



Quarterly Magazine
August 2018
No 153

Price £2.50



New FoSCL President

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; Philip Johnston; Eric Martlew; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; David Ward.

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

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

NEXT MAGAZINE: Copy date for the November 2018 magazine will be Saturday 20th 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: The Right Hon. Michael Portillo has agreed to be FoSCL's President - see pages 6 & 7 of this journal.

Photo: Michael Portillo/BBC

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

In my last report I commented on the inclement weather, which was still with us up to the end of April. Now, mid July, we are in the middle of a heatwave, water is fast becoming a scarce commodity.

The FoSCL committee continues to struggle, despite the addition of three new members we have suffered another blow. Paul Levet, one of the vice chairmen, has had a stroke but already he is showing good signs of recovery; still a long way to go however.

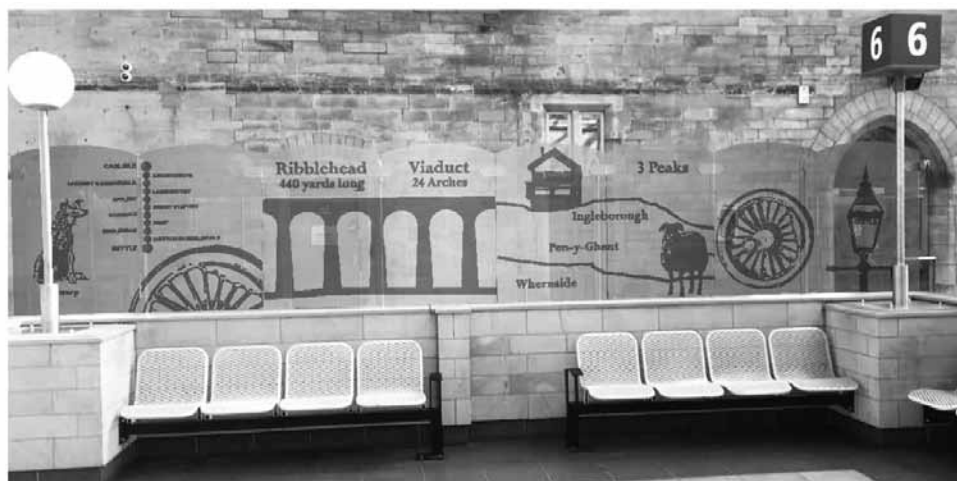
Our other 'long term' invalid, Mark Rand, is making progress, albeit very slowly, but he is now able to sit on the top deck of the Water Tower and watch the trains go by. Mark was of course the other vice chairman; we are picking up the portfolios of both gentlemen, to keep things ticking over.

I speak for all the committee and, I am sure the membership, when I say to both gentlemen 'get well soon, haste ye back'.

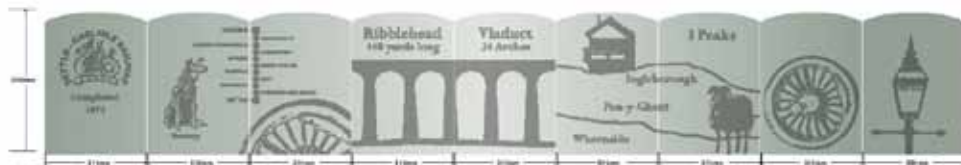
Paul Levet was dealing with the Appleby Shelter project and at long last I can report, following a site meeting at Appleby towards the end of June which I attended, all permissions are now in place; work will hopefully commence at the end of July.

The waiting area at Carlisle station, adjoining platform 6, has also had a makeover: the glass screens surrounding the seating area have now been adorned with some excellent S & C themed 'etchings', reproduced below.

Further improvement work at stations is in the pipeline; however dealing with the rail industry can be a slow process - hopefully, positive news in the next Journal.



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



The timetable introduced in May this year has caused severe problems for Northern but thankfully we have escaped virtually unscathed on the S&C; we are enjoying having an extra train between Leeds and Carlisle, the real bonus is the late return working from Carlisle shortly after 20.00hrs.

However, the overall timetable does need some further adjustments, we are suffering from long gaps between trains at certain times of the day and the stopping pattern could be adjusted to give more stations a better service. The late train mentioned above does not stop at several stations, we are trying to rectify this as soon as possible.

FoSCL, together with the Development Co., met with Northern at the beginning of July to discuss our suggestions, these have been taken away to the train planning department; we hope for a further meeting in the next few weeks.

We sincerely hope for some 'fine tuning' to the S&C timetable but the RDG (Rail Delivery Group) announced in early July that no major changes will be made to timetables in December, these will have to wait until May 2019, this decision should not affect our suggested changes as these are of a relatively minor nature.

The unit refurbishment programme continues apace and the benefits of this are slowly becoming evident with internal information screens, a larger area for bikes/wheelchairs, a bright exterior and altogether a smart appearance both inside and out.

We have been pressing hard for three-coach trains, the ideal capacity for the S&C, apart from the peak morning trains out of Leeds on a Saturday - these really should be four coaches, to accommodate the many walkers who enjoy a day in the Dales.

Network Rail recently announced that the electrification work in the Preston/Manchester corridor should be completed by early November, this should mean more dmsu becoming available by the year end - thus alleviating the current stock shortage.



There is little doubt that Network Rail and, in my opinion to a lesser extent Northern, have much to do in restoring the faith of the general public in train travel.

Northern are in dispute with the RMT union over the role of the guard, this situation has rumbled on for over a year now; as I write this the two parties have agreed to meet to hold 'meaningful' discussions, let us all hope this matter is resolved soon. There is absolutely no doubt that the number of strike days is having an adverse effect on passenger numbers.

Work will commence shortly at Settle Station to install CCTV, Customer Information Screens, Public address speakers and new ticket machines. FoSCL has been fully consulted by Northern, as far as possible the heritage aspect of the station will be preserved. Following Settle, our remaining stations will see some of the aforementioned additions in the coming months.

Traditionalists may not like it however, we should all remember that these 'improvements' at stations are primarily for the benefit and safety of passengers.

FoSCL now has its own office, part of The Folly in Settle. This will be designated our Registered Office, large enough to accommodate meetings for up to fourteen people. An ideal venue for sub groups to meet, it is situated directly above the excellent tea room in the Folly.

Our thanks to Bryan Gray who project managed the conversion of what was once the kitchen of Mr & Mrs Rand in to an office.

It is pleasing to be able to write a more positive report, progress on several fronts, the main outstanding item is the timetable which, I can assure you all, will have our full attention.

Douglas Hodgins

Editorial

When this issue of the *Settle-Carlisle Journal* drops through your letterboxes I will be thousands of miles away – in Canada. As I contemplate the trip I think again how the railways have shaped the world as we know it. Canada is a vast country which was united by the railways; on my visit there last year I saw the place where the 'last spike' was driven in by Donald Alexander Smith to complete the Canadian Pacific Railway. This is at Craigellachie, British Columbia; our early-evening visit was rewarded by the sight of one of the extraordinary freight trains which are over a mile long and need four locomotives (two at the head of the train, one in the middle and one bringing up the rear) passing through, as they do 24 hours per day. I have also been reading about Sandford Fleming – the 'Time Lord' – a Scotsman from Kirkcaldy who emigrated to Canada and worked as a surveyor on the railways; on a visit to Ireland he missed his train due to a misunderstanding about local time and this led him to a long, not entirely successful, campaign to make sense of the world's myriad of time zones.

What has this got to do with FoSCL and the S&C? Well it shows what railways can do to unite a country as vast as Canada; so it should be relatively easy for them to do the same for Britain. And it shows the value of good communications. In the recent chaos on our railway system, good information has been sadly lacking which has made a bad situation ten times worse. We have been treated to inaccurate, sloppy and sometimes downright slanted information from parts of the media. This has not been helped by *vox pop* comments from frustrated people whose knowledge is really limited to the fact that the train service which they need and deserve is letting them down. We must do better!

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

FoSCL Notes

Membership Matters

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

Mr Frank Amesbury.

Mr B.S. Beevers.

Mr Robin Benzie – Settle signalbox volunteer.

Mr P.B. Boothman.

Mr R.W. Burgess.

Mr John Calton.

Mrs Crompton.

Mr W A Dent.

Dr Dickens.

Mr Stanley Hall MBE.

Mr Johnson.

Mr Donald Wood.

Sales Department

Station Shop Opening Times

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

Orders made through our secure webshop continue to grow and this can be used throughout the year and can be found at: <https://www.foscl.org.uk/shop>

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

Members will find that this year's mail order list is included as a central 'pull-out' section of the magazine. The reason for this is that a separate sales list is now deemed to be 'Direct Marketing' which, after the introduction of new Data Protection rules, would be only possible with the express permission of each member individually; this would be impossible to achieve.

In a new venture, we have two different designs of Christmas card on offer - one to please the steam enthusiasts and one to reflect current daily services on the S&C.

Both images can be found in the centre section.

Paul A. Kampen - FoSCL Secretary

FoSCL AGM 2019

The 2019 AGM of FoSCL will be held at the Victoria Hall, Settle, on Saturday May 18th.

Some members may question why the decision has been made to hold the AGM slightly later than usual. The explanation is that the increasingly complex nature of the finances makes the timing too tight to produce the Financial Report ready for a date in mid-to-late April.

Official notification of the AGM will be published as normal in the November issue of the magazine with the AGM papers included in the February mailing - again in accordance with the usual procedure.

Paul A. Kampen - FoSCL Secretary

Dates For Your Diary

Wednesdays 14th & 21st August: Heritage 'Shanty Town' Walks.

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

Thursday 30th August: 'Jericho' tour.

For full details of the above walks please see the May 2018 issue.

Saturday December 1st: FoSCL Christmas Lunch, The Lion, Settle. See page 7.

Saturday December 8th: Open Day at Settle station.

Saturday May 18th 2019: FoSCL AGM, Victoria Hall, Settle.

