

New Northern MD Opens Re-furbished Visitor Centre at Ribblehead

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Hon. Sir William McAlpine Bt.

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

Chairman: Douglas Hodgins - douglas.hodgins@settle-carlisle.com

Committee:

John Ingham (Treasurer) john.ingham@settle-carlisle.com

Paul Kampen (Secretary & Editor) paul.kampen@settle-carlisle.com

Ruth Evans (Volunteers Co-ordinator & Events Organiser) ruth.evans@settle-carlisle.com

Paul Levett (Joint Vice-Chairman and Business Development Co-ordinator) paul.levett@settle-carlisle.com

Rod Metcalfe (On-train Guide Co-ordinator & Technology Adviser) rod.metcalfe@settle-carlisle.com

Phil Moorhouse (Insurance Consultant) phil.moorhouse@settle-carlisle.com

Mark Rand * (Joint Vice-Chairman and Media Officer) mark.rand@settle-carlisle.com

Pat Rand (Customer Relations, Trading & Settle Shop Manager) pat.rand@settle-carlisle.com

Pete Shaw (Magazine Mailing Co-ordinator) Telephone 01274 590453

Nigel Ward (Solicitor) nigel.ward@settle-carlisle.com

** Indicates member co-opted after the 2017 AGM in accordance with the FoSCL constitution.*

Postal Addresses:

Chairman: Douglas Hodgins – Bridge House, Church Brough, Kirkby Stephen CA17 4EN.

Secretarial Enquiries, Hard Copy for the Magazine and General Postal Enquiries:

Paul Kampen - 74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX.

Membership/FoSCL Dalescards: SCRDC (FoSCL Membership), Railway Station, Clifford Street, Appleby, CA16 6TT.

Enquiries about **Volunteering:** Ruth Evans - 49 Kings Mill Lane, Settle BD24 9FD or email as above.

Enquiries about the FoSCL **Appleby Shop:** Kath Smith, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF.

Telephone Numbers:

Telephone Enquiries about **FoSCL Matters Only** may be made to: Paul Kampen (01274 581051)

Douglas Hodgins (07484 636513 18.00 - 20.00 hrs only please)

or for **Membership/FoSCL Dalescards** 017683 53200 (answerphone).

Other FoSCL Contacts:

FoSCL website: www.foscl.org.uk

Membership/FoSCL Dalescards: membership@settle-carlisle.com or 017683 53200 (answerphone)

Ian Ambrose (**Health and Safety Officer**) Ian.Ambrose@settle-carlisle.com

David Singleton (**Guided Walks Co-ordinator**): david.singleton@settle-carlisle.com

Joy Smith (**Schools Liaison Co-ordinator**): joy-smith@blueyonder.co.uk

Nigel Mussett (**Historian**): nigelmussett@Gmail.com

Other Useful Contacts: Settle-Carlisle **Website:** www.settle-carlisle.co.uk

Northern Rail: enquiries@northernrailway.co.uk or telephone: 0800 200 6060

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

NEXT MAGAZINE: Copy date for the February 2018 magazine will be Saturday 20th January

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 Monday October 2nd, a party of invited guests assembled at Ribbleshead station for an event to mark the refurbishment of the Visitor Centre. The new Managing Director of Northern Rail, David Brown, unveiled a plaque to commemorate the opening. Seen here (l-r) are David Brown, Bryan Gray (Chairman, S&C Trust) and Tim Viney (Managing Director of Atlantic Geomatics).

Photo: Mark Harvey

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

A difficult time—but with a few bright intervals.

I am writing this report on yet another gloomy, wet day here in Kirkby Stephen during mid October. The weather, of late, has been awful; unfortunately, so has the train service over the Settle to Carlisle Line.

The weather has resulted in a substantial leaf fall over a matter of days and this has caught the rail authorities on the hop.

At the beginning of October our train services were badly affected for several days by a succession of failed freight trains: these slipping to a stand on the greasy rail surfaces. For some inexplicable reason the RHTT train (the water jet train) had not commenced running; a light engine was 'route learning', could the train not have run instead?

The incoming Gypsum train was the main culprit: two days in a row it came to a stand north of Settle Jct., resulting in passenger trains being cancelled, much to the annoyance of passengers. Nowadays, rescuing a broken down train seems to take an age - as does the introduction of single line working to bypass the obstruction.

A day or so later a heavy stone train, running from Mountsorrel to Carlisle, also came to grief, but for a different reason. This train managed the climb to Blea Moor with ease, in fact it gained on its schedule, but when it reached Appleby one (or more) of the wagons had severe wheel flats resulting in the train being dumped in the loop at Kirkby Thore, normally the home of the Gypsum trains.

The 18.06hrs Leeds to Carlisle, following this service, eventually terminated at Ribbleshead, the frustrated passengers being taken forward by bus.

The situation then deteriorated even more, culminating in the events of 19th October - see article by Mark Rand on page 14.

These problems, coupled with another two days of strikes, have not helped our railway. With all the uncertainty this has resulted in a definite fall off in passenger numbers. Extremely disheartening from FoSCL's point of view, all the effort put in to promote the line then the aforementioned disruption which could, and should, have been avoided.

On a brighter note we have hosted yet another 'opening', following hard on the heels of the Settle Shelter; the event at Ribbleshead on the 2nd October to celebrate the completion of the 'new' shelter plus the re-vamped Visitor Centre, was a happy affair organised by Trust Chairman Bryan Gray and attended by approximately sixty guests.

Guest of honour was, as can be seen on the front cover, David Brown, the new managing director of Northern, see page 12.

***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.***

Welcome David, we very much look forward to meeting and working with you.

I hesitate to say this but, after a few delays, it does look likely that work will commence on the shelter at Appleby, hopefully within the next few weeks.

Will we, or won't we? What? Change our name? Yes, the suggestion from the then M.D. of Northern, Alex Hynes, that we should incorporate Leeds into our title, thus becoming 'Friends of the Leeds, Settle Carlisle Line.' I have mentioned this before in my reports, also at the AGM, the comment from members was favourable, but only by a slim majority. Your Committee has therefore decided to leave our name as it is but to include Leeds in any promotional work we are doing to help identify where we are on the map, for these folks, mainly from the south, who are not sure exactly where Settle is located.

The private consultation on the timetable to be introduced from next May has closed and we await the publication of this document; I am told we should know by the end of the year. As I mentioned in the previous edition of the 'Journal' be prepared for changes, some good, some not so.

And what of FoSCL?

Your Committee continues to work hard but we are always looking for new blood. Having said this any new Committee members must be coming on board to fulfill a specific role in order that they can make a real contribution to the running of FoSCL. In this day and age it is essential that any applicants are 'on-line', virtually all of our correspondence is by e mail.

There are adverts elsewhere in this magazine for current vacancies but if you wish to discuss how you could assist then please do not hesitate to contact Ruth Evans or myself, we would be delighted to hear from you. Our e mail addresses are on the inside front cover.

In December we are going to say farewell to Phil Moorhouse who is standing down from the committee, Phil has given invaluable input to the running of FoSCL over the past few years, he looked after the insurances for ALL the S & C family, he is one of the Health & Safety committee, I can personally vouch for the amount of work he has done in this field, and he is currently a Director of the S & C Railway Development Co., he will be standing down from this post also.

Before you ask, Phil and his partner Josie, have developed a love of travel, they are currently in Australia as I write this and he rightly feels that 'he has done his bit'. Of that there is no doubt. Thank you Phil.

Also in December we are set to lose David Singleton as the Guided Walks Co-ordinator. While not on the committee (at his own request), David has 'looked after' the Guided Walks for the past seven years, being responsible for producing the six monthly Walks Leaflet and also keeping the walks info. up to date on our web site. He has done a superb job, his will be a hard act to follow.

This article will reach you in your magazine in November, I know it seems ridiculously early, but may I wish you and your families a pleasant time over the festive season and a happy, peaceful and healthy 2018.

With best wishes

Douglas Hodgins

Editorial

Well, news travels fast – but does it travel accurately? As Douglas Hodgins says in his report our Walks Co-ordinator, David Singleton, retires from this key role in December, having undertaken it with distinction for seven years. Adverts for a replacement resulted in two expressions of interest – one from a gentleman who, in the end, decided that the role was not for him. The other was from a lady who required payment. This was not what a voluntary organisation looks for. At its September meeting the committee discussed the situation: three members, who are well known to walkers, offered their services acting as a sub group. The committee was grateful for this but did wonder if it would work – in particular as the three people involved are all in full-time employment.

There is the added problem that one of the best known of the walks leaders is highly critical of the way that FoSCL handles the Health and Safety and insurance procedures which are relevant to the walks. The committee's decision was to suspend the walks programme for a couple of months until we could get a satisfactory outcome to these considerations; thereafter we would like to continue the programme and broaden its scope so as to attract as many people as possible to use the trains for a day's walking in the Yorkshire Dales and Cumbria.

Fine: or not as the case may be. This decision led to protests from people who had been told that "the walks programme is being axed", "the FoSCL committee does not care about walking" and, worst of all, "the FoSCL committee (and one member in particular) is disrespectful to volunteers". Some of the emails and letters were highly critical - but also constructive and helpful, some were understanding of the committee's position whilst just a few were, well, notable mainly for their candour.

None of the above comments are correct; the story has got garbled and, possibly, misrepresented in the telling. On page 9 members will find an account of the current position at the date of going to press. Please have a good look at it.

Staying with walking, the committee has with great sadness heard that Peter Davies has retired from further walk leading. Peter served as Membership Secretary for many years – a role which he made very much his own. Since retiring from that responsibility he has continued with his walking activities which included the supervision of the popular 'Shanty Town' walks at Ribbleshead. Now, ill health means that he has left this role too and he will be greatly missed. We hope that he will attend our Christmas lunch as our guest and will keep up his connection with FoSCL for many years to come.

