



# Friends of the Settle-Carlisle Line

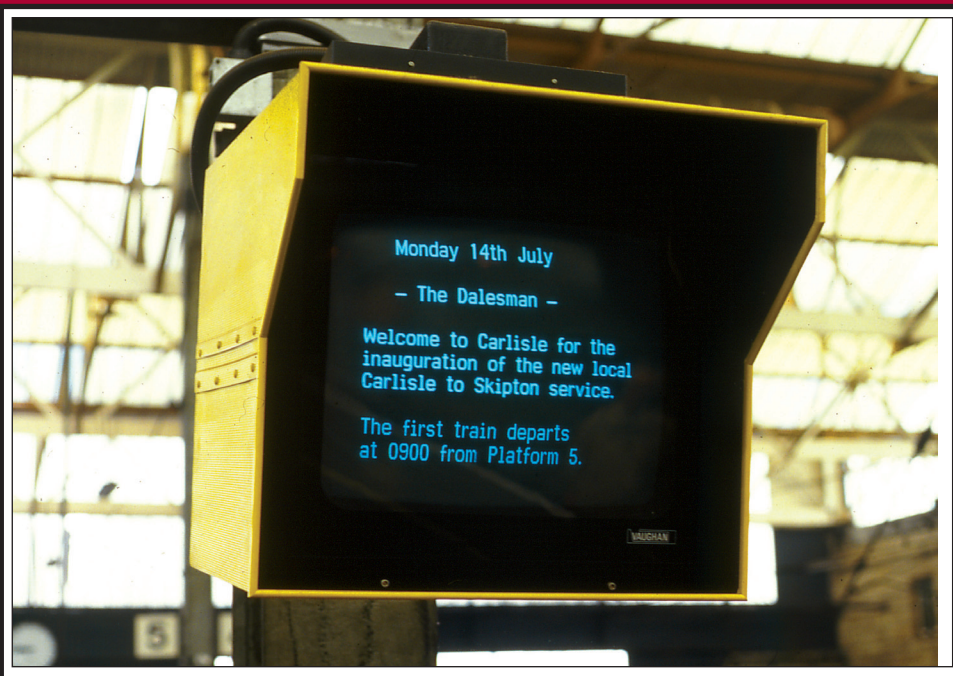
May 2011

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Twenty-five since local trains restored



## 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; Gary Waller; David Ward.

### Committee

**Mark Rand** (Chairman) mark.rand@settle-carlisle.com; **Douglas Hodgins** (Vice Chairman & Stations Co-ordinator) douglas.hodgins@settle-carlisle.com; **Richard Morris** (Secretary) richard.morris@settle-carlisle.com

**Stephen Way** (Treasurer) stephen.way@settle-carlisle.com; **Peter Davies** (Membership Secretary) peter.davies@settle-carlisle.com; **Andrew Griffiths** (Public Relations Officer) andrew.griffiths@settle-carlisle.com; **Ruth Evans** (Volunteers Co-ordinator) ruth.evans@settle-carlisle.com

**John Johnson** (Armathwaite signalbox representative) john.johnson@settle-carlisle.com

**Paul Kampen** (Editor) paul.kampen@settle-carlisle.com; **Rod Metcalfe** (On-train Guides Co-ordinator) rod.metcalfe@settle-carlisle.com; **Pat Rand** (Trading Manager and Settle Shop Manager) pat.rand@settle-carlisle.com

**Pete Shaw** (Vice President) Telephone 01274 590453

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

### Postal Addresses

**Secretarial Enquiries:** Richard Morris – 10 Mill Brow, Armathwaite, Carlisle CA4 9PJ

**Hard Copy for the Magazine and General Postal Enquiries:** Paul Kampen - 74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

**Enquiries about Membership:** Peter Davies - 5 Dewhurst Road, Brighouse, W. Yorks HD6 4BA

**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) or Richard Morris (01697 472084). *Please note that steam and other charter train running, booking of tickets and on-train services (other than guides) are not the responsibility of FoSCL.*

### Other FoSCL Contacts

**FoSCL website:** www.foscl.org.uk

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

**Sarah George (Archivist):** s.george@bradford.ac.uk

**Nigel Mussett (Historian and Librarian):** mussett@dsl.pipex.com

### Other Useful Contacts

**FoSCL Public Relations Officer:** andrew.griffiths@settle-carlisle.com

**Settle-Carlisle Partnership Website:** www.settle-carlisle.co.uk

**Northern Rail:** Customer.relations@northernrail.org or telephone: 0845 000 0125

**Group Bookings:** grouptravel@settle-carlisle.co.uk

**Steam Train Running:** www.uksteam.info

**NEXT MAGAZINE:** Copy date for the February 2011 magazine will be Friday 21st January. Articles, news items, photographs and letters are always welcome. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

**ADVERTISEMENT RATES FOR THE MAGAZINE:** Full Page = £75. Half page = £45. Quarter Page = £30. Four ads for the price of three if booked at the same time. Please supply on disk or by email; all standard formats acceptable.

**MEMBERSHIP SUBSCRIPTIONS:** Individual member: £10. Junior member: £3. Family member: £12.50. Corporate member: £40. Life member: £250. Please see the Membership Secretary's contact details above or visit the FoSCL webshop.

**Cover Photo:** "Such a far cry from the dark days of the 1980s when the line seemed almost certain to close." FoSCL Chairman Mark Rand's words are illustrated by this image of timber stacked in Ribbleshead Quarry Sidings ready for loading onto the first train. 11th August 2010. **Photo: Pete Shaw**

# AN INVITATION

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### Rear Cover Photos:

**Jubilee 5690 Leander** is seen on the 'Fellsman' on 1st September 2010.

**Top:** *Leander* storms through Settle on the down working.

**Left:** *Leander* at Birkett Common returning with the up train.

Photos: Chris Dyson

## Chairman's Report

FoSCL Chairman Richard Morris writes:

This letter, my first as Chairman, falls neatly into two parts.

First, I want to pay tribute to Mark Rand who, as my predecessor, has by general consent achieved a great deal in his five years as Chairman. At the start of his period of office and after extensive consultation with the membership, FoSCL produced a Five-Year Vision for the Settle-Carlisle Line. One part was an informed attempt to list what was happening and what seemed possible in this timescale, recognising at the same time that most things were not within FoSCL's direct gift but were the business of others. The other part referred specifically to activities which were very definitely under FoSCL's control.

So, measured against this document, how did we do under Mark's chairmanship? Let's take FoSCL first: there were six points and for two of these the answer is simply "Yes" - membership and cash reserves have increased. **Point 3** stated that "At least two spectacular events will have taken place aimed at publicising the line and raising funds." When I first read these words I had no idea what was envisaged and was highly sceptical. But our Chairman must have known something. The first Ribbleshead Viaduct Walk, in 2007, was indeed a spectacular success and raised a great deal of money. Although it had been billed as a one-off, the FoSCL Committee was eventually persuaded that a second walk should take place in 2009. In financial terms this was even more successful in spite of typical Ribbleshead weather. Credit should go to Ruth Evans for these events, and many committee members plus a great many more volunteers contributed to their success.

That, then, is three out of six points achieved. **Point 4** concerned the development of Ribbleshead as a major visitor attraction in its own right. At present that can be regarded as work in progress, jointly with the Settle-Carlisle Railway Trust.

**Point 5:** an S&C Archive. FoSCL's Historian, Nigel Mussett, is well through the process of cataloguing the vast amount of information that we have collected over the years. Another tick in the box. And finally **Point 6**, "the planning status of the line and its structures will have been reviewed." This probably also gets a tick, in that the Yorkshire Dales National Park did an extraordinarily thorough assessment of the part of the line in their area, on which we were able to comment. Eden District Council have also done a general review of all their conservation areas and we made sure we contributed a section on the S&C.

So, FoSCL, a pat on the back, all six either achieved or in progress. But what about the other 11 points outside of our control? Network Rail get very nearly full marks; in terms of track renewal and new signalling they've even overachieved, with the removal of the 40-year old speed restriction at Kirkby Thore: we're now just waiting on an increase in maximum line speed from 60 to 75 mph and we're told that's in the pipeline. And, aided by £10,000 from FoSCL, they've just completed a very attractive refurbishment of Carlisle station including a proper Gateway to the S&C.

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

Our sister organisation the DevCo deserves a mention here: “More passengers than ever before will be using the line encouraged by good marketing and innovative fares.” A resounding Yes, and they could do a great deal more if not inhibited by lack of rolling stock.

Which brings us on to the TOC (Train Operating Company). The DfT (Department for Transport) dealt Northern Rail an impossible hand to play: a nine-year franchise on the assumption that passenger numbers would not increase, therefore there was no need for any more rolling stock. How are Northern supposed to cope with an increase in passengers of over 30% to date? So we’ve not got our desired more inter-urban services, nor our Leeds-Glasgow through trains. The 156’s were replaced with 158’s, barely any newer, same number of carriages. A constraint on the objective in FoSCL’s constitution “to encourage, support and promote the use and development of the above lines” but emphatically not Northern’s fault. They’ve done wonders with the available rolling stock.

Right, Part Two: where do we go from here? Now and again we On Train Guides do an unofficial poll of passengers’ wishes for an improved service. The same three wants come up time and again: early morning through trains, plug the 3-hour gaps in the schedule, and later evening trains. We’re about to get the first of these: from 23rd May there’ll be a train leaving Leeds and Carlisle shortly before 6 am and arriving at the other end before 9 o’clock. The other two will have to wait till the next franchise and we’re closely watching the WCML re-franchising process so that we understand how it works.

Otherwise, FoSCL’s aspirations revolve around reinstatement of the Leeds-Glasgow through service discontinued in 2004, more rolling stock, a link between Clitheroe and Hellifield and more loops for passing freight. We would also like a better Sunday service.

The key point, and possibly our best chance of getting an improvement in train services, would be recognition of the tourist potential of the line. How about the following for a FoSCL aspiration? Three-car trains, dedicated to the Leeds-Carlisle line and liveried with our new Settle-Carlisle Railway logo? We can but try...



Richard Morris *and* Mark Rand  
*seen here at Settle.*

**Photo: Marion Armstrong**

## Editorial

Well here I am now as both Hon. Secretary and Editor. Glutton for punishment? megalomaniac? - or stopgap? We will monitor the situation over the next nine months or so and see if both jobs can in fact be rolled into one. I think that the answer will prove to be "yes". The role of Secretary requires constant attention on day-to-day matters which sometimes may be the odd letter or email - at other times there will be meetings, both internal to FoSCL and with other bodies and organisations. The Editor's role is rather different, coming to its peak four times a year with an approximate month of work leading to the magazine being printed and distributed and then a few days 'tidying up' afterwards.

One of my other roles for FoSCL is answering the 'Info@' enquiries on the Partnership website. Far too often these are from people who think that FoSCL: a/ runs the railway and b/ does it with steam trains. And a new question has emerged over the last few months - "where is the station in Leeds?" When one answers "City Square" the response can be "no - that is the British Railways station - where do your trains go from?" Clearly, many people think that the S&C is a preserved steam, museum line. We must keep ramming home the message that the S&C is a 24 hour working railway with many different kinds of freight and passenger trains now using it - including steam specials of course!

And talking of websites, please join the debate on the 'Members Only' section of the FoSCL website: [www.foscl.org.uk](http://www.foscl.org.uk)

**Paul A. Kampen - [paul.kampen@gmail.com](mailto:paul.kampen@gmail.com)**

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### Dates For Your Diary

On the 14th July 1986 the first passenger train left Skipton for Carlisle, stopping at all the small stations on the Settle-Carlisle Line since their closure in 1970. This special train stopped at Settle, Horton in Ribblesdale, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby, Armathwaite, arriving at Carlisle where there was a celebratory atmosphere. To celebrate the 25th Anniversary of the opening of these stations, special bunting will be displayed at all 10 stations during mid June and July. The flags on the bunting will display the Wyvern Logo. Souvenir postcards will also be available and special posters will be displayed on all stations.

**FoSCL Christmas Lunch:** This year we will be returning to The Falcon Manor in Settle for the FoSCL Christmas Lunch. The guest speaker will be Drew Haley from Northern Rail. The date for this is Saturday 3rd December. Full details will be available in the next magazine, but in the meantime if you want to reserve a place, please send me an email.

**Volunteers' Outing:** Instead of the usual volunteers' buffet and social, I am arranging a day trip out to the South Tynedale Railway in Alston. The date for this is Saturday 3rd September. It would mean a train journey to Langwathby. From there, coaches will take us on a beautiful ride over the North Pennines to Alston. In Alston we shall have a ride on the narrow gauge railway and have a look round the working area. In the afternoon there will be a guided tour of Alston. Any volunteer wishing to go on this trip, please email me, or if you do not have email, then please write to me. This is for FoSCL volunteers only and will be limited to 80 people.

