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Another landslip on the S&C
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Right Hon. Michael Portillo.

Vice Presidents: Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Olive Clarke, OBE, JP, DL; Ron Cotton; Ann Cryer; David Curry; Douglas Hodgins; Philip Johnston; Eric Martlew; Richard Morris; Mark Rand; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; David Ward.

Chairman: Paul Brown - chairman@settle-carlisle.com

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* Indicates member co-opted at the June 2019 committee meeting in accordance with the FoSCL constitution.

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

NEXT MAGAZINE: Copy date for the November 2019 magazine will be Saturday 26th October
Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: paul.kampen@settle-carlisle.com. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.
Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Picture: On Wednesday 31st July a landslide at Shale Cutting blocked the S&C for several hours with trains replaced by buses between Kirkby Stephen and Appleby. Network Rail acted with commendable speed so that the line was fully re-opened by the following afternoon. Northern are also to be commended for their efficiency in the provision of buses. Photo: Mark Rand

The Chairman's Report

FoSCL Chairman **Paul Brown** writes:



May I take this opportunity to thank the members for their support and electing me as the new Chairman of The Friends of the Settle – Carlisle line at the 2019 AGM in May. May I also pass on a sincere thanks to retiring Chairman Douglas Hodgins for his hard work over the past few years and wish him well with the future.

The first items for the FoSCL committee to address was the appointments of officers, so may I welcome co-opted committee members Alison Cosgrove as the new FoSCL Vice-Chairman and John Carey who will help us as our bus coordinator and walks leader. Also co-opted was Richard Morris. His work on the FoSCL website is invaluable. May I also take this opportunity to thank retiring committee member Nigel Ward for all the legal work he's undertaken over the 12 years he's served as an officer. His commitment, effort and advice has been invaluable. Edward Album will now be taking on the role as FoSCL legal advisor and solicitor and we welcome him back to the fold.



Three generations of FoSCL Chairmen - now Vice-presidents. L-R: Douglas Hodgins, Richard Morris and Mark Rand.

Photo: Paul Kampen

The Committee has also acknowledged the efforts of previous time-served former Chairmen, Mark Rand, Richard Morris and Douglas Hodgins by electing them to the position of honorary Vice-Presidents. I have every confidence they will not buckle under the pressures of this role.

With the departure of Nigel Ward this has created a vacancy on the FoSCL committee, so I'm hoping to encourage some younger members to join. There are 2 members currently interested so we will be inviting them to future FoSCL meetings to encourage their participation in our activities.

The current S&C timetable continues to cause us issues which in turn has had a knock-on

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

effect with overcrowding of some services. The 07.47 service from Leeds runs a little too early for populating this to its maximum potential. So, this then puts pressure on the 09.17 service from Leeds which most passengers aim to catch. Our booked unit set formation for the 09.17 and 10.49 services from Leeds was a 3-car set on both services and often these services were subject to being short formed to 2 cars instead of the booked 3 car sets. This meant a low seating capacity train on effectively our peak services up and over the S&C route. As a result, we've disappointed a great number of passengers and coach parties. The other problems this has caused is to the on-train trolley services which is provided by the Settle-Carlisle Development Co. Because the 07.47 is so lightly loaded, not as many people were buying products and if the other services are overcrowded the trolley can't get down the train to serve passengers. This doesn't help either our passengers or the viability of the trolley service.

A general site meeting took place at Settle and Appleby stations in June with the new Northern Area Director, Steve Hopkinson and with Phil Sheard, head of stations east sector. The meeting was an internal staff meeting about the problems we are experiencing and whether there were any immediate remedies that came to mind. This gave a good opportunity to explain the overcrowding problems we were incurring with the short-formed set formations. To give Northern their credit these problems were listened to and taken on board and as a result they have promised to strengthen the 09.17 and 10.49 services from Leeds which means a 4 or 3 car set will operate these services throughout the busy season. Up to press Northern have fulfilled this promise and we are extremely grateful to them.

My own aspiration for the Settle-Carlisle is to support our local communities by ensuring that all services north of Skipton and south of Carlisle should be all station stops. Ultimately, we would like to see express services run between the stoppers and maybe originating from Nottingham/Leeds to Glasgow Central. However negotiating changes to the timetable is a complex issue and one where we rely on the good relations we have with the TOC and Network Rail.

Now, some of you have possibly noticed the entrance recently at Settle Station, which looks somewhat boxed in. Our gallant volunteer restoration team based in unit 8A or preferably known as The Midland Railway Co Ltd, stumbled into a building fault during the restoration of the frontage. The 11inch square lintel beam above the main entrance has suffered major wood rot in one load-bearing corner and was discovered when volunteer Ged Pinder was burning off the old paintwork with a small heat gun. The wood rot, which by now was powder form, started smouldering. The fire brigade was called as a precautionary measure and extinguished the small portion which caught fire. Network Rail responded promptly and erected 2 large acro props as a temporary measure until the beam is assessed for repair. We are now awaiting the report from that assessment before work can recommence on the restoration of the frontage. In the meantime, our workshop volunteers, Ged, Matt and Cliff, who are not accustomed to idle hands nor keeping still for one minute, are now working on creating 5 new Station running-in boards for Appleby Station, very similar to the ones at Settle which is an LMS style. As it's the 2 manned stations on the line it seemed appropriate to have something very symbolic and that would complement those respective stations.

The Volunteer-run visitor centre at Ribbleshead is operating very well thanks to all the volunteers who give their time there. In particular, I'd like to thank committee member Ruth Evans for pulling a remarkable bunny out the hat and so swiftly putting together a full season roster in a very short time. Well done Ruth, a credit to you.

Committee member Roger Hardingham has taken on the role of retail manager for both our station shops and has wasted no time in getting to grips with this function, so you'll see some new products available which is worth a look. We thank Pat Rand for all her years

of excellent work and dedication and also welcome Roger to this role and wish him well. Thanks too to our shop volunteers for the time they give, much appreciated.

The Health and Safety team, Ian Ambrose, Joy Smith and Trevor Huntingdon, have been very actively working on updating the main policy and looking at the individual activities that The Midland Railway Co. Ltd and our respective organisations undertakes to keep up to date with the necessary records. It always seems a daunting task dealing with H&S to some people but if you deal with sensible bite size chunks at a time, it's not that hard. But it's something which is essential to allowing us to undertake the work we enjoy. The team take on a great responsibility but with good co-operation from everyone, they do the nitty gritty work which allows us the pleasure of the activities we undertake in using and promoting the line.

The Appleby waiting shelter is now complete and we are now just determining the best method of securing it during out of hours operation. We are also planning to have some literature on the back wall on the inside of the building alongside a line diagram about the 2 railway routes which served Appleby, the other being the former Stainmore route which used to run to Penrith, Barnard Castle and Darlington and which closed in January 1962.

The summer Sunday Dales Rail service from Blackpool North has run 100% so far this year from last year's appalling regular cancellations. Thanks to the crew members of Northern for making good of this service this year.

Guided walks are going very well, good attendance from people. Thanks to all our guided walks team leaders for doing an excellent job. A big welcome also to our new on-train guide Luke Owen from the depths of Lancashire, we hope you enjoy your new hobby.

On Tuesday 30th July the line suffered a landslide at Shale Cutting which is roughly between Dent Head and Arten Gill viaducts, this was caused by a torrential downpour of rain and a collapsed land drain. It disrupted services for 2 days; trains ran from Leeds to Ribbleshead and from Carlisle to Kirkby Stephen. A connecting rail replacement bus service ran from Ribbleshead to Kirkby Stephen. Absolute credit to Network Rail for a very prompt and swift repair and to getting the line back to traffic again on Friday morning, 2nd August. Credit also to Northern for organising the rail replacement buses so quickly, which ran like clockwork.

FoSCL maintains its position as one of the UK's most successful rail user groups. Much of our success is down to the continued support we enjoy from our members and the significant interest in the amazing Settle-Carlisle line. Your committee will face each and every demand with conviction and energy and we look forward to new challenges and successes.

Paul Brown

Dates for your Diary

Bank Holiday Monday August 26th: Open Day at Appleby Station 11.00am to 3pm -
Stalls, magician, brass band and many other attractions.

Bank Holiday Monday August 26th, Victoria Hall, Settle 10.00 - 16.00 Settle Bookfair.

Saturday November 30th: FoSCL Christmas Lunch. See page 9 for details.

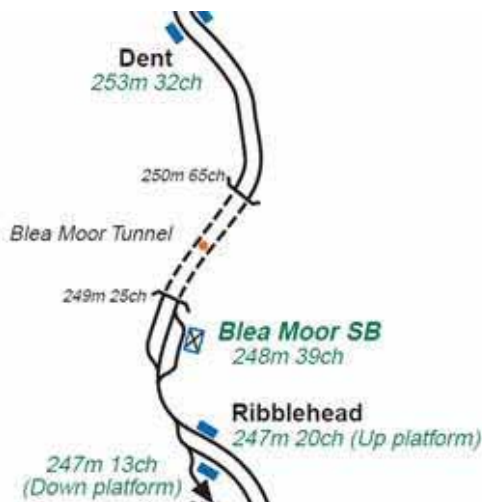
April 18th & 19th 2020: Book launch at Ribbleshead. (*Murder on the Ribbleshead Viaduct* by Rev. Malcolm Lorimer).

Editorial

On page 17 of this magazine you will find an account of the 'In Search of Mr Woodiwiss' event held in Hawes on Saturday July 27th. My own Woodiwiss connection is very tenuous; my maternal grandmother came to Britain as a refugee in 1915. Although she was already trilingual she needed to learn English and went back to school, despite the fact that her formal education was completed. Here she was befriended of one of the Woodiwiss family - the Granddaughter of Isaac Woodiwiss. Peter Davies, for many years our Membership Secretary, had a much stronger claim to be there; he is the Great Nephew of Sir Abraham Woodiwiss, Isaac's brother and contractor for the stretch of the S&C between Dent Head and Kirkby Stephen. It did make me ponder once more the way that railways connect people together. Most of the people present on July 27th were related to each other; but many had not previously met.

So too must the railways continue to allow people to connect with each other but that is proving a bit difficult at the moment! Extreme weather events are becoming the norm, almost certainly due to global warming. Sadly this latter debate is now becoming highly politicised with people jumping on to the bandwagon, motivated not so much by fear of the future but rather by a wish to tell others how they should live their lives. Much loved figures from the world of the theatre and show business are being listened to uncritically whilst precocious, earnest and well-meaning youngsters are also given perhaps too much air time. Again, we must be careful about our own public utterances on trains; a volunteer was telling me the other day that he heard someone blaming the recent landslip at Shale Cutting on Northern Rail; well really!! In fact we must thank Northern for their speed in organising replacement buses between Ribbleshead and Kirkby Stephen; and above all of course we must thank Network Rail who had everything up-and-running again by the end of the following day.