Lastly, members will find the first notice of the 2018 AGM page 4. Is this the time for you to stand for the committee? Or what about the 'Situations Vacant' listed on page 7? Can you help?

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

Dates For Your Diary

Saturday 25th November - 'Christmas Comet' special train from Carlisle to York via the S&C. See page 24 for full details

Saturday 2nd December - Annual Christmas Lunch at the Falcon Manor - Settle - see pages 8 & 9 of the August issue for more details.

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

Saturday 21st April 2018 - FoSCL AGM at the Hallmark Hotel, Carlisle.

See page 4. Further details in the February 2018 issue.

All events subject to confirmation we cannot accept responsibility for late changes; please check: www.settle-carlisle.co.uk OR www.foscl.org.uk

FoSCL Notes



AGM Notice

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

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Sunday 7th January 2018 by:-
Paul Kampen - FoSCL Secretary

74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

Tea and coffee will be available from 11.15

The formal business will commence at 11.45 hrs.

There will be a break for lunch after which, at 14.15 hrs, there will be a speaker - details in the February 2018 magazine.

Agendas, minutes of the 2017 AGM and confirmation of other details will be contained in the February 2018 magazine.

**Paul A. Kampen - Secretary
 November 12th 2017**

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 Matters

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

Mrs Susan Banks - Brighouse.
Lord Braybrooke of Essex.
Mrs P.M.Dymott – Portsmouth.
Mr Kenneth MacDonald - Lazonby.
Mr Alan Watkinson – Hawes.

Magazines posted to the following members have been returned undelivered:

Mr Trevor Brown, Sutton Coldfield.
Mr D W G Harpham, Alton.

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

Sales Department

All members receiving this issue of the *S&C Journal* by post should receive a copy of our 2017 Christmas Sales List.

Our Christmas Card this year features an image by Andrew Griffiths of a South West Trains Class 158 unit, on loan to Northern, in a snow-covered Mallerstang. The image can be seen below but on the card it is full colour.

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 *Golden Age of Yorkshire Railways* by Peter Tuffrey and *Smoke Across the Fells* by Michael Welch.

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).

Magazines by Email

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

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

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

**Paul A. Kampen -
FoSCL Secretary**

Membership and FoSCL Dales Railcard

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

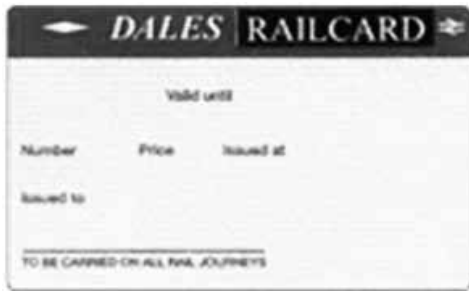
By Post: SCRDC (FoSCL Membership)
Railway Station, Clifford Street, APPLEBY, CA16 6TT
By email: membership@settle-carlisle.com
Telephone: 017683 53200 (answerphone)



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 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

Situations Vacant

Jericho Tours and Ribbleshead 'Shanty Town Heritage' Walks

In recent years, events at Ribbleshead have proved to be some of the most popular features of the programmes aimed at the general public. Two projects require new volunteers to ensure their continued, safe, operation.

The Jericho Tours have operated for two years, based on the ITV series involving a construction camp in the 1870s, and in 2017 were an outstanding success (see page 8).

The Shanty Town Heritage Walks have operated for many years, taking groups of visitors round the navy camp sites at Ribbleshead.

For both projects we need new leaders and backups; you do not need to be a fell walker to help with either of them, nor do you need to be an expert on the building of the railway. All that is required are volunteers who are reasonably fit and active; full training will be provided at Ribbleshead and nobody will be asked to lead a party before they are ready. If interested please email Neil Simpson: m350simson@btinternet.com

Data Protection Officer

Next year sees the introduction of a new legal framework for Data Protection in the European Union, the General Data Protection Regulation (GDPR). The GDPR will apply in the UK from 25 May 2018. The government has confirmed that the UK's decision to leave the EU will not affect the commencement of the GDPR.

FoSCL is registered with the Information Commissioner's Office and conforms to the requirements of the existing UK Data Protection Act 1998 (DPA). We hold contact details for all its members and for those who order items via the online shop. We do not hold financial data.

It is likely that the change from the DPA to the GDPR will make little practical difference to FoSCL, but we need to be sure that this is the case. The most significant addition is the accountability principle. The GDPR requires you to show how you comply with the principles – for example by documenting the decisions you take about a processing activity.

It may be that FoSCL does not need to appoint a Data Protection Officer as such: the role could in principle be taken on by an existing FoSCL Committee Member, but they are already fully occupied with their existing roles and the GDPR does require that the Data Protection Officer should have professional experience and knowledge of data protection law.

It is likely that we shall initially need expert advice to ensure that we comply. After that, there may not be much work involved. We would welcome assistance from any FoSCL member who feels that they might be able to help us with this task. For further information, see the very informative and surprisingly interesting document published by the ICO, at:

<https://ico.org.uk/for-organisations/data-protection-reform/overview-of-the-gdpr/accountability-and-governance/>

If you can help at all, please contact Paul Kampen, FoSCL Secretary: paul.kampen@gmail.com or 01274 581051.

Assistant Secretary

We would like to appoint a committee member to take the role of Assistant Secretary; duties would include minute taking in the absence of the Secretary and keeping in contact with members. If you are interested please contact: Paul Kampen, FoSCL Secretary: paul.kampen@Gmail.com (email only please).

FoSCL Christmas Lunch, Falcon Manor, Settle 2nd December 2017

This is to remind people that, if you are intending to join the FoSCL Christmas Lunch, bookings will close on FRIDAY 24th November.

The after dinner speaker has been changed as to what was advertised in the last magazine. We now have Pete Myers from Northern Railways as our speaker.

Booking forms can be obtained from the website:

www.foscl.org/christmas_lunch_booking_form

or email: ruthevanstld@hotmail.com

or post 49 Kings Mill Lane, Settle BD24 9FD
Cheques to be made payable to FoSCL.

Jericho Tours

A couple of years ago, ITV put a programme together called JERICO which was about the Shanty Towns of Ribbleshead. On the back of this a few volunteers decided to plan Jericho Tours.

The tours follow the same pattern each time. On arrival at Ribbleshead Station a brief talk is given on the platform about the station before the party goes into the Visitor Centre. In the Visitor Centre one of the guides talks about the Shanty Towns; this is followed by informal discussions

and questions. In the Centre there are several display boards explaining the history of the Shanty Towns on Blea Moor. Pottery pieces and glassware found on Blea Moor are also on display. A mannequin, dressed as a typical navvy, stands proudly in the corner holding his shovel. Nancy Edmondson, who lived in one of the cottages on Blea Moor, recounts her memories about her life as a child living next to the railway where her Dad worked for many years.

The tour then takes a short walk to the Ribbleshead Viaduct along a stony track. Interpretation of some of the Shanty Towns area are identified on the walk - such as where the hospital was, the tramway, the brickworks, schools and a public house. Then British Rail Resident Engineer Tony Freschini, who presided over the extensive restoration of the Ribbleshead Viaduct, joins the tour at the viaduct and gives detailed information of some of the work involved in the restoration of this iconic structure.

After returning to the Ribbleshead Visitor Centre, people are invited to take a short rail journey to Garsdale where the bronze statue of Ruswarp stands; the only dog to put his paw on the petition against the closure of the line.

SOME STATISTICS: This year we held five Jericho Tours covering the months April to August.



The five tours brought in 375 people, of whom 174 travelled by train to Ribbleshead. 340 people travelled on the train from Ribbleshead to Garsdale as part of the tour. It brought in significant takings to the RVC café.

Donations were made to the Ribbleshead Visitor Centre.

Feedback forms gave glowing reports such as: excellent; tour information guides exceeded expectations; very professional; NEEDED BETTER WEATHER; well organized and very enjoyable; it was perfect; beyond expectations.

The August Tour surpassed all others when we lost count on reaching 120 as people kept coming in. Of these, over 95 people travelled on the train from Ribbleshead to Garsdale. The photo below left shows people on the tour at Ribbleshead Station, waiting for the train to Garsdale.

These tours have been very successful; attracting people not only nationwide but international as well. We heard some wonderful stories of why people had come.

We are planning to run another series of Jericho Tours in 2018. Should you wish details please email ruthevanstld@hotmail.com

Ruth Evans

The Future of FoSCL's Guided Walks Programme

At the time of writing the future of our walks programme remains uncertain. David Singleton, for many years the co-ordinator of the walks, is standing down; we are grateful to David for his efforts to ensure the smooth running of the walks over the past seven years.

David appealed to the existing leaders in the hope that one of them would volunteer to take on his role but none of them stepped forward.

Your committee were of the opinion that the co-ordination of such an important job would be better entrusted to one person, rather than see the post fragmented between several individuals.

We have received an offer from THREE volunteers to run the walks and we have met with two of them, both of whom are confident that, between them, they could do the job. They are currently perusing our insurance and H & S policies.

We await their decision.

That is the situation as the Journal goes to press; updates will appear on the FoSCL website.

Douglas Hodgins - FoSCL Chairman



On Tuesday August 1st - Yorkshire Day - a group of Northern Rail competition winners were led in a walk around Ribbleshead by Andrew White. Mike Cooke, Neil Simpson and Paul Kampen accompanied them to talk about the Ribbleshead area. Here Neil Simpson addresses the party whilst Mike Cooke (left) looks on.