**Ruth Evans - 49 Kings Mill Lane, Settle BD24 9FD**  
**Email : [RuthEvansLtd@hotmail.com](mailto:RuthEvansLtd@hotmail.com)**

# FoSCL Notes

## 2011 AGM Report

The 2011 annual General Meeting of FoSCL was held on Saturday 16th April at the Victoria Hall in Settle.

123 members were present and there were 24 apologies for absence. The minutes of the previous AGM were accepted as a correct record and Chairman Mark Rand reported on two matters arising:- that Mr Ian Bevan was the new Managing Director of Northern Rail and had visited the S&C; and that Constitutional Amendments would be considered in a Special General Meeting later.

The Chairman presented the Annual Report including:

- This being his last report before retiring Mr Rand expressed a big “thank you” to the committee, active volunteers, and members for their help and support.
- Through early morning trains would begin to operate from Leeds - Carlisle and *vice versa* from May 23rd. This was a long-term objective for FoSCL and, although the services were less than ideal because they would not call at all stations, it was a breakthrough and hopefully a complete service would follow in due course.
- The major engineering renewals have taken almost five years to bring the infrastructure back up to a very high standard.
- The use of the Ribbleshead stationmaster's house is still under debate within the Trust, but they do now have full residential planning permission.
- A service at Hawes Parish Church marked the centenary of the tragic crash in 1910.
- The Ribbleshead station visitor centre will re-open at Easter, with help from FoSCL volunteers in staffing.
- Garsdale “Phase 2” has been completed with attention to the car park.
- Carlisle has a new “Gateway” area welcoming passengers to/from the S&C.
- Re-franchising takes place in 2013 and

FoSCL are involved in the consultation process.

Treasurer Stephen Way had circulated printed accounts showing a healthy state of affairs, with Income of £78,350, Expenditure of £61,795 and Total Assets of £315,823.

The meeting approved continued use of auditors H&M Ltd of Skipton.

The Election for the committee was uncontested, with Richard Morris becoming Chairman, Stephen Way continuing as Treasurer and Paul Kampen becoming Secretary; plus Mark Rand elected with Douglas Hodgins, Pat Rand and Nigel Ward as Committee Members.

At this point several questions and queries were answered. Then S&C Railway Trust Chairman David Ward spoke of the sterling work put in over the past five years by retiring Chairman Mark Rand. Under his watch, the FoSCL membership numbers had been kept high, infrastructure projects completed were numerous, stations were excellent, although there could still be improvements to the train services.

Richard Morris echoed these sentiments, emphasising the hard work done by Mark throughout his term of office and reiterating the lasting statue of Ruswarp, the dog at Garsdale.

Mark was presented with a card from the committee, a voucher for himself and wife Pat to enjoy a fine meal at a Settle hotel, plus a model water tank - they having just bought the life-sized one at Settle station for conversion as their home! This was followed by an outburst of sustained applause in appreciation of all his work from the members.

**Pete Shaw**

## SGM Report

Immediately after the AGM, a Special General Meeting was held to consider three amendments to the FoSCL constitution. Following some short discussions, all three items printed on the Agenda paper were duly adopted. In brief summary these were to create a Joint Life Membership category; and to establish that one person of the Joint Life people may vote; and to enable our financial transactions to be carried out using electronic funds transfer, also debit and credit card usage where appropriate.

Pete Shaw

If any member would like the printed accounts and/or hard copy of the amended constitution, please send an A4 sized s.a.e. to the Editor - or view them on the 'Members Only' section of the website:

[www.FoSCL.org.uk](http://www.FoSCL.org.uk)

## Membership Matters

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

Mr P. Bartrum, Stevenage, Herts.

Mr. T. Copley, Dawlish, Devon.

Mr. S. E. Evans, Solihull, West Midlands.

Mr. M. Hambrey, Coulsdon, Surrey.

Mr. J. L. Harris, Canterbury.

Mr. A. Lupton, Settle, North Yorkshire.

Mr. R. Murgatroyd, Sandhurst.

Mr Bev Orwell, Hellifield, North Yorks.

Miss Olive M. Richardson, Earby, Lancs.

Mr David Watson, Keighley, West Yorks.

Magazines sent to the following members have been returned undelivered. If anybody knows the current addresses of these members could they please let us know.

Mr. A. Bell, Shap, Cumbria

Mr. A. Farnworth, Gargrave, North Yorkshire

Mr. C. A. Price, Studley, Warwickshire

Peter G. Davies - Membership Secretary

## You can stay at Kirkby Stephen Station!

Take a break in one of the working stations on the Settle - Carlisle Line

**Booking Office Cottage**  
has great views of the line  
and the fells and forms part  
of the historic station  
building itself

This unique and affordable  
accommodation sleeps up to  
4 people, is open all year round  
and can be booked for  
full weeks and short breaks.



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**The Midland Railway Room Shop - Prints & Cards, Railwayana & Light Refreshments**

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**[www.imagerail.com](http://www.imagerail.com)** (and click on the image of Kirkby Stephen Station)

### News from Cumbria

The date for this year's FoSCL Cumbrian Christmas Lunch at the Brief Encounter, Langwathby Station, is Saturday 17th December. More details follow in the next magazine.

Anyone wanting to visit Armathwaite signalbox can contact me on 01228 593 943 or 0775 9593224. It is well worth a visit now with more things to see.

**John Johnson**

### Obituaries

#### Miss Marjorie Richardson

Miss Marjorie Olive Richardson - FoSCL's 'Member No 1' - has died at the age of 90 after a short illness.

Miss Richardson was from a railway family; her father working at Settle and Lazonby stations. Sadly, he died at an early age due to injuries sustained in the 1914 - 18 war.

'No 1' lived in Earby, Lancs, and always took a keen interest in the S&C and all the people involved with it. Following a fall and treatment at Airedale Hospital she was forced to move in to a convalescent home and, later to a residential home in Keighley where she died.

Miss Richardson's funeral was held at All Saint's Church, Earby; FoSCL was represented by Alan Mayor of Morecambe. Her ashes are interred in Great Asby Churchyard where her parents are buried.

**Kath Smith**

(Editor's Note: *As a tribute to Miss Richardson we hope to reproduce her memories of her father in a future issue*)

#### Mr David Watson

The passing of Mr. David Watson, of Keighley, marks in many ways the end of an era for FoSCL. David and his wife Barbara were two of the earliest members of FoSCL's now extensive team of volunteers. They were particularly associated with the magazine packing sessions and the Ribblesdale Shanty Town walks but helped in many other ways as well - Barbara's home-made marmalade,

which she sold to raise funds for FoSCL, became a legend.

David served as an officer in the Royal Navy and then taught at Carlton Grammar School in Bradford. Apart from FoSCL activities, he and Barbara were volunteer stewards at East Riddlesden Hall in Keighley. I well remember the last time that they took a party round the shanty town walk. It was a glorious sunny day and David, then well into his eighties, bounded onto the platform with more agility and enthusiasm than many a man half his age. When Barbara (the daughter of an S&C signalman) died some years ago, he continued to attend magazine packing sessions for a while until this became impracticable when he decided to give up driving.

We send our condolences to his daughters, family and friends.

**Paul A. Kampen**

### Pretty Holiday Cottage in lovely Dales village of Stainforth, nr Settle

Idea base for train rides, long walks round the Three Peaks or local rambles to waterfalls, pubs. Settle 2 miles, Horton-in-Ribblesdale 4 miles.

Comfortable and quiet, with open fire and storage heaters, 3 bedrooms, sleeps 5.

From £200 per week. Many dates available.

Phone: 020 8876 3951 evenings (sorry - no smokers).  
mcgowan@btinternet.com



## News Notes

### Early Morning Trains

As briefly mentioned in our last issue, Northern Rail have made a bid with the DfT for the restoration of an early morning train service over the S&C every weekday from the start of the new timetable on May 23rd. We are pleased to be able to report that this bid was successful. However, this must be qualified as, due to operating constraints, the trains will not call at all the stations on the route. The reason stated is that the trains cannot leave their starting points, stop at all stations, and arrive at their destinations in time to operate their return workings without leaving even earlier. This is not possible due to occasional overnight engineering possessions on the S&C which are not lifted until 6.00 am.

FoSCL is of course disappointed by this but, at least we now have the trains and can hold discussions with Northern Rail and Network Rail on how to improve the timetable in the months to come. Improvements will possibly come with the increase in the linespeed to 75 mph.

In the meantime, if you can, please support the trains. At the time of writing, the timetable for these trains as supplied by Northern Rail is as follows:

#### Southbound

Carlisle	dep.	05.58hrs
Armathwaite		06.12
Langwathby		06.23
Appleby		06.38
Kirkby Stephen		06.51
Ribblehead		07.16
Horton		07.22
Settle		07.30

stations to Leeds arriving

Leeds	08.37
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For the present this train will NOT stop at Lazonby, Garsdale or Dent.

Northbound:	
Leeds dep.	05.55hrs
Shipley	06.08
Bingley	06.15
Keighley	06.22
Skipton	06.42
Hellifield	06.53
Settle	07.00
Kirkby Stephen	07.43
Appleby	07.55
Langwathby	08.09
Lazonby	08.15
Armathwaite	08.22

arriving at	
Carlisle	08.41

For the present this train will NOT stop at Horton, Ribbleshead, Dent or Garsdale.

**Paul A. Kampen**

### Visit FoSCL's on-line shop

- \* **DVDs including four superb new films from Telerail.**
- \* **Books including a much-awaited new title from W.R. Mitchell M.B.E. 'The Settle-Carlisle - The Middle Route to Scotland'.**
- \* **Ruswarp miniatures and miscellaneous items such as key rings, calendars, postcards, historic postcards and tea towels.**
- \* **And much, much more!**
- \* **And you can renew your membership and apply for Gold Cards on-line.**

**Just visit: [www.foscl.co.uk](http://www.foscl.co.uk)**

### Settle station event - March 16th 2011

Various representatives from railway groups gathered on Wednesday 16th March to celebrate the award given to The Settle-Carlisle Railway Development Company and Northern Rail for the work undertaken at Settle station. The National Railway Heritage accessibility award, sponsored by London Underground, was awarded for improvements made to the station in 2009 and 2010 which resulted in better access for all to information and facilities – including the installation of a disabled toilet.

Mike Ashworth, Design and Heritage Manager - London Underground, said the award was important as the heritage of the station had been enhanced and preserved whilst at the same time the facilities had been improved and were excellent for today's travellers.

John Ellis, Chairman of the National Railway Heritage awards and Steve Butcher, Chief of Operations - Northern Rail, also spoke of the many improvements for passengers that had been undertaken in the work at Settle station. Douglas Hodgins, Chairman of The Settle-Carlisle Railway Development Company, thanked those who

had contributed to the costs of the project plus the contractors JMD Developments and staff at the Development Company.

Reading an extract from comments received from the NRHA judge, Douglas Hodgins said they had described the project as 'not just an excellent entry, but a magnificent entry'. Steve Butcher and Marion Armstrong, General Manager of the Dev Co unveiled the plaque.

Those attending the event were treated to a superb buffet from catering staff at the Development Company including home-made soup and rolls, quiches, savoury pinwheels, scones and cakes. The event also gave Mark and Pat Rand an opportunity to show visitors how work was progressing on the water tower.

**Marion Armstrong**

### Happy Birthday FoSCL

On June 27th FoSCL will reach the 30th anniversary of its foundation which took place at a public meeting in Settle.



Left: Marion Armstrong and Steve Butcher having just unveiled the plaque at Settle on March 16th.

**Photo:**  
**Richard Morris**

Right: (1 - r) Stuart Davidson, *Station Manager - Carlisle*, Mark Rand, Allan McLean, Virgin Rail *Media Relations Manager* and John Stevenson MP at *Carlisle station* on April 7th.

**Photo:**  
**Anne Ridley**

### **Carlisle 'S&C Gateway' Opened**

On Thursday April 7th a ceremony was held at Carlisle station to mark the opening of the new 'Gateway' to the S&C and Tyne Valley lines. Passengers travelling along the S&C from the north have, up to now, faced an uncomfortable wait on platform 6 – often cold and windswept – for the crew to open the train.

Now there is a superb waiting area with comfortable seating, poster boards and leaflet racks giving information about travel on the two lines plus the work of FoSCL. It is situated between the main station entrance and the bay platforms 5 & 6 – which the S&C and Tyne Valley trains usually use – in the position previously occupied by a rather unprepossessing refreshment room. The work was funded by the Department for Transport with a £10,000 contribution from FoSCL.