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



Above: The area of the S&C where Shale Cutting is located.

Above Right: The landslip immediately after it occurred.

Images: Network Rail

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

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

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



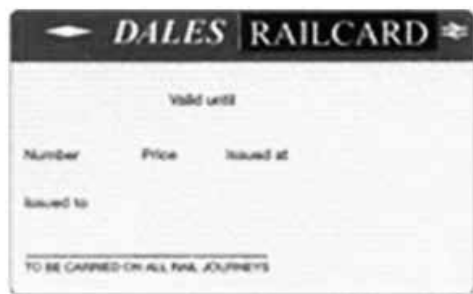
You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

FoSCL Dales Railcards should be purchased online at:

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



Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.

Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number.

The current cost is £12.50 per person.

Railcards will now be issued through the booking office at Appleby.

Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by

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

Personal Data – the Data Protection Act 2018, and the (European) General Data Protection Regulations

The UK Data Protection Act, together with European Regulations for the further protection of your personal data came into force in May 2018.

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

The Policy can be found on the FoSCL Homepage via www.foscl.org.uk which always shows the latest update.

FoSCL Notes

Deceased Members

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

Mr G. Flanders
Mr M. Guest
Mr Jackman
Mr Martin Hall
Miss June Nunn
Mr N.F. Scholes

Sales Department

Sales List

All FoSCL members receiving this magazine by post will find our annual sales list included as a 'pull-out' centre section of the journal.

Trading Manager Roger Hardingham has commissioned a new range of S&C-branded items including Thermos-type flasks, travel mugs and coasters. These can be found in the list alongside a good selection of the old favourites.

This year's Christmas card image, by Steven Crozier, can be seen below.

Please support us by making purchases from this list; if ordering by post it should be returned to: FoSCL Sales, PO Box 106, Settle, North Yorkshire BD24 5AH. Cheques payable to 'FoSCL'.

Please do not send orders to Settle or Appleby railway stations.

Station Shop Opening Times

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

Use of our secure webshop has really accelerated; this can be used throughout the year and can be found at:
<https://www.foscl.org.uk/shop>

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

Paul A. Kampen - FoSCL Secretary



FoSCL Committee Changes

Nigel Ward has resigned from the committee with immediate effect. At a meeting of the Midland Railway Company directors on Friday July 12th, FoSCL Chairman Paul Brown presented Nigel with a token of the committee's appreciation for the hard work that he has put in over the last ten years as FoSCL's Legal Officer. **Edward Album** has assumed the role of Legal officer.



Allison Cosgrove joined the Committee as a co-opted member in March of this year and in June was elected as Vice Chair. In July, Allison was appointed to the vacancy

left by Nigel Ward and will be subject to re-election to this committee place at the 2020 AGM. "I was delighted to join the Committee" she said. "I have been holidaying at one of the Trust cottages at Kirkby Stephen for some years, and have visited many of the stations on the Line. I have always been extremely impressed with the work that volunteers do along the line, in particular keeping the station buildings and gardens in such wonderful condition. Now that I have retired from work, I am pleased to give something back to the organisation, and I look forward to working with the rest of the very active Committee in the future".

Allison has a background in local government and lives in SE Scotland.

Our Guided Walks Co-ordinator, **John Carey**, was co-opted to the committee at the July meeting; John is also our spokesman for local bus services and he is a Director of Western Dales Bus and Dales and Bowland Bus.

Former Chairman **Richard Morris** has been co-opted back on to the committee to play the vital role of webmaster; this latter is becoming more-and-more a key position in the digital age.

And lastly, **Roger Hardingham** has replaced Pat Rand as Trading Manager.

Paul A. Kampen - Hon. Secretary

FoSCL and Social Media



We are increasingly using social media



to get our message across. We've had a **Twitter** account for some four years and in this time FoSCL has acquired close on 1400 followers. I try to put out one or two new posts a day on FoSCL's behalf, these can be read instantly by our followers and we can see whether they like them and whether they've re-tweeted them to their followers. Now the concept of re-tweeting is important for us; other people can forward our tweets to their own followers who may number thousands, so at a stroke we can reach tens of thousands of people and all for free!

Who are the people who follow us? For a start, we are reaching a world-wide audience. Apart from the cocktail bar in San Francisco and followers in India, we recently had a like from Pakistan Railways! But seriously, quite a few of our followers are media people in the UK, so again we are achieving a lot of publicity out there. And as you might expect, we have a lot of followers who are employed in the railway industry or used to work on the railways. We get informed comment from them which can be very helpful. David Brown, MD of Northern Rail, follows us, so we have a direct line straight to the top if we want to use it.

I try to give people a variety of information. Our followers love steam trains, especially in a snowy landscape, and a number of regular contributors put out photos when there's a steam special along the line. I only re-tweet the best of these, we don't want to give the impression that we are a steam heritage railway! We show our followers station gardens, our heritage buildings, DMUs, guided walks, in fact anything that's relevant to our line and our activities. We'll also re-tweet information about events taking place along the line, free publicity for our deserving followers.

Facebook: we recently set up a Facebook page and Dave Lacey is doing a great job administering this, he's already got us

up to 80 followers. We need Facebook as a lot of Facebook users don't do Twitter. It's beginning to take the place of the members' forum on the old FoSCL web site, with people making informed comments which will help our campaigning in the future.

If you're not already following us have a look for yourselves: you can download the appropriate apps to a smartphone or PC, or if you just look at the homepage of the FoSCL web site you can see the latest tweets displayed there, www.foscl.org.uk. Twitter: follow @foscl. Facebook: like Friends of the Settle-Carlisle Line. Enjoy, and let us know what you think.

Richard Morris – FoSCL Webmaster

New Membership System

Actually, it's not really new, we've just simplified things to make it easier to administer and to save FoSCL a bit more money into the bargain. But from now on you'll notice one or two minor changes.

First, we're doing away with the A5 cards that used to be inserted into window envelopes, with messages on them in very tiny print that were not easy to read. Your magazine will now arrive in an A5 envelope with your name, address and membership number printed on it. It would be helpful if you could keep the envelope until you're due to renew so that you can quote your membership number at that time. With 3,000+ members it helps our Membership Department to identify you uniquely when updating your record in the database.

A reminder that you do not need to change anything yourself. Your renewal date can stay as it is, though we'll ask new members to renew on 1st March in subsequent years to coincide with FoSCL's financial year.

From now on we shall not be issuing membership cards as a matter of course: they don't serve any purpose and the vast majority of members who let us know their views said they didn't need one. If you've received this copy of the Journal you'll know you're a FoSCL member! However, if you would still like a membership card,

that's not a problem and we can send you one individually. Just let us know by email to: membership@settle-carlisle.com or phone 017683 53200 during normal working hours.

Next time you're renewing, please do consider doing so online, it's so much simpler and quicker. Go to: <https://www.foscl.org.uk/shop/catalog/memberships>.

At the same time you'll notice that we've improved the appearance of the online shop to make it more attractive and easier to use. If you have any comments do please get in touch via email to: webmaster@settle-carlisle.com, or call the Appleby office at the phone number quoted above.

Richard Morris - FoSCL Webmaster

Yorkshire Air Ambulance Christmas Lunch Raffle 30th November 2019

The Yorkshire Air Ambulance is a charity and needs £12,000 per day to keep its two helicopters functioning. The Charity started in 2000 and to date about 8,000 patients have been carried to treatment centres. Our Christmas lunch raffle last year raised £300. We would like to match or exceed that this year. We managed 20 good prizes in 2018. If anyone would like to donate a prize or help sell raffle tickets on the day please contact me at: martinpearson1943@gmail.com or by phone on 01729 824 428

Rachel Pearson

Our Question Answered!

The centre-page photo in the last magazine was a super one taken by Peter Ainsworth, well done Peter.

In answer to your question posed:

The Bristol Lodekka bus was registered in 1959. The Singer Sports car DXM 715 (re-sprayed as they were never produced in that colour blue) was registered in March 1937. Which makes the magnificent *Galatea* 45699 the oldest machine in the photo, built at Crewe and released in April 1936.

Richard Owen

**FoSCL Christmas Lunch 2019 – Saturday 30th November 2019
at
The Golden Lion, Duke Street, Settle**

Time 1200 for 1230

The menu is set out below. The price of the meal is £26.

Master of Ceremonies- Mark Rand

Our guest speaker will be our Chairman, Paul Brown, who will outline his hopes for the future.

Booking forms can be obtained from Martin and Rachel Pearson.

Contact details (e-mail preferred) martinpearson1943@gmail.com or by post from

23 Town Head, Settle, North Yorkshire, BD24 9JB

Phone 01729 824 428

The booking form will also be on the website from early August 2019

Menu

Starters

Roasted tomato and red pepper soup, basil oil, mini tin loaf

Fine duck liver parfait, spiced orange jelly, toasted sourdough

Spiced vegan sausage roll, (V) traditional piccalilli

Bloody Mary spiced prawn cocktail, granary bread and butter

Mains

**Traditional Roast Turkey, sliced crown and ballotine of leg, homemade stuffing,
pigs in blankets, roast gravy**

Winter roast vegetable strudel, (V) cauliflower puree, winter greens

**Slow Cooked Beef, braised blade of local beef, rich Bourguignon sauce, crispy kale,
dauphinoise potato**

Roast hake fillet, braised lentils, creamed Savoy cabbage

Desserts

“Thwaites Mild” Christmas Pudding, brandy cream sauce

Glazed lemon tart, raspberry coulis, raspberry sorbet

Rich chocolate cheesecake, white chocolate ice cream, dark chocolate sauce

Cheese board, festive chutney, celery, grapes, crackers

Cheques or BACS - See booking form - Martin and Rachel Pearson

News Notes

Stock and Timetables

Both the Chairman's report and the editorial in the May issue rightly criticise the inadequacy of the rolling stock used between Leeds and Carlisle. Yet Northern has recently received class 170 dms released from Scotland, excellently refurbished internally, which it has put to work on the Leeds-Harrogate-York line. These 3-car units are the best dms in Britain. They are quiet, have very good ambience and comfortable seating with ample legroom, mostly in bays of four which align with the large windows. Indeed when introduced two decades ago, they operated Inter-City trains on the Midland main line between Sheffield and St Pancras until displaced by the dreaded Voyager-derived Meridians.

The 170s are wasted on the Harrogate line. Journeys are short, the distance between Harrogate and Leeds/York being respectively 18 and 21 miles. The overall distance of 39 miles, not of course used by through passengers, takes 75 minutes with 13 stops - one on average every 3 miles - 14 stops if a station is built (as it should be)

at the eastern end of Yeadon (LBA) airport. Nor do these trains require three coaches, particularly since introduction this year of a third hourly Harrogate-Leeds train.