Photo: Kate Gray

Obituaries

Susan Banks

It was sad to hear of the death of one of our most hard-working volunteers - Susan Banks.

Susan joined as a FoSCL volunteer seven years ago. Susan's first involvement as a volunteer was at the Ribbleshead Visitor Centre; she was there every Friday. At the centre her duties were very varied, but she always made sure that visitors were welcome. To show how much she related to people, a man and his wife came very recently to the RVC hoping to see Susan. They said they came from Cambridge for a holiday each year and always hoped to catch her for a chat and catch-up. They learnt of Susan's illness. They asked for her address so they could send her a card wishing her well. I once asked Susan could she give me a list of her duties and at the top of her list was "welcoming visitors". This sums her up.

Susan then joined the team of leaflet distributors. She would be out and about at least four days every week distributing Settle-Carlisle leaflets. She lived in Rastrick, near Brighouse. Her normal routine would be to come to Settle Station to fill a big shopping trolley with leaflets; this involved a bus ride from Rastrick to Brighouse, a train to Leeds and then a train to Settle. She had a routine whereby she visited all her distribution places monthly making sure there was always a good supply of Settle-Carlisle leaflets. Her area was mostly West Yorkshire and she went to places like - Batley, Burnley, Haworth, Shipley, Todmorden, York and so many other places. She would go to stations, libraries, cafes, information centers where she became well known as "the lady from the Settle-Carlisle Line". Everywhere she went she would have a pleasant smile and talk about the Settle-Carlisle Line. Her picture will forever remain in our memory as the lady with her shopping trolley and her happy smile.

In addition to all the above, Susan was a volunteer on the Heritage Walks and the Jericho Tours. On the Jericho Tours she was always on Car Parking duties whatever the weather. The last time I saw Susan was on

a typical Ribbleshead day, heavy rain and high winds. Although she was very ill at that time, she still insisted on doing the car park duties and smiling as she welcomed visitors.

What a great loss and we will miss her so much. I am sure wherever she is now, she will be telling them about the Settle-Carlisle Line.

Thank you Susan.

Ruth Evans

Robert (Bob) Sanderson

8 October 1932 to 20 July 2017



Bob Sanderson was a true Gentleman and a gentle man in every sense of the word. I first met Bob 20 plus years ago, when I began to act as a back-up for the-then newly promoted Walk Leader, my husband Andy Feather. (In those days a leader had to serve an apprenticeship as an assistant leader). Bob, on my first day as a back-up, was on hand to give advice to the new team. However, during the walk, which was over to Malham Tarn from Settle, via Capon Hall, I stopped to look at the scenery (probably for too long as it transpired) when I turned round - where had the group disappeared to? Nowhere to be seen!. I wandered around the track but still no walkers. Then Bob came walking calmly back to find me. He had realised I was missing and told Andy he would go back for me. He joked about this for years.

We were invited to Bob's 80th Birthday and we were so pleased to be able to celebrate this milestone with him along with his family and a group of friends at his home in Silsden. A superb spread provided by his daughter.

John and Tracey Johnson (Armathwaite Signal Box) met each other on a walk led by Bob in March 2009 and married 22 months later. Brenda Haw says that Bob was a very kind gentleman - always smiling even in the pouring rain. Andrew and Laraine remember their first walk with FoSCL when Bob met them at Garsdale Station. They were able to enjoy the walk and the wonderful scenery, but especially Laraine enjoyed sharing stories with Bob about Singapore (where Laraine had lived and Bob had been stationed).

Diane and Martin Hirst remark on Bob's wicked sense of humour and twinkly eyes and the fact that he enjoyed opera, music and ballroom dancing. Diane also says that

he made the best of things and never had a bad word to say about anybody.

We all remember Bob with great fondness - A Great Walk Leader.

Rosemary Feather

NB: No train services will operate on the Settle-Carlisle, Bentham or Tyne Valley lines on 25th and 26th December. The normal weekday timetable will operate on 1st January (except on the Tyne Valley line where no trains will run).

Engineering work will impact the Settle-Carlisle and Bentham lines on Sundays 4th and 12th February 2018. Trains will only operate Skipton to/from Carlisle and Skipton to/from Morecambe at the normal times. Connecting rail replacement buses will operate between Skipton, Leeds and Bradford Forster Square.



No. 2 Stationside

**Self Catering Apartment at the Sidings,
next to Settle Station**

A modern, cosy, comfortably furnished apartment, situated opposite Settle Station, with views beyond – ideal if you are travelling by train and conveniently situated for the town centre and exploring the Yorkshire Dales. King size double or twin plus a sofa bed for 1 in lounge. Sorry, no pets.

Full weeks, weekends and mid-week breaks.



Contact Shirley on 01729 822386

www.settle-b-b.co.uk

News Notes

Settle and Carlisle Railway Trust Opening of Ribbleshead Visitor Centre



*David Brown and Bryan Gray with the plaque.
Photo: Anne Ridley*

The new Managing Director of Northern, David Brown, opened the refurbished Visitor Centre at Ribbleshead Station on Monday 2nd October. David Brown was until recently Chief Executive of Transport for the North, and this was his first official engagement in his new role. He arrived in the driver's cab of the 12.02 train from Leeds and was accompanied by Paul Barnfield, Chris Jackson and John Kitching of Northern.

The first task was to visit the Waiting Shelter on the northbound platform. This has been refurbished by volunteers, and funded by members of the Settle & Carlisle family. Nick Pearce (Chairman of the S&C Property Company) and David Sides (Network Rail's route asset manager, LNW) agreed working methods so that volunteers could carry out work on what is an operational railway. Ged Pinder, supported by Matt Field, made and installed new front panels to original Midland Railway designs. Manufacturing was carried out off-site in the workshop at Settle, funded by the Friends of the Settle

Carlisle Line (FoSCL). Wonder of Wood, based near Settle, supported the project and Robert Handy, the owner, was present to see the finished work.

David Brown, accompanied by Bryan Gray (Chairman of the Settle Carlisle Railway Trust), then walked to Ribbleshead Station to view a new permanent Exhibition. The station is managed by the S&C Trust, which also runs a tearoom and small shop at the station, staffed by volunteers and open daily from March to October.

The Visitor Centre has been refurbished as part of the 'Stories in Stone' project led by the Yorkshire Dales Millennium Trust. A grant of £2m was secured from the Heritage Lottery Fund towards a total

cost of £2.6m to fund 27 individual projects in the Three Peaks area of the Yorkshire Dales National Park. The Ribbleshead Visitor Centre received a grant of £32,000 with an additional £12,000 provided by FoSCL. The new exhibition tells the story of the line from its opening in 1876 through to the present day. It describes the building of Ribbleshead Viaduct and Blea Moor tunnel and life in the navy settlement. The exhibition includes an innovative computer model using aerial photography and 3D models. It can be viewed on a touch screen at Ribbleshead, and also viewed on-line. Atlantics Geomatics of Penrith developed the model and Managing Director Tim Viney was present at the opening.

Bryan Gray gave a short welcome speech. He thanked the Yorkshire Dales Millennium Trust and the Friends of the Settle Carlisle Line for their support. He also thanked the train operator Northern and Network Rail, and said the vision of the S&C family was to see more trains providing a faster service between Leeds and Carlisle.

In response David Brown praised the excellent partnership between Northern and the S&C family, and agreed to work

together to see if the vision of more and faster services could be achieved. He then unveiled a plaque to commemorate the opening.

It was a wet and windy day at Ribbleshead but this did not deter fifty guests including representatives from the organizations, which have worked together, and the many volunteers who have worked on the project.

For additional information please contact:

Bryan Gray, Chairman,
Settle and Carlisle Railway Trust
bryangray@bryangray.co.uk

Winter Offers - Dales Railcard

Northern has come up with another great value offer this winter for Dales Railcard holders travelling on the Leeds-Settle-Carlisle and Leeds-Morecambe lines.

The offer price has been held at last year's rate. This winter the added benefit is that a special day ranger ticket, exclusive to Dales Railcard holders, allows travel anywhere along the route all day. The offer is available from Monday, 30 October to Friday, 23 March 2018. The ticket will be valid on all trains except the Monday to Friday 05.56 Carlisle to Leeds service. There is no time restriction on Saturdays, Sundays or Bank Holidays.

Pricing for the Settle-Carlisle line is £9.00 Adult and £4.50 for up to four accompanying children. On the Bentham line, the price is £7.00 Adult and £3.50 for an accompanied child up to four. Normal conditions of travel will apply during the offer.

The following dates are excluded from the promotion:

- Saturday 2nd, 9th, 16th, 23rd December 2017
- Sunday 3rd, 10th, 17th, 24th December 2017
- Saturday 10th February – Sunday 18th February 2018 inclusive.

For more details see:

www.settle-carlisle.co.uk

You can buy a Dales Railcard on the website or from the booking offices at Appleby, Carlisle, Carnforth, Settle or

Skipton. The Dales Railcard is still only £10; it is valid for 12 months giving a third off normal and advance fares with discounts for accompanying children too (for details of the FoSCL Dales Railcard please see page 6).

Winter offer for West Yorkshire Concessionary Pass Holders

This year's offer is for a Day Ranger valid from Leeds on the Settle-Carlisle & Bentham lines for ENCTS pass holders only. It is not available for Metrocard or MCard holders. The offer is valid from Monday, 6th November 2017 through to Friday, 16th March 2018. (except 12th-16th February 2018 inclusive). The cost will be £14.00 Adult and £7.00 for an accompanied child up to four. Passengers must produce valid ENCTS issued by Metro (WYCA) at time of purchase and have this with them when travelling. The offer ticket is available with no restrictions on times of travel.