In his speech at the ceremony, outgoing FoSCL Chairman Mark Rand outlined the history of the S&C, through the dark days of the 1980s to the present day.

The formal opening was carried out by Mr. John Stevenson M.P. who spoke of the importance of tourism to Carlisle's economy and how the experience of tourists who use

the trains would be enhanced by the new facilities.

**Paul A. Kampen**

### **New Station Café at Kirkby Stephen**

Visitors to Kirkby Stephen station and the surrounding area can now enjoy homemade cakes and light lunches, as well as tea and coffee, in the new station café which is open seven days per week: Monday to Friday 09.15 to 17.15, Saturday 09.45 to 17.15 and Sunday 14.30 to 18.30.

And there are cards, prints and books for sale.

### **Church Service – St Mary's, Mallerstang**

The annual Railway Service to remember those workers and their families who died within the Parish during the construction of the Settle-Carlisle Railway between 1870 and 1875 will take place this year at St Mary's on Sunday 29th May at 10.30 am.

Tributes will also be paid to the late Rev. Bill Turner who died last year and who officiated at this service for many years.

All visitors are welcome and are invited to join the congregation for coffee and cakes after the service.

**Gordon Hutton**



## Ribblehead Station Visitor Centre

The Ribblehead station Visitor Centre reopened on Wednesday April 20th. The Centre is now open Wednesdays, Thursdays, Fridays and Saturdays. We do need more volunteers to cover the opening days and hopefully if possible other days, should we get a good number of volunteers. If you feel you could help out at Ribblehead please email [RuthEvansLtd@hotmail.com](mailto:RuthEvansLtd@hotmail.com) and a full description of duties will be sent to you.

On Easter Monday April 25th a book launch was held at the centre to publicise Bill Mitchell's new history of the S&C - 'The Settle-Carlisle, The Middle Route to Scotland'. This book is available from the centre, from the FoSCL shops at Settle and Appleby and from our webshop: [www.foscl.co.uk](http://www.foscl.co.uk)

**Patricia Beckwith**

L -R: Dave Balderson, Tony and Pat Beckwith (seated) Ruth Evans and Bill Mitchell (holding a copy of the new book 'Settle-Carlisle, The Middle Route to Scotland') Tony Freschini (behind), Bob Swallow, Ken Broadhurst and Neil Simpson at Ribblehead on April 25th.



**Photo: Roger Hardingham**

### RIBBLEHEAD SHANTY TOWN TOURS - 2011

**GUIDED TOURS ON FOOT WILL TAKE PLACE ON WEDNESDAY MORNINGS on the following dates: July 6th, 13th, 20th, 27th. August 3rd, 10th, 17th & 24th. September 7th & 14th.**

**AND NEW FOR 2011! - Saturday Mornings August 6th & 20th**

**Participants will learn about:-**

- \* The history of the building of the Settle and Carlisle line
- \* The history of the construction of the Ribblehead Viaduct
- \* Life in the Shanty Towns
- \* During the tour visits will be made to points of interest

**There will be a choice of two tours; one of about 2 hours which will cover the viaduct site and one to Blea Moor which will last until the afternoon (N.B. A PACKED LUNCH IS ESSENTIAL FOR THE LONGER TOUR!). No charge is made.**

**Little heavy climbing is involved on the shorter tour but the ground can be rough and wet in places and the Ribblehead weather is always unpredictable, so it is essential that walkers for both tours wear boots and carry with them waterproof clothing. Instructions from the leaders should always be observed.**

**In the event of accident, no liability will be accepted by FoSCL.**

**Participants should meet at Ribblehead station (by the main door to the Visitor Centre on the southbound platform) at 10.25 for both tours.**

### Station Spring-Cleaning

Our stations benefit from the hard work of many people in keeping them looking tidy and colourful. Northern Rail staff, the teams from ISS, and all the FoSCL volunteers do a great job in maintaining the high standards we have all come to expect of the Settle-Carlisle line.

Spring sees many of the volunteer gardeners starting to tackle the weeding, thinning plants, planting and generally tidying of the garden areas. Without this effort and commitment, the stations would be less attractive and colourful during the summer months.

The wonderfully sunny week in March saw Douglas Hodgins and John Edwards taking the dust off their paint brushes as well as their gardening tools to tackle the section of garden highlighting APPLEBY in stones. This is not an easy job as the stones are on a steep slope. After rearranging the stones so that each letter is of the right height and width, the surrounding soil is weeded and then begins the task of painting each stone. Appleby is the only station on the line to have such a feature and, as it is directly opposite the main entrance to the station, is very impressive.

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



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**Cumbria Tourism Awards 2009 COMMENDED**

**THE TRADITIONAL CORNMILLERS GOLD**



Douglas Hodgins (left) and John Edwards hard at work highlighting the 'Appleby' stones.

**Photo:**  
Anne Ridley

## Lancashire DalesRail 2010

Lancashire DalesRail carried 5774 passengers (11548 passenger journeys) during the 2010 season which covered twenty-eight Sundays between Easter and early October. 46% of passengers took a guided walk whilst the remainder undertook their own walk or were daytrippers. Whilst the Lancashire DalesRail train is a scheduled service, it is almost exclusively used by walkers or leisure travellers out for a day in the Dales, Eden Valley or Carlisle. It is in essence an excursion train with a unique atmosphere - many passengers being regulars.

Last year's guided walks' programme contained 144 walks – the highest number ever. These included a number of new themed walks such as wild flowers, geology and historical which proved popular. Also introduced was a programme of short strolls to tempt those not used to walking in the countryside. These will be continued this year with some being led from the second, later timed train. The nineteen connecting bus services were well patronised and made a small profit.

As ever, the success of Lancashire DalesRail depends upon the partnership of Lancashire Rail Ramblers, Lancashire County Council through Community Rail Partnership and Northern. Lancashire Rail Rambler leaders and committee members put in well over five thousand voluntary man-hours in connection with their rail-based walking activities.

In recognition of the success and longevity (35 years) of the service, Northern named a train – 'Lancashire DalesRail' at a ceremony at Clitheroe Station last May and in 2011 a train will be provided with a 'Wrap' advertising the service which should be seen across the North.

This year's Lancashire DalesRail service commences on Easter Sunday and runs every Sunday through until October 23rd.

**Craig Ward**

## Summer 2011 Bus Links from the S&C

Despite cuts in funding by local councils, FoSCL is pleased to announce that the Northern Dalesman Sunday bus link from Ribbleshead Station will operate every Sunday and BHM from May 22nd to October 23rd.

The bus connects with the 09.00 train from Leeds (calling at all Airedale stations with connection from Bradford Forster Square) and serves Hawes (Wensleydale Creamery), Buttertubs Pass, Keld (morning only), Muker, Gunnerside, Reeth and Richmond. There's plenty of time in Richmond to explore the Castle and Museums together with a riverside stroll. A new connecting bus from Hawes will go straight down the main road to Leyburn giving much longer to explore the Wensleydale Railway or visit Bolton Castle or Aysgarth Falls.

Return buses connect with the 18.02 train to Leeds (17.42 on BHM). FoSCL and DalesBus Ramblers are organising a programme of guided walks from the bus whilst there are numerous opportunities for your own explorations and a 30 seater bus means that groups are very welcome. This service receives financial support from FoSCL and other voluntary bodies including CPRE together with Northern Rail; it receives no funding from local councils! It is managed (together with the Sunday DalesBus network) by the Dales & Bowland Community Interest Company.

On Monday to Saturday from May 16th the Garsdale – Hawes link will be provided by a new 8 seater minibus operated by the Upper Wensleydale Community Partnership. There are scheduled journeys to connect with trains at Garsdale around 10.30 and 19.20 with an additional scheduled journey on Monday, Friday & Saturday to connect with the 17.27 to Leeds. At other times a demand responsive service may be available: telephone 01969 667400 for bookings and further details. Little Red Bus may also offer some journeys on a demand responsive basis – telephone the driver on

May 2011

07971 061133 for details and the Red Squirrel Bus is now operating every Wednesday and Saturday.

Following Cumbria County Council's shock decision in February to axe funding for the Saturday bus from Dent Station to Dent, Sedbergh and Kendal, Dent Parish Council and FoSCL have been working together to salvage a service for the Summer. The good news is that the 10.20 from Dent Station and 15.00 return buses from Sedbergh will continue running and at the time of publication efforts were being made to operate a later return bus from Sedbergh and Dent to the station to connect with the 17.32 train to Leeds (as in 2010).

The Malham Tarn Shuttle operates every Sunday this summer leaving Settle at 10.30 and 12.00 for the Tarn and Village with frequent return trips. Malham can also be reached by bus from Skipton Station with Saturday buses at 10.00 and 12.15; Sunday buses at 09.30, 10.50 and 12.30 and occasional weekday trips.

Cumbria Classic Coaches operate vintage buses from Kirkby Stephen Station on Wednesday to Barnard Castle and Tuesday to Hawes and Hardraw via Kirkby Stephen connecting with the 08.49 train from Leeds. There are limited Mon-Sat connections into the town using the Kendal – Sedbergh –

Kirkby Stephen bus service; the wait is very pleasant when the station shop is selling tea and cakes (Open Daily).

Users of the earlybird trains to Carlisle may wish to explore Hadrians Wall using the AD122 bus service whilst there are daily connections from Skipton to Grassington, Kettlewell and Buckden.

Full details of all bus services in the Dales including updates on services to Dent & Hawes can be found at: [www.dalesbus.org](http://www.dalesbus.org).

Timetables confirmed before April are contained in the free Metro DalesBus timetable booklet available from stations and TICs along the route and throughout West Yorkshire; to get a copy by post please send an A5 SAE to:

John Disney, 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW. If you have any queries or suggestions or wish to report any problems encountered using the connecting buses please let me know at [media@dalesandbowland.com](mailto:media@dalesandbowland.com) or ring 0115 9322356 or write to me at the address above.

**John Disney**

**Stop Press:** the Dent bus, including the 16.45 ex Sedbergh & 17.00 ex-Dent journey, WILL definitely operate until October THANKS TO FoSCL FUNDING.

## SELF CATERING HOLIDAYS AT LONG MARTON STATION

The station has been painstakingly restored from 1993 with complete authenticity.

There is a large lounge with the original marble fireplace, dining room, kitchen, bathroom, large double bedroom with cot, and twin bedroom. GCH, CTV/VCR/DVD, AirCon, HiFi, electric cooker, microwave, fridge/freezer, washing machine, bath/shower, large lawn, on-site parking. Electricity, gas, firewood, bed linen, towels (on request) included.

Sleeps 4 - 6 + cot Pets by arrangement. Welcome pack on arrival.  
Excellent pub/restaurant 200 yards away. From £240 to £500 per week

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or ring David & Madeleine Adams on  
0161 775 5669  
or email: [digma@talktalk.net](mailto:digma@talktalk.net)

## The Future Of Rail Passenger Franchising

This was the title of a lecture held on Wednesday April 13th at the Metro headquarters in Wellington Street, Leeds. The speakers were Dr Andrew Smith of the University of Leeds Institute for Transport Studies and David Hoggarth of Metro. The representatives present consisted mainly of transport consultants and local government professionals. Attending for FoSCL were Richard Morris and Paul Kampen.

Dr Smith is an authority on train operating costs. His presentation showed how unit costs rose by 35% between the years 2000 and 2006. There was a 14% variation – or ‘efficiency gap’ – between the best and worst performing operators. Taking as a baseline those operators whose contracts ran their course without alteration, costs for those franchisees who had to go onto a management contract when they ran into trouble rose by a staggering amount before tailing off again. One franchisee had to give back some of the trains that it was allocated as it could not afford the leasing costs even though it was suffering from overcrowding (FoSCL old hands will remember that the first private company to operate the S&C made some drivers redundant and then had to cancel services through lack of drivers!). Dr Smith said that privatisation led to a 4 – 6% reduction in overall operating costs; privatisations of other state-run industries typically led to 20% savings. So was British Rail actually efficient? – bets were hedged on this but what can be stated categorically is that costs should have fallen on privatisation but they did not to any great degree. Comparisons with private systems in other countries – in particular Germany, Sweden and Australia - do not necessarily point to longer franchises being the answer. A very salient point was that data available is very unsatisfactory; often, relevant data is subsumed and hidden inside other data which is not relevant.

Mr Hoggarth’s contribution covered the possibility of different kinds of franchise.

Apart from franchise length, variations could include ‘integrated’ franchises, less prescriptive contracts and ‘joint-signatory’ contracts. He was very happy with the relationship that Metro currently have with Northern; and he recalled a rail manager with whom he had very difficult dealings in pre-privatisation days. This changed overnight with the same manager now saying “You are the customer, what can I do for you?” Against this could be set the difficulty of obtaining new trains; two such trains had been made redundant in Scotland and moved to West Yorkshire but the process had taken over nine months. With British Rail it would have been done overnight. Like Dr Smith, he was sceptical, but not totally hostile, towards the ‘Open Access’ companies.