Contrast that with the 113 miles between Leeds and Carlisle which does carry long-distance passengers and, if our fragmented railway system could get its act together, should carry many more. Trains calling at all stations - 17 or 16 if omitting Long Preston, which at just over a mile from Hellifield should only be served by Lancaster trains - have a call every 7 miles, and some call at fewer stations. [I would selectively omit more stations but will not court controversy here.] Given the lower ratio of stops and the longer distances, the greater comfort, and the incomparable landscape of the Carlisle line, it is here that the 170s should be employed, not on the Harrogate line.

Although welcome, this year's increase in Lancaster line trains is lopsided. The 05.22 from Skipton is in reality a 60-ton taxi service for the driver and guard, as is its very late return counterpart at 21.30. There is still no train to get potential commuters into Lancaster for 08.45-50



Just what the S&C needs? A Scotrail Class 170 seen here at Edinburgh Waverley on Thursday August 8th.

*Photo:
Richard Morris*

– but one would hope that a reasonable employer might use discretion -- arrivals being at 06.32 (which has no advertised connection into the 06.36 to Euston which follows it from Carnforth) then 09.13 and 10.05 – spacing of less than an hour – but the 1745 from Lancaster is, likely more by fortune than design, well timed.

The Lancaster line now has particular advantages for those living in the Settle and the surrounding area. An off peak (any time return) ticket from Clapham via Lancaster to London costs £105.90 (£69.90 with a railcard), which is less expensive than the more restricted equivalent via Leeds. Despite a long wait at Lancaster, the early train gets one into London Euston by 10.09 which is only 10 minutes later than, and at almost half the cost of, the LNER 06.55 direct Skipton-Kings Cross, which in any event is inaccessible by train from any points north as indeed is its (poorly pathed) return 18.03 from Kings Cross.

The next 08.35 from Clapham via Lancaster takes just 3 hr 35 to Euston and subsequent trains take 3 hr 40. These off-peak tickets are not available from Giggleswick from which a small add-on (from the guard) is required. Coming back the advantage of Euston over the East Coast line from Kings Cross is much greater still and in these respects (a) whereas the last departure from Kings Cross via and changing at Leeds to Giggleswick/Clapham is at 16.33, and to Settle at 17.03, the available departures from Euston via Lancaster are later at 17.30 and 18.30, by Glasgow train to Lancaster, reaching Clapham in 3 hr 35 and Giggleswick in 3 hr 45: (b) the journey times are quicker: (c) tickets are less expensive; (d) the tickets do not have restriction against departure from London between 16.00 and 19.00 such as applies to the East Coast Leeds trains. For the record, distances by rail from Clapham are to Kings X 255, to Euston 252, from Giggleswick respectively 248 and 259. Tickets (but not advance purchase tickets) routed via Leeds can be used via Sheffield and Leicester (even on the sole train via

Melton Mowbray) to St Pancras, and via Cambridge to Liverpool Street, while those to Euston can be used via Birmingham and Banbury to Marylebone and also via Oxford and Reading to Paddington.

If I can be permitted a degree of humour in what is otherwise a serious analysis, when returning on an evening from Euston to Clapham, I was challenged just minutes before departure by the makeshift three-man (two men and one woman) barrier at the entry to the platform. I explained that Clapham was not in South London but in North Yorkshire, and that if I were not permitted access then they would be responsible for an expensive taxi journey and a refund of the ticket cost: I was allowed to board. When I said to the lady guard on the train from Lancaster that I required a ticket from Clapham to Giggleswick (where my car was parked) her response was that I had already paid rather more than the other (fifteen) passengers on the train and she declined to excess me!

Robert H. Foster



On Sunday 7th July the local Methodist Circuit held a 'Songs of Praise' event at Hellifield station, shortly after 4472 Flying Scotsman had departed for Carlisle. (I don't care for its present number.)

Around 100 folk took part backed by Settle and Giggleswick Brass Band. Later they were treated to tea/coffee and biscuits in the cafe.

Text and Photo: Bob Swallow

The Anniversary Express

With guests including the redoubtable Olive Clarke, FOSCL Vice President and former Chairman of the North West Transport Users Consultative Committee (TUCC) at the time of the line's reprieve in 1989, the Settle Carlisle 30th Anniversary Express made a slightly delayed departure from Carlisle just after 08.00 on Saturday 13th July heading for Chester via the Settle-Carlisle line.

Olive had steered the TUCC (the statutory body representing rail passengers) through the almost 6 years of the campaign to save the line in the 1980s and it was fitting that she should be on the train celebrating 30 years since the reprieve along with other guests. The special, organised by the Settle Carlisle Railway Development Company (Devco), went on to pick up at Appleby, Kirkby Stephen, Settle, Hellifield and Clitheroe before arriving at Chester on Race Day (the City Plate).

Not many Charters start in Carlisle (innumerable, especially steam, do arrive at the city as their destination) so this was very much for the folk of North and North West Cumbria and of course from our major stations on the line. The diesel hauled train, the second venture (after the Xmas Comet in 2016) by the Devco into the Charter market, was supplied by West Coast Railways and comprised a well turned out rake of largely Mark 1 carriages, reminiscent of the latter days of steam.

Talking to many of the passengers in the train whether those enjoying fine dining, first class comfort or those in Standard, it was evident that people were enjoying themselves on a day blessed by the fine weather.

To be frank, the DevCo had struggled with feeding everyone on the Xmas Comet so we bowed to the ultimate professionalism of the Gravy Train Ltd. to supply all catering on the train ranging from at seat meals to a licensed buffet car. However we did run a sales trolley and sold raffle tickets, raising a creditable £ 385 for the Oaklea Trust, a Charity serving the community in Appleby.

There were the odd minor hiccups and refinements that we could have improved on, but by and large the day went very smoothly with a 25 minute early arrival back in Carlisle in the evening!

Many thanks to all involved and especially the coach stewards, many of whom were FOSCL volunteers, who were diligent and conscientious in their duties.

We are seriously thinking of another train next year even without the excuse of an Anniversary! Did someone mention steam? We'll see.

John Moorhouse Chairman SCRDC

Junior Massed Choir Visits Ribbleshead

On Thursday 27th June a memorable event took place at Ribbleshead Viaduct. The minor TV station in conjunction with several local primary

schools staged a massed sing. Pupils from primary schools from Bentham in the west to Hellifield in the east were initially bussed to Clapham for a combined practice at the Parish Church, Clapham. It must have been a bit of a squeeze as in total there were



three hundred and forty pupils. A quick lunch followed before they were all bussed to the Station Inn, not it must be added for a quick pint or even a lemonade. This was the drop off point for what resembled, looking at the memorable snake heading down the winding track to the viaduct, as the 'Exodus from Egypt'.

It took some organisation to get everyone in place beneath one of the central arches. A large tent had been thoughtfully provided for the musicians who were to lead the choir. All the TV paraphernalia had to be sorted out before a conductor led them in a trial run.

David Freer and myself were there and had a word with some of the teachers to make sure we were clear to take pictures for Northern and FoSCL. No problem provided they were not in close up. This did not appear to apply to either TV or the Yorkshire Post, the latter certainly had many easily recognised pupils shown in their Friday edition.

I have to admit that the only song which I recognised was the late Mike Donald's 'Settle Carlisle Railway' which was belted out. Then it was back to the buses which had to return pupils to respective schools before running many of them home on their regular service.

It was good to see so many children

learning a deal about the Settle Carlisle Railway which may at least encourage some of them to take a greater interest as they grow up.

Not on the same scale was a recent visit by Settle Beavers to Settle Station Signal Box. A dozen of them aged between six and eight spent an hour split half and half between the box and the station environs. I had forgotten just how much noise such a small band made – and that despite my wife and I having four children of our own. Mind, that was some time ago. Not only the children but their helpers had a grand time, the latter vowing to return minus children at a later date.

It really is amazing just how quickly children pick things up and very rewarding too though it has to be admitted, totally exhausting.

Bob Swallow

Appleby Diary By Mike Summers

The purpose of this diary is to inform members who don't live near to the railway or perhaps don't visit the northern end of the route of events and happenings as viewed from Appleby station. This diary commences on Monday 1st May and concludes on Sunday 21st July. The period covers twelve weeks during

which the number of problems that arose was not matched by the same number of solutions.

With regard to Northern Rail, there will undoubtedly be references in other parts of the journal regarding the performance of this company. There is little point in adding to these other than to give an account of a coach journey from Appleby during July which resulted from



a cancelled train. The week commencing 1st July saw two occasions when the 18.24 Carlisle to Leeds service was cancelled, Tuesday 2nd and Thursday 4th. On the occasion of July 4th a coach was sent from Preston, the vehicle was a three-axle type, not ideally suited for the journey ahead. To compound matters the driver had limited driving time due to having travelled from Preston. After leaving Appleby the coach made its way to Kirkby Stephen and then on to Garsdale where it eventually arrived around 9 o'clock. On arrival at Garsdale the turning point was blocked by another vehicle forcing an extension to the journey. By this time one or two of the passengers were becoming rather irate, their anger being fuelled by the fact that the driver had to take his compulsory break. As the driver took his break some passengers sat patiently watching the sunset and listened in amusement to the abuse from others. After a while the distant sound of a train could be heard and out of the sunset appeared the last train from Carlisle, the 20.13 to Leeds which arrived at Garsdale on time at 21.21. Fortunately the angry mob was able to swap to the train and continue their journey whilst others who were travelling to Ribbleshead had to remain on the coach as the last train from

Carlisle doesn't stop there. Eventually arriving at Ribbleshead around 11 o'clock the efforts of the coach driver were praised by those remaining passengers for his resilience. By all accounts it was a tortuous journey which could have been made easier if local knowledge had been sought. When it comes to rail replacement coaches the 'one size fits all' theory doesn't work.

For steam hauled Charter trains Appleby is a welcoming place to stop and take water, it allows passengers time to photograph their locomotive, buy ice creams, and browse in the shop, or at least that's how it used to be. Two changes since May 1st have adversely changed this situation. Firstly, compared to the same period last year the Charter market over this route has dropped by 20.8%. This can be partly accounted for by the reduced number of 'Fellsman' trains which this year is only three. The total number of Charter trains appearing at Appleby from May 1st to July 21st is 19 which includes the diesel hauled 'Thirtieth Anniversary Special' which ran from Carlisle to Chester on Saturday 13th July. Although we have no control of the Charter market the problem has been exacerbated by the fact that many of the steam workings no longer stop for water at Appleby, this being due to an



Northern Rail are to be thanked for their work to improve the stock situation on the S&C. But not always! Sometimes Class 150s are making an appearance which are totally unsuitable; the refreshment trolleys cannot operate on them and their seating layout and capacity are not good enough. Here a group of passengers prepare to board a Class 150, already full and standing, at Appleby on Tuesday July 16th.