Extra Thursday Evening Christmas Shopper Trains - Carlisle to Kirkby Stephen and Return

Northern is again running an extra evening service on the five Thursdays before Christmas. The dates are: 23rd and 30th November & 7th, 14th and 21st December.

These will provide opportunities for you to take advantage of late night shopping, go to the cinema or have a meal in Carlisle. Check out the Explore vouchers to get some discounts in Carlisle. Or if you live in Carlisle, why not catch the 18.16 service to one of the villages along the route and go for a meal in one of the local pubs or restaurants.

Timings are Carlisle 20.57, Armthwaite 21.11, Lazonby 21.18, Langwathby 21.24, Appleby 21.39 with arrival at Kirkby Stephen 22.00.

The return journey departs Kirkby Stephen 22.10, Appleby 22.22, Langwathby 22.36, Lazonby 22.42, Armthwaite 22.50 with arrival in Carlisle at 23.09.

Industrial Dispute rumbles on--- Passengers suffer by Douglas Hodgins

For many months now the ongoing dispute between the RMT Union and Northern has continued to disrupt services, causing inconvenience to would-be passengers. The dispute revolves round the future manning of trains and, in particular, the role of the guard/conductor. Similar disputes are currently affecting several other Train Operating Companies.

As I write this there does not seem to be any prospect of an early agreement: Northern wish to continue with their modernisation programme, introducing many new trains in the next few years. Northern are also stating that all conductors would have a job for the remainder of the franchise, some eight years from now.

With the award of the franchise to Northern, the DfT had stated that part of the contract agreement would be to introduce driver operation of the doors, a task currently undertaken by the conductor.

The RMT reacted to this proposed change in working practices by balloting their members and obtaining a mandate for strike action. The union also maintains that safety will be compromised if these changes go through.

At this stage Northern have not yet given out any detailed proposals but they are duty bound, under the franchise agreement, to try to bring about those changes.

The two strike days in early October saw Northern run some 46% of their normal services, emphasis being, quite rightly, on providing transport for commuters in to the large cities such as Manchester, Leeds and Liverpool.

Where do we go from here? A very good question. In all probability the RMT will shortly announce further days of action during November but, despite this, we hope many trains will still run.

Surely both sides should sit down and discuss the future, at the end of the day all disputes are eventually settled this way. It seems so wrong that the passenger is the

one to suffer, they should not be the pawns in the current stand off between union and management.

Douglas Hodgins

The Leaf-Fall Season by Mark Rand

In his Chairmaniactal Letter Douglas Hodgins rightly highlights the disgraceful happenings (or non-happenings) along the S&C during much of October. We had trains losing traction, trains stopping completely, train wheels locking up and resulting cancellations. The 'leaf fall season'. Happens every year of course but never so seriously as in 2017.

Network Rail devote an impressively reassuring section of their website to the arrangements that exist to cope with leaf fall. This year those arrangements failed spectacularly. Nature is in charge of when leaves fall off trees and this year they fell off a good fortnight earlier than forecast, here and elsewhere.

You probably know that crushed leaves (and crushed insects, but let's not go into that) form a Teflon-like surface on wheels and rails causing trains to lose a grip - both when accelerating and when braking. This causes delays at best and obvious potential dangers. In good conditions with dry rails trains can and do accelerate and brake remarkably well. I have only twice experienced a full-on emergency stop on a train, once on the S&C and once from much higher speed on the East Coast Main Line. It is enough to send a standing or walking passenger sprawling. Those hand grips on the sides of train seats are not there for decoration.

Things are totally different on slippery rails. Stopping distances are increased greatly and on hills it may become impossible to get going, let alone accelerate. Many of today's trains have disc brakes where once they had brake shoes which acted directly onto the wheel rims, scrubbing them clean in the process.

Sand and steam were once the answer. Ironically, much of the Midland Railway's sand came from right here on the S&C at Lazonby where the remains of the sand sidings can still be seen alongside the up

line just south of Lazonby tunnel (milepost 292).



The site of Lazonby Sand Sidings

The red sand extracted here was free flowing and effective in locomotive sanding boxes far and wide. Engine men of old also used the forward facing jets of steam from the cylinder cocks to blast the lines ahead of them. Canny crews might even bend the copper pipes downwards to assist. Today the leaf fall problem, so often the butt of humour, is more serious than ever, aggravated by increasing line side vegetation especially. There is heavy reliance on Railhead Treatment Trains (RHTTs) criss-crossing the network and blasting the rails clear. For a while. This year though the RHTTs were deployed too late. Nature got the upper hand, particularly on the S&C.

For days on end the northbound gypsum train came to a halt, usually in the wooded area around Stainforth, blocking the (uphill) down line for as long as it took for assistance to get it moved. Even on the down hill side of Ais Gill that train got into trouble one day when the driver observed sparks coming from its wheels under braking in Helm Tunnel. Yes, they do have 'wing' mirrors. The resulting wheel flats stopped the train. Sometimes single line working was introduced. Other times not. Things came to a head on Thursday 19th October.

That day, for the fourth time, the gypsum

train 6M95 from Hull to New Biggin (Kirkby Thore) again blocked the S&C down line just north of Taitlands tunnel when it slid to a halt, blocking the down line.

The train had already had problems though. It actually left Hull 4 minutes early at 21.14 on the 18th and kept good time overnight through Leeds and along the Aire Valley but as it left Skipton a wheel flat was reported around the fourth wagon back from the rear. The Hellifield

signaller was asked to stop the train for the driver to check the wagons. Nothing was found to be amiss but the checks took time. The train left Hellifield at 09.00, now 79 minutes late. At 09.03 it passes Settle Junction and starts its ascent of the Long Drag, the first few miles of which are mostly tree lined and slippery. It slips to a halt at 09.49. Network Rail and Northern controls are once again faced with a blocked line - probably prolonged.

Two northbound passenger trains are cancelled - Settle's 09.50 and 10.44. The 11.46 runs but is diverted to Lancaster at Settle Junction, passengers for Carlisle being given the option of continuing there via Virgin or Trans-Pennine Express trains on the West Coast Main Line.

A white knight then appears in the form of (wait for it) a Rail Head Treatment Train returning to Carlisle which is attached as a banking train to assist from the rear. The unlikely pairing passes Blea Moor at 11.55; 6M95 is now 202 minutes late and the S&C's down line has been massively disrupted. By 14.50 the line is back in business. 6M95 arrived at its destination 4 hours and one minute late.

No single line working was put in place on this occasion.

There has been no double heading for this heavy train which is patently unable to cope with the S&C in these conditions.

I feel bound to add that a lot of people

in Network Rail, Northern and elsewhere tried their very best to handle things as best they could given the difficult circumstances of the day. Sadly they had the advantage of recent very similar happenings.



The Railhead Treatment Train assisting (banking?) the Hull to New Biggin gypsum train.

What of the future? Are railways to be (un)stuck with leaves on the line for ever? Maybe not. In Holland, where they have a way of taming nature, some trains are already fitted with front sanders at leaf fall time, putting the sand where and when it is needed for the benefit of the fitted train and those following. Experiments are taking place right now in the UK with high powered microwaves ahead of the leading wheels, actuated on braking. Here's hoping they succeed.

Mark Rand



Church Viaduct - Settle

The photo bottom left is of Settle's Church Viaduct - a once iconic feature of the town but now its six arches are almost obscured by trees. Following a FoSCL request Network Rail have agreed to clear these trees. Not just that, they intend to clear all the line side trees between Church Viaduct and Settle station as part of their efforts to reduce the effects of leaf fall in that critical location. At the time of writing this work is scheduled for October but the combined results of hurricane Ophelia and storm Brian could interfere with that plan.

As a bonus, the views of the railway from the town of Settle should be much improved - and vice versa.

Stop Press: Network Rail have been as good as their word and have now cleared the trees; see below.

Photos: Network Rail





Above: The second revenue earning Class 88 arrived on the line on August 12th and is seen here at Appleby with 68016 hauling a charter from Newport to Appleby and return.

Below: 66737 passes Appleby on Wednesday 6th October with one of eight Cottam Power Station to Greenburn mining workings. This was the final one and was running four hours late.

Photos: Michael Summers



- Great views of the trains
- Open all year
- Full weeks
- Short Breaks



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



Discount for FoSCL members continues in 2017 and are prices held too!

Phone Rachel on 01768 800 208 to book your stay today



www.sandctrust.org.uk/stayatastation/

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

FROM CARLISLE TO EDINBURGH



PHASE 1 NOW OPEN!
EDINBURGH-TWEEDBANK



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.



CAMPAIGN FOR
BORDERS RAIL
building on success

Twitter @BordersRail

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



Above: LMS 8F 48151 seen here at Selside with the northbound Dalesman on 13th June.

Photo: Pat Arrowsmith

Below: 46115 Scots Guardsman passing Settle with the northbound Dalesman on 8th August.

Photo: Peter Ainsworth





Above: LMS Jubilee class 45690 Leander at Helwith Bridge with The Fellsman on 22nd August.

Photo: Peter Ainsworth

Below: LMS Jubilee class 45690 Leander again seen earlier in the year - on July 15th - at Appleby.

Photo: Michael Summers





Above: It's not often that a freight train carries a headboard! The cement train is seen here at Hellifield.

Photo: Shedmaster

Below: On Wednesday evening 18th October the Carlisle - Chirk log train was double-headed by 56105 and 56087 due to the leaf-fall season. Some very welcome forward thinking!

Photo: Michael Summers





Above: Seen on 31st March - line re-opening day - is 60103 Flying Scotsman at Howe and Co's Sidings with the Carlisle to Keighley charter.

