead since Easter 2018.

Below: No 60 - classmate of No 549 (the express train engine) and No 548 (the leader of the pair of light engines).



The Settle-Carlisle Railway Naming of Ribbleshead Station 1876 /7

Rev Edward Harrison Woodall,
M.A. (Oxon)

By Martin Pearson

Ingleton Road, then Batty Green and then Ribbleshead

Before the railway opened to passengers in 1876, two names had been considered for Ribbleshead Station. Firstly Ingleton Road and then Batty Green. There was then an intervention from Rev E.H. Woodall of Settle. The relevant railway history books explain what happened.

Peter Baughan – The Midland Railway North of Leeds – Chap X11 p243: *On the passenger side of the Settle and Carlisle line the years 1876-1883 saw several additions to the facilities provided when the line was opened. On June 19, 1876 the Rev E. H. Woodall of Settle wrote to the Midland Railway requesting that the new station at Batty Green, previously known as Ingleton Road, should be called Ribbleshead, and this was agreed to.*

Emboldened by this the Reverend gentleman wrote a further letter, shortly after, suggesting that the Rev Father Hill should be given a gratuity for his ministrations to Catholic workmen during the making of the line. This did not find favour.

David Jenkinson – Rails in The Fells – Chapter 7 p 51: *By the time the line was fully opened in May 1876 the finishing touches remained to be put to most of the stations. Shortly afterwards on 19th June 1876 the Rev E.H. Woodall, of Settle, wrote to Derby suggesting that the name of Batty Green station should be changed to Ribbleshead. This was agreed and from this point onwards, the minutes are mostly concerned with the tying up of loose ends for the first few years of the line's life.*

Reverend E.H Woodall and the Church: Who was the Reverend E.H. Woodhall? At first glance thoughts would turn to Mr Woodhall being a priest of the Anglican Parish Church. This is not the case at all. He was the Catholic Priest of St Mary and St Michael in Settle which he joined in 1869, becoming their first resident priest.

I have had a lot of help in working through Ancestry Records. I owe a big debt to John Diggles, Churchwarden of Settle Parish Church, Robert Finnigan, Archivist for the RC Diocese of Leeds and Bob Hookins best described as a/my family genealogist. I also thank Becky Loughhead of the Lambeth Palace Library. Thanks also go to two members of FoSCL. Former Archivist Nigel Mussett and FoSCL Member 1104, Roger Goode have assisted on the Batty/Ribbleshead story.

Edward Harrison Woodall was born in Scarborough in 1813. He was baptised on 20th July 1813. His education was at Scarborough School, and the Kings School in Grantham. He matriculated on 9th Feb 1832 aged 18. After that he went to Exeter College, Oxford becoming BA in 1836 and MA in 1841.

He felt a calling to serve God in the Church of England and was ordained deacon in 1838 and entered Priests Orders in 1839, when he was presented by the Archbishop of York to the curacy of Bainton. In 1840 he obtained the vicarage of The Church of St John of Beverley, Salton which he resigned in 1841 on being appointed to the Rectory of St Margaret's, Canterbury. He became Rector in 1858. His early Anglican appointments at Salton and Canterbury were almost certainly influenced by family connections. Church records at Salton list Patrons on both his mother's and father's side of the family, whilst it is probable that Rev Edward John Woodall, Rector of St Margaret's from 1847-57 was a relative, perhaps an uncle.

Two church records, one Anglican and the other Catholic, record his name as Woodhall – with an h inserted.

However in 1859 he became a Roman Catholic. He was received into the Roman Catholic Church at Paris on 15 August 1859 – The Feast of The Assumption and he sought priesthood afresh and was sent to Rome to pursue his studies, entering what was to become the Beda College on 1st December 1860. He was subsequently ordained to the Priesthood on 19th December 1863 at the English and Pio College.