Photo: Mike Summers

incident in May. During the construction of the waiting shelter a number of parking spaces were lost, and of course commercial vehicles had to be accommodated. This resulted in increased parking on the road outside of the station which restricted access. Water tankers requiring access to the car park experienced difficulties; this inevitably led to a minor incident on 25th May. Following that incident it was felt that there was no longer safe access to the station and that consequently the watering of northbound locomotives would cease. The following Wednesday 29th May a different steam locomotive operator sent a road tanker and although there was no incident, it took around forty minutes to extricate the vehicle. By 10th June and on 17th July when the same company sent tankers, the waiting shelter was complete and access was good. Steam locomotives must have a reliable source of water and Appleby was once a reliable watering stop. Once again a little bit of local consultation might have helped avoid this situation.

With regard to freight, the Office of Rail and Road announced a 3% increase in freight volume for the fourth quarter of 2018 with expectations for growth in 2019; they clearly didn't mean the north end of this route. Freight traffic passing through Appleby where we don't see the quarry traffic remains low but stable. The core movements of Gypsum, Logs, Cement, Departmental, and of course the only train to pass through the Channel Tunnel, the Antwerp to Irvine (Scotland) China Clay train all continue to run. There is still a once a week cross-border coal working to Drax power station, the last vestige of a once massive flow. Collectively these amount to around 80 each month which is a slight increase. The Gypsum and Cement trains are the only two that run in both directions; for some reason all others work back over the West and East Coast main lines. Freightliner, the second biggest freight haulier have reduced their light engine movements, they now frequently have their locomotives dragged behind the DRS hauled departmental train to Crewe.

With regard to the station infrastructure, no progress has been made on the customer information screens. The waiting

shelter on the down platform is now complete but in order to avoid potential vandalism the building remains locked outside of normal station hours. A decision is awaited on how to manage the opening to benefit passengers. Dare we say it again; perhaps local knowledge should have been sought earlier.

(Editor's Note: In order to improve communications with local residents, and others with a specific interest in the northern section of the S&C, FoSCL has set up a 'Northern Sub-committee' under the chairmanship of Richard Morris; Mike has been invited to be part of this.

With regard to consultation over the building of the new waiting shelter at Appleby, this was mentioned several times in Douglas Hodgins' Chairman's Reports. There were in fact consultations with Dev.Co, Network Rail. & Northern staff plus Hopleys – the builders - and local volunteers; FoSCL was represented by Douglas Hodgins. It was predicted that up to six parking spaces would be unusable during the construction period. Whether this is to blame for the lack of steam trains stopping at Appleby is a moot point; certainly there were problems with the road tanker but information received by FoSCL suggests that, for financial reasons, larger locos which do not need a water stop are being used. I hope that this clears up any misunderstandings.

With regard to the shelter, discussions are in hand about its final fitting out).

Three Peaks Arts – All Stations Go

On 6/7 July Three Peaks Arts held the second "All Stations Go" event. This was supported by the S&C Railway Trust and Northern Rail - held across Settle, Horton-in-Ribblesdale and Ribbleshead Stations.

An exhibition by seventeen professional artists was held at each with eight workshops taking place including dryjoint printmaking, hand-build ceramics, printing on painting on wood and landscape collage. Visitors to the exhibitions were delighted to see high-quality art in such an unusual setting, and they also took the

opportunity to enjoy historic stations and the chance to see the Flying Scotsman fly through on the Sunday. Three Peaks arts would like to express their gratitude to SCRT and their volunteers for their support in making the event a success.

Three Peaks Arts Trail - October 2019:

Three Peaks Arts are pleased to announce they are once again presenting an exciting Arts Trail with a difference in 2019. As in previous years the hub of the Arts Trail will be at Horton-In Ribblesdale Old School. The trail officially opens on Friday 11th October with a reception at the group exhibition. The event continues from Saturday 12th October until Sunday 20th October with artists' Open Studios taking place from 10am – 5pm both weekends, 12/13th and 19/20th October, and activities happening during the intervening week.

Horton Old School will be the 'hub' for the trail; visitors can book to take part in a number of art workshops and attend events such as poetry readings and artist's talks during this period. As last year, students from the Fine Art degree course at Manchester Metropolitan University will be artists-in-residence at the school. They will be on hand to talk to visitors as they develop new work in response to the local environment. A preview of the work they create will be held at the school on the evening of 19th October.

A further additional event for this year is an exhibition at **Horton Railway Station** by mixed-media artist Josie Besant, printmaker Hester Cox and ceramicist Charlotte Morrison who will be showing pieces from their collaborative project 'Collections'. For the last four years the three artists have been working with a number of museum archives and with their own personal collections to create work that explores why we are compelled to collect things, the meaning carried within the collections and how we organise and display the objects. The exhibition is open from 10am -5pm both weekends and 12 – 4pm daily throughout the intervening week. Members of the public are invited to come and talk to the artists about their own collections throughout the show.

The beautiful Norman church in Horton

in Ribblesdale will be the home for an ethereal installation by Hester Cox, 'Within These Walls', which celebrates the Yorkshire Dales endangered upland hay meadows. This beautiful and spiritual space will showcase the five 4-metre long hand-printed hangings and visitors can see them throughout trail week.

Artists: Some really great artists with international reputations will take part. Award winning ceramicist Jan Huntley-Peace, ceramicist Leonie Rutter, textile artist Pam Shackleton and painter Brian Plummer. Three Peaks Arts is privileged to welcome William Tillyer to exhibit at Horton Old School. William Tillyer is a contemporary British Artist known for his abstract watercolour and oil paintings. He studied under William Coldstream at the Slade School of Art during the early 1960s. His works are held in the collections of The Museum of Modern Art in New York, the Tate Gallery and the Fort Worth Arts Museum, Texas, among others.

Pip and Rebecca of **Wallace Seymour Fine Art Products** will be showing from their factory in the village where they hand make artist paints and there will be another group of artists showing together from painter Penny Hunt's studio including contemporary jeweller Caroline Brogden and cyanotype artist Kim Tillyer. Norman Adams RA studio will be opened at the weekends. Paul Clark will be opening his studio in Giggleswick while in Settle various artists will have their studios open, all within easy walking distance of each other. From ceramics made by Rachel in the Dales to prints by Mike Crompton, drawing and painting by Ann Evans, collaborative pieces from Sue Vickerman and photography by Mike Kilyon and Mary Woolf, this is a chance to see how artists work and chat to them about their practise. In and around Bentham amongst the artists taking part will be painters Susan Calverley Parker, Tony Roberts and printmaker Rachel Thornton who will be showing with her resident artist. This is part of an exchange scheme, funded by Great Place Lakes and Dales, that explores how young artists work in rural settings across the world. Not to be missed is the studio of Kevin Brown at Coldcotes. Kevin

is primarily a watercolourist who paints the local landscape and has also created an atmospheric body of work inspired by steam locomotives.

For more information on open studios, exhibition, artists in residence, workshops, visiting artists and more see: www.threepeaksarts.co.uk.

Three Peaks Arts would like to recognise and thank Great Place Lakes and Dales, Manchester School of Art, Settle Carlisle Railway Trust and Wallace Seymour Fine Art Products for their support and sponsorship in this forthcoming event.

Donation of LMS Kettle to the Settle Signalbox

On Saturday 13 July, when I was absent due to volunteering duties aboard the Anniversary Express, the kind donator of the kettle happened to be visiting Settle, and being interested in the existing kettle recumbent on the fire was duly told that through age and neglect it leaked through a rusted bottom.

On Saturday 20 July the gentleman (name unknown) reappeared and presented to the box the kettle as displayed in the photographs. It had an interesting history, being found in two separate pieces - lid and bottom - over a period of a year some time ago, on land adjacent to the railway (on the railway I suspect, at a location I think near Grange over Sands). Having sat

out of sight in a cupboard somewhere, and in light of the condition of our existing kettle, it was kindly donated as a replacement, and gratefully accepted as such.



On a busy day in the box the man's name is lost to me, though presumably he must have sent you the photograph as I have no recollection of it, so perhaps you know his identity.

David Hope

*Below: David Hope (I) receives the kettle.
Photos: Graham Wright*

In Search of Mr Woodiwiss and the Family

S&C historians will be very familiar indeed with the name of Woodiwiss. With his business partner George Benton, Abraham Woodiwiss was in charge of the construction of Contract No 2 – the section of the S&C between Dent Head and Kirkby Stephen – and also of Contract No 5 which was the branch from Hawes Junction (Garsdale) to Hawes. It is clear that both Benton and Woodiwiss were self-made men who saw railway



building as a means to better themselves. Abraham was initially a quarryman and the Woodiwiss family owned several quarries. His first contract was for the building of Evesham Bridge in Worcestershire; it appears that early in this work he broke a leg and supervised proceedings from a nearby hostelry. Like his brothers and their sons, Abraham was resident in several different locations as his business developed; although a native of Derbyshire and born in Duffield, the census records show him living at one time in Main Street, Ingletton and his two daughters were born in Settle and Lancaster respectively.

And a mystery! One of his sons was recorded as living in Arkholme Vicarage at Cowgill. Can anybody explain that? One theory is that Cowgill came under the jurisdiction of Arkholme in the mid-19th century.

Abraham's brother George Woodiwiss rebuilt the Pump Room at Bath and became the Mayor of Bath. Abraham himself was twice Mayor of Derby and was knighted in 1882; sadly he did not live long to enjoy being a knight of the realm as he died in Mentone, France, in 1884 at the age of 55.

The firm of Benton and Woodiwiss was clearly a very amicable partnership despite its principals having opposing political views (Benton a Tory and Woodiwiss a Liberal). And they were obviously benevolent employers; an illuminated testament was presented

to Isaac Woodiwiss by employees on the later contract to build the Keighley/Halifax/Bradford line of the Great Northern Railway.

Organised by Ruth Annison, 'In Search of Mr. Woodiwiss and the Family' was an event held on Saturday July 27th to bring members of the family together following on from Ruth's very successful campaign to restore the 'Book of Bridges'. There were thirty-one family members present plus three 'interlopers' including myself. Susan Tripp, Great Granddaughter of Alfred Woodiwiss, talked on the various Woodiwiss residences in Derby and Alan Rhodes, Great-great Grandson of James Woodiwiss traced the various members of the family using census records. Ruth Annison spoke on the Wensleydale line and its importance to the local community and Mark Neale outlined the further railway building that Benton and Woodiwiss carried out in the Bradford area.

People present were able to see the 'Book of Bridges' under supervision and also to see and to handle laminates of the book produced as part of last year's appeal. On Sunday July 28th there was a Guided walk on the route of the Garsdale to Hawes branch led by Tony Smare and Andrew Longworth.

We are indebted to Ruth Annison for the opportunity to bring these key names in the history of the S&C to life once more.