Photo: Donald Cameron

Below: 66305 with a train of bogie side-tip wagons travelling south through Garsdale on 24th July 2017.

Photo: Roger Templeman





The poster has a dark blue background. At the top center is a red, comet-shaped logo with a white train silhouette and the text 'THE CHRISTMAS COMET CARLISLE - YORK 25 NOVEMBER 2017'. To the right is the Settle-Carlisle Railway logo featuring a dragon. The background is decorated with holly leaves and berries. On the left is a snowman wearing a brown top hat and a red scarf. On the right is a close-up of Santa Claus's face. The text is in a festive, slightly stylized font.

THE CHRISTMAS COMET
CARLISLE - YORK
25 NOVEMBER 2017

**All Aboard
The Christmas Comet!**

A festive rail journey from
Carlisle to York, full of Christmas cheer.
Explore the historic city and visit the
St Nicholas Fair Christmas markets.
Leave the car behind and travel in style!
A great day out for all the family.

For more information and to book tickets visit
www.settle-carlisle.co.uk

Return fares from £65.00 for adults and £40.00 for children

Approximate timings:
Depart Carlisle 07:00 arriving at York 11:00
Depart York 16:00 arriving at Carlisle 20:00

Calling at:
Langwathby, Appleby,
Kirkby Stephen, Garsdale, Settle & Skipton

Telephone: 017683 53200
Email: admin@settle-carlisle.co.uk

Search: @setcarrailway

Special Traffic Report

July 31st	NMT	Heaton - Derby, test train
Aug 2nd	70xxx	Tebay - Rugby, moving a tamper
Aug 12th	88004+68016	Newport - Appleby
Aug 28th	NMT	Heaton - Derby, test train
Sept 2nd	47580/57313	Norwich - Carlisle
Sept 2nd	NMT	Derby - Heaton, test train
Sept 14th	37422	Crewe Circular, Inspection saloon <i>Caroline</i>
Sept 25th	67025/027	Heaton - Derby, test train
Oct 14th	47805/57315	Linlithgow - Bradford Forster Square

There was an extensive programme of special steam trains during the summer, using five different locomotives:- 5690 *Leander*, 60103 *Flying Scotsman*, 46233 *Duchess of Sutherland*, 46115 *Scots Guardsman* and 48151.

The Carlisle-Chirk timber train operated by Colas has used several types of traction including class 70, 60 and 2 x 56.

On September 13th and 16th the S&C was used by three freight diversions: two from Crewe Basford Hall to Carlisle, then very unusually by the Avonmouth to Clitheroe empty cement tanks but via Shap, Carlisle and south to Clitheroe via the S&C!

A new freight working began on 9th October carrying railway ballast stone from Mountsorrel in Leicestershire to Carlisle Yard, operated by a DRS loco - 66427 - and side-tipper wagons. This is a regular train and will now run via the S&C but not every day, as it sometimes goes via York, to supply Tyne Yard.

The water-jetting train began to run in October, designed to spray leaf mulch off the railhead using ultra high pressure. Leaf fall in the Autumn is an on-going problem, with numerous devices tested over the years, including mechanical scrubbing brushes, a sandy paste application, and now jet washing. The train of blue bowzers is topped and tailed by DRS class 66 locos.

Pete Shaw



A brief encounter at Helwith Bridge on August 2nd 2017. 66103 heads the Clitheroe - Mossend loaded cement and is working hard passing 66702 with the Blea Moor - Leeds stone train.

Photo: Colin Jenkins

Bus Links Update

The Northern Dalesman bus (sponsored by FoSCL and Northern) had a very successful season from Preston to Richmond collecting train users at Ribbleshead en route despite some annoying unreliability of the train services including cancellations and delays. Despite erroneous press reports this service is NOT under threat of withdrawal although the service from Teesside to Hawes, Ribbleshead and Ingleton will be cut unless new sponsorship is found as this was poorly supported on many days.

There is now a new 563 bus between Appleby and Penrith operated on a trial basis commercially by Stagecoach on Mondays to Fridays. Rail connections are currently poor but if it can attract enough passengers locally to be commercially viable we can explore rail links and a Saturday service.

The NYCC 11 minibus from Settle to Tosside and Horton has been revised and reduced following the closure of Horton School and the Saturday 74 from Ilkley to Grassington has been withdrawn with a Friday 74A NYCC service introduced. The 72 service from Skipton to Grassington will be revised in April.

The Saturday 75 bus from Skipton Station to Malham continues throughout the winter as does the daily Little White Bus from Garsdale to Hawes with links down Wensleydale (revised on Mon – Sat from November). The Sunday 856 Acorn Wensleydale Flyer will continue until September 2018 thanks to the generous support of Acorn Stairlifts.

Full details of all Winter DalesBus services can be found at www.dalesbus.org or in leaflets from stations and many other outlets along the line and throughout the Dales. If you can help us in any way please get in touch.

John Disney

0115 9322356 (evenings)

John.disney@ntu.ac.uk

Western Dales Bus News October 2017

It's been an excellent summer on Western Dales Bus and great to be able to report on yet more good news. Earlier in the year we made the strategic decision to purchase a second bus primarily to act as back up and assist with the more heavily loaded services. After an exhaustive search we were able to locate a suitable vehicle and we took delivery during the summer



The Northern Rail Yorkshire Day party at Ribbleshead. Andrew White is to the right of the cairn and Neil Simpson is to the right of the party.

Andrew White is one of Britain's most inspiring and prolific writers, film makers and broadcasters; he writes and presents the television series 'Walks Around Britain'. We hope to include an interview with Andrew White in the February 2018 issue.

Photo: Kate Gray

months after which the WDB livery was applied including the FoSCL logo to reflect the much valued partnership and commitment to integrated travel from the line. The vehicle was immediately pressed into service and will be known as WDB2.

We continue to look at new routes to meet the local and visitor needs and, following discussion with Kirkby Stephen town council, we are about to launch a new route from Kirkby Stephen to Kendal to be known as the S5 Kendal Shopper. This partly replaces the much lamented 564, withdrawn by Cumbria County Council in November 2014. The new route will run on Thursdays from 19th October providing three return services to Kendal. Thus, it will also be possible to reach Kirkby Stephen from the Kendal direction for the first time in nearly 3 years. The bus will pass the end of Kirkby Stephen station access road where there will be ad-hoc connection possibilities with the train service.

The flagship S1 Kendal Shuttle service continues to be very busy collecting walkers and visitors from the 1016 northbound Saturday morning train at Dent Station (the highest bus-rail interchange in the country!) and locals wishing to go on a shopping trip to Kendal. We now run two buses on the key services to meet the demand. This service is ideal for a winter trip into the Howgills or the fells to each side of Dentdale including Rise Hill, Crag Hill and Calf Top. Dent is a delight at any time of the year with cobbled streets, pubs, cafes and Heritage Centre. The winter service returns from Sedbergh at 16.50 and Dent at 17.05 to meet the 17.32 train to Leeds. There is also an option of a later request service to the station booked by arrangement with the driver on the day. For walking options see www.walkingintheyorkshiredales.co.uk

The Sunday S2 Cautley Flyer service to Cautley has now finished with the close of the summer season and will hopefully start again next year. However, we continue to run the Tuesday S3 Hawes Hopper between Sedbergh and Hawes intersecting the line at Garsdale Station. By using the Little White Bus it is possible to reach market day in Hawes from the northbound train, alighting at Garsdale

at 10.21 returning from Hawes on the Western Dales Bus S3 to meet either of two afternoon trains. There are several attractions in Hawes including the Dales Countryside Museum and Ropeworks not to mention the Creamery from where the bus can be alighted and boarded.

There is also the option of a Friday trip to Kirkby Stephen (or Sedbergh) using the S4 Kirkby Stephen Connect service. This meets the 1034 train from Leeds at Kirkby Stephen station where the bus waits for the train and there are two possible return buses to meet the afternoon trains. Why not take a walk down to Kirkby Stephen and then the viaduct walk along the old Stainmore line as far as Hartley? There is an easy footpath from Hartley crossing Franks' Bridge and forming a convenient loop back to Kirkby Stephen town centre. After refreshment it is then possible to catch the S4 bus back up the hill from Kirkby Stephen, Market Street. Kirkby Stephen is a pleasant destination with attractive colonnade in front of the church, a number of cafes and pubs. The Stainmore Railway at Kirkby Stephen East Station is certainly worth a visit and will present a pleasant surprise to anyone venturing through the doors but please check for opening times.

Please come along and meet our volunteers (including FoSCL members) who will be pleased to see you. For further information on bus times please visit www.westerndalesbus.co.uk. Also, please remember that English Concessionary bus passes are accepted on all Western Dales Bus services.

John Carey

Explore Bowland this Autumn and Winter

As a development of their award-winning Rail to Trail station-to-station walks programme, the Bentham Line Partnership in association with the Forest of Bowland AONB has introduced additional walks and new cycle routes to the programme.

These are linked to the four established Bowland Gateway stations at Giggleswick, Clapham, Bentham and Wennington, and take you through some of the delightful scenery along the northern rim of Bowland.