This latter point was taken up by a questioner from the floor who said that open access agreements often stem from poor franchise planning. The service cited was Kings Cross – Middlesbrough which could have easily been operated by what is now East Coast but somebody in the DfT decided that there was no point in running trains to Middlesbrough. So an open access operator had moved in and proved them wrong. Some scepticism was expressed from the floor regarding the data used; in particular as it applied to British Rail. One questioner repeated the poser raised earlier - “Was British Rail efficient?” The answer given was that they had had a major financial squeeze in the 1980s which had certainly led to much greater efficiency. And there was some suggestion from the floor that a lot of unnecessary cost was incurred in legal charges. The speakers said that this was not the case.

So, were there implications for FoSCL? Large franchises have benefits of sharing of rolling stock and drivers, so a mini-franchise looks a non-starter. But, PTE requirements are very different from long distance routes which are much less subsidised. Open access is more expensive but shouldn’t be ruled out for the tourist market.

**Paul A. Kampen**



### Special Traffic Report

Jan 24th	HST	Derby - Heaton, test train
Jan 28th	HST	Heaton - Derby, test train
Feb 19th	20309 + 37409/57601 + 57004	Birmingham - Carlisle
Feb 21st	HST	Derby - Heaton
Feb 26th	HST	Heaton - Derby
Mar 2nd	31454 + 31601	Hertford - Carlisle
Mar 25th	47760/47804	Hereford - Carlisle
Mar 26th	6201	Carlisle - Manchester
April 2nd	47804/57601	Milton Keynes - Carlisle
April 9th	47760/57601	Ely - Carlisle

Overnight February 14th and 15th saw extra freight on the S&C diverted from the East Coast Main line due to overhead wire problems near Thirsk.

The new season for timber to be going out from Ribbleshead quarry sidings started up again on 26th March with Colas liveried 66845. Since then, Colas have been taken over by GB Railfreight. Colas have agreed a leasing deal on more timber wagons so that the Ribbleshead train can run more frequently.

Booked diversions from the West Coast Main Line began on 2nd April, using Voyagers to work all the services.

**Pete Shaw**



*66843 hauling timber at Salt Lake on 14th March. This is the longer timber train from Carlisle to Chirk, carrying logs from Kielder.*

**Photo: John Cooper-Smith**

## News from Other Lines

### “Two Railways” Excursions (Settle-Carlisle and Wensleydale)

There will be inbound excursions from both ends of the Settle-Carlisle line this summer, to coincide with special events in Wensleydale associated with the Wensleydale Railway. Also a new geology excursion will join the programme of themed events based on travel from Leeming Bar and Bedale – more details on [www.wensleydalerrailway.com](http://www.wensleydalerrailway.com).

On **Saturday July 30th**, FoSCL committee member John Johnson and his wife Tracey will escort the excursion from Carlisle and intermediate stations to Garsdale, with a coach connection to WR’s train at Redmire for Leyburn’s 1940s week-end.

On **Saturday August 20th**, the excursion from Leeds and intermediate stations to Garsdale includes a coach connection to Wensleydale Railway’s first Bus Rally event at Aysgarth station and on to Redmire for a trip on the Wensleydale line. Please note that it is essential to book for the above events through WR’s office (08454 50 5474), and also for the Alex Holden Memorial Walk and barbecue lunch (Tuesday May 31), and for WR’s autumn walk with festive lunch (Friday November 25). However, bookings for the Rotary charity walk and Yorkshire Pudding lunch on Sunday August 7 should be made directly with Rotarian Tony Harrowsmith on 01937 843330.

**SCENE** (Settle-Carlisle Enterprise Network): For details of events to mark this year’s 25th anniversary of the re-opening of eight stations on the Settle-Carlisle line in 1986, please write to SCENE at The Community Office, Hawes, North Yorkshire DL8 3RA or telephone me on 01969 650349.

**Ruth Annison**

### Lancaster & Skipton Rail User Group

We are very pleased that Northern Rail is to operate a full Sunday service between Leeds and Morecambe all the year round. For many years, from mid-September until Easter there

have been only two trains each way, both of these in the afternoon/evening. The late date of Easter this year meant that there were no morning trains until the last Sunday in April. LASRUG has long been pressing for a full service throughout the year, and this was taken up by the Community Rail Partnership.

This change will immediately benefit the guided walks programmes organised by FoSCL and the Friends of Dalesrail, which up to now have been restricted to the summer months. LASRUG produces a leaflet listing all the walks arranged by both groups from stations on the Leeds-Morecambe line. Students returning to the universities in Lancaster, Leeds and Bradford are among the many others who will welcome the improved frequency. The last enhancement to the timetable was back in 1995, when BR introduced one extra train each way, Mondays to Saturdays. This increased the total from four to five, though one was (and is) a very early working to Lancaster to provide the unit for the first train to Leeds. Inevitably this doesn’t carry many passengers, but it is useful to people making early connections at Lancaster both north and south.

There has been an interesting consequence of the four-month closure of Arnside viaduct on the Furness line for strengthening work. The 13.49 train from Leeds and the 19.24 departure from Lancaster have been used to ferry Class 153 single-car units deployed on the Furness and Cumbrian Coast lines from and to Leeds Neville Hill depot. Now the facility is supplied by the 08.49 from Leeds to Carlisle; this is normally a three-car set, with the 153 at the rear. At present the 153 leads the train into platform 2 at Carlisle station, where it is detached to form the next working to Whitehaven. Another 153 is then attached to the front of the S&C train for the return to Leeds.

My wife and I thought the arrival into platform 2 was very handy when we

travelled to Edinburgh recently – only to find that the wires were down north of Carlisle and we had to cross over the bridge after all, to pick up a replacement bus.

**John Bearpark**

### **Airedale and Wharfedale Lines**

**Class 322 Units:** We are delighted to be able to tell you that five 4-car class '322' units are to be moved to West Yorkshire this Autumn. These units are currently used between Edinburgh and North Berwick and are being displaced following the introduction of new Siemens electric units. They are very similar to the '321' units already used on the Doncaster line (and they may well be reclassified). Northern Rail will then have eight of these units to supplement the class '333' fleet. There will be additional peak services on the Airedale, Wharfedale and Doncaster lines. Our extra trains are at 07.39 from Skipton to Leeds and back at 17.39. The 07.01 Skipton to Bradford will also be a 4 car electric instead of a 2 car Sprinter.

**Tim Calow -**

**Chairman, Aire Valley Rail User Group**

### **Railway Exhibition - Tebay**

The development of the church and community in Tebay, Cumbria is explored in a permanent exhibition at St. James's Church, Tebay. This fascinating display

charts the strengthening and resourcing of the large community that stemmed from the workforce needed to augment the station & junction for the NER and LNWR.

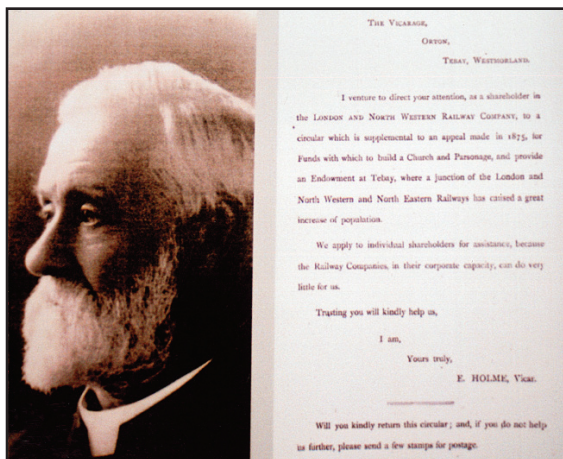
The London North Western Railway had absorbed the Lancaster- Carlisle Railway, via Tebay [using the River Lune valley route] -- opened in 1846, with a branch from Oxenholme via Kendal opened 1847.

By 1866 the North Eastern Railway line from Barnard Castle, Co. Durham [bearing coal and coke traffic to Barrow-in-Furness, via Kirkby Stephen] enhanced the importance of Tebay -- key also for stabling locomotives needed for banking assistance over Shap summit. [That climb meant LNWR passenger trains needed an extra loco until the Stanier-designed Princess-Coronation class locomotives were introduced in 1933: *Princess Elizabeth* setting a 70 mph non-stop average speed London - Glasgow, 1936 -- driver F. J. Clarke also claiming the 1937 LMS 114 mph speed record in a *Coronation* and *Duchess of Abercorn* setting a 600-ton load record in 1939.]

The almost-24 hour nature of the hard working Tebay community is charted over some 80 years -- it being in Westmorland till 1974.

Tebay is on the A685 road, Kendal to Kirkby Stephen and Brough, adjacent to J38 of the M6 motorway.

**Graham Wiltshire**



*An exhibit from the Tebay exhibition is this letter from Rev. E. Holme, Vicar of Tebay.*

*It reads "I venture to direct your attention, as a shareholder in the London and North Western Railway Company, to a circular which is supplemental to an appeal made in 1875, for Funds with which to build a Church and Parsonage, and provide an endowment at Tebay, where the London and North Eastern Railways has caused a great increase in population. We apply to individual shareholders for assistance, because the Railway Companies, in their corporate capacity, can do very little for us. Trusting you will kindly help us. I am, Yours truly, E. HOLME, Vicar. Will you kindly return this circular, and, if you do not help us further, please send a few stamps for postage."*

## 25th Anniversary 1986 – 2011 Stations and Trains

It is now 25 years since the eight stations at Horton-in-Ribblesdale, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Langwathby, Lazonby and Armathwaite were re-opened for regular passenger traffic. They had all been closed (ostensibly permanently) in 1970, but many of the buildings, and all of the platforms except Ribbleshead northbound, had survived. Some repairs and sprucing up were needed but soon they were back in action. A new local service was introduced, masterminded by Ron Cotton at British Rail.

We feature a commentary about that momentous day, plus a selection of photographs.

### July 14th 1986

Getting to Skipton for 05.55 hrs required quite an effort, but it had to be done. There would be just one opportunity to say that I had travelled on the first train to call at all eight stations due to re-open for passenger traffic that day, and I wasn't going to miss out!

The fog was so thick that we could hardly make out the two-car DMU (Nos. 53959 and 54243 for the number crunchers) awaiting passengers at Skipton station. A goodly number of bleary-eyed aficionados had climbed out of bed early, and the new train service left on time – the only ceremony on this leg being a small headboard “The Dalesman”.

People whom I remember joining the train included James Towler, Alan Whitaker, Chris Ryan, David Stuttard and Terry Hanson at Skipton; Ian Taylor, Peter Lawrence, Beth Graham, Claire Brookes and Mrs Lambert senior at Settle; Stan Abbot at Garsdale; Peter and Jude Walton at Kirkby Stephen; Vanda Braid, Keith and Jenny Morgan with their two young children at Appleby – where booking clerk Paul Holden had come in early to hang bunting around the station; plus Kath Smith at Langwathby.

A large welcoming party greeted us and the train on arrival at Carlisle, including Ron Cotton from B.R. (who was nominally charged with closing the line!), Area Manager Kevin Hamer, Operations Manager Peter



*On July 14th 1986 the second northbound working of the day is seen passing the Garsdale down distant signal - this was one of the last two Midland Railway distant signal posts on the S&C but, sadly, was not preserved.*

**Photo: Pete Shaw**

May 2011

Strachan, Station Manager Sarah Kendal and Traffic Manager Ken Harper. From Cumbria County Council were Bill Cameron, Peter Robinson, Peter Sefton and Richard Claydon.

There were many others too, but sadly their names have faded into the mists of time.

A much larger "Dalesman" headboard was affixed for the official service launch, the 09.00 Carlisle – Skipton, and another two-car DMU was coupled up to accommodate the throng now gathering. Press and TV were doing interviews everywhere, with Ron Cotton valiantly trying to explain how he was going to close the line by introducing an obviously popular new service! A large yellow banner was strung across the platforms in front of the train, and photographs taken for the history books. Tapes were cut, whistles blown and, with a flourish of the green flag, the train departed on time.

A lively atmosphere permeated through the train, with a huge sense of achievement at introducing a brand new

service (two Skipton–Carlisle and vice versa) which would call at all stations, eight of which were re-opening that day after sixteen years in a limbo of decay – and all whilst the route was still under threat of closure.

Now that a more civilised hour had come, passengers were joining at all the little stations to show support and mark a significant step in the campaign to keep the line open.

At Garsdale we were joined by Ruth Annison who, inspired three years later by the successful S&C campaign, went on to spearhead the re-opening of the Wensleydale line.