Paul A. Kampen



Benton and Woodiwiss built contract No 2 of the S&C which included Hawes Junction (now Garsdale). Here 37409 Lord Hinton runs light through Garsdale station on 1st August on the return leg of a Carlisle to Blea Moor trip to test the line after the Shale Cutting landslip.

***Photo:
Roger Templeman***

Special Traffic Report

May 21st	56094	Doncaster to Carlisle, 5 empty wagons
June 1st	2 x 47	Milton Keynes to Carlisle
July 1st	66769	Liverpool to Ribbleshead
July 13th	2 x 47	Carlisle to Chester, Dev Co

The working to Ribbleshead on 1st July conveyed empty wagons, which were loaded with stone, and despatched to Hunslet. This then repeated the journey for another 4 days. The stone comes from Ingleton granite quarry to Ribbleshead Sidings by lorry.

The Network Rail test train has been running once per month as usual, assessing track quality. Normally formed of the Inter City 125 converted specially; the train was topped and tailed by two class 67s on May 18th (neatly visible from within our AGM at the Victoria Hall in Settle ! !

The steam excursion programme has intensified this summer, with some trains by a new operator based in Crewe. Locos reported include 35018 *British India Line*, 45690 *Leander*, 48151, 70000 *Britannia*, 6201 *Princess Elizabeth*, 60103 *Flying Scotsman*. Points of origin have been York, Norwich, Chester, Euston, Crewe.

Pete Shaw



56091 and 56103 seen here with a working from Chaddesden to Carlisle at Kirkby Stephen on 28th July 2019. This is a short-term flow; the return from Kingmoor goes to Boston; the load is contaminated ballast.

Photo: Colin Keay

Overleaf: 70000 *Britannia* at Blea Moor with 'The Fellsman' on July 10th 2019

Photo: Peter Ainsworth







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Guided Walks Update

The summer programme of guided walks has been going well thanks to a dedicated team of 17 volunteer walk leaders who have often provided 3 walks per week and sometimes more. This takes a considerable commitment on the part of each of the leaders who have given up their free time to do so. We are necessarily always on the look-out for new volunteers and for any keen walkers (FoSCL members) willing to devote some of their free time to a good cause this can be very rewarding. Please contact John Carey at: GuidedWalks@settle-carlisle.com

The summer weather has gone from extremes, initially the heatwave of July to the torrential rainfall of August, the latter causing disruption to train services. Indeed, the devastation experienced in Swaledale including the destruction of several bridges has caused us to rethink some of our plans at short notice. Safety of our walkers is always of primary concern and so it is always wise to check the website for any last minute alterations or cancellations. However, we will always seek to do something where possible. Recent walks have included the Dalesway from Dent to Sedbergh, always a revelation to many as the backdrop of the Howgills comes into view. On another occasion walkers undertook the more demanding high level circuit of Cautley

Spout in the Howgills. In good weather walkers are often rewarded with views across Morecambe Bay.

Many of the Sunday walks have made use of the FoSCL-supported Northern DalesBus from Ribbleshead into Swaledale which we have undertaken in conjunction with our colleagues at Friends of DalesBus. This has given us the opportunity to explore the industrial heritage of Gunnerside Gill as well as the scenic splendour of the Swale Gorge and the various waterfalls.

Wild Boar Fell is a favourite and as a consequence often included in the programme walking from Kirkby Stephen to Garsdale. This usually includes an optional refreshment stop at the Moorcock Inn which serves an excellent pot of tea as well as other beverages.

In July we incorporated a visit to Armathwaite Signal Box into one of our walks. This is certainly worth a visit for anybody who has not yet seen it. The box is usually open on a Sunday but best to check in advance.

We were delighted to take part in the Woodiwiss weekend organised by Ruth Annison which incorporated a 'walk and talk' by Tony Smare and Andrew Longworth on their proposals to reopen the Hawes branch. This was informative to all those who participated.

The walks are truly open to all although we do expect

participants to turn up reasonably equipped for the day and be mindful of the grade of the walk. For further information and terms of participation please pick up the current guided walks leaflet or visit the guided walks section on www.foscl.org.uk. For any help or advice please email GuidedWalks@settle-carlisle.com

John Carey



Ride2Stride 2019

Tuesday April 30th saw the start of ride2stride 2019.

Walkers gathered at Settle station to hear Richard Handscombe (a representative from the Folly) open the 8th festival. The opening day saw a great variety of activities: easy, moderate and strenuous walks, a return visit to the award-winning Courtyard Dairy and music in the evening. A great start to a very busy and varied week.

The new Leeds - Settle - Carlisle Line timetable introduced since last year's festival saw walks starting from trains departing Leeds at 07.48 and 09.19, the longer strenuous walks benefiting from the extra time available to do the walk by using the earlier train.

One other benefit with the new timetable were later trains back to Leeds



which meant that festival goers wishing to hear the music could stay later and enjoy the evening music session before returning home.

By the end of the week a total of 879 people had taken part in the festival either travelling daily or staying in Settle or in camper vans and using the train to access walks/talks and music further up the line.

Overseas visitors came from:- Ontario, Toronto, Netherlands Oregon, Utah and Pennsylvania.

UK walkers and musicians came from:- Todmorden, Penistone, Huddersfield, Clitheroe, Halifax, Burnley, Rotherham, Colne, Lancaster, Blackburn, Keighley, Bingley, Bradford, Leeds, Skipton, Giggleswick, Settle, Oakworth, Ilkley, Barnoldswick, Rossendale, Stainforth, Garsdale, Harrogate, Saltaire, Addingham, Menston, Haworth, Silsden, Bardsey, Edinburgh, Macclesfield, Ormskirk, Cirencester, Newcastle, Colwyn Bay, London, Brighton, Hove, Reading, Sheffield, Southport, Llandudno, Basingstoke, Cheshire, Loughborough, Suffolk, Derbyshire, Swansea, Shropshire,





Manchester, Worthing, Liverpool, Bolton, Bury, Summerseat, Selby, Lake District and Arnside.

Diane Taylor

Photos: Martyn Benton

Bus Links

Whilst we are already some way into the summer season there are still a few weeks left to explore some of the outlying destinations which are possible from the Settle-Carlisle line by bus.

On Sundays the FoSCL-supported 830 Northern DalesBus provides a connection at Ribbleshead to Swaledale and Richmond. Also on Sunday the 881 Coast and Cove DalesBus travels from Settle to Malham taking the high level route above Langcliffe. The route returns to Settle before continuing to Slaidburn and the Forest of Bowland (from Settle Market Place). Both of these services connect with the northbound 08.59 ex Leeds train. The 581 provides a link from Settle to Kirkby Lonsdale Monday to Saturday with a seasonal Sunday service ideal for

reaching the villages of Clapham and Ingletton.

The Western Dales S1 service departs Dent Station at 09.35 on Saturdays and provides the means of accessing the Howgills and the hills either side of Dentdale including Whernside, Great Coum, Middleton Fells, and Rise Hill. The valley walk from Dent Station to Sedbergh provides for 10 miles of relatively easy scenic walking with few uphill before catching the bus back. For the more energetic the spectacular circuit of the Howgills starting from Sedbergh taking in Cautley Spout and the Calf is a must. Leaflets describing both of these walks are available as downloads on the www.settle-carlisle.com website. Other attractions include Dent Heritage Centre and Farfield Mill, the latter located just outside Sedbergh.

Hawes remains a popular destination with the Dales Countryside Museum and Ropeworks all being easily accessible from Garsdale Station using the Little White Bus running every day including Sundays. The Monday to Saturday buses connect with the 07.47 and the 09.17 trains out of Leeds whilst the Sunday service connects with the 08.59 ex Leeds train. From Hawes it is

possible to connect with the other services including the 156 Wensleydale Voyager on Monday to Saturdays and the 856 to Northallerton on a Sunday. There is also an on-demand service allowing for rail connections outside the core bus timetable although concessionary travel (the bus pass) is not valid for this.



At Kirkby Stephen a town connection is provided by the Western Dales S4 service on Fridays only this connecting with the 09.17 train from Leeds (arr. 11.06) and returning for the 15.46 southbound train. It is possible to visit Brough Castle followed by a visit to Kirkby Stephen town on the same day or why not take in the short viaduct walk from Millennium Bridge ending at the town and taking the bus on the uphill trip to the station?

In addition it is possible to step back in time and take a heritage bus from Kirkby Stephen Station to either Hawes or Barnard Castle. Cumbria Classic Coaches connect with the 09.17 train at Kirkby Stephen (arr. 11.06) running to Hawes on Tuesdays (until 29th October) and Barnard Castle on Wednesdays (all year).

ENCTS concessions (the bus pass) are offered on all services except for the 830, 881 and the LWB on-demand services. In addition Sunday passengers can purchase a £10 Dales Freedom Rover or alternatively a Dales Privilege Rover at £8 available to those with a rail card (e.g. a Dalescard, Young Persons or Senior Railcard).

For information on walking possibilities using public transport from the Settle-Carlisle line please visit www.walkingtheyorkshiredales.co.uk and for

information on bus services see www.dalesbus.org. For any other assistance please e mail:

GuidedWalks@settle-carlisle.com

John Carey

Coronation Street

I'm one of those sad people who watch Coronation Street.

In Roy's cafe he has a lot of railway memorabilia on the walls.

In one recent episode he was telling a seated customer that he had been visiting Carla in hospital at Carlisle but, before returning, he had a ride on the scenic Settle-Carlisle line. He got as far as describing Ribbleshead Viaduct as a spectacular piece of engineering when 'Mrs Busybody', who was standing at the counter waiting to be served, chirped up saying "I haven't all day to stand here while you are chatting!" That was the end of the conversation about the S&C. How many people watch Coronation Street? Well done to the script writers for giving the S&C such a good plug.

Kath Smith

Stop Press!

Diesel charters have caused and continue to cause delays to Northern timetabled scheduled services.

On Sunday August 11th, (1Y18) ex 09.18 service from Nottingham, ran perfectly to time until it reached Gargrave. The new enforced signalling restriction was imposed at Hellifield South Box by Network Rail because of a SPAD (Signal passed at Danger) or draw ahead signal run-through at Danger incident over a year ago with a charter train. This means any passenger charter is no longer permitted to occupy the loop line and has to stand on the Main line for servicing. Any service train in the rear of the now blocked main line can and will cause a delay to both S&C and Morecambe booked services.

Thus the Nottingham to Carlisle service arrived 46 minutes late and the 10.24 ex Leeds to Lancaster arrived 63 minutes late.

Modelling the S&C by Ian Nuttall

Like every other member of FoSCL I have a great affinity and fondness for our line. The Settle-Carlisle is wonderful in many respects and has attracted interest and fans from around the globe; a railway which punches far above its weight, and rightly so.



Ex-Midland railway 3F 0-6-0 3337, shedded at Hellfield during my era heads south through Dent Station on a short cattle train. The Sportsman's Inn, Cowgill, in the dale below the station, hosted monthly livestock sales attracting potential buyers from far and wide. The Express Dairies milk tank, with its home base at Appleby, has been dropped off due to a 'hot box'; it awaits rescue.

