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The Drama of the S&C  
The Friends of the Settle - Carlisle Line



## FRIENDS OF THE SETTLE – CARLISLE LINE

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

**President:** The Right Hon. Michael Portillo.

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

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

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\* Denotes member co-opted after the 2018 AGM in accordance with the FoSCL constitution

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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 May 2019 magazine will be Saturday 18th May

**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.

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**Cover Picture:** A view of Blea Moor from the slopes of Whernside; is there a finer panorama than this?  
**Photo:** Matthew Young

# The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

**T**he Christmas and New Year festivities are now behind us and we are struggling to come to terms that we now have a railway open on only SIX days per week, Saturdays are strike days, and have been for several months now.

There seems little optimism around for an end to the long running dispute between Northern and the RMT Union, we now have NO trains at all on Saturdays and only a skeleton replacement bus service.

There is absolutely no doubt that this dispute has eroded public confidence in the railway, for the most part, weekday trains are quieter than usual, people simply do not trust the train any more.

With regard to FoSCL the loss of Saturdays is having an adverse effect on our activities and a loss of income. Guided Walks, traditionally held on Saturdays have had to revert to Sundays but of course there is not such a frequent train service to choose from on Sundays. I mentioned weekday loadings earlier in the report, Sundays, on the other hand, have held up quite well.

Our shop income has fallen in recent months, very few people around at Settle and Appleby on Saturdays now although the situation may be helped at Appleby with a large number of steam trains due to run from February onwards, a brief stop can yield substantial income to our shop.

The Signal Box at Settle, open on Saturdays, is seeing just a trickle of visitors these days, there is just no one around. Visitors to the Box are always generous in making donations, these help with the maintenance costs, so again a loss of income.

It is not only FoSCL that suffers on Saturdays, the Development Company run the trolley service on trains, Saturday was usually a busy day, now no income at all.

The various buses which link in with trains, principally at Dent and at Garsdale now run empty on Saturdays, this situation is giving grave concern for the future running of these services in the future.

Is it too much to hope that common sense will prevail and we will see a settlement of this long running dispute.

I have my ideas, you have yours, I don't wish to involve FoSCL other than to say that every avenue should be explored, and, hopefully, before long, we can see trains running again on Saturdays.

As you will no doubt have gathered things have been quieter than usual but not for long. I, together with the Development Company, am shortly due to meet Northern to discuss the next timetable due to commence on the 19th of May. There is definite scope for improvement on the current timings but already the indications are that only minor adjustments will be allowed, such was the chaos following the introduction of the May 2018 timetable changes. We continue to press for improvements to stations, Northern themselves have promised

***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.***

Customer Information Screens and these should be installed this year.

The stations on the S & C have long been much admired by all who travel over the railway, we will do our best to keep them in good order and, when possible, introduce improvements where we can.

I hope that many of you are now visitors to our new web site, this gives you up to date information on FoSCL and the S & C.  
<https://www.foscl.org.uk/>

The end of our financial year is fast approaching, the end of February, to be followed by our AGM, slightly later this year, on the 18th of May 2019.

As I am not seeking re-election FoSCL will have a new Chairman from the middle of May, not only am I standing down but also Pete Shaw, one of the original campaigners in the fight to retain the line, is not seeking re-election to the committee.

There are two candidates for Chairman, Paul Brown, Station Supervisor at Settle and Bryan Gray, Chairman of the Settle and Carlisle Railway Trust.

At our January committee meeting, Richard Morris was co-opted back on to the committee, this will ensure, no matter the result of the contest for Chairman, that the committee will have a representative north of Settle, at present I am the only one.

Also seeking re-election to the committee in May is Paul Levet and Edward Album has applied to re-join the committee.

Details on the voting procedure for Chairman can be found on page 4.

Why am I standing down? Quite simply, the position of Chairman is a seven day a week job, the attraction of catching the 06.46hrs from Kirkby Stephen south to attend meetings has faded as I have grown older, time for me to move over and allow a younger person to take over.

Returning if I may to the voting for the new Chairman, I would urge you all to vote, it is you, the members, who will decide who will lead us from May 2019.

**Douglas Hodgins**

### **Election for FoSCL Chair**

**Could all members please note that there will be a contested election for the position of FoSCL Chairman this year.**

**A postal ballot will be held using a voting card to be sent out in an extra mailing towards the end of March/early April. Voting at the AGM will also be possible BUT ONLY BY USING THE CARD SUPPLIED IN THE EXTRA MAILING; PLEASE DO NOT MISLAY THIS CARD WHEN YOU RECEIVE IT - REPLACEMENTS WILL NOT BE ISSUED.**

**Please see page 4 for full details.**

**Could all members please note also that, as the copy date for the May magazine falls on the same day as the AGM, the magazine will be delayed to allow the result of the ballot to be announced.**

## Editorial

This year, FoSCL has received two nominations for the post of Chair. I would ask everybody to take note of Douglas Hodgins' comments in his Chairman's Report, the panel at the bottom of the previous page and the AGM notice on page 4 which also gives full details of what to expect in the extra mailing.