In 1864 he was residing in Hanover Square, Leeds, presumably ministering

at St. Anne's. His first appointment was at Myddelton Lodge in Ilkley. It ended quite quickly as William Myddelton wished to have a priest who had always been a Catholic, so he went as a curate to St Marie, Sheffield in late 1866 under Rev Samuel Walshaw. A deep friendship ensued.

He was Parish Priest in Settle for 20 years from 1869-1889) before returning to his native Scarborough (with the same housekeeper he had in Settle) where he died on 16 October 1892, aged 79.

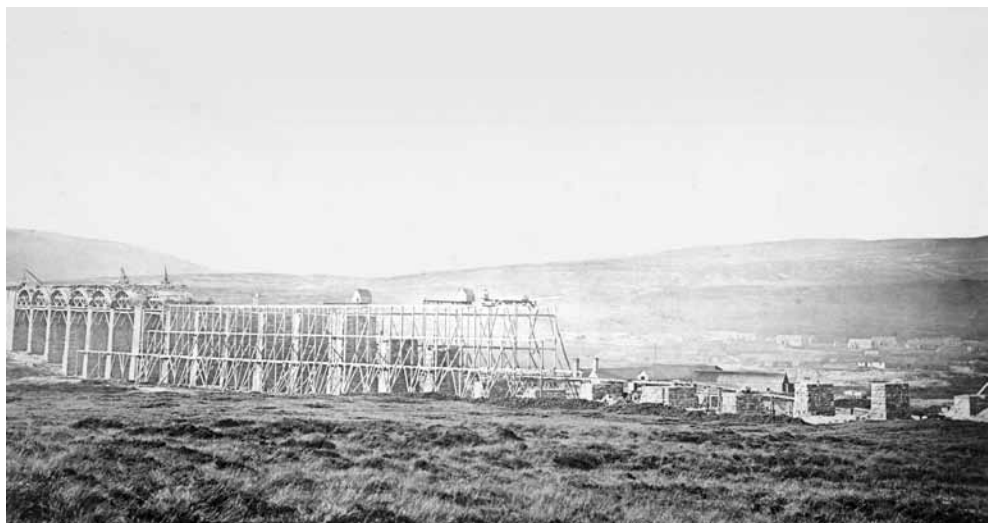
The Kentish Gazette (not really a fan of his) in August 1859 reporting on his secession describes him thus: "A private character without a breath of reproach compelled the sincere respect of those who differed from him most widely in opinion. Few men, we believe, ever have lived more earnest or more sincere. He filled his church, and did more: he won for himself the regard and affection of his congregation. From these many a prayer will follow him and from the poor many a blessing."

His obituary in The Tablet on 22nd October 1892 reads: "*His Conversion to Catholicism was a page in history of the deceased marked with great suffering and trial. He gave up wealth, position and*

prospects for conscience sake and since his conversion to Rome his life had been one of self-denial and charity"

The Woodall Family: The Woodall family were not just an ordinary family. His father was John Woodall JP and his mother Ann Dowker. His father died in 1835, aged 65, and is buried at Seamer (near Stokesley) Yorkshire and his mother in 1843. He had two older brothers. John Woodall Jr lived from 1801-1879, whilst Thomas Dowker Woodall lived from 1804-1838

I am indebted to Bob Hookins for the next paragraph: *Whilst the Tindalls built ships and the Sitwells wrote books, the Woodalls once virtually owned and ran Scarborough. For five generations they dominated the Town Hall, accumulated an estate in the Borough bigger than the Corporation's and part-owned the towns bank. An investigation by Crown Commissioners in 1833 revealed that Scarborough was a "closed shop" run exclusively by half a dozen inter-related families. The most powerful were the Woodalls. One was town clerk, another senior bailiff, and three were council members. By marriage the Woodalls were related to more councillors. The oligarchy and landed hegemony did close, abruptly in 1896. (To be continued)*



The Ribbleshead Viaduct under construction - about 1872.