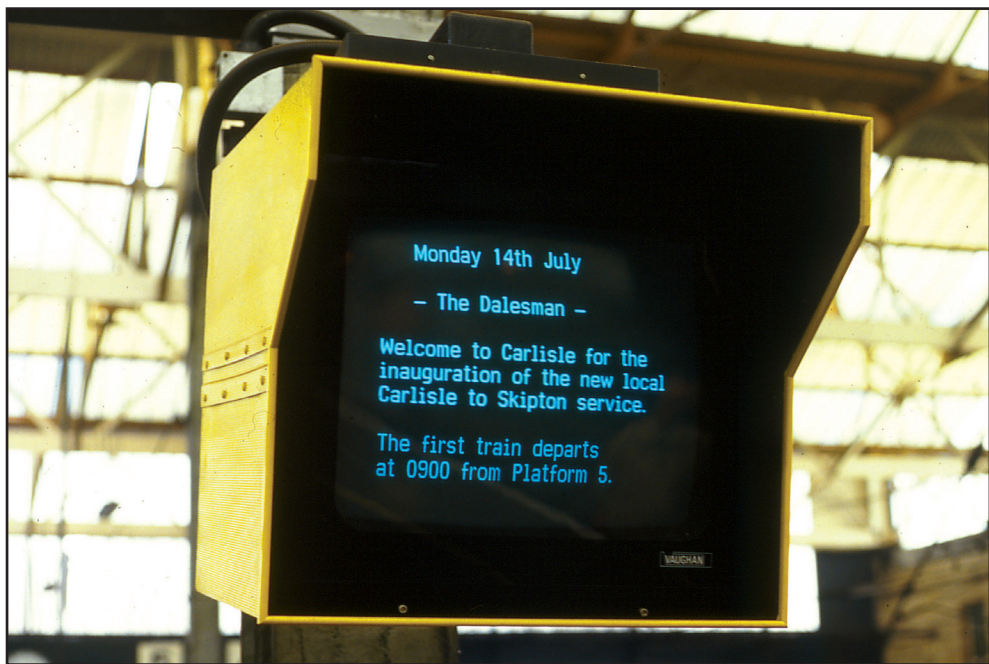
By this stage there was a remarkable degree of co-operation between some people in British Rail, the local authorities, user groups; all ably supported by a mass of individuals. The longer the campaign went on, the more the threat of closure seemed untenable. Eventually the case for retention became overwhelming and our case was won.

**Pete Shaw**



*On the second day of operations, July 15th, the train is seen heading north at Lunds, still carrying the headboard, manufactured by Pete Shaw, for the opening day. Note also that it is travelling 'wrong line'. Can anybody recall now why this was?*

**Photo: Pete Shaw**



May 14th 1996. Above: The departures monitor at Carlisle has a special message welcoming passengers for the new *local service*. Below: BR manager Ron Cotton briefs a television crew, with the train headboard not yet unveiled.





Above: *The first northbound local train at Appleby earlier in the day, with Vanda Braid and Terry Hanson boarding.* Below: *The inaugural southbound service calls at Garsdale station, just re-opened that day.* **Photos: Pete Shaw**



### The Fellsman - 2011

The popular 'Fellsman' steam train will return in summer 2011 for its third season, departing from stations in the North West. Departing every Wednesday from 20th July through to 14th September from Lancaster and then picking up passengers at Preston, Bamber Bridge, Blackburn, Clitheroe & Long Preston (near Settle) it will be hauled throughout by steam giants from the past including the recently rebuilt LMS Royal Scot class 46115 *Scots Guardsman* or LMS Jubilee class 5690 *Leander*. Operated by Statesman Rail in partnership with Virgin Trains and Northern Rail there is the opportunity to leave the car at home and connect into *The Fellsman* using direct rail services.

Reserved seating is available in Standard or First class with a buffet car open throughout the journey for beverages and light refreshments, but for anyone wishing to live it up a little there is even the opportunity to enjoy a freshly cooked full

English breakfast and three course dinner in the opulence of Premier class – prepared freshly on board by chefs in the kitchen car and silver served by liveried stewards. This is certainly the way to travel whilst enjoying the passing spectacular scenery.

Reservations may be made through 'Statesman Rail' on 0845 310 2458 or 2489 and all bookings made through our website [www.statesmanrail.com](http://www.statesmanrail.com) will attract a 5% discount from the normal fares. There is also a 'family of four ticket' available for any combination of adults and children offering even further savings.

Statesman Rail Ltd., PO Box 83  
St Erth, Hayle TR27 9AD  
0845 310 2458 or 2489  
[reservations@statesmanrail.com](mailto:reservations@statesmanrail.com)  
[www.statesmanrail.com](http://www.statesmanrail.com)

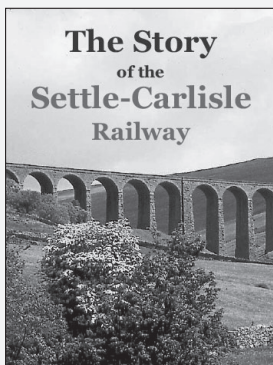
**NB: All enquiries should be made to Statesman Rail and not to FoSCL or the S&C Development Company.**



6201 at Ais Gill on Tyseley - Carlisle return 26th March 2011.

**Photo: Chris Dyson**





## 'The Story of the Settle-Carlisle Railway - England's Favourite Scenic Railway'

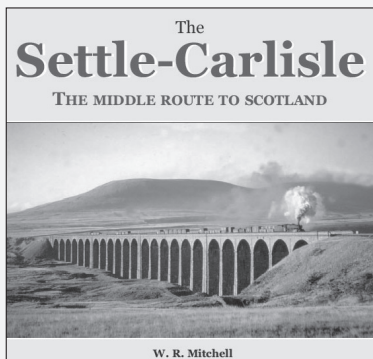
This programme studies the line in every respect from its construction through to its operation in the 21st century. Filmed along the whole length of the railway, the DVD has an in-depth look at the many stations and structures along the 72-mile route and interviews railwaymen and others associated with its long and eventful history. We hear how the line was saved in the 1980s and from the Network Rail director, how they have refurbished the railway in recent times. Archive films from the days of steam along the railway and operation of signal boxes in the years when the line was threatened with closure. Altogether, 90 minutes of concise history with a very positive ending with passenger and freight operation a great success these days.

**DVD 90 minutes £13.95**

## 'The Settle-Carlisle - The Middle Route To Scotland'

Written by W. R. Mitchell MBE from Giggleswick in North Yorkshire a well-known author for his many books about Yorkshire, the Lakes and the railway. The book is lavishly illustrated with rare pictures in both colour and black & white and covers the building of the line, its viaducts, bridges, stations, signal boxes, railwaymen, navvies, the latest regeneration of the railway and efforts made by the Friends of Settle-Carlisle and the Settle-Carlisle Railway Trust.

Photographs are drawn from a wide range of sources including rare colour images from the early 1960s and from the author's collection on his travels in the Dales interviewing railwaymen. Up-to-date photographs of repairs to Ribbleshead viaduct and the many station improvements made in more recent times.



**80 pages, fully illustrated paperback £9.95**

**'Cab Ride Skipton to Carlisle'** Just a few copies of this Cab Ride remain in stock. Filmed from the cab of Class 47, No. 47444 on the 10.45 from Leeds to Carlisle in January 1990. A crucial period in the line's history - less than a year after BR relieved it from closure.

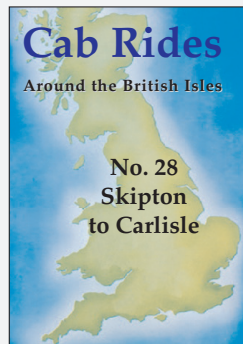
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## Foot Crossings At Stations On The Settle – Carlisle Line

Until recently, the only station on the S&C to have a footbridge was Appleby; but in recent years they have been provided at Settle and Kirkby Stephen. Settle needed a footbridge because the station has seen a considerable increase in the number of passengers, particularly in coach parties. The justification for the one at Kirkby Stephen was somewhat tenuous, but on the basis that if one was spare, then let's have it, seems to have been the rationale.

Historically, every station on the S&C had signals, worked from an adjacent signalbox, therefore it was easy to see if a train were approaching, although it could be several miles away. The signalbox was there to provide access to the goods yard, besides keeping block sections to an acceptable length. Every station had porters on duty all the time the station was open, and one of their main duties was to be in attendance on all trains that stopped there. They were also able to warn passengers not to cross the line in front of the train from which the passengers had just alighted. It would seem common sense not to do so, and one might think that only a fool would do it, but occasionally some passengers appear not to appreciate the danger.

An even more hazardous situation can arise when crossing the line behind the train from which passengers had just alighted, with the potential for being caught by a train running in the opposite direction. Pedestrians are occasionally caught in this way at footpath level crossings (not on the S&C) away from stations. The pragmatic French have a phrase for it which they provide at some crossings "Un train peut cacher un autre". The safest course is to wait until the train has departed, when there will be a view in both directions. However, some passengers would not want to wait for so long and would, one expects, assess the risks, to see if it were safe and reasonable to cross. Just as they would at a footpath railway crossing away from a station. Common

sense is necessary, but caution is paramount.

This may seem to provide some justification for footbridges at stations, but let us pause and see if there is a similar situation regarding alighting from buses and wishing to cross the road. No signals here and no porters. No notice boards. You are on your own, and you use your common sense in the interests of survival. Only a rash or foolish person would cross the road in front of the bus from which they had just alighted, and common sense would demand the use of caution when crossing behind it. If we perforce use common sense on the roads, why should we expect to be led by the nose when on a railway station, where trains are far less frequent than buses and other vehicles on a road? But there may be a case for providing 'White Light – Cross only while Light Shows' at the more critical crossings if it can be done without too great an expense, and to protect the railway against the inevitable uproar and prosecution in the event of personal injury or, worse, death.

Stations had barrow crossings connecting the ends of the two platforms to allow parcels traffic, etc. to be taken to and from the far platform, and these were used by passengers. At many stations, agile porters crossed the line opposite the station buildings, and iron steps or footholds in the platform wall were provided at some stations to enable them to do so more easily. They were rarely used by passengers. But the barrow crossings are still there and still provide the means of crossing the line. Perhaps we should have large signs at the departure end of platforms which are next to a barrow crossing and where the station exit is on the far side, stating "Do not cross until the train has departed, and make sure that no train is approaching on the next line" although I am not really in favour of cluttering up the railway in that way.

However, we have to recognise that people use roads almost on a daily basis and become very familiar with the hazards. Those same people may be infrequent users of trains and may wrongly assume

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that the railway company will ensure their safety in all circumstances. Railway safety practitioners have to recognise that to some passengers, especially infrequent ones, the railway is a hostile environment and they need guidance. We have to take this into account in our plans.

This article was prompted by Mr. Hundy's letter in November's magazine, and I'm sorry that domestic circumstances delayed my reply. Mr. Hundy says 'I was somewhat surprised that we were allowed to walk in front of the train although I was uncertain if it was starting to move again'. Had he assessed the risk, as prudence dictated, he would have waited until the train set off, and also made sure that nothing was coming in the opposite direction. I would have thought that was common sense, and if the same amount of common sense is applied as has to be applied when crossing the road at the foot of the station approach, where road vehicles can approach in both directions simultaneously at speeds of 60 mph or more and where there are no safety devices of any description, there need be no danger. It is a paradox on the railways that the provision of safety warning devices, etc, which are designed to improve safety, may actually have the opposite effect because they may reduce the vigilance of the crossing user.

But to the kernel of the matter. My professional judgment is that there is no case whatever for the provision of a footbridge at Ribblehead station, especially as the barrow crossing would have to be retained in case a wheelchair user happened to come along. I would like to see any available funds applied to the provision of white lights at stations such as Dent and Horton. If there is any money left over, a white light could be installed at Ribblehead also, but it is lower in the scale of priorities.

Perhaps I could add that I was a DalesRail and FoSCL guided walks leader for a dozen years in the 1980s and 1990s, when stations had no facilities of any sort except a platform. It was assumed that if you could find your way off Ingleborough in a fog, you

should be able to cross the line to the opposite platform in darkness, using your native wits. But life has moved on since then and we have to be realistic about dangers and remedies. And there weren't many trains in those days.

**Stanley Hall**

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## Book Reviews

*The Settle-Carlisle. The Middle Route to Scotland* by W.R.Mitchell

Kingfisher Productions

ISBN 978-0-946184-97-2

80 pp Colour. £9.95

Available from the FoSCL shops at Settle and Appleby, webshop: [www.foscl.co.uk](http://www.foscl.co.uk) and from the Visitor Centre at Ribbleshead.