The next couple of years are bound to see significant changes in the way that we operate given the rather febrile times in which we live. The full impact of Brexit, good or bad, remains to be seen but it is bound to have a big impact on the railway industry. Support groups such as ourselves will have to be flexible in order to react accordingly. The committee needs to know that its Chair has a strong mandate from the membership.

One thing is for certain - change is inevitable; now is your chance to play your part and help to shape that change, wherever you live.

Members may ask "why a separate mailing?" There are two reasons for this: firstly cost - to enclose it with this magazine would actually push the postage rate into a higher band which would be approximately £500 more than the cost of a separate mailing. And we are very anxious that people do not put their voting cards aside to 'deal with later' and then forget about them. Your Secretary/Editor must confess to having made this mistake several times in the past!

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



*A raffle was held at the FoSCL Christmas lunch to raise funds for the Yorkshire Air Ambulance. Seen here holding the cheque are Rachel Pearson, Richard Handscombe of the YAA & FoSCL On-train Guide and Ruth Evans flanked by (L-R) Martin Pearson (lunch organiser), John Ingham, Pat Rand and Paul Kampen. Photo: Bob Swallow*

# FoSCL Notes



## AGM Notice

The 2019 Annual General Meeting of FoSCL will be held on Saturday May 18th at the Victoria Hall, Kirkgate Settle, North Yorkshire BD24 9DZ

Tea and coffee will be available from 11.00

The formal business will commence at 12.00 hrs.

There will be a break for lunch after which, at 14.15 hrs, there will be a presentation - details in the AGM document.

This year there will be a contested election for the post of Chair. This election will be conducted by means of a secret, postal ballot which will be counted by H&M Accountants of Skipton.

A special mailing to all members (including those who usually receive their magazine in electronic format only) will be undertaken towards the end of March or early April.

What to expect in this mailing:

1. The usual AGM document containing the agenda, minutes of the 2018 AGM and other details.
2. Candidates' statements as to how they propose to take FoSCL forward.
3. A voting card; this card will be numbered so that all cards returned should have a unique number with no number higher than the total number distributed. The numbers will be random and no member can be identified by the number on their card.

What you should do next:

The voting card will be pre-paid for postage so just indicate your choice on the back and pop it into a post box - simple!

If you would prefer to vote at the AGM, ballot boxes will be provided but this will only be possible by using your voting card - no replacements will be provided.

Lastly, if you have not received your special mailing by the second week of April please contact the Secretary (contact details inside the front cover - email preferred).

Paul A. Kampen - Secretary  
February 12th 2019

## 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](mailto:membership@settle-carlisle.com)  
Telephone: 017683 53200 (answerphone)

You can pay for your membership online at:

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

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



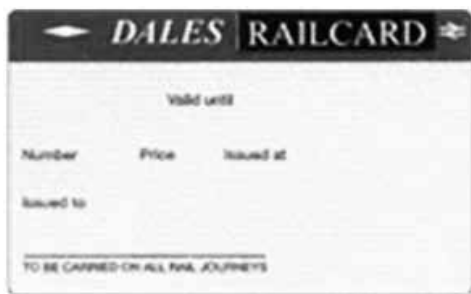
You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

**Please quote your membership no as the reference.**

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

FoSCL Dales Railcards should be purchased through the member login at:

[www.foscl.org.uk/shop](http://www.foscl.org.uk/shop)



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](http://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](http://www.foscl.org.uk) which always shows the latest update.

## Deceased Members

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

Mr Ian Dewhurst MBE  
 Mr Robert L. Grandison  
 Mr Norman Johnson  
 Mr R. J. Pearce  
 Dr M Quinton  
 Mr John Read  
 Miss Jenny Thompson  
 Mr John Waddington

The magazine addressed to the following member has been returned undelivered by the Royal Mail. If anybody has contact details for this member could they please ask them to get in touch with us.

Mr V J De Grunchy.

## 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).

Thanks go to all of our members who ordered items from our Christmas catalogue; receipts and donations were good although not on the scale of previous years. However use of secure webshop really accelerated in the last months of 2018; 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.

Orders can continue to be made by post to:

FoSCL Sales, PO Box 106, Settle, North Yorkshire, BD24 5AH.

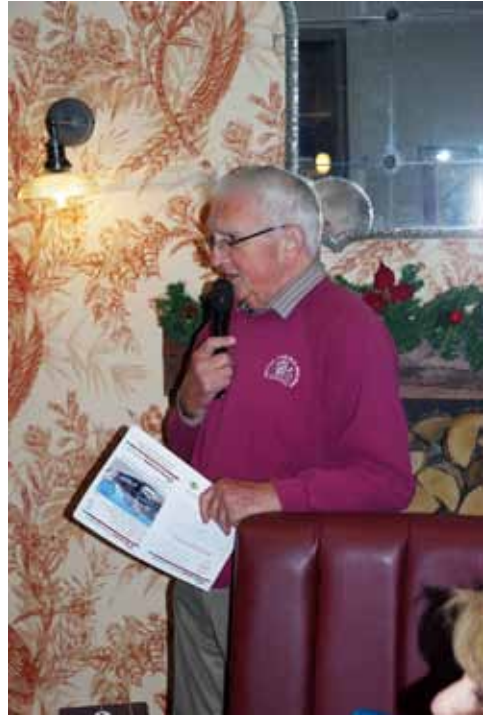
Please do not send orders to Settle or Appleby Railway stations.