Shanty Town and Jericho Events by Neil Simpson



The Ribbleshead Area
Photo: Imagerail

Heritage Tour: FoSCL has, for over 20 years, scheduled Heritage Walks on a weekly basis during the summer months. They are based around an archaeological survey carried out in the 1980s by Arnold Pacey. Subsequently, more surveys by amateur and professional archaeologists have added further details. They have been popular with visitors and study groups. The aim is to provide the visitor with a background to building of the Settle and Carlisle Railway, with on-site evidence of the construction methods used by the contractors in the 1870s.

The tour begins at the Ribbleshead Station Visitor Centre (open Easter to end of October), now restored and maintained by the Settle Carlisle Railway Trust. Visitors are free to explore the Centre, which has three main rooms.

The original General Waiting Room has panel displays and an interactive computer with information about building the railway. The Ladies Waiting Room is modified for provision of basic refreshments. It displays a large photograph of Batty Moss viaduct taken in 1870s during construction. The Ticket Office is partly restored to a condition when last used in the 1950s, with Edmondson ticket punch and ticket rack etc. Thomas Edmondson devised his ticketing system while working at a station

near Carlisle. It eventually came to have world-wide use. In the small Porters' Room there is information about Blea Moor

Tunnel. The old Lamp Room is adapted for its present use as toilet facilities which are available for users of the Visitor Centre.

The walking tour (about 2 1/2 miles) starts from the station to explore the area around Batty Moss where the shanty town and construction sites were situated between 1869 and 1875.

Although there are few obvious remains on the ground (to the untrained eye) the area is littered with "lumps and mounds" which give evidence of works on the site. The whole area is part of the Yorkshire Dales National Park and designated "of historical and archaeological significance", so excavations are not permitted (with minor exceptions). However, surface surveys have taken place.

One of the first major tasks of the contractor was to build a system of narrow gauge tramways to transport heavy machinery and materials from Ingleton Road (where the Station Inn is now built) to the construction sites, which extended several miles over Blea Moor to Dent Head Viaduct. There is ample visible evidence of these tramways.

To accommodate the workforce of navvies and their families and provide services, the contractors built wooden huts which developed into several shanty towns. The shanty towns in the Ribbleshead and Blea Moor areas are Salt Lake, Batty Green, Inkerman, Sebastopol, Belgravia, Jericho, Jerusalem and Tunnel Huts - all recorded in the 1871 census returns.

At Batty Green camp some of the foundations of several buildings are visible, which include stables, Contractor's Office, shops, post office, mission room, school room, reading room and two pubs, and across the road the site of the hospital. The missionary, Mr. Tiplady (aged 26) lived at No.3 Batty Wife Hole and his hut had room

for a lodger (21-year-old Jane Herbert from Essex) and a servant lass (16-year-old Eliza E Coombes).

Jericho Tour: This tour is designed to give the visitor an experience of some aspects of living and working in the bleak environment of the high Pennines during construction of the S&C. In early 2015 a TV Drama series called *Jericho* gained a large number of viewers, and some wished to follow up the programmes by finding out more about the real drama of shanty town life during construction of Ribbleshead Viaduct, rather than fictional characters. In spite of the TV company spending £1M on each episode the viewing figures did not build up enough for another series.



A scene from the TV series.

Image: Chris Grogan

As with the Heritage Tour, the tour starts at Ribbleshead Station; in the Ticket Office we hope to have Nancy Edmondson to talk about her early life in the 1940s/50s when her father worked on the railway at Blea Moor. Your guide will take the group a short walk to Ribbleshead Viaduct. At the viaduct you will see the enormous scale of the structure, and we hope Toni Freschini will be there to explain how repairs were carried out in the 1980s which allowed the railway to remain open.