I chose to extend my interest in a slightly different direction by trying to create an historically accurate portrayal of parts of it in 4mm finescale. I appreciate that not all readers are au fait with model railway terminology, so, suffice it to say, my layout uses the same sized models as you would find in a Hornby train set, only everything is either hand or kit built to achieve greater accuracy.

I have always been a railway modeller, but two individuals, for different reasons, swayed my thinking to choose the S & C as my subject. As a teenager in the 1960's I started reading the Railway Modeller magazine and spotted a layout called Marthwaite by David Jenkinson, a founder member of the LMS Society and, latterly, a prolific author on all matters Midland and LMS, including "Rails In The Fells", a seminal work on the S & C. Marthwaite was a fictional branch off our line, yet

everything about it was S & C. It was not too grand in size to put off this young modeller and it oozed atmosphere.

Soon after I became a founder Director..... which sounds grand, but for £10 the title was mine....of the Grimsby & District Model Railway Society. A fellow founder director, Ron Smith, a skilled engineer, took me under his wing becoming my mentor to help me achieve higher modelling standards. Ron also modelled the Settle-Carlisle; I was hooked.



The Johnson 1P 2-4-0's were regular performers on the S & C; 20216 was one of the last eking out its final days on lighter duties such as here i/c the LMS Inspection Saloon; the signal box and bothy are prominent. Note to self...."Check all wheels are on the track before you take a photo!"

For many years my 'day job' was a Housemaster at Clifton College Bristol; in term time I had no opportunity to focus on my hobby, but come the lengthy school holidays I planned, researched documents and official reference material and began an intensive building programme of many, many wagons from kits, providing they were accurate, and scratch building to fill the gaps. I had accurate drawings, courtesy of my mentor Ron, for all S & C structures so was able to create authentic, detailed 4mm scale models for all the buildings at Dent.

Retirement from Clifton was in 2010; I had anticipated this by having a log cabin of 20' 6" by 12' 6" erected up my garden; I could begin to create my slice of the S & C in miniature. Initially I selected two

locations :- i) The North portal of Blea Moor Tunnel, Dent Head Viaduct and part of that end of Dentdale. ii) Dent Station itself, all to be set in the 1937-47 era; the last ten years of the LMS.



Another 3F, this one a mere 50 years young, and another Hellifield specimen, trundles north out of Blea Moor Tunnel and onto Dent Head Viaduct. Purists may spot I have only modelled nine of the ten arches. I decided that, if I included the tenth, the whole scene would lose balance and my extra layby sidings I added just north of the viaduct would be too short to house the freight trains I needed to stable there. Included in the P.O. wagons are Chas Lord of Settle, and M.E.Haygarth of Dent, two of the few non-limestone operators on the line; I would welcome information of others.

Each stage took around three years, whilst certain aspects were exacting. For example I have built 100' of miniature dry stone walling stone by stone (DAS modelling clay to the fore).....3" takes an hour, whilst the snow fencing above Dent Station took much spare time as it needed to be assembled piece by piece in situ. At times my project has proved challenging, yet it has been ultimately fulfilling and rewarding to the extent that I am contemplating a third scene; I do have space. This will be a 'might have been'....there were several proposals for routes off the Settle-Carlisle, one of which would have been from the Mallerstang area south of Kirkby Stephen eastwards into the Dales. "Mallerstang Junction" may yet appear.

My layout will never be seen at

exhibitions as the main frames are 6" x 2" timber....spare planks from my log cabin....and are fixed forever! However I am indebted to Steve Flint, the Editor, and Tim Rayner, his deputy, and the rest of the team at The Railway Modeller magazine for their unstinting support of my efforts by publishing articles I have written on a regular basis over the last seven years. If you wish to read more the main accounts of my two sections are in the November 2013 and March 2018 issues; both are still available as far as I am aware.



Yours truly on the left, being presented with The Railway Modeller Cup by Editor Steve Flint at this year's York Model Railway Show. (Photo courtesy Railway Modeller magazine.)

I was contacted a few months ago by them to say I had been awarded The Railway Modeller Cup for 2018, as voted for by the readers, for my portrayal of Dent Station. A feather in my cap, but also a boost for the S & C, for I am the first to admit that by modelling the line my efforts attract more than the average amount of votes; thank you the 'Long Drag'.

I am more than happy to share my research/understanding of the line with fellow enthusiasts. If anyone has any queries please e-mail the editor; I'm sure he would forward any to me. We can all learn from each other.

Ian Nuttall

Settle Station Gardening June 2019 by Marion Armstrong

Volunteers from the local gardening group, Cultivating Settle, took on the task of planting and maintaining the flower beds at Settle station in the Summer of 2016. Initially the plan centred on creating a rose bed in memory of a true Settle-Carlisle stalwart, Eric Stanley who sadly died earlier that year. We dedicated a bed on the south end of the upside platform and planted lots of roses, one of Eric's favourite flowers. So three years later these roses have now settled down and are happily flowering away. We also planted Daffodils and Aubretia for early spring flowering and many other pollinating plants, such as Astrantia, chives and foxgloves. It's a peaceful part of the station and one where we remember old friends.



Our aim for all the beds at the station site was to create spaces that helped to support wildlife. We are encouraged to do what we can for bees and other insects in our gardens but this advice is the same for all spaces where we find ourselves gardening.

So we decided to tackle the rest of the beds at the station, especially the one on the downside near the footbridge. This bed was fundamental to how the whole site looked as it was the first one many visitors would see when boarding and alighting the train. We have used plants to give a fairly soft 'cottage garden' look which is not only in keeping with the area but where we can enjoy flowers from early spring to late autumn. We have maintained a number of shrubs, such as Viburnum and Holly to offer shelter to birds and insects. Providing a variety of flower shapes means that a range of bee species and other insects are able to feed on the nectar. Making sure there are early and late flowers such as Yellow Alyssum in the spring and Asters in Autumn means a variety of insects can feed for longer in the year.



Three years later the flower beds are looking good. They are fairly low maintenance, but as with all gardens there's also something to do! Lots of things need a prune here and there and a fair bit of weeding always needs doing but overall this is a space which doesn't require daily attention. Summer 2018 proved to be a bit stressful for many of the new plants as it was so hot and dry. So far in 2019 we

haven't had that problem!

The station scene is complemented by the blaze of colour from the wonderful tubs and hanging baskets provided by Northern. The fantastic staff at the station make sure the tubs and baskets are regularly watered and that there is bird food and water.



On a peaceful warm summer evening with House Martins whizzing overhead, sparrows constantly cheeping, blackbirds singing and bees buzzing all around there is no better place to sit and contemplate life than at Settle station. But of course there's always more gardening to do.....

My thanks go to our amazing volunteers (who turn up whatever the weather) and to Northern, FoSCL and SCRDC for all the help and funding they provide. We're always grateful to the staff at Settle station for helping to look after the gardens - and all of us!

More gardening and Gallery on the Green: Our group, Cultivating Settle, were set up 10 years ago and in that time we've organised the planting and maintenance of other green spaces in Settle and continue to try and control the Millennium Gardens near Booths. This has proven to be a bit of a challenge! However we have seen a lot more wildlife return to the gardens since we planted it in a more environmentally friendly way. We replaced the groundcover, popular with councils 20 years ago, with lots of shrubs, roses and perennials. We've had to adapt to the conditions. The garden hosts many slugs, snails and occasional rabbits and there's always the weather to consider. We've found the less robust plants do falter.

10 years we also saved the phonebox on the Green in Upper Settle, in conjunction with BT and Settle Town Council and made it 'possibly' the smallest art gallery in the world. This year we are celebrating 10 years of continuous exhibitions. We have arranged a selection of the Gallery work in the Folly, including two from world famous Queen guitarist Brian May. Please pop in and have a look, then take a short stroll up the hill to the Green and visit the Gallery. We are showcasing local artist Mary Woolf for the summer exhibition. Its free entry and open 24/7! For more information on the exhibitions visit: www.galleryonthegreen.org.uk

Photos: Gallery on the Green



The Runaway Crane

Malcolm Peel recalls an unusual chapter in the colourful story of the Settle-Carlisle line of the former Midland Railway. Reproduced from the Derby Evening Telegraph by kind permission of the Newsdesk.

The Settle and Carlisle is one of the toughest main lines in Britain. It rises to a summit 1,151 feet above sea level at Ais Gill, approached from both north and south by long climbs at gradients as steep as one in a hundred. Many lives were lost during the construction of the line, and since it was opened it has been the scene of several bad accidents, two of which resulted in fire and loss of life. There have also been many less serious accidents, at least one of which was almost unique in the events that followed.

On a night in late November 1948, a raft of wagons was stabled in the down loop line at Griseburn, high in the fells about 40 miles south of Carlisle. There had been a minor mishap whilst they were being prepared for dispatch; they had been allowed to run downhill and collide with the buffer stop at the end of the loop, and several of them were derailed.

The nerve centre of this part of the railway system is the control room at Carlisle, high up in the roof of the Citadel Station. As with all control rooms, whilst things run smoothly, the controllers' work is routine and low key. However, when things go wrong, they become a nerve centre for the exchange of information and the making of decisions. On this occasion, control ordered out the break-down train based at Upperby shed, complete with its huge, 50 ton capacity steam crane, one of the largest in the country.

The train arrived at Griseburn in the pitch dark and its crew got to work soon after midnight. The crane was detached from the rest of the train and started working on the rerailing of the wagons. It was standing on the 1 in 100 gradient of the running line down to Carlisle, but the guard and the crew of the crane were not clear whose job it was to apply the brake, so no brake was applied. It was held in place only by some timber scotches under the wheels.

After about two hours' work, the wagons

were safely back on the loop line, and the time came to join the crane back onto the rest of the breakdown train, ready to return to Carlisle. The guard knew the crane had no brake, and signalled anxiously for the engine to approach so that he could couple it back on. Twice in his anxiety, he brought the engine to a stand with a red light; twice he beckoned it to restart. His fears proved justified. In the darkness of the early morning, the driver could not quite judge the distance. He buffeted up to the crane sharply, and pushed it back. Without a brake to hold it, it over-rode the scotches, and started to move downhill.

The crane driver and a fitter who were on it were thrown off by the impact. Three men ran up to it, two hanging on to the brake lever, and one desperately trying to screw down the parking brake. Other members of the gang immediately grabbed any pieces of timber they could lay their hands on, and tried to thrust them between the spokes or in front of the wheels. But all was useless and the 105 ton monster continued to roll slowly onwards in the direction of Carlisle.