**Paul A. Kampen - FoSCL Secretary**



## FoSCL Christmas Lunch

On Saturday 1st December FoSCL held their annual Christmas Lunch at the Golden Lion in Settle.



**Mark Rand makes the introductions.**  
 Photo: Stephen Willetts

There was good company, a good atmosphere and very good food which helped to make it a very enjoyable and happy occasion.

Due to his flight home from holiday being delayed, Chairman Douglas Hodgins was not able to be with us; his place as Master of Ceremonies was taken by Mark Rand.

Edward Album gave a cracking speech which was not only entertaining but informative as well.

This was topped off by the generosity of Settle businesses, friends and colleagues who donated £300 for the Yorkshire Air Ambulance Appeal.

**Rachel Pearson**





*Above: Ruth Annison introduces Edward Album*

*Above Right: Tony Freschini and Ruth Evans.*

*Right: Rob Gingell makes a presentation to Elizabeth Album*

*Below: At nearest table left to right: Martin Pearson (Event Organiser), Mike Hogg, Brian Foot and Rachel Pearson.*

*All Photos: Stephen Willetts*



## The Reverend Canon John Bearpark

John retired from his Parish in Bentham in 2001 and moved, with his wife, Dorothy, to Settle. John's long interest in all things Railway brought him to be a volunteer at FoSCL's Settle shop, where he has been a regular and reliable volunteer ever since until his retirement from shop duties at the end of December, 2018.

John has been especially valuable as he was always prepared to fill in at short notice if someone could not fulfil their duty for whatever reason, (subject always to his having to refuse if he had a Wedding or Funeral to conduct!). John is also President of LASRUG and has been involved with that organisation, too, for many years.

I presented John with a bottle of 12-years-old single malt whisky and a card, on behalf of the Chairman and Committee of FoSCL, to thank him for his many years of loyal service.

### Pat Rand

On Monday 17th December 2018 the Rev. Canon John Bearpark carried out his final duty in Settle Station shop. John has been a volunteer at the shop for the past seventeen years. Failing eyesight has finally caught up with him.

A small celebration took place during his last afternoon when Settle Station Supervisor Paul Brown presented him with a card and a bottle of Sherry. It later turned out that there had been a slight mix up as a result of which he had already received a different bottle of sherry that morning.

### Bob Swallow



## Ribblehead Tours 2019

FoSCL and the S&C Trust will be continuing the very popular programme of tours around the Ribblehead Viaduct site in 2019.

To bring things up to date we have re-branded and refreshed them; the 'Jericho' tour is now the *Ribblehead Viaduct - The Building of an Icon - A Guided Tour*. The 'Heritage' or 'Shanty Town' walks become the *Ribblehead Tramway Walk*.

Leaflets for both projects will be available shortly but details cannot yet be finalised until the new rail timetable is issued.

Dates for the 2019 programme are as follows:

*Ribblehead, the Building of an Icon* - May 2nd (as part of the Ride2Stride festival), 30th May, 27th June, 25th July & 29th August.

*Ribblehead Tramway Walk* - 4th July, 11th July, 18th July, 1st August, 8th August, 15th August and 22nd August.

Full details in the May issue of this journal.

### Paul A. Kampen - FoSCL Secretary



*New arrows framing the Dales View on the up platform at Settle. This is the handiwork of Ged Pinder craftsman in wood. It replicates that originally created by the legendary Settle Station Master Jim Taylor. The top has been created by splitting a signal box finial down the middle.*

*Photo: Bob Swallow*

## Guided Walks Update

As readers will be aware from the November edition of the FoSCL magazine it was necessary to report on the sad passing of our good friend and colleague John Disney. We had only just completed the first season and were looking forward to an even better winter season when disaster struck. However, following hurried discussion with the Chairman, the decision was taken that we should most definitely carry on. Thank you to all for the many kind comments and support over the last few months.

However, as many will be aware, the guided walks programme has been not without its problems and the winter programme was immediately hit by the escalated RMT action affecting every Saturday. In many ways this couldn't get much worse! Whilst walk leaders valiantly carried on using the reduced Saturday rail service even this became impossible as the trains were substituted with buses without through connection from Skipton. Rather than completely cancel we have taken the decision to try and move affected walks to Sundays where this is possible.

Having designed and published our own walks leaflet for the first time it was frustrating to find that this was out of date at least for the period of the dispute. We would therefore urge all intending walkers to check with the FoSCL website on: [www.foscl.org.uk](http://www.foscl.org.uk) to where any changes will be posted in the week before the walk.

Despite the problems, walks have been well attended and numbers have been generally increasing. We are now in the process of creating the summer walks programme, the intention to include Saturdays, Sundays and some weekdays. It is likely that this will be published on the website in the initial stages until there is some certainty around the rail services when we will do a printed version. The new

programme will commence in late April 2019 but hopefully the rail services will be back to normal much sooner!

The guided walks are intended to cater for all abilities so please come along but do please take note of the grading and that the walk is suitable for your level of fitness. Also, it will be necessary to come along properly equipped for the day with appropriate waterproofs, footwear, food and water. Whilst there are a few terms of participation to observe (contained in the leaflet) the objective is, above all, to enjoy the outdoors and the environs of the Settle-Carlisle line. We are not a walking club and the walks are genuinely open to all.