News From Other Lines

The Lancaster and Skipton Rail User Group

Richard Isaac, Community & Sustainability Manager for Northern's East Area, was the speaker at LASRUG's AGM. Having previously worked for Bradford Council, he had found a strong similarity with the railway industry in the length of time it took to bring about change. However, Northern were introducing major improvements in the next few years. On the Leeds-Morecambe line this would mean an increase from five to eight trains each way on weekdays, and from four to five on Sundays. The uncomfortable Pacer trains would later be replaced by more modern units. Mr Isaac praised the work of LASRUG and the line's Community Rail Partnership in

the various stations, new children's activity packs, the project to make the line "Dementia Friendly," and the designation of four stations as Gateways to the Forest of Bowland AONB. Mr Turner gave special mention to Catherine Huddleston, the Community Rail Officer, for her enthusiasm and hard work, and to Gerald Townson for his tireless service to both LASRUG and the CRP. He thanked all the LASRUG officers and committee members for their efforts in producing the excellent quarterly Newsletter, and in representing LASRUG at meetings with the rail industry and with local and national transport groups.

In discussion, members warmly supported the proposal to hold special events next May to celebrate and to publicise the new, more frequent timetable.

John Bearpark



Richard Isaac (centre) and Joint-Chairmen Hugh Turner (left) and Richard Rollins.

News From The Wensleydale Railway

SANTA SPECIALS 2017:
Booking is essential! A word of warning - the nearer the dates are to Christmas Eve, the sooner they are fully booked. This year, tickets for WR's Santa trains will only be sent by post if you do not provide an email address. Dates for WR's Santa Specials are December 2/3,

9/10, 16/17 and 21, 22, 23 and 24. The usual festive arrangements apply; please book on www.wensleydaleraill.com or, if you prefer, telephone to speak directly to someone in WR's office: 01677 425805 - weekdays 10am-3.00pm; otherwise please leave a clear message with your contact details on the answerphone. Please check the terms and conditions with care. A cautionary tale: One year, a family booked their Christmas outing with WR's Santa and turned up punctually on the day, complete with their WR tickets and confirmation letter - but, alas, they

promoting the train service and seeking improvements. He hoped many more stations could be "adopted" by their local communities, after the fine example of the Friends of Bentham Station.

In his report, Joint-Chairman Hugh Turner looked forward to the promised increase in train frequency from next May, for which LASRUG had long campaigned. Along with the Community Rail Partnership, LASRUG had been able to contribute to the planning of the new timetable. Other initiatives had been the "Rail to Trail" leaflets describing walking routes between

had driven to another Yorkshire railway, 50 miles away.....

SCRUTON STATION: The team of WR volunteers at Scruton Station (between Northallerton and Leeming Bar) have won prizes totalling £1500 for their educational work with school groups. Led by Victoria Arrowsmith, they won the British Museum's Marsh Learning Award for the Yorkshire Region and also the National Museum Learning Award, with prizes presented at a ceremony held at the British Museum, London. Judges commended "the attention to detail in your delivery of intensive history days at the station," which they described as "exceptional."

LEYBURN STATION: Councillor Yvonne Peacock, leader of Richmondshire District Council, has presented a cheque for £72,050 from the council's Economic Growth Fund towards an ongoing £100,000 infrastructure project at Leyburn station.

LEEMING BAR STATION has been awarded £22,000 by the Heritage Lottery, to prepare a funding bid for a major restoration scheme for the Victorian station buildings at Leeming Bar. David Walker – a long-term volunteer – leads the Wensleydale Railway's applications for funding.

AYSGARTH STATION has also been in the news recently. This year both the Association and the plc held their AGMs in Leyburn on the same day - one in the morning and one in the afternoon - on September 9. To the astonishment of WR Members and shareholders, the AGM papers included a flyer announcing that the plc's directors had decided to sell the

Aysgarth station site (not yet re-connected to the operational line) to an unnamed private buyer. Needless to say, this announcement proved controversial but, at the time of writing, no further details have been provided about future plans for the station.

WR WEBSITE+ Timetable information etc is available on www.wensleydalerrail.com A monthly email newsletter Rail-Link, is sent to ANYONE free on request to: editor@wr-rail-link.co.uk (This is quite different from Relay, the printed magazine posted to members of the Association).

Ruth Annison

New Children's Activity Pack

The Leeds-Morecambe Community Rail Partnership has produced a colourful activity pack with a supporting grant from ACoRP.

The activity pack is intended to be educational and fun and is aimed at children under 12. It is designed to support families and school groups making journeys on the Bentham Line, to stimulate powers of observation, to encourage individual & family activities and to develop knowledge of the Bentham Line and the railway in general.

Within the activity pack is a picture competition with family travel prizes for the winners, courtesy of Northern. The pack will be available free from 23 October from ticket and information offices along the Bentham Line and from the Leeds-Morecambe CRP office at Bentham Station.

A refurbished Northern 158 with the 17.57 Sundays only Carlisle - Blackpool North on 13th August 2017.

Photo: Donald Cameron



SCRCA Project Assessments of Garsdale Water Troughs

by Keith Nunns

I joined FoSCL in 2011 and volunteered to help with the Settle Carlisle Railway Conservation Area Project (SCRCA Project for short). The project coordinator said they needed someone who could “safely carry out assessments in the middle of nowhere, miles from the nearest railway station / road, in areas with very few footpaths but with plenty of mud, dense vegetation, steep gulleys, etc.” As I like a challenge, I agreed to give it a go although that challenge turned out to be greater than I expected. I was asked initially to complete assessment reports for, and take photographs of, structures north from the former workers’ houses on the A684 at Garsdale to the southern portal of Birkett Tunnel. Most of these structures date from when the railway was constructed. Having completed that section in 2016, I was asked to do the remote section further south between Garsdale station and Dent station. Despite (and to some extent, because of) the wild nature of the landscape, I’ve thoroughly enjoyed the time spent in these wild but beautiful areas.

The length of the railway between Dent and Garsdale includes the former water troughs between Risehill Tunnel and Garsdale. These were installed in 1907 at a cost of £4,396 and were the highest troughs in the world.

It has been suggested that this location was chosen for the water troughs because there is plenty of water and because it is the only section of line between Settle and Carlisle that is straight enough and level enough. The troughs ran from 255 miles 63 chains to 256 miles 8 chains - a quarter of a mile long. Between those distances there are, in fact, four gradient posts

indicating that the line is level for most of that length with a slight gradient at either end, effectively making a shallow bowl shape.

Work on the dam for the reservoir lasted for nearly 12 months and it was carried out by between 50 and 60 men. It has been suggested in some journals that building materials were conveyed across the fell on a temporary light railway although little is known about that now.



Water flowed from the dam to a lineside storage tank with a capacity of 43,000 gallons and this served the water troughs. Liquids were fed into the tank to keep the water clean and free-running, to soften the watering and to prevent the interior of the boiler from rusting. The tank no longer exists, but a photograph is attached showing where it would have been positioned and the length of line along which the troughs ran. The reservoir was

on the 'level' area of land on right-hand side (up side) of the line in this image



In winter, the tank was kept heated by a boiler. Steam passed through copper pipes. A man on night-duty stoked up the fire, using, for some of the time, coal that had been washed from the tenders of passing trains.

Additional photographs of the reservoir, tank house and water troughs are available in the SCRCA Project database - see structures 255895, 255900 and 255910 respectively.

Full details of the SCRCA Project can be found on the FoSCL website at:

<https://www.foscl.org.uk/scrca-project>

The 1,607ft long troughs held between 5,000 and 6,000 gallons of water - a third of which would have been taken up into the tender of a single train in a few dramatic moments. The scoop had to be wound down into the troughs at the precisely the right time.

A concrete post with an oil lamp was supposed to act as a marker after dark, but it often went out. If the night was pitch-black the crew would use their route knowledge and count the bridges. One. Two. At the third bridge, the scoop must go in. If there had been a train using the troughs not long before, they might still be in the re-filling process. The troughs were designed to fill up, under normal circumstances, in about ten minutes.

The project's homepage was updated earlier in 2017 and it now features 'virtual visits' (aimed primarily at the general public) and a comprehensive 'gazetteer' (aimed at planning professionals, railway enthusiasts, and anyone with an eye for detail). More changes are planned, but the software running the FoSCL website needs to be upgraded first.

Keith Nunns



Where did the Station Masters come from?

by Rodney Hampson

David Ward's first-class article on Station Houses in a previous issue of this journal included a comprehensive account of Station Masters' multifarious duties. Where did these paragons come from?

They were all men of course in the 1930s-60s, although to my knowledge there are now women Station Managers at King's Cross and Crewe, and surely many others. They came mostly from station staff, men with ambition, who saw the post of SM as the best railway job visible, a worthwhile target.

Station staff were in two broad categories: weekly paid wages staff, porters and signalmen for example, and fortnightly paid salaried booking and goods clerks. Promotion to SM could be from either category: wages staff were conversant with traffic activities, salaried staff with book-keeping and so on. SMs needed to know both sides, so a pre-requisite for the would-be SM was to learn what he didn't already know through his daily work. The LMS, and I'm sure the other companies too, provided block-signalling classes and commercial correspondence courses, with examinations, certificates and prize-givings for their staff.

Would-be SMs qualified themselves by these courses and by informal tuition at station or signalbox level, and made their ambition known. They would be examined on their knowledge, and if found acceptable, eventually offered a suitable post. It was alleged, though unwritten, that a man who refused two offers received no more! As David pointed out, usually the man was married, and his acceptance could depend on his wife's willingness to move.

The 'offers' came from the divisional office, Derby for the Midland Division of the LMS, and could be for anywhere in that sprawling division, from London to Carlisle. After the 1939-45 war, a system of weekly advertisements of vacancies was introduced, each list covering an operating district: Leeds in the case of the Settle

to Garsdale section of the Settle-Carlisle, Carlisle for the northern part.