This is the concise history of the S&C that has been needed for some years as others have gone out of print. Author Bill Mitchell was the man for the job indeed. With over 100 books to his credit and hundreds more editions of *The Dalesman* under his editorship, Bill was recently voted a Yorkshire icon. This book is vintage W.R.M. and pulls together many of the threads of his earlier S&C volumes. There are pictures aplenty, many of them new, to me at least. Altogether a delightful book to dip into, to be entertained by and to be informed. People, happenings, structures and yesteryear predominate. My sort of book. Yours too, probably.

**Mark Rand**

*Level Crossings* by Stanley Hall and Peter van der Mark.

ISBN 978-0-7110-3308-5. £19.99.

Stanley Hall MBE is a prolific writer on railway subjects, principally on safety, signalling and accidents. He has now produced a comprehensive book on level crossings, and although we are only blessed with two manned crossings on the S&C (Culgaith and Low House), there is plenty of interest for anyone keen on railway operations. Stanley does, incidentally, have many connections with 'our' railway, this having been part of his patch during his long and distinguished B.R. career.

The book, published in 2009, traces the history of all types of level crossing from the early days of railways right up to the present. The technicalities of each type are described, from those serving farm tracks or public footpaths, to ones carrying busy A-roads across the railway tracks. Some major accidents are recounted in detail, with

emphasis on their causes and the subsequent steps taken to improve safety.

The book contains a wealth of statistics, but don't let this put the reader off. There is almost a narrative style to the work, and the facts are interspersed with Stanley's personal views on various topics, offered in a pithy and often witty tone. There are scores of pictures, both colour and black & white, and most of these include a signalbox and/or a train (with heritage diesels featuring strongly).

The final chapter (by co-author Peter van der Mark) looks at level crossings world wide, comparing and contrasting foreign systems with their British counterparts. Attitudes of crossing users are also highlighted, for, as the book repeatedly points out, safety at level crossings lies far more in the actions of the pedestrian, the cyclist and the motorist than in the design of the crossings themselves. The other contentious issue is that of relating the financial costs of upgrading or replacing crossings compared to the non-measurable cost of human lives.

A fascinating book, making for good reading, a source of reference, and a useful aid for railway modellers.

**David Alison**

*Eleven Minutes Late*  
by Matthew Engel - 2009,  
Macmillan £14.99

This is the story of Britain's railways with a distinct twist. The sleeve notes describe the author as half John Betjeman and half Victor Meldrew. Engel pulls no punches in his analysis of all that is good and bad about the railways - and how today's privatised railway survives despite itself. Who could have dreamt up a system where the people who operate the trains neither own them, nor the track nor the stations? Where trains change liveries quicker than MPs flip houses. All is explained here - where it is explicable. The backbone of the book is a rail journey round Britain - though not over the S&C. We do get an oblique mention though in the Hawes Junction disaster of

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1910. Poor signalman Sutton's "Will you go to Stationmaster Bunce and tell him I have wrecked the Scotch Express" is described as perhaps the most desolate sentence in the history of Britain's railways. But this serious book is punctuated with wit and downright hilarity. The story of his brief encounter with a Virgin buffet car attendant alone makes the purchase worth it. Put it on your Christmas list.

**Mark Rand**

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### Water Tower Report

Work on the Settle Station water tower proceeds - just. After 141 days we have planning and listed building consents - and no fewer than 68 related conditions, some of which mean that building work proper cannot begin until they are satisfied. Then there's Building Regulations. What joy.



*The north, south and east sides of the water tank are now back to their 1876 colours of Denby Pottery Cream, Venetian Red and Dark Brunswick Green*

Despite this we have been able to make some progress - most obviously on the painting of the water tank, three sides of which are now resplendent on their original Midland Railway colours.

The windows too are being restored despite the planning difficulties. Test excavations have revealed several exciting finds - not least that the tower is a good deal

taller than we had thought, the soil levels having risen over the years.



*Excavating along the east side of the tower. Note the 'tide mark' on the wall showing how soil and debris had covered nine courses of dressed stone. Further digging revealed that the foundations go down another four feet.*

TV's *Restoration Man* programme have now visited five times - and are getting understandably twitchy about the build being ready in time for their programme. We are doing our level best to get things moving as we feel it will be further good publicity for the S&C.



*A test hole at the eastern boundary unearthed this semaphore distant signal arm. Many telegraph insulators have also been dug up and preserved.*

**Mark Rand**

### What's in a name?

One item from the Roy Burrows Midland Railway Trust that is now on display at Kirkby Stephen station is a gradient profile of the line. It is a fascinating diagram not least because it is dated 'Engineers' Office, Derby, July, 1875' - in other words, it was drawn at the time of the opening of the line, 135 years ago. A handwritten note has been appended: 'This plan was given to J.B.Clapham by W.J.Stacy Esq C.E. Derby, one of the engineers of the Railway. Aug 1879'. The title of the plan is Midland Railway. Settle & Carlisle Railway. Diagram Section, and it has a horizontal scale of 3 miles to 1 inch and a vertical scale of 300 feet to 1 inch. What makes the item particularly intriguing is the names of stations, tunnels and viaducts - some of which are different from the names we know these places as today. Not that there is a definitive list: when drawing up the map of the route for the current line guide, there were several debates among the experts as to which of several variants was the most appropriate one to use. And as to when a bridge becomes a viaduct, perhaps there is an official definition out there somewhere!

Let's start at the north end of the line and list differences in names between the 1875 plan and arguably the definitive places guide, Anderson & Fox's 1986 *Stations & Structures of the Settle & Carlisle Railway*. Since this curiously has little to say about viaducts, the Mitchell & Joy *Settle & Carlisle Railway* is also used as the 'modern' comparison. In the Carlisle area, Durranhill has over the years separated to become Durran Hill, Knot Hill Station changed to Cotehill Station, and Knot Hill Viaduct is now known as High Stand Gill Viaduct.

The Armathwaite area is unchanged, but Lazonby was not originally saddled with the unnecessary 'and Kirkoswald' tag, and what was originally shown simply as Covered Way is now promoted in status to be known as Lazonby Tunnel. Salkeld Viaduct has become Eden Lacy Viaduct (or Long Meg Viaduct, either being used

these days); and to confuse matters further Longwathby Viaduct is now Little Salkeld Viaduct. Longwathby Station somewhere along the line has modified to the current Langwathby (not a typo, the change seeming to reflect pronunciation). As with Durranhill, Wastebanks Tunnel has separated into two words (but not in Mitchell & Joy nor apparently in Network Rail parlance too), and become the singular Waste Bank Tunnel.

Southwards to Ais Gill the names have not changed, although a handwritten note on the 1875 plan marks the summit as 1,167 feet (perhaps it has grown the extra 2 feet to the current altitude as a result of all the decades of reballasting!) Unlike Durranhill, Shot Lock Hill and Moor Cock Tunnels have gone the other way and contracted to the Shotlock and Moorcock we know today. Lund's Viaduct appears to have lost its apostrophe down the years.

A curiosity at Blea Moor is the annotation of 'Blea Moor Lie Byes (Water Station)'. Batty Moss Viaduct has, of course, been superseded by the name Ribbleshead Viaduct, but Batty Green Station for Ribbleshead Station is a much earlier casualty. Horton Station by contrast has picked up the '-in-Ribblesdale' tag sometime after the line opened. In the Settle area, Craven Limes Siding is the only siding worthy of a mention, whilst none of the structures sometimes now graced with the term viaduct were deemed worthy of the term in 1875.

Whether there will be any further name-shifting in this digital age is hard to say, but in a way it is interesting to see that evolution of the line is more than just in terms of trains and timetables.

Copies of the gradient profile are now on sale from the S&C station shops and the FoSCL webshop.

**Andrew Griffiths**

*(PS from Richard Morris: the origin of the name "Barron Wood" is a bit of a mystery. Some people round here refer to it as "Baron's Wood" though it's not shown as such on any map. More likely is the name I saw in print, I think in a novel: "Barren Wood".)*



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## Dent in the 1950s Part 3

### By Rodney Hampson

In 1952 the Northallerton branch was still operative, and I recall the repetitive blow-off of the compressed air brake on the North Eastern engines, standing in the bay platform. That service ended about 1954, leaving only Bonnyface, the once-daily Garsdale-Hawes and back train every afternoon.

Duggie Cobb was Station Master at Garsdale, an extrovert character, who brought his motorcycle combination when he arrived from Leicestershire. Doug played his accordion for the dances held weekly in the Tankhouse, the social room beneath the water tank. Doug and family emigrated to Nyasaland Railways, where they lived in great style - rather like Garsdale's total of twenty-two railway cottages, there was a native compound at his station.

His successor was Cyril Breeze, who came from the Marple area. He was a good friend, and moved up in the railway world, finally Assistant Station Manager at Crewe, working shifts round the clock. Cyril died in 1998, commemorated by a seat at Garsdale Station.

My colleague at Ribblesdale was initially Joe Shepherd, his photo often published, hat strapped on, stop-watch in hand, releasing a weather balloon. Besides the routine station work, the Station Master at Ribblesdale was paid a little extra to phone hourly weather reports to the Air Ministry. The weather balloons were more often given to railway children than used to calculate cloud height. Local knowledge of the heights of neighbouring Ingleborough and Whernside was enough for cloud height estimation.

Before the 1939-45 war, staff who took the Class 5 posts of Station Master at Ribblesdale and Dent, the lowest grade, were promised promotion to more civilized places after two years. Ambitious signalmen took these places, an opportunity to enter the salaried grades and learn office work without being overwhelmed. After the war,

advertising of vacancies was introduced, and some men were 'trapped' far beyond two years, because salaried clerks had seniority for Class 4 posts.

Joe Shepherd was promoted to a station near Southport and was succeeded by 'Dick' Elliott, a relief signalman. 'Dick' is in quotes because his real name was Martin Arthur Elliott. Somehow, he'd become known as Dick Jost whilst a boy at Dent. He'd been an RAF navigator in the 1939-45 war. Prior to moving into the extremely damp Station House at Ribblesdale, Dick and his Norwegian wife Solveig lived at the foot of Dent Station hill, and he was very helpful to me with his local railway experience. Jim Taylor at Horton-in-Ribblesdale and Mr. Sarginson at Kirkby Stephen West I rarely met.

**Trains:** A hundred trains a day - an impressive figure for the Settle-Carlisle in the 1950s. Break it down to up trains and down trains over twenty-four hours, and it becomes one train every half-hour, each way. All the times shown are from memory, and may not be accurate.

Top of the list must be the eight Scots expresses, the up and down day and night trains between London St. Pancras and Glasgow St. Enoch and Edinburgh Waverley. Two more daytime expresses, up and down Leeds City and Glasgow, 1030 from Leeds and returning at 1600 from Glasgow, completed the top ten Class A trains, 'Is line clear?' being signalled by four consecutive bells on the block instrument. The only other really fast train was the evening Express Dairies milk tankers from Appleby to London, and the return empty working.

Whilst I was at Dent, there was a bold and successful venture: the Starlight Specials, on summer Friday nights from London to Scotland, returning on Sunday nights. At a very attractive cheap fare, these trains attracted many passengers, precursors of 'Easyjet' by many years.

Of course, none of these trains stopped at Dent - except the Glasgow-Leeds evening train, twice a year: on Whit Mondays,



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to set down passengers from Appleby Sports, and on the following Saturday, to pick up patrons of Dent Fair. The major attraction at both events was foot-racing - running - with heavy betting and rumoured 'nobbling' of runners!

My diary for 1954 reminds me that Dent did have very occasional excursions: 8 May, a Conservative Party excursion to Edinburgh; and 3 July, a trip to Leeds for a military tattoo. On Sunday, 12 September, we received a Ramblers' Association excursion from Leeds.

In another year, a National Farmers Union excursion south produced a request from railway catering for several gallons of milk. To Manchester minds, this would be simple: in reality, the health requirements for tuberculin-tested or pasteurised milk precluded local farmers from supplying it. Fortunately, Matthew Pratt at Garsdale was a registered milk retailer, and was able to 'fill the bill'. When we lived at the Station House, Matthew religiously sent our domestic milk by rail each day. During the 1955 railway strike, when we only had a single down train stopping at Dent, we evolved a system of him sending our milk from Garsdale, up to Settle, then down to Dent. It worked!

Rarest of all were Royal Trains - 4-4-4 on the bell. There were three whilst I was at Dent, but all were 'Deepdenes', ordinary night expresses with an additional sleeping car for a royal personage, rather than the complete Royal Train. They still required extraordinary precautions, including the on-call Station Masters en route being in active attendance in the early hours of the morning.