*Walkers near Otterburn (November 2018)*

The guided walks are an important part of the FoSCL function in supporting the line and, in a small way, we can introduce new visitors, many of these soon becoming regular repeat customers. We are, however, always on the look-out for new walk leaders whether for shorter or longer walks. If this is something that might interest please contact John Carey on 01943 875445 or [aucu61@dsl.pipex.com](mailto:aucu61@dsl.pipex.com). Finally, the John Disney memorial walking day will take place on 11th May 2019 taking the form of a number of guided walks ending in Settle. This is always subject to train services operating so please watch out for further details.

**John Carey**

## News Notes

### Obituaries Ian Dewhirst MBE

The death has been announced of Ian Dewhirst MBE. Ian was a Yorkshire icon; former Keighley reference librarian, scholar, author and public speaker, Ian was the most modest man imaginable. Shy and self effacing he came alive in front of an audience. Not in any pompous sort of way. Just 100% engaging, warm and fascinating. Local history was his thing but around that he was one of those people whose insights on life and the human condition in general meant he could capture any gathering and hold them spellbound.

He was accorded the ultimate in local recognition by having a Northern train named in his honour:



I shall always remember getting on a southbound 'Ian Dewhirst' propelled train at Carlisle. Unremarkable in itself as the 'Ian Dewhirst' train is a familiar sight on the S&C. But there on the train was the eponymous Ian sitting quietly on his own en-route back to Keighley after a speaking engagement. I sat with him of course

and we chatted all the way to Settle. Naturally I asked him if he was aware he was travelling on 'his' train. He did not know but was delighted to learn of the coincidence. "I never look to see" he said in his typically modest way.

Ian and I had known each other for years. Decades indeed. Christmas would not be Christmas without a newsy card from Ian. I have his last right here. He had heard of my own near miss on the Keighley grapevine and sympathised. He says he is suffering from arthritic knees - a problem when standing up giving talks 'which isn't doing me any good physically.'

"But we have to keep doing what we can for as long as we can!"

I shall remember that.

Thank you Ian for your friendship.

**Mark Rand**

*(Photo of Ian Dewhirst reproduced by kind permission of the Editor of the Keighley News)*

## Andrew Kidd - Network Rail, Appleby

Many people will remember Andrew Kidd as one of the Network Rail Mobile Operations Managers (MOM) at Appleby who died, after a long illness, on 14th. November 2018. He was born at Penrith on 23rd. November 1949 and brought up in Lazonby attending the village school and then Ullswater Secondary and Queen Elizabeth Grammar Schools Penrith.



After school he attended the South Shields Marine & Technical College and joined the Merchant Navy to become an Engineer Officer and saw much of the world before his new wife wanted to see more of him. He left the service and spent many years in retail eventually moving from Lazonby to Kent. In 1993 Andrew joined British Rail in Kent and after the break up of BR became a signaller for Railtrack at Canterbury East. After a couple of years the family decided it was time to move back north and in 1998 he got a transfer to Culgaith and then Low House signalboxes living at first in Armathwaite. Two years or so later he was promoted to MOM at Appleby which took him the whole length of the S&C as well as Carlisle and the WCML where he met and befriended many people during this period with his helpful and easy going attitude.

The family moved into Penrith to live but unfortunately poor health affected him latterly and in 2013 he took early retirement from Network Rail.

Andrew was a very sociable person who had many friends around the country and still met different groups up until only a few months ago. He married Brenda in 1973 at Great Salkeld church and they had a son, Simon, who lives and works in Penrith. The funeral service was held at Carlisle Crematorium on Friday 23rd. November 2018 which would have been his 69th. birthday. The Crematorium was full with standing room only for the service with many ex railway colleagues in attendance and was followed by refreshments at Penrith Rugby Club where he had watched many games.

Our condolences go to Brenda, Simon and the wider family.  
R.I.P. Andrew.

## Ken Harper

## Jenny Thompson

A well-known figure in Appleby and at the station died shortly before Christmas. Since losing her Mum Jenny Thompson lived on her own, very independently, despite being blind. She had various guide dogs until a year ago. The Association didn't recommend another dog as Jenny was less able to manage the outdoors on her own. For twenty-odd years she spent Saturday afternoons at the station with myself or whoever was on duty in the station shop and she loved the steam trains. With myself, she had the honour of meeting Prince Charles when he arrived by train at Appleby. A photo of the occasion has had a prominent place in her home.

Visitors to the station often enquired after her and I would ring her to tell her so. Her brother, Jonty, holds an important position on the S&C.

In November Jenny enjoyed a Christmas lunch at the Midland Hotel with friends who volunteer in the shop; she was looking forward to her 70th birthday in 2019.