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

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

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

www.foscl.org.uk/membership

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

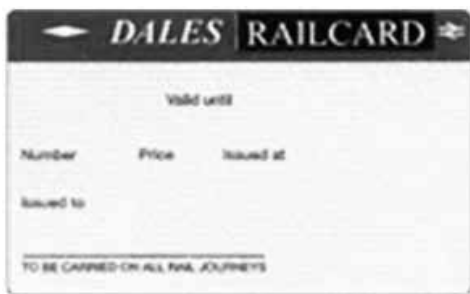


You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

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



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

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

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.

New FoSCL President

The May Journal brought news of the death of FoSCL's long time President, Sir William McAlpine. The role of President is honorary and symbolic but it sends a strong message about FoSCL. Sir William (Bill) McAlpine was President of no fewer than ten railway bodies besides FoSCL, such was his standing in the railway world and the high regard in which he was held.

Your committee was therefore faced with the difficult problem of seeking a new President. By unanimous agreement one name emerged above all others - if he would accept. The Rt Hon Michael Portillo - the man who had played such a key part in the line's reprieve from closure (see opposite page) and nowadays famous for his railway documentaries especially. He does however get many such approaches from rail causes and turns them all down. For FoSCL though he makes an exception.

In agreeing to be FoSCL's President he says this:

"Thank you for the compliment you pay me by asking me to assume the role of President. I am deeply saddened by the death of Bill McAlpine, who was a good friend and a great railwayman.

In this unique case I will accept because I do indeed feel a strong connection to the line through our shared history. I accept, conscious of the honour."

He, and we, are honoured indeed.

Mark Rand

Olive Clarke OBE, JP, DL

We are pleased to announce that Olive Clarke has been made a Vice President of FoSCL.

The indomitable Olive Clarke, who chaired the Transport Users' Consultative Committee for North West England all those years ago at the time of the proposed closure, is one of the best known ladies in Cumbria.

Few who were present at our 25th Anniversary celebration in Carlisle will forget the sight of Olive cutting the special cake, using a very large knife, her speech, and her repartee with Michael Portillo.

Douglas Hodgins - FoSCL Chairman

Below: Olive Clarke and Michael Portillo converse on the 25th anniversary train - 11th April 2014. In the centre is former FoSCL Chairman Brian Sutcliffe.

Photo: Pete Shaw



**FoSCL Christmas Lunch 2018 –
Saturday 1st December 2018 at
The Golden Lion, Duke Street,
Settle 12.00 for 12.30**

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

The after dinner speaker will be Edward Album, our former Legal Officer, who will explore the attempt in 1988/89 to have the line run by a private company. Edward will be drawing on original archive material.

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 1 August 2018.

Menu

Starters: Field Mushroom Soup, truffle cream, freshly baked bread or

Braised Ham Hock Terrine, pickled vegetables, toasted sourdough or

Honey Roast Root Vegetable Tart (V), parsnip puree, crumbled blue cheese or **Smoked Salmon**, fennel remoulade, keta caviar

Mains: Traditional Roast Turkey sliced crown and ballotine of leg, homemade stuffing, pigs in blankets, homemade gravy or **Beetroot and Three Bean**

Cassoulet (V) slow cooked red and golden beetroot, chickpeas, kidney and borlotti beans, vegetarian spiced sausage, crispy breadcrumb toppings, olive oil mash, winter vegetables or

Slow Cooked Beef braised blade of local beef, bacon lardons, rich red wine jus, herb roasted root vegetables, wilted spinach, horseradish sauce or

Herb crusted cod loin crushed new potatoes, green beans tomato beurre blanc

Desserts: Thwaites Nutty Black Christmas Pudding brandy cream sauce or

Vanilla Pod Cheesecake, mulled berries or **Dark Chocolate Tart**. orange sorbet, candied orange zest or **Cheeseboard**,

festive chutney, celery, grapes, cracker

Cheque made payable to 'FoSCL'.

Martin and Rachel Pearson

Appointment of FoSCL President Michael Portillo

FoSCL's new president Michael Portillo became Minister of State for Transport in July 1988, taking over from David Mitchell who, we now know, had advised his successor "You have to save the Settle Carlisle". It was his first appointment as a Minister of State. The S&C's future was undecided but the line was in serious jeopardy, the departmental stance being 'minded to close it'.

He soon recognised that the line's situation had changed greatly since closure proceedings had commenced and sought to find a way through departmental pressure to close the line and what he recognised as an increasing case to reprieve it. He called for a detailed civil service submission, received on 24th February 1989. Meanwhile Cumbria County Council and the Friends were commissioning legal advice on a judicial review if the decision to close was made. Secretary of State Paul Channon was able to write with formal advice to the Prime Minister on 6th April 1989 that the case for closure was no longer as robust as it had been. The line's reprieve from closure was announced three days later.

Details of the decisions and processes that led up to the reprieve from closure are revealed in Martin Pearson's book *The Settle-Carlisle Railway 1850-1990 - A line of Critical Decisions*. Michael Portillo's role in events has become clear with the disclosure of documents under Freedom of Information legislation.

Unusually for a politician Michael Portillo has all but achieved the status of a 'National Treasure', not least through his television series 'Great Railway Journeys'. From that position he has been able to reveal his love for railways in general and this railway in particular. He wrote a very personal and revealing foreword to Martin Pearson's book which will appear in the next issue of *The S&C Journal*.

Martin Pearson

FoSCL Guided Walks Re-launched



The popular FoSCL Guided Walks programme has been refreshed and relaunched with the “2 Johns” (Carey & Disney) taking over the Co-ordinators role from David Singleton who retired last year. The walks are grouped into some new themes reflecting FoSCL’s diverse range of

interests from the Armathwaite Signal Box to High Cup Nick and Leaping Salmon at Stainforth Force.

All walks are free of charge and open to everyone (not just FoSCL members). They are planned to connect with trains from Leeds (usually the 0919 on Saturdays and 0859 on Sundays but some use earlier or later Saturday trains). Several walks also use connecting buses to offer a wide variety of different walks including Swaledale and Dentdale.

Leaflets have been produced and widely distributed but walkers are strongly recommended to check www.foscl.org.uk for the latest information as walk details are subject to change due to industrial action and other train changes and weather conditions.

Due to a lack of volunteer leaders from the Carlisle area we are not currently able to offer bespoke walks from Carlisle but some walks (especially at the Northern end of the line) are accessible by train from Carlisle albeit with a wait for the Leeds train.

Feedback on the Guided Walks programme is welcomed. Please e-mail: walksinfo@settle-carlisle.com or ring 0115 9322356 (weekday evenings). See you soon!

2 Johns

Above left: The 2 Johns (Disney and Carey) in a ‘selfie’ taken by use of a 10-second delay camera.



Left: FoSCL walkers enjoy a lunch break.

Photo: Susan Way

FoSCL's Champions, Focused on Matters of Concern for the S&C, Have Been Busy

LINE SPEED: Champion Mike Hogg has assembled a formidable team of railway experts on a whole range of subjects relevant to line speed and a case for a substantial increase is being assembled in the sort of language that the railway understands and these days requires. Signalling, structures, sight lines and stopping distances are among the considerations. Importantly, the work is to be 'peer reviewed' by experts in their fields. The work is ongoing.

DIVERSIONS: Edward Evans reports that since the last edition of the magazine, there have been planned and unplanned closure of the West Coast Mainline. During this time no trains have been diverted via Settle. However, FoSCL has not been quiet. Some members may have noticed on the BBC website the chaos at Carlisle due to the late arrival of replacement buses. We are engaging in correspondence with the Transport Secretary, and have requested a meeting with him and his department. Additionally, we shall be discussing this matter with MPs on the route so that they can bring pressure to bear.

THROUGH PASSENGER TRAFFIC: Drew Haley reports that the strategy to promote through trains to Glasgow has taken a positive step forward. Transport for the North and West Yorkshire Combined Authority are supportive of the proposals and wish to work up the business case. This would be based initially on two trains in either direction in addition to the stopping service. They would need to be limited stop and of a quality expected by the long distance traveller. We are also planning to meet Transport for Scotland to discuss the opportunity. With congested traffic on both the East and West Coast lines the middle way to Scotland offers a real alternative that can be as fast and cheaper, as well as offering operational flexibility if certain lines are blocked. With the new Cross Country franchise coming up for tender in 2019 we have suggested in

the current DfT consultation, that instead of curtailing one of the through services at York, they utilise the S&C to Glasgow, bringing competition, new journey opportunities and connections. Isn't that what privatisation is all about after all!

FRANCHISE VIGILANCE: Solicitors Edward Album and Nigel Ward devour franchise agreements and suchlike for breakfast. Particularly in the areas of Diversions and Through Passenger Traffic there is reason to believe that there is room to question whether franchise or declared policy obligations are being properly observed. As a campaigning user group we are determined to exert pressure as needed, with the benefit of first rate legal advice.

Mark Rand

Passenger Survey on the S&C

If you travelled on the S & C in the second half of April you may have met a Volunteer Surveyor on the train collecting data on Anglo-Scottish journeys made using the S&C. Thanks to Ruth Evans for organising the survey and to all the volunteers who gave their time. The data is currently being analysed by John Disney and Emily Reeve and further details will appear in the November Journal. However the following soundbites may be of interest....

On many "middle of day" trains around 25% of passengers passing through the Eden Valley are using the S&C as part of a longer Anglo-Scottish journey with Glasgow being a very popular destination. Many passengers have found some really good value tickets; only hitch-hiking would be cheaper!

Common criticisms are the lack of free wifi and charging points.

John Disney

News Notes

Ride2stride 2018

A week of walks, talks and music along the Settle to Carlisle railway line. *"Just to say a big thank you to everyone who made Ride2Stride such a big success.*

Thank you to the organising committee, the walk leaders and the back markers.

I had a super week's holiday enjoying the walks and the scenery, meeting up with old acquaintances and making new ones. I have been to other Walking Festivals but find the sense of community on Ride2Stride special, the railway brings people

together even if they are taking part in different walks".