At this moment came tragedy. The jib of the crane was still sticking upwards when it started to move. There was an overbridge just beyond the loop and the jib struck the bridge, dislodging several coping stones. One of these struck one of the men still on the crane trying to apply a brake, and killed him instantly. The shock of this disaster diverted attention from the attempt to restrain the runaway crane.

Someone telephoned the news to Carlisle Control. Night is the busiest time at Carlisle, with freight and sleeping car expresses converging on the city from north and south. At just the time the crane started to move, every line was occupied, many with trains full of sleeping passengers. The controllers had no way of knowing what to expect.

As the huge crane thundered down the darkened fells towards the city, the controllers struggled with their life-or-death decision. At first, they worked on a plan to chase after the crane with an engine, which might be able to catch up, and then couple to the crane in time to bring it to a stand. A little thought

showed that this was far too dangerous and uncertain. All that could be done, they decided, was to clear a route with the gentlest possible curves of traffic, and hope the crane would stay on the rails. With great difficulty, they did this, and sat waiting for the result in tense silence. The end was, after all, an anticlimax. As if it had a will of its own, the crane ran on for 23 miles, touching about 60 miles per hour in places. It ran through the small station of Lazonby on to a short stretch of rising gradient. There it stopped almost as if it was tired, hesitated, and ran gently back into Lazonby station, where it allowed itself to be safely captured and brought to a stand by the signalman. Carlisle Control breathed again.

Settle-Carlisle Railway Remembrance Service 23rd June 2019

On Sunday 23rd June, a beautiful summer morning, Martin, Ruth Annison and myself made our way to St Mary's Church, Mallerstang. There we met up with Douglas and Margaret Hodgins. We joined the congregation to celebrate and remember the men and their families who died during the construction of the Settle-Carlisle Railway. We were met with much kindness and experienced a moving and for me an emotional church service.



The first hymn "Hills of the North Rejoice" was an apt choice for a beautiful 14c church nestling amongst the stunning countryside. Gordon Hutton gave the welcome and introduction; he spoke not only of his interest and passion for the Settle-Carlisle line (and FoSCL) but the loyalty of a rural area for which a life line is

provided by the railway.

It was important to remember that many of the men and their families did not survive the harsh conditions at the camps and 25 men, women and children were lying in unmarked graves in the churchyard; yet he hoped that modern technology might enable them to be located.

The address was given by the Right Rev. James Bell, former Bishop of Ripon. It was his first visit to Mallerstang but he has many connections with the North. In fact four clergy were present, sharing the service. A very moving lament "The Railway Builders" written by Dick Barlow when the memorial stone in the Churchyard was dedicated in 1998, was played by the organist, Mark Heather.

After the concluding hymn "Abide with Me" the final part of the service took place outside in the churchyard around the memorial stone. A wreath was laid by Val Vamplew. O.B.E and amongst the beauty and silence of the day a poem written by Jennifer Denton was read "One Hundred and Fifty years on". This was inspired by her attendance at an earlier Remembrance Service. Then the Last Post and Reveille. It was a haunting sound and even the motor cyclists slowed down as they passed by whilst we kept a minutes silence. The Lords Prayer and Blessing concluded the service.

Many thanks are due to Rev Sam Held, and clergy and congregation at St Mary's who every year remember the sacrifice that ordinary men and women made in order that we can enjoy and marvel at the Settle-Carlisle Line. It was a beautifully crafted service.

Below are the lines written by Elizabeth Garrett, Secretary to the Navy Mission Society.

"Certainly no man in all the world is so important as the navvies of England. Their work will last for ages and if the world remains so long, people will come in hundreds of years to look and wonder at what they have done"

We were treated to coffee and cakes, which were exceedingly good.

Rachel Pearson

Photo: Douglas Hodgins

Adventure on the Settle-Carlisle Line

A Short Story by Rose Little

Dave slung the old black rucksack over one shoulder and ran down Carlisle main street and round the corner into the side road as they had arranged – where were Darren and Jim? There was no sign of Jim's grey Escort anywhere in the road. His breath came fast as he looked wildly around; people were passing, one or two giving him strange looks, so that he realised he'd been swearing and stopped. He put on a show of nonchalance, shrugging his shoulders a little and walking on. He made himself walk at a normal pace. This side street led to the station. He'd catch a train down south, no problem. Time enough to catch up with his mates later and divide the spoils. Then would come the job of cutting them up and disposing of them: he'd got some good contacts from the long-termers last time he'd been inside.

There was a crowd of people in the booking office, more than the usual

number, Dave thought, but perhaps it was just because he felt agitated. He joined the queue. He heard some authoritative voices raised outside the station but he couldn't tell what they were saying. He kept his head low and face averted, determined not to look round. Perhaps someone had seen him, though he knew he had been careful, as Darren walked out of the jewellers and slipped him the goods. Now he had it safe in his good old rucksack, five thousand pounds of bling! If only he could get on a train.

He wedged himself between a clinging couple and an elderly man with binoculars slung round his neck as the voices grew nearer and louder and people were shuffling round to look. This was a piece of luck! He had somehow got himself into a group of people who knew where they were going and the leader was waving people through the open barrier.

'I've got the tickets for us all. Alright? Friends of Settle-Carlisle Line this way then.' And Dave found himself herded with the others out onto the platform and into the waiting train. It seemed to be rather a

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special train. Even in his nervous state Dave couldn't help noticing the swish coffee and cream painted carriage as someone held open the door for him. He sank onto the plush upholstery and put the rucksack between his feet.

Whistles were blown, some men leapt heavily onto the train at the last minute but Dave kept his head down so he couldn't see whether they were the police or not. The train gave a shudder like an earth tremor far below and there was a startling sound like the exhalation of a large animal. Sparks flew past the window, the puffing grew louder and the engine picked up speed. Soon wisps of steam were passing the window like mislaid candyfloss. Oh my god, he was on the Golden Dragon! Of course, the summer excursion train. He was bound for Settle. He leant back, trying to look relaxed. The passengers on the other side of the table were staring out the window with alert eyes. They were gazing out over the peaceful Eden Valley, soon to be transmuted to green mountains stretching up to the sky. The portly old man with the binoculars was using them, focusing on the curving viaduct and obscuring everyone's view as he monopolized the window.

How he would have loved this expedition with the kids! thought Dave, they wouldn't have this kind of history in Australia. He himself had taken steam trains completely for granted in his childhood, travelling on them when necessary; like every other boy in the class he had wanted to be an engine driver, not a petty criminal. His marriage had broken up after his third custodial: his wife had emigrated with her new partner, taking the kids with her, but he knew that was no excuse.

A daring idea entered his mind: he could use the goods, keep them all to himself and emigrate to Australia! He could start a new life, see his two boys again, even get a job on a sheep farm, he had heard they always wanted hands. He need never go back to Jim and Darren and the old ways, he had been at their beck and call for too long. Lost in thought he leant forwards, letting his hands drop between his knees, and as he looked out the window like the others he felt a dog lick his hand. He liked

dogs but he couldn't see where this one had gone.

Interconnecting doors banging up and down the train brought Dave out of his reverie and immediately the sweat started pouring down his back. What if somehow Jim and Darren had got on after him, even now they were coming to collect their share? If he could just get to Settle he could get away from all of them, mingle with a crowd of tourists there and disappear. Or would they be waiting for him? In his mind frozen with panic Dave wasn't clear whether he was more scared of the police or of his mates. All in all it would be better to get off the train as soon as possible, and before the 'Friends' around him started asking awkward questions too.

He picked up the rucksack, balanced against the rock and sway of the carriage and lurched into the corridor. The train jerked as it crossed some points and he stumbled sideways against the carriage wall, which is when his shoulder-strap broke and the bulging black rucksack fell at his feet. It was securely zipped up and he left it there for the moment while he found a tissue and mopped at his forehead. He leant a little way out of the window to get some air to try and think. What would happen if he pulled the communication cord? Could he get out unseen? The sultry breeze met his burning cheeks but also the flying grit and he ducked in again. They were coming up to Garsdale; with relief he realized he could get off there and vanish along the country roads, catch a bus to somewhere else. He stood watching.

The train crept very slowly over the railway bridge into Garsdale and the neat station slid dreamily alongside, memory of a bygone age, with its signal box and waiting room, with their maroon doors, and then the Victorian lampposts along the platform. He saw the bronze statue of Ruswarp, the faithful sheepdog who had not left the side of his dead master on the mountain. There was a throng of people with cameras, and children (with clipboards and pens) being directed by their teacher, all staring at the train. The signal was up. To Dave's dismay instead of drawing to a halt the engine picked up

speed again and puffed steadily through Garsdale without stopping, and the next minute triumphantly crossed the viaduct. Suddenly Dave realized he was not alone. The old man with the binoculars had joined him. 'On your own?' he enquired, leaning in uncomfortably close to Dave's face, shouting above the clamour of the huffing rattling train. He took Dave's silence for assent. 'Me too, since my wife died last year. We used to gad about, Julia and I. The name's Joe.' Dave started, automatically shaking the proffered hand without offering his own name. He forced himself to look at the man, look normal. 'I'm sorry about your wife,' he replied faintly. He felt he was doing well. Act natural, that was it. He geared himself up to further effort. 'So, you two travelled about together?'

'Travel? I'll say we did! We used to travel all over England, continent too!' He looked at Dave with bright, perceptive eyes. Dave felt his apprehension increasing. What should he say? He felt the tension travel down his back and legs resulting in an uncontrollable trembling. Fight or flight? He needn't have worried as Joe pressed on. 'And we've been to Australia, Julia and me. We followed the Flying Scotsman down there you know, in '88, incredible, non-stop steam record of 422 miles – we were there! Of course, they've got their own heritage locos, but there's nothing like the Scotsman.'

He was shouting, the magical puffing of the engine that the enthusiasts loved so much making it near impossible for them to hear each other. Dave pricked up his ears at the mention of Australia but then shifted his weight away from Joe, he wasn't sure he believed any of what he'd said. Joe felt his withdrawal and switched track. 'Course, I like all trains, not just the grand old girls. Take the Eurostar now, would you believe it,' he was roaring in Dave's face, 'it goes straight from London to Rotterdam nowadays, no changing at Brussels, Julia would have loved it, see the tulips at Keukenhof, you know!'

Dave wasn't sure how much more of this he could stand, he could feel the muscles of his face all working uncontrollably. He could hear shouting further up the train

too. Were the b...s coming for him even now?

Joe was going inexorably on. 'And if you want to go to France,' he peered up into Dave's face to make sure Dave was following him, 'you can catch a train straight from St Pancras to Avignon!' He brought out the last word with a triumphant shout and reeled backwards a little, dabbing at his forehead with a white handkerchief.

To Dave's relief he seemed to have talked himself out; he leant against the opposite door. Dave noticed his face was unhealthily red, 'like an overripe tomato,' he thought detachedly, as Joe began to mumble to himself, 'Saw the Scotsman, you know, last year, as she went through Leicester, nothing like it ...'