Your guides will return with you to Ribbleshead Station, on the Down platform, in time for the short journey by train to Garsdale (return fare approx £6.50 per person). This gives opportunity to travel across the viaduct and see the shanty

towns of Batty Moss from above. The rest of the journey offers spectacular views. The line continues along the hillsides at about 1,100 feet, crossing Arten gill Viaduct, and stopping at Dent Station (the highest in England). Look out for the remains of the snow barriers. The village of Dent is about 5 miles away. After Dent the train continues through Rise Hill Tunnel before emerging into Garsdale. Along this part of the line there were once water troughs to allow steam engines to pick up water at speed.

At Garsdale Station, originally called Hawes junction, we leave the train. As a junction station it has a different design to other stations on the S&C Rly. Guides will show visitors some of the interesting feature and stories about Garsdale. On the Down platform is a Midland Railway signal box (still in use 24 hours per day, NO ENTRY!), and at the north end of this platform notable features are: Dandry Mire Viaduct, Hawes Junction chapel, Midland Railway cottages at Moorcock, site of palisaded turntable, etc. In the original Ladies Waiting Room, once used for church services, are several display boards. Your guide will be able to recount some of the details of the Hawes Junction accident of 1910.

As there is no footbridge and no longer a barrow crossing, access to the Up platform is down a path passing a row of MR cottages and under the railway along the coal road. The sites and remains of cattle docks, sheep pens and a massive water tank underneath which a meeting room was used for parties etc. On this platform is the General Waiting Room with more information panels and at one time housing a small library, toilets, and a bronze statue of a dog. A guide will tell visitors about Ruswarp and his owner, Graham Nuttall.

The return journey to Ribbleshead is by the next Carlisle - Leeds train, where visitors can get off, or continue their journey towards Leeds. ***(For dates and train times etc. please see page 6)***



Freight traffic on the S&C has reduced in the last couple of years due to the reduction in coal traffic. What little coal remains usually runs during the night. However on Tuesday 24th April this coal train passed through all three countries of mainland Britain. It started out at Killoch Colliery (Scotland) and it is seen here working through Appleby on its way to Port Talbot (Wales). Since the route re-opened there has been no booked Freightliner workings other than light engine movements so its rather pleasing to report a Freightliner working, and of course the length of journey makes it even better. Pity it was pouring down!

Photo: Michael Summers

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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.

We Are All getting Older!

At the AGM on 21st April, the following question was asked, which I had submitted in advance:

'We are all getting older. FoSCL's active volunteers will, sooner or later, no longer be able to do the key tasks that they've done for years. For some of them there is no backup. Could I suggest that we take a long, hard look at the problems this may cause and come up with a plan to address these? I would be happy to take part in this.'

The Chairman's reply suggested that the Committee are of the opinion that social media are the answer, in that they will enable us to recruit more young people

as members. In the longer term maybe new younger members will become active volunteers, but I would argue that we also need some contingency planning now.

There are key members of the Committee, and some active volunteers outside of it, who do not have anyone to stand in at short notice if they were incapacitated. I would argue that we need a designated Deputy for each such key role who is sufficiently familiar with the tasks involved to be able to take over if need be. And if this cannot be arranged, at the very least what they do should be documented so that someone else could stand in. As Webmaster, I could encourage this to happen and help with the documentation.



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OF THE SUMMER 2016 ISSUE OF OUR A4 FULL COLOUR MAGAZINE WEST HIGHLAND NEWS PLUS. THIS UNIQUE PUBLICATION NOT ONLY FEATURES THE WEST HIGHLAND LINES BUT ALSO

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**PLEASE CONTACT
DOUG CARMICHAEL**

**'ARDSHEAL',
ORCHY GARDENS, OBAN, ARGYLL PA34 4JR.
dougcar michael@talktalk.net**

There may be cases where a volunteer to fulfil a particular role simply cannot be found. In which case, FoSCL will need to pay someone to do it. There are precedents for this which have proved very successful, most notably in the areas of accountancy and graphic design. More recently, when we could not find a volunteer to take over the Membership Secretary's role, we asked our friends in the Settle-Carlisle Railway Development Company whether they could help. This arrangement has been extremely successful and has the advantage that there are now three people (plus myself as Webmaster) who are familiar with all aspects of FoSCL membership.