Email received after R2S 2018 2



Tuesday May 1st saw the start of Ride2stride 2018. A large crowd gathered on Settle station, to hear Mark Corner, Chairman of Friends of the Dales, open the 7th Festival.

The opening day saw a great variety of activities: easy, moderate and strenuous walks, visits to the award winning Courtyard Dairy and Settle's historic Folly and music and a talk in the evening. A

10

great start to a very busy and varied week.

By the end of the week a total of 801 people had taken part, either travelling daily from Yorkshire, Lancashire and Cumbria or staying in Settle and using the train to access walks further up the line. Overseas visitors came from Montreal, Toronto, Yukon, Texas, Denmark, Sardinia and Spain with UK walkers from Scotland, Wales, Isle of Man, Gloucestershire, Buckinghamshire, Wiltshire, London, Berkshire, Oxfordshire, Northumberland, Suffolk and Essex.

Walkers were asked who had travelled by train and the majority had, with 75% of people telling us they had travelled on the train to the start of their walk, either from home or from their holiday accommodation. We met a large number of walkers who had come to the area especially for Ride2stride.

Walks: "Please could you pass on my thanks to the leader of the strenuous walk from Horton to Settle today....We had a great walk, in beautiful scenery... Many thanks for a really super day; much appreciated. And thanks to all of the Ride2Stride team too"

This year there were 29 walks on the programme. The most popular was a

10 mile walk to Oxenber Woods on a sunny Bank Holiday Monday which attracted 48 walkers. The leaders had anticipated this and there were extra leaders available so the group was divided into 2 walks, setting off 10 minutes apart. Remarkably they never saw each other again until they arrived on Settle station at the end of the day. The wildflowers in the woods were beautiful.

Friends of DalesBus participated for the first time, offering a very successful walk from Austwick to Horton-in-Ribblesdale. The walk leader met the train in Settle then took walkers round to the bus stop in the town centre where they caught the bus to Austwick. After a beautiful walk through Crummackdale the group of 23 caught the train at Horton. The day was a great example of how walkers can combine bus and train to access the Dales.

Walks to Dent village also proved popular. To avoid problems of overcrowding on the community buses to and from the station Friends of Dales Rail, who were leading the walks, organised additional buses and taxis.



Left: The scene at Settle station.

Above: Oxenber Woods.

Photos: Chris Grogan

Talks: There were 3 talks this year, all with associated walks. Chris Grogan gave an illustrated talk 'From Hill Farm to Hiker' about the creation of A Dales High Way long distance route and led a walk along a section of the trail. Both were popular with 33 people at the talk and 38 on the walk. Bill Fraser gave a fascinating talk about the origins of the rocks used to build Ribbleshead viaduct and the following day led 27 people to the source of those rocks. Colin Speakman led a short walk, 'Rivers and Rocks' around Settle and in the afternoon talked about 'Adam Sedgwick, Geologist and Dalesman'. The combination of a short walk with a talk on the same day was especially popular with 20 on the walk

and 45 at the talk.

Music: There were more musicians than ever this year with a good turnout from day one of the festival. The 2 pubs in Dent were included as music venues for the first time but playing in the village was not without problems. The roads are very narrow for the motorhomes, there was no free overnight parking and most walkers headed straight for their trains. The rest of the venues: Royal Oak, Settle; Midland, Appleby; Black Bull, Kirkby Stephen; Moorcock, Garsdale, Crown Inn, Horton-in-Ribblesdale; and Settle Social Club were very successful and as ever walkers enjoyed the opportunity to get together with the musicians at the end of each day.

Ride2stride events are all put on by organisations active in the Yorkshire Dales and Eden Valley and co-ordinated by a small steering group made up of representatives of some of the participating groups. This year Friends of the Settle-Carlisle Line (FoSCL), Friends of Dales Rail (FDR), Friends of the Dales (FotD), Yorkshire Dales National Park Authority (YDNPA), Friends of DalesBus (FoDB) and Friends of A Dales High Way (FoADHW) all took part. As usual the music was organised by the 3 Peaks Folk Club. Everyone involved is a volunteer. The walk leaders, the speakers, the musicians, the people who distribute the programmes, the steering group - no one gets paid. We do have some costs though. We have a website www.ride2stride.org.uk and we design and print 15,000 programmes. We are grateful to Friends of the Settle Carlisle Line, Northern Railway, Settle Carlisle Development Company and Castleberg Outdoors for their financial contributions, to Briggs Bros of Cononley for reducing the cost of printing, to Welcome to Yorkshire for giving Ride2stride free membership and to Skyware Press for maintaining the website and designing the programme.

What Next?

Watch the website www.ride2stride.org.uk for further information.

Chris Grogan

Appleby is Looking Smarter

The efforts of the gardening team at Appleby this spring have seen rewards this spring/early summer with a wonderful display of perennial geraniums as well other plants grown from seed

The white stones on the embankment adjacent to the Leeds-bound platform were looking decidedly unloved. The team of volunteers from Appleby Smarter have done a marvellous job, repainting the stones whites and helping to tidy the area. Enhancing this area is a donated box hedge, which had been destined for the skip. Having been donated by its previous owners, this is a great example of recycling.



In early July, RHS judges visited the station to judge the garden area for Cumbria in Bloom. Prior to the judging, Northern provided plants for the tubs and the ISS team did a great job strimming grass and



unwanted foliage growing through the fence. At the time of writing, no feedback has been received from the RHS.

This is a great example of team work and the Station Adoption initiative with volunteers, contractors, the Development Company and Northern working together in a worthwhile project. Thanks to everyone involved.

Anne Ridley Settle Carlisle Railway Development Company

Community Rail Day in Carlisle

A community rail day at Carlisle Station, hosted by Virgin, was held on Saturday, 23 June.

As well as a Settle Carlisle Railway stand, other Community Rail Partnerships and User Groups were present including Community Rail Cumbria (Cumbria Coast, Furness Line), Tyne Valley Partnership, Lakes Line and Copeland Rail User Groups and Cumbria Railways Association. In addition, there was a range of other organisations present, Carlisle Tourist Information, Royal British Legion and local businesses.

Keeping the children (and adults) enthralled was Punch and Judy and members of Carlisle Magic Circle. A samba band provided a wonderful entertainment

with people dancing to the beat on the platforms. In the large waiting area adjacent to Platform 6, a large model railway proved a great attraction.

Despite the strike impacting on the number of Northern services arriving at and departing Carlisle, there was a good attendance at the event. Passengers on the steam-hauled excursion boosted visitor numbers on what was a great day for promoting community rail, rail travel and Carlisle.

I am grateful to Sandra, Carole and Caroline from

the Development Company and FoSCL Chairman, Douglas, who assisted at the stand handing out leaflets and pens and providing information to promote the Settle Carlisle Railway.



For many visitors to the station this was the first opportunity they had to see the newly installed Settle Carlisle artwork around the waiting area at the end of Platform 6. It depicts images of the traditional buildings and the route. This artwork is part of a joint Development Company and FoSCL scheme to improve the Settle-Carlisle presence at Carlisle Station.

Anne Ridley
Settle Carlisle Railway Development Company

Buses Affected by Train Changes and Reliability

The late notification of the new train timetables from May 2018 caused severe headaches for bus operators attempting to connect with S&C trains. Commercial bus operators have to register their services with the Traffic Commissioners 70 days in advance; this is reduced to 42 days for Community Transport Operators. Fees are payable each time a service is amended and the Traffic Commissioners frown upon “late changes” unless caused by an unexpected event eg a landslide causing a road closure.

The Northern Dalesman service was registered in March with an educated

guess regarding the return train time. If the train is on time, the wait at Ribbleshead is acceptable but sadly the train has been delayed on some occasions which has knock-on effects for passengers getting

home. Despite these problems, the service is an excellent way to explore the glories of Swaledale taking the 0859 Sunday train from Leeds to Ribbleshead and taking advantage of the special reduced bus fare for rail users. The journey over Buttertubs Pass is amongst the most spectacular bus journeys anywhere in the world.

The Malham Tarn Shuttle provides a great connection off the same Sunday train from Settle Station to Malham Tarn and Malham, opening up some fantastic linear walking opportunities back to Settle or Horton stations or over to Upper Wharfedale for DalesBus services back to Skipton,

Ilkley or Leeds.

The Western Dales Bus now connects with the new earlier Saturday morning train from Leeds at Dent Station getting you to Dent Village and Sedbergh by 10am.

The Little White Bus now connects with 2 morning trains from Leeds and 2 late afternoon / early evening trains back from Garsdale Station every day (Mon – Sat) to take you to Hawes (Demand Responsive services can be booked to meet most trains every day). This service may be revised in early September.

It is now possible to get to Penrith (and back!) on the Mon- Fri Stagecoach 563 from Appleby provided that the train is on time and you can walk briskly down to the The Sands. There’s also a new Friday Western Dales Bus service from Kirkby Stephen Station to Brough and Sedbergh with some train connections: why not visit Brough Castle next Friday?

Full details of all DalesBus services can be found at www.dalesbus.org or pick up a timetable from most stations, tourist information points, tourist attractions, cafes, shops and pubs in the Dales.

Comments on these bus services are very welcome by phone 0115 9322356 (weekday evenings) or email john.disney@ntu.ac.uk.

John Disney

Robin Benzie**27th June 1941 - 19th May 2018**

Robin Benzie was born in Carlisle although he moved to Workington at an early age. His father was employed by Cowans Sheldon in Carlisle on the construction of railway cranes and turntables - with many of which he travelled across the world to assist in their erection, training and initial operation.

Robin learned his joinery skills with G Plan Furniture in High Wycombe before moving to Leeds during 1965, where he met his wife Janet. They in turn moved to Long Preston early in the new millennium where he very soon became involved with FoSCL - initially at the instigation of the then vice-chairman Glynn Hague - assisting in the maintenance of Hellifield Station after it had been revamped in 1994. There were seven or eight of us meeting there once a month trying to keep on top of the outside wear and tear. Here Robin came into his own, replenishing timber work as it became life expired. He was meticulous, screws had to line up either all vertical or horizontal.