## Kath Smith

## ride2stride festival of Walks ,Talks and Music April 30th -May 6th

This festival of guided walks, talks and music has become well established on people's diaries and 2019 will be its eighth year. It brings people from all over the world, from America Canada, Denmark, Spain, Estonia, Germany as well as different parts of the United Kingdom to the Yorkshire Dales and to walk from the Settle and Carlisle line. This year more than ever this will be very important for the Settle and Carlisle line. With such a long going dispute between Northern and the RMT over the position of guards on the train it will be essential to win back passengers. There have been no trains past Skipton on Saturdays since August and as I write no resolution in sight. Passenger footfall must be at an all time low. Delayed trains during the week have not helped Northern's image. Ride2stride will do much to address this.



Last year over eight hundred walkers were recorded on the twenty nine guided walks most of which were linear so resulting in train rides. The programme for 2019 has thirty one guided walks the majority of which are linear which will encourage people to travel by train. Many stay in the Settle area others travel in daily. All the walks start and finish at a station and are geared to the train timetable. Not only does this Festival boost passengers numbers but brings much needed business to the area. Visitors book accommodation, buy meals, patronise the pubs and teasops as well as buy walking gear. Many come back year after year. Indeed the walker from Texas has been

three times! The walker from Morpeth in Northumberland has been all seven years and I shall be looking out for him again this year! It is a great privilege and pleasure to introduce so many to the Yorkshire dales as well as to promote public transport and encourage people to leave their cars behind.

Ride2Stride is entirely run by volunteers from Friends of Settle and Carlisle Line, Friends of Dales Rail, The Yorkshire Dales National Park, Friends of the Yorkshire Dales and Friends of the Dales High Way who provide walk leaders, guides and talks.. This Year we welcome the involvement of the Folly where there will be a talk. The Festival is supported by local pubs who welcome musicians and walkers. The Royal Oak in Settle, The Midland in Appleby, The Black Bull in Kirkby Stephen, The Moorcock in Garsdale, The Station Inn at Ribbleshead and the Crown at Horton as well as the Social Club in Settle, the home of the Three Peaks Folk Club

One of the talks this year should be of special appeal for railway enthusiasts as the subject will be a talk on the Welsh Highland Railway and its recent opening of the line past Caernarfon to Porthmadog. (May 3rd ) This is a festival to appeal to a wide range of people!

Of course as a free Festival sponsorship is essential to pay for printing and publicity. Friends of Settle and Carlisle are the chief sponsors of this festival along with Dev. Co and Castleberg Sports Shop in Settle as well as from Northern. We would welcome sponsorship from other local businesses. The Festival is grateful for the continuing support from the Friends and their help with publicity.

The ride2stride festival is a week long celebration of the Western Dales and Eden Valley from the Settle and Carlisle Line with walk leaders sharing their knowledge of the local area with each day finishing at a pub along the line buzzing with music. To quote our Texan visitor > What is not to like the Dales, Settle and the Railroad? < Indeed!

### Diane Taylor for ride2stride

*(For the full programme please see: [www.ride2stride.co.uk](http://www.ride2stride.co.uk) or pick up a leaflet)*

## Bus Links

It is reasonably safe to say that the last year has been challenging as regards the operation of bus connections to the Settle-Carlisle railway line, firstly the uncertainty of the summer 2018 timetable later compounded by the more recently escalated RMT action. All scheduled bus service operators are required to submit applications for their intended services to the traffic commissioner some time in advance and, whilst it may seem bizarre to many, once a route is authorised the operator is then obliged to run the service regardless of whether there is a train to connect with or not. Unfortunately bus services providing dedicated links to the line have been running empty on the affected Saturdays, perhaps an unintended casualty of the RMT dispute. As two of the operators are 'not for profit' entities this has been particularly hard.

However, there remain a number of potential connections to the Settle Carlisle line which offer opportunities for exploration of the surrounding areas and providing possibilities for extended winter and spring walks always subject to a normal train service operating. As always the Winter DalesBus booklet is a 'must' for any intending traveller. English concessionary bus passes are valid on all but the Little White Bus 'On Demand' service where normal fares apply. On all Sundays and Bank Holiday Mondays holders of railcards including the DalesCard are entitled to a £7.50 privilege rover on all participating services. This really is good value.

**The 581 Craven Connection:** provides an all year service with regular trips between Kirkby Lonsdale and Settle Market Place calling at Austwick, Clapham and Ingleton (Monday to Saturday). The alternative bus stop outside the Craven Arms Hotel opposite Giggleswick Station on the Bentham line may prove more convenient for the outward journey depending on the timing. A visit to Kirkby Lonsdale is highly recommended.

**The S1 Western Dales Bus service:** continues to ply its way from Dent Station to Kendal on Saturdays meeting the 07.48

service from Leeds (arr Dent 09.15) and providing a return to Dent Station in time for the 17.38 train. In addition there is a possible later request service. This is an excellent way of exploring Dentdale and the Howgills. The Western Dales Bus is entirely run by volunteers including FoSCL members and would be very pleased to see you. Readers may be interested to view a short BBC clip:

[www.bbc.co.uk/news/av/uk-england-43059692/why-we-drive-our-own-buses](http://www.bbc.co.uk/news/av/uk-england-43059692/why-we-drive-our-own-buses)

which neatly encapsulates the need for community bus services.