I recall trials of Southern Region 'Merchant Navy' class engines, running daily with a load of coaches for several weeks. During the East Coast floods of early 1953, North Eastern Region trains between Edinburgh and where? - Doncaster? were diverted over the Settle-Carlisle line. One diversion scored the platform edge at the south end of the up platform at Dent - were there still streamlined engines in 1953? I only saw the resulting damage, not the cause!

Nine passenger trains did call at Dent, which may have been its most 'intensive' service before closure in 1970. My recollection of statistics is that over a year, Dent averaged one passenger per train, on or off. Three thousand a year sounds more impressive. The first train each morning was the 07.35 from Garsdale to where - Hellifield, Skipton? This train developed from a daily engineer's train, taking out platelayers from the Garsdale 'slip and drainage gang' to wherever they were needed.

Prior to this extra 07.43 up train, the first southbound train, calling at Dent around 10.00, had been the 08.35 from Carlisle, all stations to Hellifield or Skipton, a late start for anyone's day out. Before that was the first down train at 09.00, starting from Hellifield at 08.10.

Later trains were from Carlisle to Hellifield, calling at Dent at 12.15 and 18.40, and from Hellifield to Carlisle, Dent at 12.40 and 18.00. These through trains of three side-corridor coaches were often hauled by the large modern Clan Class engines, in green livery, with smoke deflectors. It's my recollection that these Class 7P engines, designed by British Railways, were not considered very successful, which perhaps explains their use on local passenger trains. Some of these trains were worked by Carlisle guards, where I think there was a 'Midland' link, a set of very smart, elderly guards. I particularly remember Guard Dowthwaite, immaculately turned out with flower in button-hole, beautiful handwriting when he signed for 'registered', and a splendid twirl of his green flag as he swung aboard.

(To be continued: next time, Mr Hampson considers the famous 'Bonnyface' train and also the signalboxes at Dent.

Visitors to the Visitor Centre at Ribbleshead station can see photographs of Mr Joe Shepherd undertaking various tasks in his role as 'weatherman'. Ribbleshead station continues to be a weather station - albeit operated by a computer - look at [www.mylocalweather.org/ribbleshead/](http://www.mylocalweather.org/ribbleshead/) to find out what the weather is doing in that remote location).

## Brothers in Steam Part 3 by Albert Knight

My brother and I started on the railway as young men, him at eighteen and me at sixteen, at the Aston depot on the London North Western section of the old L.M.S Railway. Harry started as cleaner and I was bar boy because I was only sixteen. Harry's job of course was supposed to be cleaning locos, but he was put on "calling up". The task was to "knock up" drivers and firemen booking on overnight. They were to be called one hour before booking on time. The "caller ups" rode out on railway bikes fitted with oil lamps and knocked on the door till they got an answer. In those days it was said "the only people about after midnight were "railway men, midwives and policemen" and on the whole it was true.

One incident that he had proved this, he was stopped by a man who asked him the way to somewhere. Harry thought this man was a bit strange, more so when he said "give me your bike". Harry held on to his bike and kept it between them and said "I will walk with you to the end of the road" He knew that he always met a policeman there. When he got there he met the policeman and gave him a sign to let him know the man was a bit funny. To his surprise he just got on his bike and rode off. Harry thought thanks! And continued walking, at the next corner the policeman and his sergeant jumped out and grabbed the man. The policeman said he had escaped from a mental home and they were instructed not to tackle him alone. "So it's OK for me to stay with him alone then?" Harry said.

My job as a bar boy was to renew burnt firebars on engines that were in for a washout. This was done to remove limescale from the boiler and was supposed to be done every three weeks. I also had to climb into the firebox and scrape down the tube plate, brushing down the walls with a wire brush and - worst of all - clean off the accumulated ash from the brick arch. This was a curved shelf made of fire bricks built below the tube

plate to about half way towards the firedoor.

That job determined whether you were keen enough to stay on the railway, as I don't think there could be a dirtier and unhealthy job than this. We were not issued with masks, until I said I would not do another one unless I had a mask. They mysteriously found some in the stores.

From there I moved up to a cleaner but, like Harry, I was put on calling up. By then the war was on and the cleaning of engines was not a priority. Like Harry, I had a few incidents while I was a "caller up". The night shift started at ten o'clock and we would wait for our list of men on the "control link". These men did not have a scheduled job, but were on call as required. Due to the amount of traffic at that time, ordinary freight trains were never on time. In fact, they could be late by as much as ten or twelve hours. The crew was often on overtime and needed to be relieved. This is when the control link was used. We used to go out and tell them what time to book on.

One night the air raid sirens went off at about eleven o'clock and the shed forman came in to give us our lists. We all refused to go out as we said we could have done them before the raid had started. He said "I will report you all to the boss in the morning". We said "so will we"! We waited there for him to come in the next morning and he told us "it was not right not to go out in a raid". One of the "caller ups" from Walsall (near Birmingham) was, to say the least, a bit dim. He would catch the last train and one night he fell asleep in the waiting room. The porter didn't spot him, locked the door and he spent the night in there. Another night he was going out on calls and said "what shall I do about my oil lamps if the sirens go off"? We said naughtily, "wrap them up in these cleaning rags" (they were oily). Sure enough just after he left the sirens went off and he did wrap them up. As he rode down hill the lamps burst into flames! The same man was fond of falling asleep on a bench if he finished his "call ups" after five o'clock. Usually the local policeman would wake him

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up as he passed by on his way to book off. One morning it was a new officer on the beat and he didn't wake him. He didn't wake up until eight o'clock and was soon dismissed as not suitable.

Another lad had an experience like Harry: he knocked on a driver's door and stood back to look for the driver's response. This was usually a tap on the window, instead he felt something brush against his leg and then say "meow". It was the driver on all fours. He turned tail and said he didn't remember a thing till he got back to the depot and reported it to the shed Foreman.

After about a year I joined Harry as a passed cleaner and was eligible to work as a fireman when the occasion arose. When it did I couldn't have had a worse driver. He was well known for expecting his fireman to do all the work. This included oiling the

back end - i.e. the big ends and eccentrics of an engine with inside motion. I assume this was because he was too fat to climb and because he didn't want to dirty his spotless overall jacket (he didn't wear the trouser half). Unlike Tommy Wood, he insisted on two shovels full at a time not six and this was on an eighteen inch loco. I felt more discouraged about the job after that trip than when I was a bar boy. Promotion at the Aston depot was very slow, so I applied and got a transfer to the Midland division at Sattley, Birmingham as a fireman. A short while afterwards I was joined by Harry. From then we both progressed through the links, for me to the top links from where I left the railway in 1954. Harry stayed until he retired



Albert and Harry in December 2007

## Walks from the Settle-Carlisle Railway

The Leeds-Settle-Carlisle and the Leeds-Morecambe lines offer fantastic opportunities for walkers. The last trains are quite late and you can have a long trek and a pub dinner before returning.

There are usually at least two ways of walking from one station to another, giving a wonderful variety of walks in the Western Dales and the Eden Valley. However, even more of the Dales are accessible if you take a bus for the last leg of the journey. If you can read a map and (in bad weather you may need a compass as well) you can also visit Wharfedale, Littondale and much else.

Generally it is best to walk to a railway station which is near a pub or café, just in case you arrive a bit early. Check out the buses at: [www.dalesbus.org](http://www.dalesbus.org)

**Western Dales:** Although the Western Dales are well served by the railway, even here a bus can be useful. There is a bus from Settle to Ingleton (Service 581 Monday to Saturday) at 08.25, 09.30 and 11.30 from the market place. This allows walks from Austwick or Clapham over the fantastic limestone scars to Horton or Ribbleshead. Although these walks can be done from Clapham station, the bus cuts out a mile of road walking. Visit the Norber Boulders, Beggars stile, Sulber Nick.

Ingleborough can be climbed via Gaping Gill and then it is possible to walk to Horton via Sulber Nick or Ribbleshead via Simon Fell or via Chapel le Dale. It is possible to walk back to Settle via Stainforth or Giggleswick Scar – a good place to look at orchids if the right time of year is chosen.

The bus can be used to access Ingleton to climb Ingleborough via Crina Bottom, a delightful route through limestone scars. The ridge to Whernside can be climbed and then a descent to Ribbleshead. There is also a walk up Kingsdale and across Whernside to Ribbleshead.

**Wensleydale:** There is a bus link from Garsdale to Hawes (an eight-seater minibus operated by the Wensleydale Community Partnership connecting with trains around 10.30 and 19.20). From here the Pennine Way

can be walked to Ribbleshead or Horton. Great Shunnor can be climbed, dropping down into Cotterdale to follow paths back to the Moorcock Inn and Garsdale Station, but this is a hard walk for good map readers. There is an easier low level walk from Hawes to Garsdale.

**Wharfedale and Littondale:** There is an hourly weekday service from Skipton station to Grassington (Service 72 serves both the rail and bus stations - 08.25 from the railway station then from 10.00 every hour on the hour until 14.00), with a few services to Kettlewell and Buckden. On summer Sundays, the Malham shuttle allows some of these walks to be split into shorter sections.

There is a large variety of walks from Cracoe and Grassington to Gargrave, Hellifield and Settle. Some of these walks take in Malham village or Malham Tarn.

There are also many village to village hill and valley walks between Buckden and Linton, including Kettlewell and Grassington. Hills include Buckden Pike, Great Whernside and Old Cote Moor.

**Longer dale-to-dale walks 12 to 14 miles:** Skirfare Bridge near Kilnsey to Horton via Arncliffe and Dawson's Close or Foxup - Penyghent can be included.

Kettlewell to Settle via Arncliffe, Malham Tarn and Capon Hall.

It is a longer walk from Buckden to Horton via upper Wharfedale 16 miles.

**Seeing more of the Dales:** Why not stay over? You can enjoy the dales when the tourists have all gone home. You can see even more of the Dales.

You can stay at Dent, Hawes, Ingleton, Malham, Aysgarth.

If you go for two or three nights you can get right across the Dales in one exciting trek!

**Ruth Evans**

(Editor's Note: *Visitors are advised to obtain the Metro 'Dales Summer Bus' timetable or download timetables from: [www.metro.com](http://www.metro.com)*)

# LASRUG

Lancaster and Skipton Rail User Group  
[www.llmr.co.uk](http://www.llmr.co.uk)



The group was formed in 1989 to support and improve the Lancaster to Skipton railway. This links the towns and cities of West Yorkshire with the City of Lancaster and the seaside resort of Morecambe. It also gives access to the Yorkshire Dales, Forest of Bowland and Furness.

If you would like to help us promote the 'Little North Western' line, please contact our Membership Secretary, Lakeber House, Robin Lane, High Bentham, Lancaster. LA2 7AF.

Membership costs £5-00 annually. You will receive a Newsletter at least twice a year and we invite a speaker from the Rail Industry to the AGM each autumn.



## N<sup>o</sup>5

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*Hair cutting at Ribbleshead Viaducts*

Historic Photo: Mr Colin Hill found this postcard on ebay; the reverse says - The barber is Joe Bland, the man seated is J. Lowe and the man watching from the doorway is W. Marshall. Perhaps some detective work may confirm who these people are and perhaps when the photo was taken.

**The Way We Were Then -  
*What FoSCL was saying in May 1986, 1991, 1996, 2001 & 2006*  
 Compiled by Paul A. Kampen**

**May 1986:** In his letter to members, Chairman Brian Sutcliffe said that he was very grateful to the many members who had attended the recent T.U.C.C. meetings. At the meetings, around 500 people had spoken. The report noted that although "this number may be small in relation to the total number of objectors, it was, in fact, like the total, unprecedented in rail closure proposals". Submissions had been raised in Carlisle and Skipton based on points raised by 116 members. At Carlisle, Brian Sutcliffe had presented the introduction with expert advice from Pete Shaw, who had presented a written submission on 'closure by stealth' and Peter Lawrence who had given an analysis of Red Star parcels traffic from Settle. Legal Officer Edward Album had spoken on tourism and, with another barrister - Michael Shrimpton - had made a vain attempt to obtain from B.R. their financial case for closure. In Skipton, Brian had again been ably supported by the two Peters but, this time Vice-President Bob Cryer M.P. had made an eloquent and wide-ranging speech covering many of the 41 points raised by registered objectors. Philippa Simpson (Secretary) had given evidence on the behalf of the JAC (Joint Action Committee); her mother (an economist) had appeared as an 'expert witness'.

Lord Robens P.C., past Chairman of the National Coal Board, had accepted an invitation to become a Vice-President. On the line itself, diversions had continued to run. There were frequent appearances by Pacer DMUs between Carlisle and Appleby on crew training runs and two special trains had run to draw the country's attention to the plight of the line. One was sponsored by West Yorkshire Metropolitan Council and the other by the National Union of Railwaymen.