Later he joined many other lads at Settle Signal Box which, some fifteen years after it had been saved and revamped, was in turn in need of TLC. Here Ged Pinder and Robin set about renewal and replacement of the steps and the entire boardwalk around three sides of the box. This was all done in hardwood. Things had to be done right by Robin, there was no two ways about it. He had a wicked sense of humour, on more than one occasion remarking on my attempts to saw a straight line that 'that blade is that blunt I could ride bare arse (bum if you prefer) to York on it'!

When he was afflicted with his final illness he never became downhearted provided that he could assist in some way or other. We had some grand trips off to heritage railways, the Wensleydale being a favourite.

Robin invariably had a smile on his face and lived life to the full to the end.

An old steam driver makes regular trips to Settle box where coming from Wokington - 'silent R' - he and Robin

conversed in a tongue quite foreign to practically everyone else.

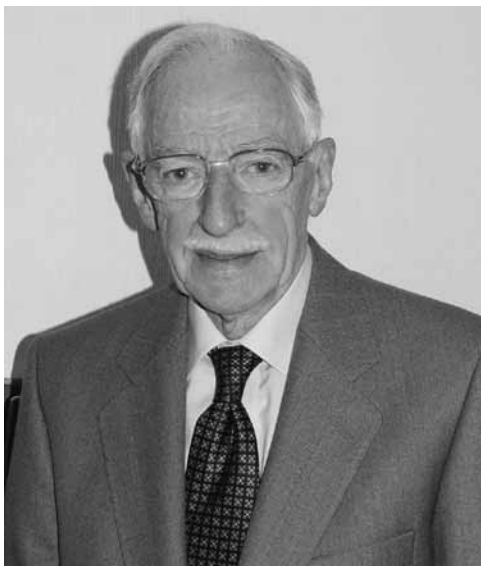


The rest of 'the Summer Wine Crowd', as we have become known, will miss you Robin but at least we are reminded of you on a weekly basis as Janet is a regular at the signal box where apart from maintaining immaculate standards of hygiene she keeps the 'crowd' well supplied with cake on a Saturday.

Robin has had his name added to that of other past colleagues with a brass plaque inside the box. The problem now is becoming of some concern as we are running out of space.

Robin's last wish was that there should be a celebration of his life with his family and mates at the signal box as a steam-hauled train headed through the station. There was one stipulation: everyone should wear something yellow, he loved the summer yet hated the winter. This came to fruition on Saturday 14th July as the *Cumbrian Mountain Express* was making its return over the S&C. Things did not quite go to plan but nevertheless 8F 48151 gave a screaming whistle in a pre-arranged salute to Robin. Later friends and family congregated in the signal box for a buffet which had to be taken in relay there were so many present. A fitting tribute to a great friend and family man.

Bob Swallow

Stanley Hall M.B.E.**9th April 1926 – 29th June 2018**

Stanley Hall was born in Bingley where, from an early age, his interest in railways was generated when his mother would park his pram on a railway overbridge so they might both watch the trains go by.

School days were punctuated by frequent visits - initially by bicycle - to locomotive sheds at Low Moor and Mirfield. Soon his like minded mates and self were using their pocket money to visit sheds further afield such as Carnforth; Crewe; Leeds and York.

The defining moment in Stan's life came in 1943 when he answered an advert for 'Vacancies for Temporary Junior Railway Clerks to replace staff in HM Forces'. He was accepted, starting at Keighley on 30th April as a junior booking clerk. He set his sights on becoming a stationmaster and was in due course appointed to Battleyford on the 'New Line to Leeds via the Spenn Valley'. My favourite aunt and uncle lived in Battleyford so it was a station I was familiar with just before Stan's time there.

A stationmaster had supervision of signal boxes, Stan soon had no less than fifteen signalmen under his wing. It was

not to last; the local passenger service on the Spenn Valley line was axed though expresses continued to run through. A spell as stationmaster at Ravensthorpe followed though soon pastures new beckoned at Winston on the eastern side of the Spennmore Railway. Double heading plus sometimes a banker was not unusual.

Stan was on an accelerated promotion scheme and was soon getting his hands dirty as Assistant Yard Master at Heaton Newcastle followed by Yard Master at Blaydon close by.

The pace was now hotting up, next stop being New England, Peterborough as Yard Master. This was 1959 and there were plans to build a huge new marshalling yard there. Stan however was then promoted back to passenger work during 1961 as Assistant Station Master Kings Cross where on his first day he watched as the Stationmaster welcomed HM the Queen back to the capital.

His next move was a deal closer to home as Assistant Movements Superintendent, Barrow which position covered not just the WCML plus the coastal route from Barrow to Carlisle but also – joy of joy - the Settle-Carlisle from Settle Station northwards. It was from his home in Barrow that, being on call, he was awakened by phone at 4 a.m. on 7th December 1964 - a very wild night - with the news that 'You won't believe this but four or five brand new motor cars are lying upside down on the up line on Ribbleshead Viaduct'. Exciting times, especially when he realised just how much worse it might have been had not the signalman at Blea Moor noted several unoccupied flat trucks which should have been carrying Humber Super Snipes! At the time they were simply secured by chocks under the wheels on the Luton to Bathgate car transporter train. The cars being level with the parapet, the gale simply blew them off.

Stan had wonderful memories of his times on the S&C - especially travelling up Mallerstang on a wild night in a twelve wheeled dining car with half a bottle of claret inside him.

Promotions followed at regular intervals, his final posting being to BR Board Headquarters as Head of Signalling and

Accidents. By this time he and doubtless his lovely wife Val had lost count of the number of properties they had lived in.

Stan certainly had his say at the inquiry over the proposed closure of the S&C, this being the one conducted in the Victoria Hall Settle.

On retirement there was no question of Stan putting his feet up; he founded at Skipton U3A the Railway Study Group which he ran for fourteen years. With latterly around seventy members it was by far the largest group. It was here that many FoSCL members joined coming to hear Stan expound his railway knowledge. Never one to mince his words, his thoughts on some of the directions taken by the Railways Board and their masters in the Government caused him to, as we the audience liked to put it, 'Having a rant again'. He soon cooled down and saw the funny side of things.

Latterly many of us helped to organise the annual railway holidays initiated by Stan, visiting several heritage lines in a particular area of the country. Sadly for him this came to an end when he suffered a stroke during 2014. His legacy continues under the expert hand of Ian Appleyard.

Stan wrote several books on aspects of the railways including '*Level Crossings*' with Peter Van Der Mark; '*Beyond Hidden Dangers*' dealing with railway

safety and his two part autobiography '*A Railwayman's Odyssey*'.

Stanley Hall was a smashing person whose M.B.E. for Services to the Railway Industry and U3A is richly deserved.

Bob Swallow

The Annual Railway Memorial Service St.Mary's Church, Mallerstang Sunday 25th June 2018

Once again I had the pleasure of attending the above service held to remember those who lost their lives during the building of the Settle-Carlisle line.

This annual service was introduced by the late Bill Greetham in 1998 and, following his untimely death, Gordon Hutton has been responsible for organising the event.

For once we were blessed with beautiful weather and, at the conclusion of the service, we moved outside to the churchyard where a wreath commemorating those who died was laid against the memorial stone by Mrs. Ursula Greetham, assisted by her son Martin.

Coffee and cake were then served in the church and my wife Margaret and I, the FoSCL representatives present, together with the Greethams and the Rev. Judy Polkinhorn, who officiated, were treated to a delightful lunch at the home of Gordon Hutton.

Douglas Hodgins

L-R: Ursula Greetham, Gordon Hutton, The Rev. Judy Polkinhorn

Photo: Douglas Hodgins





Memories of Garsdale water troughs.

Above: 75058 on the troughs.

Below: The troughs.

Photos: Maurice Burns





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A photograph of the Grade B-listed Shankend Viaduct, a stone structure with multiple arches, near Hawick.

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A photograph of a train arriving at Stow Station, with people waiting on the platform. The caption reads "Opening day service at Stow Station 2015".

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

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

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

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

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



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Spring on the Settle-Carlisle!

Above: 66432 with the Lodge Hall engineering train on 20th April.

Below: 45699 Galatea at Angerholme with the Hadrian - 26th May.

Photos: Peter Ainsworth





Above: 66303 with a ballast train from Mountsorrel to Carlisle Kingmoor Yard, seen here at Crosby Garrett. May 1st 2018

Below: 66426 with another ballast train crosses a Northern 158 on Ais Gill viaduct..

Photos: Peter Ainsworth





Above: On Monday 2nd July there was the unusual spectacle of two West Coast Railway sets on the up line at Appleby, one in the platform (The Dalesman working back to York) and one waiting at the signal a charter from Llandudno to Saltburn hauled by 47832 with 57313 and 167 minutes late).

Below: 150121, a former Great Western Unit now with Northern, on the Sunday summer service from Blackpool and return. This train has failed to run more than 50% of the time in 2018.





Above: 45699 Galatea was the first steam locomotive to take water at Appleby for some time. It is seen here on Saturday 23rd June.

Below: And a very unusual working! A Class 43 power car without its twin or a train seen here on the way from Craigentenny to Derby where it was to be named Mark Carne CBE.

Photos: Mike Summers





Above: Being aware that one of the coaches operated by 'Cumbria Classic Coaches' and 'Flying Scotsman' hauling 'The Cathedrals Express' of 22 May 2018, could pass each other 'somewhere' around Ais Gill the photographer arrived at what he hoped would be a favourable location for the meeting. It was!

Below: A caravan heads for Appleby.

Photos: Peter Ainsworth



Special Traffic Report

Apr 27th	66748	Wembley to Irvine, china clay
May 19th	47772/57316	Carlisle to Nottingham July
2nd	47832/57313	Llandudno to Saltburn

There have been a wealth of steam hauled excursions during the early part of the summer too. Locomotives featured include 48151, 35018 *British India Line*, 60103 *Flying Scotsman*, 45699 *Galatea*, 45690 *Leander*. These trains come from a variety of starting points, such as Chester, York, Edinburgh, Norwich, Lancaster and Milton Keynes.