Appointments were on a 'seniority and suitability' basis, so that candidates often had a good idea of the forthcoming availability of posts, and of their rival applicants. Later, the weekly advertisements were issued on a regional basis, with a much wider spread of locations and potential applicants. The advertisements were succinct: title of post and grade, location, knowledge required, and brief particulars of the house and likely availability. These lists included all types of vacancies, not just SMs. It was the applicant's responsibility to satisfy himself (and his wife!) that the house and location were acceptable.

So, after all that, who did apply? Ambitious signalmen – a Class 5 SM's post was often a stepping-stone to a Class 4 Signalmen's Inspector; and ambitious clerks, looking for a quicker way to a higher salary than the endless yearly increments to the top Class 5 clerical salary at age 32. In the postwar housing shortage, a 'house with the job' was an added attraction. Beyond the initial Class 5 posts, like Dent and Ribbleshead, there was a promotion ladder, Class 4s like Garsdale and Horton, Class 3s like Settle and Class 1s like Hellfield and Skipton, followed by As, Bs, Cs and 'Special Class' posts. Junior SMs were also 'Goods Agents' but at higher levels, there were separate Goods Agents for freight matters.

Clearly, the promotion ladder was a long one, ascended slowly over many years. To fill higher grade posts, both SMs and exotic posts like superintendents and senior managers in district, divisional and headquarters offices, something different was needed. Premium apprentices were an answer: likely young men, whose parents would pay a premium, were given training and placed part-way up the ladder in their twenties.

In post-war days this arrangement changed into 'traffic apprentices', some found by direct selection from higher education and some selected by examination from existing staff. They were given two or three years' training in a variety of posts, and then, typically,

appointed to a Class 1 SM's position. This was really further training, with some responsibility. A Class 1 station would have sufficient staff to 'carry the new boy' until he 'found his feet'. It was alleged that a traffic apprentice in a Class 1 post was always followed by an experienced ex-Class 2 successor to 'put the job to rights again'! There is no doubt that this system created a bottle-neck in conventional promotion. It can be seen that for many years, selection by offer or application provided sound, reliable middle-aged SMs on a stretch of line like the Settle-Carlisle. As David Ward explained, changing circumstances, such as the general availability of cars and telephones, and the lack of commercial business, finally made the SMs redundant in the 1960s.

Rodney Hampson

Rodney Hampson worked on the railway from 1943 to 1946 at Barnoldswick LMR as a junior clerk. From 1946 to 1948 he served in the RAF. Back on the railway he spent 1949 to 1952 at Earby LMR, as a booking clerk, Class 5. Moving to the S&C Mr Hampson was Stationmaster Class 5 and Goods Agent at Dent from 1952-1955. Further railway service was at Mouldsworth LMR, SM/GA, Class 3;



1960-1988 Institute of Transport, associate member; 1962-1966 Buckingham LMR, SM/GA, Class 2; 1966 Redundant under Beeching Plan; 1966 Hemel Hempstead LMR, temporary ASM, Class 1. In 1966 he took redundancy and from 1967-1988 worked at the University of Keele

as head porter then administrative assistant, Estates & Buildings Department.

In 1999 he became the University of Keele research fellow in ceramic history, History Department. For 2011-2020 he is University of Keele Honorary Research Fellow in Humanities.

Rodney Hampson is seen here circa 1956 coming down the steps of Mouldsworth Junction (Cheshire Lines) signalbox. He comments: "I'm sure that I started at Dent with the 'Ferret and Dartboard' hat badge. In this photograph I'm wearing a cap with italic 'Station Master' in full and someone will certainly spot it!"

Why was the Settle-Carlisle Line suddenly reprieved in 1989 when the battle seemed lost and the Government was minded to closure?"

Discover the raw politics and read the formal letter that Paul Channon, Secretary of State, sent to Mrs Thatcher.

**only In Martin Pearson's Book
The Settle-Carlisle Railway 1850-1990. *The Building and Saving of a Great Railway***

**Available from the author/publisher at:
23 Town Head, Settle, BD24 9JB for £13 inc postage
or on line from www.foscl.org.uk/sales**

**From the FoSCL Shops at Settle and Appleby Stations for £10
Or you may add it to the sales order form enclosed with this magazine**

Review extract from David Joy:

.....it is utterly compelling and an essential addition to Settle-Carlisle literature

A Brief Encounter by David Mason

While away on holiday in June 2017 at Askrigg, North Yorkshire, I decided to take a trip on the Settle-Carlisle Railway. I went up to Garsdale Station, where I caught the train up to Settle. I then travelled back down to Kirkby Stephen, and finally down again to Garsdale. My off-peak day return cost me all of £8.50. For this I travelled through some of the most scenic countryside, on what is one of the finest railways in the country.

Shortly after boarding the train up to Settle I was joined by a lady who was, I believe, travelling up to Leeds/Bradford and we got into conversation. She asked me where I was going and I told her I was reliving my youth when I travelled in the days of steam on the Thames-Clyde to and from Glasgow. I told her how on Sundays you could catch this train at Skipton at about 3pm and you arrived in Glasgow at about 7pm. The Thames-Clyde was always pulled by a 'named' steam locomotive.

I did this journey so many times in the early Sixties: you boarded the train, found yourself a seat, slung your grip onto the overhead luggage rack, got out a book and proceeded to pass the time reading. These days people pay a small fortune for something I took for granted.

I went on to tell the lady how during Christmas holidays, working as a student for the Post Office, I landed a job two years running down at Shipley station. I and another student, each day from 7am until 9pm, had to meet every passenger train which stopped at Shipley and ask the guard 'if he had any mail for Shipley'. Some of the guards automatically dropped the bags of mail onto the platform. Others expected the Post Office worker to enter the guard's van and physically lift up the mail.

There were in those days four platforms – out of Forster Square, Bradford going to Keighley/Skipton; one out of Forster Square going to Ilkley/Leeds, and the corresponding platforms going into Bradford. My colleague and I tended to man the platforms with trains coming out of Forster Square. If the guards going into

Bradford didn't drop off the mail bags, they would work their way round and come back again.

1.40pm was our busiest time during the whole of the day when we had three trains to meet at the same time. Otherwise this was a pretty 'cushy' number. We spent most of our time in the waiting room stoking the fire and keeping ourselves warm.

I had learnt from the lady that she was one of the 'Friends of the Settle-Carlisle Line' and had been very much involved in keeping the line open. She told me that I was living history and that I should record my memories in writing. She suggested that when I got to Settle railway station, I should visit the FoSCL shop and obtain the address of the Secretary and Editor. In the event I purchased the May copy of the Quarterly Magazine.



45281 at Shipley circa 1965.
Photo: Ian Mason

What a pleasant surprise for me when on my way back to Kirkby Stephen I saw that my nephew Robert Mason had written an article in the magazine 'Some Memories of Past Times' (May 2017, pp14-15).

My day was complete when on the journey back up from Kirkby Stephen to Garsdale, nearing the summit of Ais Gill, the guard drew our attention to the RAF transport plane on our left-hand side coming up the Eden Valley at what appeared to be the same height as ourselves!

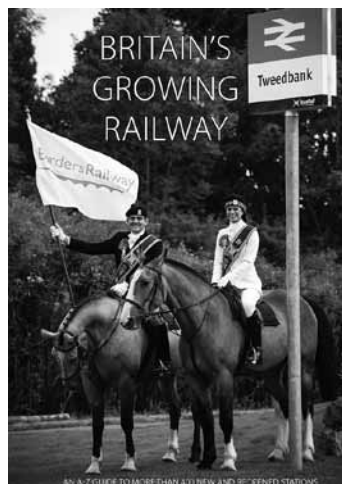
David Mason

Book Review

Britain's Growing Railway.

Railfuture. ISBN 978-0-901283-19-1.

192pp. £9.95



This is the sixth edition of a fascinating work listing more than 400 stations and over 950km of new routes that have opened or re-opened to passengers since 1960. The S&C's little stations are in there, of course. It even lists and describes a healthy number of new stations that are still in prospect.

In full colour throughout, this is of course a dip-into book, a look-it-up book or gazetteer.

It is thought provoking in its way. Are new stations really the way things are going, other than in commuter land? Is the wider trend towards terminal stations, or hubs connected by speed, not stops?

Are printed gazetteers the best ways to find the information on which they depend for their fascination? But fascinating this book is.

MR

SELF CATERING HOLIDAYS AT LONG MARTON STATION



Three Miles North of Appleby

Just as it was in 1875 but with all mod cons (inc Wifi).

Lounge: Ladies Waiting Room (with panoramic view of Lake District hills).

Dining Room: Porter's Room

Kitchen: Lamp Room



Sleeps 6 + baby, in large family bedroom with king-size and two single beds, plus twin bedroom and cot. Pets welcome. Ample on-site parking. Garden.

Great pub/restaurant 200 yards away (3 courses £10.45!), superb village bakery.

From £260 to £560 per week all-inclusive (even firewood!), short breaks too.

For more details see our website LongMartonStation.co.uk.

To enquire or book:

ring David and Madeleine Adams on 0161 775 5669
or email dgma@talktalk.net

Summer Steam By David Mathias

In an understated sort of way, the summer of 2017 provided a rather splendid array of steam workings. What struck me was most of the motive power used consisted of the types of locomotives which would have been in daily use on the line, prior to the end of steam in August 1968. The Midland Railway and the early years of the LMS saw the former company's small engine policy prevail. Whatever the merits of this or otherwise, once William A Stanier arrived from Swindon in the early thirties, the LMS at last got the types of engines it needed to work its network and this carried over into British Railways. On

the freight side Stanier 2-8-0s were one of the mainstays of this business represented today by WCRC 8F 48151.