In summary, I would urge the Committee to consider its roles and those of key people who are not on the Committee, and plan for how these roles could continue if the present incumbents could no longer do them. We may not have as much time as we think.

Richard Morris - FoSCL Webmaster and former Chairman – by email

Diversionsary Route

With regard to lack of traffic as a diversionsary route could the following be a cause? Stagecoach is the other partner as WCML operator. When it is closed and bus replacement is in operation are these buses provided by Stagecoach? If so do they receive money from the DFT?

Surely that is a financial incentive NOT to use the S & C.

Roger Tamplin – by email

The reduction of diverted and freight traffic on the Settle to Carlisle line passes belief.

The aficionados of HS2, of which I am not one, trumpet the main purpose of the project as relieving the existing network. Our line is a provider of such relief. FOSCL should be able to establish the reason why it is apparently shunned by diverted trains and freight operators. It is conceivable that the TOCs prefer bus links to attaching diesel locomotives to the front of electric

trains. This in turn indicates the need for electrification from Settle to Preston and Settle to Carlisle. But with the coming, or hoped for, electrification of other lines, such as Preston to Manchester and Cardiff to Swansea, a fleet of diesel locomotives will be cascaded to provide motive power on and beyond our line.

Looking ahead if the dreams of CRA are realised and the line from Edinburgh to Tweedbank is extended to Carlisle, then Settle to Carlisle along with the Midland Main Line to Sheffield and Leeds, immediately becomes a third artery from London (St Pancras) to Scotland.

C. A. Price – Bucknell, Shropshire

Trains to Scotland

In his practice and performance column two years ago, ex-BR manager John Heaton attributed the failure to raise the speed limit in the S&C to inertia. One would have thought that in view of the amount spent at Eden Brows, Network Rail would have considered raising the line limit, as the track is perfectly capable of permitting 75 mph, or even higher.

This leads me to the deplorable failure of the timetable database to give Leeds-Glasgow connections via Settle, unless one intervenes manually to route via any of the Settle line stations. Of many disappointing examples, perhaps the most extreme is in the evening. Websites give departures at 18.08 to Queen St arriving 22.21 by changing at Edinburgh, or 22.24 by staying on the same train to Central, and 18.09 arriving at Central 2233 via, and changing to a TPE train at Manchester Piccadilly - with a 10-min connection which for several reasons I would not risk. Yet the 18.06 via Settle, with a 16 min connection (20 min if recovery time is included) to the same TPE train at Carlisle - and using a route 60 miles shorter than the others - does not feature.

Fares also vary wildly: searching in April for 15 May gave both 18.08 alternatives at £99, the 18.09 at £27 and the 18.06 via Settle at £47. That said, because the advance fare structure suffers a thrombosis at Hellifield, for just £9 you can get an advance ticket from there to Glasgow, and even Edinburgh via Glasgow.

Given 75 mph running and each train omitting two stops - I will not attract controversy by saying which - a timing of 150 minutes between Leeds and Carlisle is feasible. I would propose this: Leeds dep. xx18, Carlisle arr. xx48, preferably arriving Carlisle on the odd hour, e.g. 13.48. This would give a connection into the Euston-Glasgow via Birmingham train which departs at xx00 on the even hour, arriving Glasgow at xx15 of the following odd hour and a TPE Edinburgh train, which leaves Carlisle at xx10 on the even hour, arriving Edinburgh at xx26 to xx40 of the next hour - the discrepancy is largely down to poor pathing.

In the other direction, departure from Carlisle at xx03 of the even hour, Leeds arr. xx33, would give a 15-min connection out of the xx40 Glasgow-Euston direct and - rather longer but better than at present - from the TPE Edinburgh to Manchester train. This would provide sub 4-hr Leeds-Glasgow timings in either direction which would feature on all railway websites, as they would be faster than any alternative. This would bring through traffic to the line, and significantly improve its finances, particularly if competitive fares were available, and justify improved rolling stock such as the class 170's being displaced from Scotland to Yorkshire.