Because of the extended hot dry spell, some steam specials have had diesel assistance to minimise the risk of setting lineside fires. At least two trains had diesel traction instead of steam. Diesel locomotives noted were 33207, 37516, 37669, 47580.

A new freight working began to use the S&C on 27th April, conveying imported china clay slurry in tanks, from Wembley to Irvine. This seems to be using the line sporadically. The clay is used in the manufacture of paper. When you hold several of our FoSCL magazines they seem heavy and this is due to the clay content of modern paper.

Network Rail run test trains over the line roughly monthly and the normal working is the "New Measurement Train" or NMT for short, which is formed of a converted Inter City 125. If the NMT is not available, a loco hauled train runs instead and can be Colas liveried class 37s or 67s.

Freight trains on the line are buoyant at present, comprising gypsum, stone aggregates, cement, china clay, logs, and coal occasionally. On a busy day the freight count through Settle could be well into double figures, although most trains do not run on a daily basis.

Pete Shaw

News from Other Lines

Summer 2018 marks the 140th Anniversary of the opening of the Midland Railway's Garsdale-Hawes branch line and Hawes station..

Two years earlier, in 1876, Garsdale station had opened for passengers on the Settle-Carlisle railway. MR contractors Benton and Woodiwiss then built the stone chapel near Dandy Mire viaduct, known variously as Hawes Junction Methodist Chapel, Mount Zion chapel and Moorcock chapel - i.e the chapel near the Moorcock Inn (but not Lunds chapel, which is on Mallerstang).

The Benton and Woodiwiss team then built the six-mile Garsdale-Hawes branch line down to the small market town of Hawes at the head of Wensleydale. The successful cleaning and conservation of the original 1870s working drawings for the branch line - and restoration of the huge book in which they are bound - is the subject of a talk by specialist Stephen Allen at the Dales Countryside Museum (DCM) in Hawes at 11.30am on Saturday August 11.

When the line from Garsdale met the North East Railway's line from Northallerton at Hawes in 1878, it marked completion of the 40 mile railway through Wensleydale from Northallerton to Garsdale. In turn this connected the East Coast main line with the Settle Carlisle railway, a significant Victorian achievement and an important contribution to the national railway network.

To mark the occasion, a public meeting will be held at the DCM at 3.00pm on Saturday August 11, to consider the setting up of a Steering Group to consider the feasibility of re-opening the branch line between Garsdale and Hawes.

If you feel you can offer practical support or suggestions based on relevant experience, please let me know as soon as possible, by post to: Dyke House, Askrigg, Leyburn, North Yorkshire, DL8 3HG; phone 01969 650349 or email ruth.annison@gmail.com

Ruth Annison

Appleby Diary

By Mike Summers

The purpose of the Appleby Diary is to keep readers of the journal abreast of news, events and changes from milepost 277 which is the milepost situated on the up platform at Appleby station.

The review starts on a sunny Friday 20th April when quite a large crowd of local, and not so local, people gathered on the down (Carlisle) platform to witness the arrival of Merchant Navy class No.35018 *British India Line* making its first visit to the route. The locomotive was hauling the *Great Britain X1* tour and this was the second day of a nine-day journey. Appleby was the first opportunity for those on board to leave the train and obtain that all-important picture which they did in their droves. For a few short minutes the atmosphere was carnival like on the station, almost surreal, and then with a whistle and a blast of steam, normality returned.

The description of *British India Line* arriving and departing from Appleby station paints a rather rosy picture, indeed during the previous year there were 46 days when steam locomotives stopped here for water, many of them took water twice when returning south. The romance of steam however isn't always what it seems and like any relationship there are ups and downs. For reasons beyond the remit of this piece the practice of taking on water from the tower at Appleby came to

an abrupt stop on Tuesday 1st May. Those who gathered on that day to see the first 'Dalesman' of the season saw 8F 48151 stop as usual on the down platform to take water from a road tanker. Later in the day those who turned up to see the return working taking water from the tower were surprised when the same locomotive passed through Appleby at speed and didn't actually stop until reaching Hellifield. Since 1st May there have been another fifteen steam workings, only one of which *Galatea* on Saturday 23rd June took water from the tower. For a short period during May, steam hauled trains continued to pass Appleby non stop, however it was soon realised that Appleby is the only location where fare paying passengers can get that much wanted family photo in front of their steam locomotive. Common sense prevailed and time permitting, the steam workings now pause here. At the time of writing the long period of hot dry weather has resulted in steam workings requiring diesel assistance, in the meantime the water tower at Appleby remains full but mostly unused.

The Appleby horse fair took place during the first weekend in June, as usual the train services were much busier and the station was double staffed. The Sunday of the horse fair is the only Sunday in the year when Appleby station booking office is open.

The good weather enjoyed during the horse fair continued throughout the month



Left: A rare visit of a Class 33 to the S&C. Here 33207 assists 45690 Leander with the Dalesman working from York to Carlisle and return.

Photo: Michael Summers

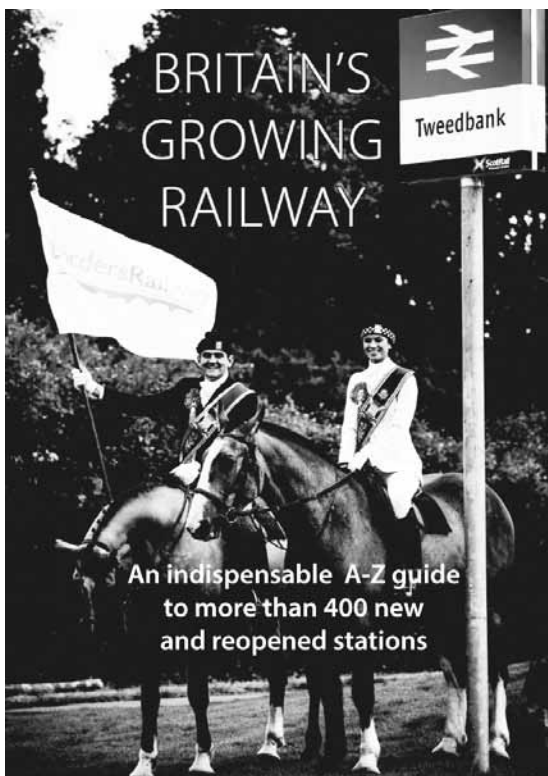
and on Friday 29th June was partly the cause of a disruption to train services. During the afternoon of that day a grass fire close to Petteril Bridge Junction forced a temporary line closure which resulted in the 15:18 train from Leeds to Carlisle being held at Appleby in stifling heat. Fortunately with the station being manned passengers were able to leave the train and sit in the shade where free drinks were provided by staff of the S and C Railway Development Co. (DevCo). For good measure the station shop remained open until the train departed allowing passengers to browse and purchase.

Although freight traffic covers the whole route it is worth mentioning the highs and lows as observed from the platforms at Appleby. The highlight has to be the increased workings of GB Railfreight (GBRF) which since late April has become freight champion of the Settle and Carlisle. In addition to those GBRF workings from Arcow quarry at the southern end of the route the company now hauls the China clay tanks northbound over the S and C. This train which first ran on Friday 27th April is the only freight working on this route to originate on mainland Europe, its destination is Irvine in Scotland. From the start of May the same company took over the three times a week cement flow from Glasgow Mossend to Clitheroe and in addition to this the company is currently hauling coal from both Killoch and Greenburn open cast collieries in Scotland to Drax and Cottam power stations up to six times each week. Also in a positive vein, Direct Rail Services (DRS) has doubled its presence. In addition to the daily engineer's train from Carlisle to Crewe the company now hauls ballast trains from Mountsorrel quarry in Leicestershire to Carlisle, this frequently runs to five trains each week. On the downside, the Freightliner (FL) coal working from Killoch colliery to Port Talbot (ref May journal) no longer runs and once again means that Freightliner currently has no booked workings. However it

is still possible to observe FL traction in abundance as light engine movements between their depot in Leeds and the stabling point in Carlisle are frequent, especially at weekends. Finally the once dominant DB Cargo now only hauls the four times a week Gypsum train from Hull Docks, and the very photogenic log train from Carlisle to Chirk remains in the hands of the colourful Colas rail, usually running five times each week.

With regard to the station building at Appleby, work is still to start on the new waiting shelter which is to be built on the down platform. We are also informed that digital customer information screens (CIS) and ticket machines are to be installed, this work is also still to start.

Mike Summers



Railfuture's new book is available for £9.95 post free from www.railfuture.org.uk/shop/books

Reviews

Pete Shaw's 2019 Settle-Carlisle Railway Calendar

“It's the early bird that catches the worm!” It may be something to do with age in my case but early year passes so quickly that we are soon perusing calendars for the coming year.

The Settle-Carlisle calendar, so popular with many of our supporters, contains the customary range of steam and diesel photos – many of which remind us of happy times gone by.

It is good to see West Coast Railways stalwart 48151 featured on the cover along with other favourites *Scots Guardsman*, *Galatea* and *Flying Scotsman*. Diesel photos range from 1997 to recent DRS 68s and 88s. It is good to see the very popular Class 37-hauled train from 2003 included, along with a 158 Leeds-Glasgow service which hopefully might return?

As ever we are reminded of the delights of our favourite line.

Mike Cooke

The calendar can be purchased, price £8.95, from the shops on Settle, Appleby and Ribbleshead stations or from our webshop, price £10.50 inc P+P, at: www.foscl.org.uk/shop

Ingleborough Walks

Dales & Bowland Community Interest Company Free (available at stations along the S&C whilst stocks last)

This 44 page booklet will slip into your rucksack or jacket pocket and offer you ten fascinating days out walking around the Ingleborough area. The title is a little misleading as only three walks actually involve an ascent of the famous mountain; the others are easier linear walks around the massif which tie in with trains on the S&C and Lancaster lines and the 581 bus



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between Settle and Ingleton.