**Little White Bus:** provide a link between Garsdale Station and Hawes, on Monday to Saturday connecting with the morning 07.48 and 09.19 ex Leeds trains plus the 17.30 and 19.33 southbound evening services from Garsdale Station as well as some other times. There is also a useful on-demand service at other times arranged by ringing 01969 667400 or contacting the driver on 0781 698 6448. The £9 Rover ticket represents good value and allows for travel on all LWB services including the onward LWB 156 service from Hawes to Leyburn. There are several attractions in Hawes including the Ropeworks and Dales Countryside Centre not to forget the nearby Hardraw Falls, a short walk away. On Sundays the Little White Bus connects with the 0859 ex Leeds at Garsdale Station and returning for the southbound 18.35 to Leeds. Onward connection is possible with the 856 DalesBus service from Hawes to Northallerton. DalesBus tickets are valid on Sunday services (excluding the on-demand service). It is possible to reach Aysgarth Falls and the Wensleydale Railway at Leyburn.

**Services from Kirkby Stephen Station** are few but on Fridays the Western Dales Bus S4 provides a link to the town and onwards to Brough with a convenient return to the station in time for the 15.46 southbound departure to Leeds. There is plenty of time to visit Millennium Bridge spanning the ravine across the River Eden and for a walk along the viaduct trail to Hartley and on to the town. Alternatively, visit Brough Castle and the nearby ice cream parlour. On Thursdays the WDB S5 services passes the

station entrance serving Kirkby Stephen, Ravenstonedale and Kendal.

**The 563 Stagecoach bus** provides several return services between Appleby and Penrith Monday to Friday. The bus leaves Appleby Sands (near the river) at 09.58, 11.27 and 14.27 and only a short distance from Appleby Station and a possible connection from the northbound 09.47 at Appleby. However, bus connections further north remain sparse to non-existent. It is expected that the 830 Northern Dalesman service supported by FoSCL will recommence in the course of May 2019 for the summer season, running between Ribbleshead and Swaledale, so please watch out for further details. This must be one of the most scenic routes in the country and was featured in the BBC4 programme 'All aboard the Country Bus'.

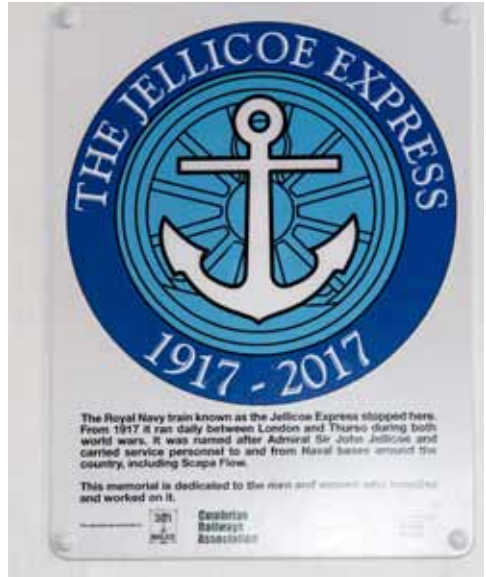
The bus services represent a vital addition to the amenity of the line so why not give them a try? For further up to date information on all of these services please consult [www.dalesbus.org](http://www.dalesbus.org) or [www.cumbria.gov.uk](http://www.cumbria.gov.uk) or pick up a DalesBus Winter timetable from any of the stations. For any particular help on bus connections please e mail [acuc61@dsl.pipex.com](mailto:acuc61@dsl.pipex.com)

**John Carey**

## World War 1 Commemoration At Carlisle Citadel Station

A small ceremony took place in the '301 Miles Bar' on Carlisle station on Wednesday 31st October 2018 to mark over 100 years since the running of the 'Jellicoe Express'. These trains ran from 1917 to the end of the war to convey sailors and other staff, mail, stores etc. for the Royal Navy fleet based at Scapa Flow. Taking about 22 hours for the 717 mile journey from Euston to Thurso it travelled over the LNWR (now WCML) to stop at Carlisle for refreshments and locomotive change and then the NBR, Waverley, route. It was a vital link between the main naval bases in the south at Chatham, Portsmouth and Plymouth etc., via London, to Rosyth, Invergordon and Thurso and it is estimated that over half a million military personnel were carried.

Just over 20 invited people attended the unveiling ceremony of a plaque, in the bar, by Captain Chris Smith, Royal Navy flag officer for Scotland and Northern Ireland along with Philip Tuer chairman of the Cumbria Railways Association (CRA). This plaque was jointly funded by the CRA and the '301 Miles Bar' and other similar plaques are already in place at Euston and other stations on the route of the train with more planned.



*The Plaque*

The train was unofficially named after the commander of the Grand Fleet, Admiral John Jellicoe, and he also had freight trains named after him. The 'Jellicoe Specials' conveyed thousands of tons of coal for the steam powered warships based at Scapa Flow from South Wales to East Scottish ports where the coal was transferred to ship for the final part of the journey to the Fleet. It was a huge logistical effort to move the coal this great distance over already congested railways and in this area the trains ran via Shap (LNWR), Cumbrian Coast (Furness, LNWR and M&C) and S&C (Midland) whenever locomotives and train crew were available.