And the magazine flagged up the idea of a local service to call at eight stations which had been closed in 1970. This was

an extension of the 'Kirkby Stephen Flyer' idea, floated by Richard Watts of the JAC, which was envisaged as a commuter service between Carlisle and Kirkby Stephen.

**May 1991:** The cover picture showed Her Majesty the Queen and H.R.H. Prince Philip at Kirkby Stephen station where they had arrived on the Royal Train during a visit to Cumbria. Retiring FoSCL (as it now was) Chairman Brian Sutcliffe was presented to the Queen together with Peter Robinson and Bill Cameron of the S&C Railway Trust.

The Chairmanship had been taken over by Michael Owen who, in his first report to members, was able to describe progress on several issues; firstly station renovations. A meeting with B.R. Management had taken place at Horton-in-Ribblesdale to inspect the northbound waiting shelter and signalbox (which, like those at Garsdale and Appleby was kept in working order but only opened 'as required'). Permission for restoration of these, plus the non-operational Armathwaite signalbox, had been given. The Yorkshire Dales National Park had launched their 'Discovery Guide' and B.R. had offered a promotional 'Spring Offer'. On April 10th FoSCL representatives had attended a handover ceremony at Ribbleshead viaduct when the S&C Railway Trust presented Tony Freschini, B.R.'s Resident Engineer, with a cheque for £168,000, the first instalment of the £500,000 pledged by the Trust for the viaduct refurbishment. £20,000 of this initial payment came from FoSCL.

On the line, charter trains, including steam specials, were very much in evidence. The Huddersfield Green party had donated the proceeds of its 'Green Express' to FoSCL.

FoSCL was looking towards its tenth anniversary; the organisation had to mark the passing of a founder - Graham Nuttall, and an early member - Tony Chambers, and seats had been dedicated in their memory.

May 2011

**May 1996:** FoSCL Vice-Chairman, Gerry Thorpe M.B.E. had passed away on April 27th. Gerry had been one of the leading lights of FoSCL's first 15 years, playing a full role right up to the week before his death when, gravely ill, he had taken a day's duty in our Settle shop. More happily, the magazine noted that repairs to both Ribbleshead station and Smardale Viaduct were to commence. For the first time ever, a Sunday local service had run over the Winter of 1995/96 - initially on four Sundays only. A similar service was to be provided during the Winter of 1996/97 - it could not be extended at that stage due to planned engineering works - sounds familiar!

Membership Secretary Roy Dixon reported that there were 2410 members - 90 being 'lifers'.

**May 2001:** Chairman Philip Johnston remarked that the variety of matters discussed in FoSCL committee meetings never ceased to amaze him. He paid tribute to the farming

community who had been severely hit by the foot and mouth crisis. There were knock-on effects too for the tourist industry. Two of FoSCL's Vice-Presidents - Sir Harry Secombe and Sir William Gray - had died. On the line, a new waiting shelter, funded by a number of partners including FoSCL, had opened on the 'down' (northbound) platform at Dent station. FoSCL had run a very successful steam train excursion as part of a programme of events to celebrate the S&C 125th anniversary. Membership Secretary Peter Davies noted that there were 3102 members.

**May 2006:** Secretary J.P. Buckley introduced a new travel discount - the 'FoSCL Gold Card' which gave similar benefits to the Dales Railcard for FoSCL members wherever they lived. In a new venture, Northern were offering a £5 flat fare for holders of Dales and FoSCL Gold Cards. Membership stood at 3434.



*The campaigning described to the left led to the line once more operating 24 hours per day, 7 days per week. These intensive services operated almost without interruption during the last severe winter helped, in part, by the water-jetting train. The 16.07 3J06 ex Carlisle Kingmoor is seen here at Birkett Common 'topped and tailed' by 47802 and 47501 on 12th October.*

**Photo: John Hooson**

## Letters to the Editor

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

### Bus Links

In the last few months of local government expenditure cuts there has been considerable uncertainty surrounding the few bus services which provide specifically timetabled connections with the Settle to Carlisle rail service. The train service is considerably enhanced by the fact that it is possible to reach destinations other than those directly on the line.

Particularly at risk have been the Monday to Saturday 113 service from Garsdale Station to Hawes and the Saturdays-only 564 Dent Station to Kendal service - both of which have been threatened with removal. It is clear that the local authorities are in something of a predicament and cuts have to be achieved from somewhere.

However, the good news is that, in both of the above cases, rescue efforts have been mounted such have been the concerns raised locally and, indeed, from within our membership. Whilst the precise details remain to be confirmed there is a very real prospect that some sort of service may now be retained albeit at a reduced level. The situation is fairly fluid and formal announcements are imminent.

I feel that it is now up to our membership and, indeed, the local populace to encourage the use of whatever services ultimately survive to ensure that they are retained. As they say "use it or lose it"! It is true to say that any service lost at this stage would be difficult to reinstate in the future. Perhaps we could increase coverage in the magazine, website or even assist with leafleting?

I wonder if we should be taking a strategic look together with other interested bodies at the potential for all services along the Settle to Carlisle route to see where connections can be established which might complement the rail service. A particular

example would be Kirkby Stephen which lost its 'Plus Bus' service some while ago. Whilst there is a passing bus service, the connections are less than ideal for intending rail travellers.

To my mind FoSCL is quite rightly focused on the railway but it is important that we also give consideration to the many relevant transport links which might serve to increase the overall rail patronage and generally complement the rail service. It would be sad if the railway was to become solely a Settle to Carlisle tourist experience. I'm being alarmist of course!

In the meantime I would express my thanks to the FoSCL committee for taking these concerns seriously and, in particular, with regard to the Dent bus service which has become critical over the last few weeks.

### John Carey - by email

*(Editor's Note: All projects to which FoSCL offers financial support are, in the first instance, the subject of a 'Request for Funding' presented to the committee by one of its members. Such a request, for £1,500 as an emergency measure to prevent the 564 Dent station to Kendal bus being withdrawn on 30th April, was made to a special committee meeting held before the AGM on 16th April. The request was approved with two abstentions.)*

### Foot Crossings

On the subject of the safety of foot crossings, I vividly recall an extreme safety risk at Dent crossing in the autumn of 2006 whilst awaiting a returning DalesRail service with fellow walkers. An earlier-running southbound Northern Rail service had failed at the station due to a coupling problem between the units. The four-car train was packed and, not surprisingly, many passengers disembarked to get some air and to light up. Two passengers were from abroad and one young lady from California



May 2011

had enjoyed her day in Carlisle, but had not consulted a map for her journey there from Leeds. She had no idea how far from the urban environment Dent is, asking me for directions to the nearest cafe (as the train would be stopped for some time). Another asked why her mobile phone failed to work! My point being that when several dozen passengers started to wander off and linger on the foot crossing, the consequences of a northbound train coming unexpectedly across them gave me the jitters. The train crew were pre-occupied with servicing the coupling and could not watch all that was going on. This may have been a rare event that thankfully passed off without incident, but unaware visitors to the line can be at risk on foot crossings as this case illustrates.

#### **Simon Pearce – by email**

*(Editor's Note: We have received a very detailed letter from David Moss describing his observations at Horton-in-Ribblesdale. This has been passed on to Stanley Hall for his comments. More in the next issue!)*

#### **Loco-Hauled trains**

With regard to Ian Bolton's letter raising the question of locomotives and coaches: as you state, Northern do not have any such stock. The majority of all Train Operating Companies lease rather than own rolling stock. When the private charters run over the Settle-Carlisle railway, with either steam or diesel locomotives, the majority of the public just do not realise the overall costs of operating them. As an On-Train Guide for FoSCL I have to tell interested passengers that tickets on the charters will be three or four times what is paid on a normal service train – much more if they want to dine.

I note that, despite charges of between £63, £95 and £149 return (Standard, First and Premiere respectively) few tickets were available on the Statesman Rail 'Fellsman' day trips over the S&C in 2010. Incidentally, the recent two-day Winter West Highlander of 19th/20th February 2011 which picked up at Shipley, Bingley, Skipton and Settle was fully booked weeks

in advance! Those prices were from £169 to £339.

#### **Keith Preston – Saltaire (Committee member – Aire Valley Rail Users Group)**

#### **Ambience**

I was pleased to read the reference to 'ambience' in the February Magazine as I also believe this to be an important part of any travel experience. I find the ambience generally good with Settle-Carlisle services currently, but I am concerned that it will be deliberately made worse in the future if changes that have taken place on other services are introduced on this line.

Firstly, automated announcements (e.g. TransPennine Express, Scotrail). In my opinion, they are simply dreadful as you are bombarded with the same messages over and over again, which totally destroy the quiet and friendly on-train atmosphere and make journeys a chore. They give no genuine welcome to passengers, and the variety in accents and expression of announcements given out by staff which makes them interesting is totally lost. It is an insult to passengers that we are only worth being spoken at by a machine, and not spoken to by the on-train staff. On the basis that this has been a backward step for train services in the last 10 years, I hope that FoSCL will vigorously oppose any plans to introduce automated announcements on Settle-Carlisle services.

Not content with that, certain stations where once you could sit in peace whilst waiting for a train (e.g. Penrith), you now have to put up with another constant barrage of overbearing and patronizing announcements (including not leaving bags unattended and staying away from the platform edge!), and so what a contrast between this and say Appleby where the quiet and calm atmosphere whilst waiting for a train is almost perfect.

Of course the ambience on a train can be spoiled by fellow passengers, e.g. playing 'personal' music too loud (solution

- have a least one coach designated 'Quiet' and prohibit the use of electrical equipment in these), and secondly loud behaviour from groups of passengers overindulging in the consumption of alcohol (solution - ban alcohol consumption on all train services, travel should be a calm and sober experience).

Finally the station which I use most on the Settle - Carlisle (apart from Carlisle) has some way to go to improve its ambience following the takeover by a non-railway company. Northbound passengers approaching the station on foot are confronted with an unwelcoming sign: "Access to station by marked path only." Anyone attempting to park in the station site is told to keep out - it is Bells Staff Parking only. Once parked (in the road on the north side of the station) southbound passengers have a lengthy inconvenient walk to their platform as there is no crossing of the line (compare with Horton-in-Ribblesdale). FoSCL therefore need to open discussions with Bells and Network Rail in order to transform this station into a properly equipped, welcoming station for all rail users.

### **Toby Harling - by email**

*(Editor's Note: Mr Harling's comments on the S&C are well made - a great tribute to the Northern Rail and Dev. Co. staff, FoSCL's army of volunteers and, of course, the line and its surroundings. The comments about announcements are well made too; just try sitting in one of the waiting shelters at Shipley for more than a minute or two! As for alcohol, this is not a problem on the S&C except possibly for the two days before the annual Leeds Rock*

*Festival. Lazonby is more tricky; the site occupied by Bells is their private property which they purchased from British Rail many years ago. Basically, we might not like the way that they use some of it but neither FoSCL or Network Rail have any jurisdiction over it).*

### **A Big 'Thank You'**

I am writing this letter as a way of saying "Thank You" to the people who helped me

on the day of my accident which happened whilst I was out on a guided walk from the train.

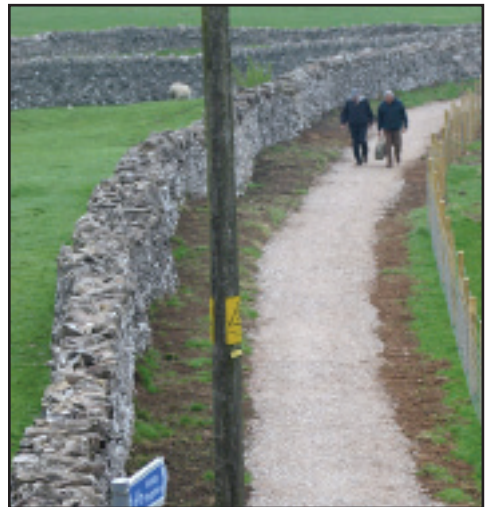
I snapped a muscle in my left leg halfway through the walk in January, near to Stainforth in North Yorkshire. The walk leader was Mark Harvey who acted with total professionalism as he dealt with my accident: he put me into the right position, kept me warm and then 'phoned the emergency services. Police arrived first, followed by a cave rescue party and even the local farmer. I waited for the ambulance in the police car.

All the emergency services were excellent and I thank them all. My wife Tracey, whom I married last December, was also a great support and I cannot thank her enough.

This all proves that you can be safe in the knowledge that, if the worst happens on a FoSCL guided walk, you will be well looked after and taken care of as I certainly was.

I am now fit again and walking, but Tracey is keeping a very close eye on me so I do not fall again!

**John Johnson – Carlisle**



*The new path from Kirkby Stephen station to the town - a nice safe walk from the train!*

**Photo: Andrew Griffiths**