The booklet has been produced with Heritage Lottery funding from the "Stories in Stone" project, in which FoSCL has been involved and is designed to encourage linear walks.

One minor criticism is that the connection between Bentham trains and the 581 bus at Giggleswick Station (the bus stops at the Craven Arms) is overlooked, yet this is the best morning connection for passengers from the Leeds area. However you could easily pay £5 for an inferior book so get your copy whilst stocks last.

Yorkshire Three Peaks Route Guide Skyware £1.99

This handy guide is essentially a folded double sided annotated map of the 3 Peaks Challenge Route and for many people it may double as a souvenir, though at this price you could buy two copies and keep the souvenir in pristine condition. Please don't throw the other copy away though to add to the discarded used toilet

paper which desecrates much of the 3 Peaks route.

The handy annotated notes point out the steep sections and places where navigation skills are needed to keep "on route" if you do the walk as an individual on a quiet weekday rather than as a "mass challenge event".

The early morning train service is mentioned but an improvement would be to mention that there are also evening trains and to state that these trains run through from / to Leeds via Keighley, Skipton and Settle which are all valid overnight accommodation venues when the scarce accommodation in Horton and Ribbleshead is fully booked.

John Disney

The guide is available from our Settle shop or from our webshop:

www.foscl.org.uk/shop @ £2.75 (inc P+P).

Or please see the pull-out centre section of this magazine.

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The Ramblers' Railway by Colin Speakman

It should never be forgotten the crucial role that rambling - or hiking as the younger generation prefers to call it - has played and continues to play in the success of the Settle-Carlisle railway.

Next year will be the 45th anniversary of the Ramblers Association special charter train from Leeds to Appleby which also called at the specially reopened stations at Garsdale and Kirkby Stephen, which had been closed for regular passenger use 1970. The West Riding Ramblers took what for them was a not inconsiderable financial risk. June 9th 1974 was to become a pivotal date in the history of the Settle Carlisle Railway.

In the event 578 passengers were carried on the 8-coach train - which had to be increased in size to cope with the avalanche of bookings. In Appleby a brass band and the town's mayor were there to greet the train. Far from losing money, the Ramblers made a handsome profit on the day.



The Christmas Dales Rail at Garsdale circa 1976

This success paved the way to the decision, later that year, by the new Yorkshire Dales National Park Committee to authorise payments of £5,000 to British Rail Midland Rail to restore and repair the platform edges (due to be demolished allegedly to allow the passage of Mark 3 carriage stock on trains due to be diverted because of West Coast electrification). Cumbria County Council committed a further £500 for Kirkby Stephen Station (outside the National Park Boundary). This

was to make the five stations - Horton-in-Ribblesdale, Ribbleshead (despite the demolition early in 1975 of the "down" platform) - Dent and Garsdale safe for "occasional use" by charter trains. Having spent their cash on station platforms, it was not that difficult to persuade the National Park Committee to try to have a return on that investment, so in May 1975 they emulated the Ramblers, not just with a Sunday but also a Saturday return service between Leeds and Appleby. The Saturday train also provided a southbound local shopper; service to Leeds and Skipton. Despite real problems with certain senior anti-Settle-Carlisle line figures British Rail, (which required a question in Parliament by the late Bob Cryer to resolve) local management were hugely supportive, and the Dales Rail service as it was known ran on three weekends between May and July.

As well as advance tickets sold through the National Park office, volunteers selling tickets on the trains, and refreshments in the guard's van of 4 or sometimes 6 car dms, provided by Worth Valley Railway volunteers.



Buses at Garsdale station - Summer 1975

So successful was the initial project, with packed trains in both directions - 99 people were recorded catching the second Saturday southbound service from Kirkby Stephen that the experiment had to be extended for a further three weekends into October with a special service - significantly on August 1st Yorkshire Day from Carlisle to Leeds and a December Christmas shopper special from Carlisle

which also carried a few intrepid walkers. This led to the decision in 1976 by the National Park and both Cumbria County Council and the Countryside Commission, to support an extended project, which included the reopening of the three additional stations in the Eden Valley: Langwathby, Lazonby & Kirkoswald and Armathwaite .

Over the next three years Dales Rail established itself as a major UK green transport project, the first time ever a National Park in the UK had chartered trains to bring visitors into the National Park. Key to this success was the provision of an integrated bus service from Garsdale Station to Hawes and Swaledale and also to Sedbergh and Barbondale plus a comprehensive programme of guided walks from the local stations or linking buses.

Success of the Dales Rail service during the early 1980s led directly to the provision, initially by Cumbria County Council and later by British Rail, of the daily services from the local Dales Rail stations on the line. This was only possible because Dales Rail had built up a major new weekend leisure market. The Settle-Carlisle line, with its strategically positioned local stations was – and remains – the finest line for hill and walking in the British Isles. When the late James Towler, the charismatic Chairman of the Yorkshire TUC, successfully proved that the Dales Rail Stations were publicly advertised and therefore legally reopened for passenger use, this massively increased the numbers of people who could and did protest about the hardship the loss of the line would cause. Walkers as well as rail enthusiasts were to work together to save this most iconic of railways

Of course, the Settle-Carlisle is not just a railway for walkers. It a vital regional rail link, a lifeline for local communities, for tourism, an Anglo-Scottish route for freight and an important, if now too little used diversionary route. But it was the impact that closure would have had on local businesses, if the stations had closed and walkers were no longer able to come to visit and stay in the area to support the local economy, which in 1989 finally

decided the then Transport Minister Michael Portillo that the line had to be saved.

Among the many volunteers who had worked so hard on providing support for the pioneering Dales Rail service, were people such as Graham Nuttall, David Burton, and Ruth Evans who were among the founders of the Friends of the Settle Carlisle Line. The FoSCL guided walks programme and of course the Lancashire Dales Rail and indeed Friends of Dales Rail grew out of the success of the Dales Rail weekend walks

Ramblers have every reason to be grateful to everyone who fought to save the line, the professional staff and the present generation of volunteers who continue to work to keep the services running, including the current guided walk leaders and those who support the weekend DalesBus bus links to Wensleydale, Dentdale and Swaledale. These people all contribute to keeping alive the original Dales Rail vision of a daily, fully integrated transport service through the Yorkshire Dales and Eden Valley. Long may this vision continue to flourish.

Colin Speakman



Graham Nuttall (right), Ruswarp with Roger Templeman and his children at Garsdale circa 1980.

The Naming of Ribbleshead Station 1876/7

Rev. Edward Harrison Woodall, M.A. (Oxon) Part 2
by Martin Pearson

The Catholic Church in England:

Rev Woodall's conversion in 1859 was similar to that of a number of Anglicans at that time, most notably John Henry Newman, later a Cardinal. Newman left the Church of England in 1845 and two years later was ordained as a Catholic Priest.

Do we know why he made the conversion? The Kentish Gazette gives some clues describing him as a man of Tractarian views. These came from some work by Newman in the 1830's, Tracts for the Times which emphasised the Catholic nature of the Church of England. However by 1858 there were strong arguments within the Church of England between Tractarians and Evangelicals and at least one case may have been the turning point for Edward Woodall.

The Roman Catholic Church under the leadership of Cardinal Wiseman was going through a renaissance. Though Catholics had long enjoyed toleration in England, their Church was governed by vicars apostolic, rather than bishops, and there was no diocesan or parish organisation. In 1850, partly to better administer the large number of Catholics fleeing Ireland because of the famine, the Catholic Church re-established its full hierarchy. For the first time since Mary Tudor, Catholics now had a full hierarchy consistent with that of Catholic countries. Thirteen sees and the archdiocese of Westminster were created.

The Catholic Church in Settle: A History of Catholic Life in the Settle, Giggleswick, Lawkland and surrounding areas by R.G.K Gudgeon provides insights. Lawkland Hall had been owned by the Ingleby Family since 1573 and had become a base for Catholics. Families in the area used a small chapel. By 1788 the family had converted to the Anglican faith. John Ingleby, being a fair man, ordered that a house be purchased and a chapel built for use by Catholics. This became St Oswald's Church at Lawkland, but was very small being

twenty feet by nineteen.

According to Gudgeon the opening of a new church in Settle marked the beginning of modern times for the Catholic Church. By 1862 diocesan clergy had taken over from Benedictines at Lawkland and the first priest, Robert Garstang wrote that in 1862 he was saying Mass in Settle with five families in a room adjoining the Harts Head Hotel which was used for services. He goes on: "Robert Garstang purchased the house connected with Rope Walk in Upper Settle and Edward Woodhall then built a small chapel there dedicated to St Mary and St Michael which was opened on 20th March 1864. He designed and paid for the Church himself, and it is popularly supposed to be a copy of a church he had seen and admired in Malta. He was the first resident priest in Settle having previously been curate at Middlesbrough Cathedral after earlier experience as an Anglican Minister.

He was Parish Priest in Settle from 1869-1889 where he was "universally beloved".

Edward Elgar was friendly with Father Woodhall and would have been familiar with the church as he would have attended Mass whilst visiting his friend Dr Buck who lived nearby in Giggleswick". (For more information on Elgar and Dr Buck the best guide is the book by Dr. W.R. (Bill) Mitchell "Mr Elgar and Dr Buck – A Musical Friendship. Elgar and Dr Buck met in 1882 when Elgar was 25 and not yet famous.)

Father Woodall was followed in 1890 by Thomas Bradley. He was the resident priest for 20 years and would have written to the Midland Railway Company when aged 63.

Ordnance Survey – Batty Moss – Mosses: The ordnance survey still carries the words Batty Moss viaduct. Where does the name "moss" come from. A moss is a bog. W.R Mitchell and Peter Fox in The Story of Ribbleshead Viaduct say "Photographs of the time show that there was no intrusion on the Ingleton side of the viaduct. A glance at the map shows the reason for this. Here lay the mosses – Gunner Fell Moss and Low Moss, Parker's Moss and Bruntscar Moss.