Dave saw him sway but, his reflexes taking over despite himself, Dave stepped smartly back out of the way as the old man crashed to the ground, measuring his length in the space between the two doors. Dave stood dumbfounded – was he dead? Perhaps he had just fainted from the heat in the stuffy train. He glanced out of the window. They had left human habitation behind. The majestic fells stood unconcernedly in the sunshine as they had for thousands of years; nothing moved in the landscape.

Dave came to himself, sprang into action and pulled the communication cord. As the engine slowed and the puffing turned from a continuous sound to distinguishable huffs he leapt from the train, rolling painfully down the shallow embankment. They would find the old chap and never notice him. Dave ran fast towards the distant road.

It was only when he was well clear and on his way to Leeds that he realized Joe had fallen on top of his rucksack.

CD Review Lives on the Line

"THE lives of the navvies who built the Settle-Carlisle Railway, and their families, have been celebrated in a CD of original songs by folk singer Karin Grandal-Park. Lives on the Line, a collection of six songs, also features Rebecca Clare Douglas, the former head of strings at Giggleswick School, Allan Ideson and Mike Harding. Karin explained: "Up until recently I'd lived for more than 20 years within a couple of miles of the Settle-Carlisle Railway and during that time I travelled its length many times, never giving a thought to who built it or the complexities of building a railway line across such difficult terrain. I was more concerned with just getting from A to B. 'When Mike Harding suggested a song for me to sing called Alice White, I became fascinated with the lives of the navvies who built the line - their many hardships, their dependents, and the conditions in which they lived.'

Karin's new CD, Lives on the Line, is part of Stories in Stone, a scheme of

conservation and community projects concentrated on the Ingleborough area. The scheme was developed by the Ingleborough Dales Landscape Partnership, led by the Yorkshire Dales Millennium Trust and supported by the National Lottery Heritage Fund." – The Westmorland Gazette.

Having listened to all the tracks on the CD, I was struck by the variety of the songs, in terms of different arrangements and rhythms with accompaniment from other well-known and highly professional musicians. Karin sings them in a very expressive manner, her voice is well-suited to folk singing, and this illuminates the various different aspects of the navvies' lives. She clearly researched the subject well and has created a unique mosaic of a key period of Settle-Carlisle history.

The CD is available from our shops at Settle and Appleby stations and from FoSCL's online shop, www.foscl.org.uk/shop.

Richard Morris

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The 30th Anniversary Express

We must congratulate everyone involved in organising the '30th Anniversary Express' to Chester on 13th July. It was a great day out, blessed with wonderful weather. Fine

dining with silver service breakfast and a 5 course dinner on board topped the day off beautifully, as we travelled the line in all its glory. We even arrived back in Carlisle early - not always the case on WCR tours.

More of this from the Carlisle end of the line please, as Leeds/Settle does tend to usually predominate events somewhat.

Patrick Tracey

Ruth Evans (right) and Janet Benzie enjoy the superb service on the anniversary train.

Photo: Anthony Ward



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Letters to the Editor

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

Overcrowding

As usual I enjoyed reading the latest issue of the SCR Journal, in this case No 156. However I was concerned to learn that overcrowding is still a problem on certain trains such as 9.17 ex Leeds, at certain times of the year, outlined by Mr Myers of Northern Rail. This is neither a new problem nor one unique to Northern. In the case of the former I remember back in the days of the ten-coach loco hauled trains speaking with an acquaintance, who was adamant he would not return to the line as he had had to stand all the way between Carlisle and Settle. With regard to the latter in May of this year I travelled 07.30 from Manchester Piccadilly as far as Newport South Wales on a Carmarthen bound train which consisted of a two-car 150 unit. I was not particularly overjoyed by this.

I felt Mr Myers outlook was somewhat gloomy - especially his answer to seasonal traffic. I do not claim any expertise, but as one who enjoys rail travel I think Northern could make an attempt to tackle these problems. No doubt my suggestions might well be shot down in flames but here goes anyway. My suggestion is to use either loco hauled trains or shortened HST sets. There is precedent for this from the early years of this century when Arriva hired in trains consisting of those splendid Mark 2 carriages where seats are aligned to windows, surely a must for the world's most scenic line, topped and tailed by Class 37s. I even read an article in a copy of "Rail" from that period which indicated the costs of running a loco hauled compared favourably with a diesel multiple unit. Since then some carriages have been converted to driver van trailers, which means only one loco needs to be used. But the ideal solution to me is already being used by both Scotrail and Great Western Railway. As the GWR high speed trains have been replaced by the new Hitachi trains some HSTs have been sent (or in railway terms) cascaded to Scotrail and also GWR for use

on other routes. With a 2000hp power car at each end of the 4 coach trains that works out at 1000hp per coach. The advantages of these HSTs are again first rate viewing, silky smoothness and passenger comfort. Will it happen? I doubt it, but unless Northern get their act together they will suffer declining passenger income I think.

I couldn't end this letter without mention of Mr Rand's letter about steam engines must have water. Way back in the 1980's ex Southern Railway 777 *Sir Lamiel* was in danger of running out of water and had to be taken off. I know as I turned up to see it at Settle when the train appeared behind a Scotrail 47/7. In 1989 *The Great Marquess* was heading a Sunday charter and had an unscheduled water stop at Settle. That time use of the emergency water supply on the up side, with hoses being run across the tracks. Some years ago another charter, this time hauled by Ex LMS Class 45231, ran low on water near Bell Busk. The fire brigade came to the rescue. I know the latest episode with 6201 caused late running, but surely it is a case of "better safe than sorry. Best of all would be some forward planning maybe.

David Mathias - by email

(Editor's Note: we have had several suggestions from members regarding stock which could be used on the S&C. These include derogation of Pacers to keep them running, Alliance Rail's 'D trains' and, the most practical, use of Class 170s - please see Robert Foster's item on page 10 regarding that one. But by far the most popular are the ones that David suggests i.e., loco-hauled trains as on the Cumbrian Coast and off-lease HSTs as in Scotland. Unfortunately the loco-hauled trains in Cumbria proved highly unreliable and HSTs would require a fortune spent on them to make them suitable for use on the S&C. Information also is that they are proving less than totally popular in Scotland.)

Cumwhinton Station

Donald Cameron's photograph (p 32 in magazine No.156, May 2019) of a south-bound freight train at Cumwhinton also shows, on the left, the down platform and part of the former main station building and booking office and, on the right, the up platform and former waiting room.

Opened on 1st May 1876, Cumwhinton Station was closed on 5th November 1956. The village lies on the west, down, side of the railway, so the station building, the stationmaster's house and the terrace of four railway workers' houses are all on this side. The bridge from which the photograph was taken, it's assumed, is Network Rail structure SAC/346 carrying the B6263 Cumwhinton Road over the railway towards M6 Junction 42 and Carlisle.

On 9th March 1984 the main station building and the waiting room were listed Grade II; on the same date the stationmaster's house and the terrace houses were also listed "included for group value" as was also the road bridge, which is described as "An unaltered example of a road bridge with strong group value".

The five structures here now constitute the best and most complete group of authentic Midland Railway designs for a Type 2 station on the Settle & Carlisle Railway, protected in principle by their Grade II listed status.

Working with Mark Harvey's SCRCA team I have visited this station a number of times and have noted the deteriorating state of the waiting room. Four of the five listed structures generally remain in good condition, the buildings largely unaltered in private residential use, but, as is all too apparent from Donald's photograph, the former waiting room is in a dilapidated state, which begs questions.

Who owns this building? Was it sold off by the railway like the other three buildings? Is it still in railway ownership? Is it unreasonable to remind ourselves that the owner of a Grade II listed building does have obligations to maintain it? Clearly that is not the case here, so does the building's condition warrant it being classed as a

"Building at Risk"? Who might alert Carlisle City Council, Save or Historic England to its plight?

Richard Tinker - by email

Redundant RES Train

I am writing concerning the row of redundant parcels vans which have been stabled (perhaps I should say abandoned) on a siding to the west of Hellifield station for years now. These are heavily covered in graffiti, some of it obscene, and are an absolute eyesore. What an introduction to the S&C for anyone visiting for the first time! And not very pleasant for regular travellers either, especially those with young families. I believe that these vans may belong to Virgin trains so at least they feel that the line is of some use to them. I have reported the obscene graffiti to the Transport Police on three separate occasions over the last two years and, despite promises of action, nothing has been done; can FoSCL help by applying some pressure please?

A couple of points regarding signalboxes: I fully concur with comments in Magazine No 156 regarding the disgraceful condition of Garsdale box; recently I was shocked at the apparently fragile supporting structure and felt concerned for the signallers.

A few magazines ago I drew attention to the condition of the former Selside signalbox which is now on Network Rail land at Carnforth. I have now been told by the Public Affairs Manager for Network Rail LNE & EM Route that the box will be fully restored - but probably not until the mid-2020s! He did say however that emergency work had been carried out to prevent its collapse in the interim. When I saw it recently it still looked very precarious and I would urge anyone passing through Carnforth to keep an eye on this signalbox and report any concerns to Network Rail.

David J. Stuttard - Keighley

(Editor's Note: David has been misinformed about the ownership of the RES train; it is actually the property of West Coast Rail, as is the siding on which it stands, and is apparently to be scrapped in order for its bogies to be retrieved).

Word search answers

The February 2019 issue of this magazine included a word search devised by our Appleby membership Team. Unfortunately

and error by the Editor mean that the answers were not included in the May issue. Here they are now.

Features of Settle-Carlisle Railway

T P J M H R L V P **E W** A T E R T O W E R V
 O Q O S Z B **P** R R N D X **T** U N N E L F J
 K G P A X U A O T V Y E E P T C I I C W I
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 J C H X S U L I L T P V O V U A N N T L
 H K R **U** S H J L W G E E N K A L R G F E
 V G **R** X X C A T I E L R V U J L K G M A
 Q G P Y V V M Y G B L T S M Z E L J H M
 T D I S E S C D A M C U R A H R M E A O
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 E O J U S J **P** C L P W Y L E U M H N B H
F H U **C** I T A D E L S T A T I O N N U R
 Y E L P C P C G T O N F V K G M W V X G
 F G E V Z A **W** H A R F E D A L E V C R L
 P F L H J P D I F R X X **P** E N N I N E S
 U Q R C O O Q X D Q **T** H R E E P E A K S
 M **D** A L E S V Z L S U C T H L I W G B Q

Rear Cover Images

Due to the landslide at Shale Cutting, the 'Dalesman' steam working on 30th July was stranded at Appleby. The decision was taken to detach the loco - British India Line - and run it to Kirkby Stephen where it crossed over and returned to Appleby; from there it hauled the train back to Carlisle and then south via the WCML.

Above: Running tender first through Appleby station.

Below: Preparing to couple back onto the train.

Photos: Mike Summers

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