On the passenger side front line services were handled by Stanier's 3 cylinder "Jubilee" Class, seen in the guise today of Chris Beet's 45690 "Leander," In early BR black paint, and WCRC 45699 "Galatea" at the time of writing in BR maroon, a livery worn by some of the ex LMS Pacifics. Probably the modern mainline passenger locos associated with the prestigious London-Glasgow express were the



4, Railway Cottages, Garsdale Head, Sedbergh

3 bedroomed cottage sleeping 6,
alongside Garsdale railway station.

An ideal location for touring
both the Dales and Lake District.

Open all year

Weekly Rates £325 - £475

Mid-week and Weekend breaks

£190 - £270

Pets and Children welcome



Contact us on 01702 478846; email trevor.mills@talktalk.net

Web: www.dalescottages.com

Stanier rebuilds of the "Royal Scot" Class. These powerful locos were often used on the route north of Leeds, a number being shedded at Holbeck. 46115 "Scots Guardsman" completed its latest 10 year stint on the main line before overhaul at Carnforth. This powerful engine has proved a fine example of this class.

In what many might consider the Indian Summer of BR steam a number of ex LNER A3 Pacifics were cascaded to the S&C prior to dieselisation, so it is fitting the sole representative of this Class 60103, "Flying Scotsman" worked over the line this year.

Left: With Whernside in the background, 45690 Leander eases through Ribbleshead station with the return working of The Waverley on 28/8/17.

Right: 48151 makes a sure-footed and steady ascent of the line to Ribbleshead. 29/8/17.

Photos: David Mathias

Finally the S&C proved an excellent test bed for steam engines and these can be represented by Stanier's magnificent "Princess Coronation" Class represented on the main line by 46233 "Duchess of Sutherland." Like 46115 this is due for a major overhaul. No doubt the forthcoming year will provide its own highlights of top link steam.

David Mathias



Stay at Kirkby Stephen Station

Great views of the trains • Two holiday lets • Open all year • Full weeks • Short Breaks



Discount for FoSCL members continues in 2017 and prices are held too!

FREE Wi Fi for guests



**Phone Rachel on
01768 800 208
to book your
stay today**

www.sandctrust.org.uk/stayatastation/

Life at Blea Moor (Part 4) by Nancy Edmondson

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



You may think that the social life at Blea Moor would leave a lot to be desired but it was surprising how our time always seemed to be filled. The signal box was a changeover point for the engine crews and we would spend hours playing cards and dominoes. Saturdays, as I got older, were set aside for a trip to Ingleton to the pictures - first house - and then on to a dance at the Ingleborough hotel, if there

was a chance of a lift back to Ribbleshead. Dances were also held at Chapel-le-Dale in the schoolroom and these were always popular. For a while we had church services held in the station waiting room when my mother played the harmonium; and we even progressed to a few dances there to music from a record player.

Eventually my father retired from the railway and of course we had to vacate the house; this was a very sad time for us all. We had been there from 1939 until 1956 and it was the only home that I could remember. We moved to Winshaw, on the Hawes road, and here it was positively civilised. The bus to Hawes passed the road-end every Tuesday, there was a telephone and electricity - even a bathroom. When we had settled in father decided that he would try having a bath, never having been known to do so before. Mum ran the water for him and he took off into the bathroom. A while later he emerged and announced that if that were bathing he didn't think he'd bother any more. And he never did!

The move to Winshaw coincided with my leaving school and starting work in a hospital on Tyneside, where my eldest sister was then living. I think that this made the move from Blea Moor a bit easier to bear. I have been back many times over the years and even though there is little to see there now, it remains a special place for all of our family. **Nancy Edmondson**

2018 Settle-Carlisle Railway Calendar

13 Colour Photographs of Steam and Diesel Trains in Scenic Locations Along the Line, taken by Pete Shaw.

Features steam locos:-

45699 Galatea, 46115 Scots Guardsman, 60009 Union of South Africa, 61994 Great Marquess, 45231.

Also diesel classes 56, 57, 60, 66 and HST.

£10.50 inc P+P from our webshop at: www.foscl.org.uk/sales

Or from: FoSCL Sales, PO Box 106, Settle, N. Yorks BD24 5AH

**Or from our shops on Settle and Appleby stations
(see page 5 for opening times).**

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.

Jericho Experience

Many thanks for publishing my letter re S & C signalling.

I attended the Jericho Experience on Thursday 24th August. This was a great experience and I was astonished & gratified by the very high turnout (100+).

The party had to be split into three groups, fortunately there were enough "Team Leaders" present to accommodate this. The groups were still big & would have been better divided still further; here we are victim of our own success, I guess we need even more team leaders, easy for me to say as I as I am too far away (Worcestershire) to volunteer, unhappily I only get to visit the S & C when on annual hol. This years hol was at the SMH at Ribbleshead, thoroughly recommend it to any one.

I went on a Ribbleshead/Blea Moor Experience some years ago with Martin Pearson which was led by you which focused on the actual camp sites & was very informative, this latest event was much more focused on the viaduct & its recent history & included a short talk by the viaduct by Tony Freschini, this was

great as I regard his work on restoring the viaduct at affordable cost as a landmark moment in the recent history of the S & C. It was good to see & hear him in person, I got a snap of him by standing on tiptoe at the edge of the group (see below).

Perhaps next year in addition to the Jericho Experience FoSCL could try something different if there is such support available, could I suggest chartering a special train from Northern on a Sunday morning from Leeds to say Appleby for FoSCL members stopping or slowing at various locations for on train guides to explain features of the line. Perhaps the train could be reversed for the return journey up the spur at Appleby by arrangement with Network Rail & also on the return run into the up loop at Blea Moor, that should pack 'em in!

Roger Goode – by email

Signalboxes

Further to the letter from Roger Goode in the last issue, could I suggest that Giggleswick station be borne in mind?

Access is good and easy and it might be a home for the Hellfield box if nowhere else can be found.

**Rachel Pearson -
Settle**

A Branch Line?

I have been a member of SELRAP for many years and, throughout, the main theme of the campaign has been that the eleven miles of the missing link between Colne and Skipton was to re-instate the main line between the two towns and to reconnect the east-west regions.

In the August 2017 S&C Journal No 149 the article by David Mathias (Page



32) refers to the Skipton to Colne 'branch'; without exception when people refer to the Skipton to Colne line as a 'branch' this includes government departments and the press.

We at SELRAP take exception to this label; the line was built as an extension of the Leeds-Bradford-Airedale line and was the first extension west of Skipton, connecting the West Riding with Manchester, Liverpool and beyond including the Fylde Coast resorts.

To my mind the lines that are truly 'branches' are, or were, the Worth valley, Barnoldswick and Grassington lines because they all ended at a terminus.

Dr Beeching decided that the Skipton-Colne line should be retained but, when the Labour party came to power in the late 1960s, Barbara Castle was the Transport Minister and she decided to close the line in 1970.

SELRAP hope to connect the regions again and complete the MAIN LINE as part of the National Network.

Peter Bewes - Skipton

The Future of FoSCL's Guided Walks Programme

On a recent visit to the line I was disappointed to hear that the guided walks are being stopped. The reasons given I find unconvincing and, as a member, I would like to see an honest appraisal as to why this action was taken.

How would one know that FoSCL existed if it was not for the walk leaflets? I came 23 years ago and for a few years in the nineties and two thousands went on quite a few, led by dedicated people. Later I was able to introduce others to the unique experience.

At a time when there is a wish to recruit new members how will this be done?

Stanley Drayall - Rotherham

Rear Cover Images:

Above: 60103 Flying Scotsman seen here at Greengate, Birkett Common, with the Carlisle-York 'Waverley' working on 13th August 2017.

Photo: Donald Cameron

Below: 57303 Pride of Carlisle heads a charter southbound through Garsdale station on 8th July 2017 (57301 Goliath was at the rear).

Photo: Roger Templeman

(Editor's Note: I am grateful to Mr Drayall for this opportunity to lay to rest several misapprehensions which are circulating. FoSCL is NOT proposing to 'stop' the guided walks. At the date of going to press a proposal to restart the programme is under consideration and the opportunity will be taken to refresh the walks and try to reach out to a new audience without ending the kind of walk to which so many members look forward.

It goes without saying then that we certainly value the work of the team of leaders who show so much dedication; indeed we hope to add to their number.

FoSCL has a range of methods to encourage new members; we produce a leaflet which our team of distributors circulate around railway stations, TICs, hotels, guest houses etc. And we have a website which can be found at:

www.foscl.org.uk

This is currently being refurbished to make it even more attractive and eye-catching. And of course you can find us on Facebook or follow us on Twitter.

A challenge: have YOU recruited a new member in the way that Pete Shaw suggested in the last magazine - Page 4.

Lastly for now I note that Mr Drayall finds the reasons for the committee's actions 'unconvincing'. This obviously suggests a communication problem: members may look at the committee's meeting minutes in the secure members' area on the website.

But there is a way to get involved and have your say: please come to the AGM at Carlisle on Saturday April 21st 2018.

Even better: is this YOUR turn to stand for the committee and influence the future governance of FoSCL?)

THE HAWES ROPEMAKERS

WATCH TRADITIONAL ROPEMAKING and see how the twist is put in! Many thin strands of yarn are twisted together to make strong, colourful and useful products such as Bannister Ropes, Barrier Ropes and a variety of dog leads. 10 minute ropemaking video and shop (skipping ropes and clothes lines, small toys and gifts, novels and knot books).

10% OFF goods
in our shop when you
show your valid FoSCL
membership card at
the till



Hawes, North Yorkshire DL8 3NT
Phone 01969 667487

email: sales@outhwaites.com

ADMISSION FREE
Open Mon-Fri all year
(except Bank Holidays
and Christmas/New Year)



www.ropemakers.com