What is Batty Wife Hole? What do we know of Mr and Mrs Batty? Batty Wife Hole is the name given to a pothole where supposedly Mrs Batty met her death. A

conurbation was named after this area and the 1871 census lists over 70 dwellings, some unoccupied. Mitchell and Fox continue: "The area was pockmarked by swallow holes and natural shafts in the limestone, the most famous of which was Batty Wife Hole, which was invariably filled with water

It was said that Mr and Mrs Batty were ceaselessly bickering and that Mr Batty was not above hitting his spouse. She left home; he became penitent and arranged to meet her to effect a reconciliation. The appointed place was the pothole. When he did not turn up on time, the woman drowned herself. When he found out what had happened he took his own life" and later "The Batty Family had already bestowed its name on the Wife Hole that was the setting for a double drowning.

Other stories exist. Going back many years Mr Batty was a self employed man, who was notoriously a cattle rustler, drunk and wife beater. Mrs Batty has been described as a harridan. In addition to the story from Mitchell and Fox one account is that the name came because it was the place Mrs Batty did her washing; another that he threw her into the hole himself.

The name Batty Green was given to the area where the station now stands. For more details on Batty Wife Hole look up SCRCA Structure 247325 taken by Mark R. Harvey, on the FoSCL website.
(To be concluded)

Accident Anniversary

At 00 16hrs on the 30th October 2018 it will be exactly fifty years ago that a collision occurred between two freight trains on the Down line immediately south of Selside signal box, fortunately without any casualties, though two of the train crew involved received minor injuries.

The circumstances of this regrettable incident were that the 20 19 Warrington to Carlisle freight, hauled by a Class 40 diesel locomotive conveying 46 wagons and a brake van, was standing at Selside's Down Home signal awaiting acceptance from Blea Moor because of a locomotive

failure on a train ahead. The following 22 15 Preston to Carlisle freight, again hauled by a Class 40 diesel locomotive conveying 36 wagons and a brake van, should have been held at the signal box in rear, Horton-in-Ribblesdale. However, to the signalman's consternation at that location, the train failed to stop, passing his Down Distant signal at caution and then his Down Home and Section signals at danger and entering the occupied section to Selside. Despite efforts by the two signalmen the inevitable crash occurred.

It wasn't difficult for the Railway Inspector, Lieutenant-Colonel McNaughton, in his Ministry of Transport report, to establish that the cause of the accident was due to both the Driver and Secondman of the Preston freight falling asleep somewhere in the vicinity of Helwith Bridge, not helped by the fact that the locomotive's roof ventilator was blocked by newspaper. The Guard was also criticised for failing to notice that the train had passed the Horton stop signals at danger, nor seen the signalman waving a red lamp in an endeavour to attract the Driver's attention.

The line was reopened at 04 30 on the 1st November after considerable difficulties had been experienced in clearing the track at this remote location.

An extraordinary sequel to the accident was that the Driver who was responsible for the accident, because the Driver of the Warrington freight had injured his leg, and with the authority of the Divisional Movements Inspector, worked the undamaged front portion of the Warrington freight through to Carlisle; something which most certainly wouldn't be permitted these days.

Incidentally, had the Automatic Warning System been in place the accident would most certainly not have occurred. The Report suggests that, understandably at the time, the fitting of AWS on the Settle-Carlisle line was of fairly low priority. In any case "the route is planned for closure in the next few years"! AWS was belatedly installed in 1997.

Charles Allenby

A memorable Year by Ken Harper

On Sunday 29th March 1998 the S&C came back under the control of the west side of the country after being 'hived off' to the eastern side under the BR Organising for Quality (OfQ) initiative in 1992 when it became part of Regional Railways NE (RRNE). It had been under the local control of first Leeds and then Newcastle during that period but after the formation of Railtrack pressure was applied for it to return to the west side under Railtrack NW. One of the reasons was that it was seen as a 'long diversionary loop' to the WCML during modernisation but it was also realised that local control from Carlisle & Preston would be more effective and efficient.

The line had been saved from closure in 1989, many structure renewals had taken place and freight had returned in that period with the Drax Power Station to Kirkby Thore British Gypsum trains and coal trains starting running from Scotland to Yorkshire power stations in 1997. I was Operations Manager for Railtrack NW at Carlisle and 3 days after getting the line back I was interviewing to fill vacancies and for new signalling positions to extend opening hours of the line to cater for the increasing number of freight trains. From a two-shift railway of 15 hours, six days a week, the line eventually extended to 24/7 working and the opening of Appleby & Garsdale signal boxes 24/7 after nearly 20 years of 'open as required'.



The view on the day after the derailment, Wednesday 15th. July, under underbridge 79 from the Down side showing how derailed coal wagons had smashed through the Up side of the bridge arch.

At lunchtime on Tuesday 14th

July 7232 Carlisle Yard–High Marnham loaded coal train derailed on the Up line in a spectacular fashion on the approach to Denthead viaduct. 33 out of 36 HHA (Merrygoround) type wagons derailed tearing up both lines and seriously damaging under bridge No 79, a field to field farmers bridge. The locomotive, 60085, remained on track undamaged and came to a stand on the viaduct and no one was injured.



Another view of underbridge 79 from above with the derailed wagons hanging into the abyss created by the derailment.



Looking north towards the rear of the train with the pile up in the vicinity of underbridge 79 and coal spread over both lines.

Investigation and preparatory work took place for the next 36 hours and on Thursday 16th the Toton breakdown crane came in from the south end and the Thornaby crane came in from the north end to commence the recovery operation. A large road crane was also used in this operation, which had to cross the viaduct to gain access. A few of the lightly damaged wagons were removed from the site but most were lifted clear of

the trackbed and placed on a wide part of the Up cess to be cut up and removed at a later date.



Friday 4th. September and the stricken breakdown crane which tipped over whilst recovering damaged coal wagons in the additional possession. The crane sustained a twisted jib and was eventually condemned.

The wreckage was cleared by 18.00 on Saturday 18th and the cranes returned to depots. Next came the huge task of clearing hundreds of tonnes of coal, repairing the damaged bridge and relaying the track. These tasks took just over a week and the line re-opened for start of traffic on Monday 27th July.

Normality did not even last a week as on the afternoon of Friday 31st July a massive storm swept across Cumbria and Dumfriesshire washing out embankments between Little Salkeld and Long Meg and near Lockerbie on the WCML. The Down cess at Long Meg disappeared down a high embankment and the S&C was blocked again. A daylight site meeting was convened the following morning when the massive scale of repair was realised. Permission was given for Single Line Working (SLW) over the Up line between Howe & Cos. and Culgaith signal boxes which commenced at 14.30. However this was for DMUs only, due to weight, vibration etc., and the 18-mile section with three intermediate stations to serve and a heavy speed restriction past the slip site caused extensive delays.

Loco hauled trains were allowed over the SLW from Tuesday 18th August but the actual repairs took 2 months with the Down line being handed back to traffic from Wednesday 30th. Sept. During

this period some of the new staff I had interviewed in April had qualified as signalmen and were thrust directly into SLW and then had to be coached for the resumption of normal Absolute Block working. The Denthead derailment saga had still not finished as an extra possession of both lines had been agreed to recover the remains of the wrecked coal wagons from the site. This was to run from 22.00 on Thursday 3rd September until 07.00 on Saturday 5th September. However on Friday, 4th September, another misfortune hit the line when a rail breakdown crane fell over whilst lifting wreckage and the possession over ran until 10.00 on Sunday 6th September. The crane sustained a twisted jib and was condemned after spending a few weeks in Kirkby Stephen Down refuge siding.

The cause of the derailment was eventually deemed to have been the condition of the track and it was soon realised that the majority of the S&C required track renewal, and some of it very quickly, if heavy coal trains and other traffic were to continue using the line. The first re-ballasting of track since 1980 took place between the night of Saturday 28th and early Monday 30th November at HelmTunnel with a bus connection between passenger trains terminating or starting at Appleby and Kirkby Stephen. It was quickly learned that weekend possessions would take many years to relay the whole of the line with new continuous welded rail on concrete or steel sleepers and a programme of blockades of the line was developed. This closed the line for one or two weeks at a time to concentrate resources and enable maximum efficiency to reduce the number of speed restrictions and after five or six years the whole line had been upgraded.

1998 - definitely a year to remember on the Midland Railway's Settle and Carlisle line.

Ken Harper

Photos: Tony Freschini

(This article was first published in the Cumbrian Railways Association Journal and is reproduced here by kind permission of the author and the CRA.)

Letters to the Editor

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

We are all getting older!

I refer to the letter from Richard Morris in the May 2018 issue of the magazine. FoSCL has been bemoaning its ageing volunteer force for some time now with too few younger people coming on board. I am sure that the Committee is considering the matter but there appears to have been little change in the situation.

At a transport museum in the United States, where I am also a member volunteer, the same situation existed. Following a number of ineffective efforts to improve matters it was suggested that external professional help be sought. Initially the idea was greeted with considerable scepticism but, eventually, external help was brought in. It was discovered that while the museum's name was reasonably well known, its various functions and activities were not. It was also found that, considering the modern

world and its variety of communication methods, the museum was not marketing itself aggressively enough particularly in the area of volunteer recruitment. A programme was put in place across the communication spectrum including, but not limited to, social media. This detailed the various functions that volunteers could undertake, how much or how little time needed to be committed and also the benefits of becoming a volunteer. The programme has produced a steady stream of new recruits. Perhaps unsurprisingly, many of the new volunteers are in their 50s or early 60s, these being people either looking to retirement or having recently retired. These people are coming with a variety of skills and knowledge that they have gleaned during their working lives and into which the museum is actively tapping. This is the third year since the programme's inception and has seen one

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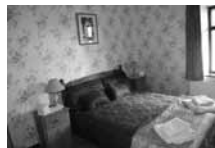
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of the first year's recruits being voted onto the management committee.