Other than minor retiming of some Bradford trains by no more than 2 or 3 minutes, the suggestion above would be easily accommodated within the existing timetable framework inwards from Skipton. While on this subject, pathing on the Airedale line can be poor: limited stop trains, those to/from Carlisle and Lancaster, take between 33 and 41 minutes between Skipton and Leeds, and even Ilkley-Leeds trains can vary between 27 and 34 minutes. They should be standardised at 28, or 30 with the new Kirkstall stop.

This brings me to the subject, from time to time raised, of a through train to Glasgow. One obvious proposal, and capable of being pathed, is as follows. St. Pancras 06.10, Leeds 0945/55, Carlisle 12.10, Glasgow 13.30. In the reverse direction, Glasgow 14.30, Carlisle 15.50, Leeds 18.05/15, St Pancras 21.50. In

addition to providing a through train from Midland Line stations to and from Scotland, it would provide them with one to and from Leeds, sadly lacking in the current Midland Mainline regime. In fact the Midland Railway served Leeds, and for that matter Manchester, better a century ago than is done now.

A single class 180 could do the round trip, but I think it would soon be found inadequate. Until 1982, when removed as a precursor to intended closure, the three Nottingham-Glasgow trains between them carried an average of 25 coaches. So there was a demand, which must still be there. Call it The Thirty Nine Steps, although when Richard Hannay left St. Pancras for Galloway on 22 May 1914, his train was the 0710.

Robert H. Foster – by email

Former Selside Signalbox

During the Second World War, the signalbox at Selside became one of the first main line 'boxes to be operated, on all three turns of duty, by women signalers; there was still one woman signaler there in 1948.

When the signalbox became redundant, it was moved to Steamtown at Carnforth and was there to signal the Crag Bank Miniature Railway. During its time at Carnforth it was listed as a structure of architectural or historic interest.

Since the closure of Steamtown, the 'box has been redundant and steadily deteriorating in condition. It is now on Network Rail land to the north of Carnforth station and is in a dreadful condition. Being concerned that the 'box was in danger of imminent collapse I have, through the good offices of my MP (John Grogan) received an undertaking from network Rail that the signalbox is in their business plan to have restorative work delivered on it and, as such, their Asset Management Team are aware of concerns about its condition. Until funding for this work is allocated. Network Rail have promised that the 'box will receive essential maintenance to ensure that it doesn't collapse. I would urge any member passing through Carnforth on the Barrow or Leeds lines to

keep an eye on the 'box and report any failure to carry out the works promised.

David J. Stuttard - Keighley

Memories

As a locospotter in my boyhood and living next to the Midland Main Line, I was always impressed by what we called the 'milk train' in the 1940s and 50s.

The milk train came from Wellingborough in the mornings, probably mid-mornings, on its way up to London; and the empties went through at 4.30pm going north.

It consisted of about a dozen six-wheel milk tank wagons with a six-wheel brake van (stove) on the back.

It was usually hauled by a Kentish Town shed Jubilee locomotive.

Little did I know in those far off innocent days of childhood that this 'Milk Train' was the daily from Appleby.

It is funny how things run through life!

**Richard D. Morris Smith -
Wellingborough**



Sadly, milk trains from Appleby, as seen by Mr Morris Smith, are a thing of the past. On Wednesday 21st February 2018, 37025 is seen propelling the Network Rail remate driving car (9701) towards the Appleby dairy on its way from Glasgow to Derby.

Photo: Michael Summers

Rear Cover Images: More from the Beast from the East

Above: Powering through Appleby on February 28th is 66090 returning the British Gypsum empties to Hull docks.

Photo: Michael Summers

Below: The new running in boards at Settle gleam in the snow.

Photo: Mark Rand

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