**Ken Harper**





*Above: Captain Chris Smith addresses invited guests at Carlisle station. Ruth Annison is seated left and standing to the left is Ken Harper.*



*Left: Captain Smith and Philip Tuer, Chairman of the Cumbrian Railways Association.*

*Photos: David Gibson*

## Appleby Diary by Mike Summers

**A**s this journal is published in the midst of winter it is perhaps appropriate to take a look back and reflect on a few of the many highs and lows at Appleby station during 2018. There are examples from three activities, the perception of Northern Rail here at Appleby, the freight tonnage passing through and, uniquely, the many steam and diesel hauled Charter trains which stop at Appleby.

**Northern Rail.** The customer perception of Northern Rail at Appleby may differ from that at the south end of the line due to the fact that trains can, and occasionally do get turned back here, an example of which occurred on Wednesday 10th October. The previous evening a northbound freight train had broken down north of Appleby and was still there the following morning. Initially single line working to and from Carlisle operated but, by mid morning, a line closure north of Appleby was imposed forcing Northern services to use the sidings. Passengers had to leave the trains and continue their journey on the rail replacement buses; the problem was no buses had been arranged. To the annoyance of fare paying passengers, taxis began arriving to pick up train crews to allow them to continue their journey. The next train arrived and the

platform filled with yet more passengers; fortunately one of these was a musician and she entertained the crowds with her accordion. It's a pity the train crew couldn't have enjoyed the whole performance but their taxi turned up, unlike the buses. Fortunately the excellent performance of the station staff pacified the waiting passengers until the buses eventually turned up a couple of hours later. It's a sad indictment that some customers at Appleby feel that the service was better when the line was closed due to the landslip, the trains terminated on time and the buses were waiting.

**Freight.** Tonnage passing through Appleby held up well during the first half of 2018 - mainly due to additional coal traffic; unfortunately this traffic tailed off during the summer and has not recovered since. Coal from Scottish open cast sites is still moved to Drax power station but the Tyne Valley is currently the favoured route. An example of why this is so occurred in the early hours of Saturday 20th October when a loaded coal train took almost the whole night to get over Ais Gill due to poor adhesion. There was no further coal traffic until 22nd December, this time successfully. Although only minimal, all other core freight traffic continues to run. The longest distance traffic from Antwerp to Irvine in Scotland continues to share this route with the West Coast Main Line;

*Observation  
coach on the  
'Belmond Royal  
Scotsman'.*

*9/9/18*





***Crowds gather to watch a steam charter train at Appleby.***

since the first train ran on 27th April there have been 17 such workings pass through Appleby.

**Charter Trains.** Appleby is famous for its annual horse fair attracting many thousands of tourists, however there is another place where thousands of tourists arrive each year: Appleby station. Although 2018 was not the best year on record for

Charter trains, that was 2015 with a total of 82, last year was the second best with a total of 74. Of these, 54 were steam hauled and 20 were diesel hauled. Additionally two steam locomotives which were not advertised passed Appleby for positioning moves. Due to its advantageous facilities and long platforms Appleby is the only place where these trains are booked to stop between Carlisle and Hellifield. All steam workings normally stop here, and of the 20 diesel hauled trains, 12 stopped. The dwell time varies between 20

minutes to over three hours when they use the sidings. The total number of carriages which paused at Appleby during 2018, not including support coaches amounts to 673. A conservative estimate of the number of people stepping on to the platforms at Appleby from these trains is 35,500, add to this the many tourists who come along to watch the steam workings and the number is probably near to 38,000 people.



***60103 Flying Scotsman with the 'Rileys Whisky Chaser' approaches Appleby on 22nd December 2018***

Appleby station is the only point of physical contact that these people will have with the Settle to Carlisle Railway during their journey and it is important that they are not disappointed. Unfortunately

the fabric of the station is now looking tired and in need of refreshing. During the summer the volunteer gardeners worked wonders to create vibrant colours which many people photographed. We should remember however that these trains arrived every month last year, even in the autumn and winter. The stop at Appleby station should enhance their day and not disappoint, it's in our interest that they recommend us.

There are very rare occasions when the arrival of a steam locomotive can bring out the worst in people and such was the case on Saturday 17th February, perhaps the worst day of the year. The day started well, a pair of vintage diesels ran northbound non-stop from Gloucester to Carlisle and attracted a small crowd. In the opposite direction a London bound steam Charter arrived hauled by 45699 *Galatea*. As the train stopped for water, many of the passengers disembarked and crossed the bridge hoping to obtain their photographs. A large crowd gathered at the platform end but one photographer who was not a passenger took exception to being given safety advice from the station supervisor and physically attacked him. Police were quickly on the scene and the man was arrested and removed from the station. When he appeared in court some weeks later he was fined £100, he also had to pay £85 costs and £100 compensation.

Another problem with steam locomotives apart from attracting angry photographers is that they need water. Early in March news began to emerge of a dispute regarding the use of Appleby water tower which hitherto all steam locomotives had used when working south. The dispute materialised and the last locomotive to take water was *Galatea* on that fateful Saturday 17th February and it wasn't until August 11th when *Union of South Africa* next used the facility.

Although the dispute is reportedly resolved only one other locomotive took water from the tower during the remainder of the year; this was Wednesday 10th October. On this occasion 8F 48151 was severely delayed with a train bound for Bedford, the loco was watered in the dark and eventually disappeared into the night -

very atmospheric.