Yes, seeking professional guidance from outside costs money and maybe something FoSCL is reluctant to undertake. However, is the alternative just to let the organisation slowly wither? Richard Morris stated in his letter that we may not have as much time as we think. I would go a step further and challenge our Committee members to have an action plan in place by the end of this year whatever way it is decided to proceed.

Rob Gingell – by email

What future for the Settle to Carlisle Railway?

Responding to the Editor's request in the May magazine for a bigger 'Letters to the Editor' section for the August edition encouraged me to respond with

some personal thoughts about the possible future of the Settle to Carlisle Railway.

Reading the June newsletter published by the Campaign for Borders Rail (which many members of FoSCL are also members) I could not help be impressed with the article on how the extension of the Borders Railway could be delivered, with trains running through Hawick to Carlisle by 2030. We are fortunate in already having a railway to Carlisle, but how important a railway will it be in 2030 and beyond?

I can't help thinking that the importance of the Settle to Carlisle line (as well as many other lines) will be bound up by Government policy to ban the sale of petrol and diesel cars by the year 2040. The impact on rural communities will be considerable as meeting this target will involve energy network upgrades to supply the charging points for electric vehicles, with considerable visual impact especially



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for landscapes of national importance such as the Yorkshire Dales National Park.

To lessen the environmental impact, improved public transport within and to/from the National Park will become a viable alternative to costly upgrading of the energy networks and provision of charging points, expected to be paid for by electric vehicle owners making car ownership more expensive. The Leeds-Settle-Carlisle line is already seen as an economic, visitor and public transport corridor in the Yorkshire Dales National Park Management Plan and this will gain more importance as the implications of Government policy become more apparent.

2040 may seem years away, but for those who had that earlier vision for saving the Settle to Carlisle railway from closure, its future will become of increasing importance as part of protecting the beauty and heritage of the Yorkshire Dales National Park as well as providing future transport needs.

David White – by email

I am concerned about the apparent lack of a coherent plan for the future of the S&C, FoSCL does a good job of protecting the existing “local” services on the line but I believe we need a comprehensive plan covering the line’s capacity and also faster longer distance passenger services and also freight. We must never forget the S & C was built for high speed passenger services and through freight. Local services were a means for the Midland Railway to get a little extra revenue and maximise their very considerable investment.

We cannot recreate St Pancras to Scotland through trains but we should exploit the value of the line as an express route from West Yorkshire to Glasgow /Edinburgh. Leeds to Glasgow is always the obvious choice but we should also think about services from Bradford, which currently has no none local services running north from Forster Square. The DfT & the West & East Coast franchises wouldn’t like it but surely FoSCL’s role is to campaign vigorously on issues like this. FoSCL thought a long and brilliant campaign in the 1980’s to save the line, now we need something similar to

take it forward.

We also need to campaign to improve the line’s capacity which currently is very limiting to any expansion of services. The current overall maximum speed of 60mph is ridiculous. The line suffers from two relatively recent single line sections, over Ribbleshead viaduct & on the exit from Carlisle and these should be re-doubled. We need a bold and ambitious plan for the future, those who don’t go forward eventually slip back! I hope this stimulates some debate and other ideas.

Roger Goode - by email

The Honourable Sir William McAlpine Bt FRSE

The obituaries contained in the last issue stirred in me memories of meeting Sir William, once long ago and more recently, with in between, working closely with his Railway Heritage Trust staff on a lengthy and expensive project. He was undoubtedly a great man, both in his person and in what he did for the railway heritage movement, which nowadays one might call industry.

My first meeting must have been in the 1980s when I was the planning officer of a local authority in North Wales. As Chairman of the Railway Heritage Trust, he made an inspection of railway artifacts along the Holyhead railway, and invited the planning officers of the authorities it ran through to accompany him. His train consisted only of the GER saloon mentioned in David Ward’s obituary, hauled by a big diesel loco that at that time was numbered in the D5500 series. The train stopped to pick me up from the platform at the even then long-closed Holywell Junction station. He welcomed me aboard, I addressed him as Sir William, and he immediately put me at my ease by telling me: “Call me Bill!” A delightful journey followed along the North Wales coast, with butler service, ‘spotting’ the various structures that were, or should have been, “Listed”. Those in my area mostly already were. All too soon it came to an end; I had to get off early to get back for a planning committee meeting.

Life moved on, and so did I, to a new job in Northumberland. In my new 'patch' lay the spectacular Lambley Viaduct, its spidery three-eighths of a mile length supporting a single trackbed 100 feet above the South Tyne River. Alas! it was beginning to disintegrate, its external fabric suffering from the Northumbrian weather and many years of neglect, and equally from the inside out, with its core sodden by a failed drainage system, frozen in the harsh winters, and starting to push the structure outwards, creating a series of potentially fatal bulges.

So one day in the 1990s, a glossy brochure landed on my desk. It was all about viaducts that British Rail Property Board wanted to unload, with full A4 size pictures of many graceful structures, Lambley included. With the dire predicament of my local viaduct in mind, it inspired me to act. I managed to gather together a group of people who as it transpired, were able to assemble the funding and make the Viaduct's restoration happen. Some of these key players were the owners BRPB, the English and Welsh Viaducts Committee, the Northern Viaducts Trust that had recently restored Smardale Gill Viaduct over Scandal Beck, close to the Settle and Carlisle line, and the Railway Heritage Trust. There were many meetings, mostly in our offices in Hexham, and over the months it came together, disrupted somewhat as the BRPB went through its enforced reincarnation as Rail Property - something to do with rail privatisation! Throughout this process the RHT representatives were invaluable, and with hindsight, I can see the spirit and culture of their boss, Sir Bill, shining through. As well as their constant and unflinching encouragement to help get the project through the treacle of bureaucracy, the RHT put up a significant contribution to the total cost of some £800,000, and it all fell into place. So now the Viaduct stands firm, I believe now vested in the 2 foot gauge South Tynedale Railway, waiting to carry its trains from Alston, through Slaggyford, their present temporary terminus, and in years to come, back to Haltwhistle.

My final contact with Sir William was much

more recent - last September, when he named the recently completed new engine 'Lyn' at Woody Bay station on the Lynton & Barnstaple Railway. With his recent death, it was a poignant occasion; it must have been one of his last public engagements. I managed to have a few words with him, close to the presence, sound and smell of 'Lyn'. He remembered our meeting over thirty years ago in North Wales, and these two encounters remain to me treasured memories of this great man.

May his spirit continue to flame like a torch throughout the railway preservation movement; he is gone, but his achievements and ethic will long remain to inspire us in the future.

With best wishes,

Mike Smith – by email

Visits of HRH Prince Charles

The interesting picture in your last issue showing Bryan Gray greeting HRH Prince Charles at Langwathby station reminds me of the time when the Prince formally opened the station at Kirkby Stephen, restored by the Trust. It also links up with Sir William McAlpine.

Prince Charles agreed to open the station and did so on 22nd March 2005. He arrived on the Royal Train headed, I believe, by Duchess of Hamilton. I was Chairman of the Trust at the time and the arrangements for the Royal Visit had been planned in detail. The Trustees and their wives were present, including Sir William McAlpine and Judy, Lady McAlpine. There was no lady Trustee at the time, as there is now.

The Trustees had to be lined up in the front rank and the wives had to be a rank behind them. We were told (very firmly) that the Prince would not have time to meet the wives.

This was unacceptable to Lady McAlpine who probably did not think it right to be relegated to the second rank anyway. I therefore arranged that the Prince would meet the Trustees from right to left. He then had to go back to the right to the main restored room. In doing this he had therefore to pass along the line of wives and was thus introduced to them.

Speeches were made and then, as the final event, the Prince was given facilities to change into overalls and got into the cab of the Duchess locomotive in order to drive the engine to the next station. We understood that this passed off without incident and to the satisfaction of all concerned.

Edward Album - by email

11th April 2019 – 30 Years

Next April marks the 30th Anniversary of the reprieve of the line. The 25th Anniversary was marked in great style, and brought forward a whole host of memories. There is no suggestion that anything like that should be attempted again nor that additional workload be imposed on already overstretched individuals.

Why do it Again?: There are a number of reasons why this should be done. Anniversaries like this offer opportunities to promote the line (and FoSCL)

The next major anniversary will be 4 years by which time many involved will have died.

We are celebrating a “good news” story and involvement should be fun

Archive material is now available including pithy comments from David Mitchell on BR, the early views of the Prime Minister, very detailed papers on the bids to privatize the line.

Location/Activity: Thinking is that people in many different locations take on the idea putting on an event which could come

in many formats. There may be members in the London area or Yorkshire Dales National Park who kick started the whole closure campaign, or people say from Cumbria CC with memories of working with FoSCL.

Theme/Archive: The activity should be specific to the location, and great flexibility shown in the theme. Not everything should take place on 11th April 2019. A media strategy could be developed.

Co-Ordination: Co-ordination would be linked to publicity and passing on ideas. Martin Pearson would happily be first point of contact and seek others to be part of an informal group. He can be contacted by e-mail on martin.pearson@settle-carlisle.com or by phone 01729 824 428

A Message from Mark Rand

A big thank-you for the get-well messages I received following publication of the May Journal - cards, letters, e-mails and even a signed Pete Shaw 2019 (significantly) calendar boosted my spirits.

I fell down a flight of stairs, broke a wrist and my one-and-only neck.

I am lucky to be alive and recovering, thanks to the much maligned NHS as a whole, the Brain and Spinal Unit at the Royal Preston Hospital and the Yorkshire Ambulance Service first attenders who recognised the problem and called for back-up.

Take care out there. Your own home is statistically the most dangerous place on earth.

AND FINALLY! The things that we do for FoSCL, the S&C and safe storage of documents! Douglas Hodgins, Les Barlow, Maurice Holliday and Paul Kampen exercise some brute force. Don't ask folks; don't ask!



Rear Cover Images:

Above: 45699 Galatea at Horton-in-Ribblesdale station with the Fellsman on 29th May 2018.

Photo: Stephen Willetts

Below: 48151 at Angerholme with the Dalesman on 22nd May 2018..

Photos: Peter Ainsworth

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