Highlight of the summer was Saturday August 11th when to mark the 50th anniversary of the last British Rail worked steam train, three steam hauled trains arrived creating a gala atmosphere. By coincidence the 50th Charter train of the year was *Galatea* hauling the 'Cumbrian Mountain Express'. So many people were on the platforms that day that British Transport Police were in attendance for crowd safety.

On the evening of Saturday 8th September the 'Belmond Royal Scotsman' visited Appleby, staying overnight in the sidings including its passengers. This train is perhaps the most luxurious on the UK rail network, two locomotives, ten 'State Cars' carrying just 17 guests with 14 stewards. The guests all of whom were American left Appleby by luxury coach on Sunday morning. The train later moved on to Penrith where passengers rejoined following a cruise on the Lakes, from there they continued their journey into Scotland.

The final Charter train of 2018 arrived on Saturday 22nd December; the locomotive was *Flying Scotsman* which was met by a very large crowd including Father Christmas and his helpers. The train was made up of 12 carriages and remained at Appleby for around an hour creating a wonderful festive atmosphere.

We have been very fortunate during 2018 to see eight different types of steam locomotives, all of which stopped at Appleby. The most frequent visitors were *Galatea* and the 8F both with 16 trips each.

The year 2019 looks promising with numerous steam charters already booked for the first quarter, the first one is due on Saturday 26th January. There truly is a lot more to Appleby than just the famous horse fair.

## Text and Photos: Mike Summers

**Centrespread: 'Chasing the Storm' - Tim Hancock was on hand to see a Northern Sprinter braving the S&C elements at Ribbleshead on 12th December 2018**

# RE-OPEN THE WAVERLEY ROUTE

## FROM CARLISLE TO EDINBURGH



The map shows the Waverley Route from Edinburgh in the north to Carlisle in the south. Key locations marked include Edinburgh, Galashiels, Hawick, Dumfries and Galloway, and Carlisle. The route is shown as a red line connecting these areas.



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

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£5!**

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EDINBURGH-TWEEDBANK**



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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## Special Traffic Report

Oct 10th	48151	Carlisle - Bedford
Oct 13th	45699	Carlisle - Euston
Oct 17th	35018	Bangor - Carlisle
Oct 26th	47812	Leicester - Kilmarnock
Oct 27th	48151	Doncaster - Carlisle
Oct 30th	48151	York - Carlisle
Nov 3rd	67018	Linlithgow - York
Dec 2nd	60103	Manchester - Carlisle

The Network Rail track assessment train has provided some interesting variants; ranging from the usual converted Inter-City 125, to a class 150 Sprinter, and top & tailed Colas 67s.

Sister route to the S & C, the Cumbrian Coast Line saw the end of an era on Dec 28, when class 37s worked their last day of regular passenger services between Carlisle and Barrow. They had worked daily trains for a few years due to shortages in the Northern DMU fleet; giving great views through large windows, big arm chairs, no undercarriage noise; and classic English Electric traction from the 1960s which brought rail enthusiasts to the line in droves. On the final day the two locos were 37558 and 37425, one train with a "Cumbrian Coast Express" headboard.

**Pete Shaw**

## Wood You Believe It!

On Thursday 17 January there was an unfortunate incident where a failing freight train caused severe delays to the two following passenger services. Colas class 70 no. 70813 working the Carlisle to Chirk timber train, conveying lengths of conifers from Kielder Forest to the mill for manufacture into MDF etc, struggled to reach Appleby, where the train was split and propelled back into the old North East Sidings to clear the S & C main line. The 14.04 Carlisle - Leeds passenger train reached Appleby two hours late; and the 14.50 Carlisle - Leeds about one and a quarter hours late. Both were then terminated at Skipton, to enable them to go back north without incurring even more delay.

Two further Colas loco came to the rescue, 56087 coming from Crewe to Appleby to tow the failed 70813 to Carlisle Yard; and 70802 came from Barnetby to Appleby to resume the loaded timber working to Chirk - albeit on the Friday, picking up the booked path.

Trying to inject a bit of light relief into a dire situation, should we say the two passenger trains were caught up in a Log Jam ???

**Pete Shaw**

*The ailing 70813 divides the train which was too long to fit into one siding.*

*Photo: Mike Summers*



## The Manchester and Carlisle Junction Railway If It Had Been Built the S&C May Never Have Existed

by Mark Rand

Joshua Archer was a London based engraver of among other things maps around the middle of the 19th Century. The burgeoning railway network was high on his agenda. He was operating at a time of incredible expansion and the height of the so called railway mania. Fortunes were made and lost as schemes, often fanciful, came and went. For a map maker they must have been interesting times.

Maps of the period were works of art by today's taste and railway maps of yesterday particularly so. Wherever in the UK interests you it is likely that long lost lines will appear on Archer's maps. They are reproduced wholesale and relatively cheaply nowadays as wall hangings, place mats, headscarves, whatever. We have a couple of very large modern prints of the UK's railways hanging at the water tower as conversation pieces for visitors mainly. One such map dates from 1850-ish and is entitled ENGLAND AND WALES with its railroads (sic) and canals. It hangs on a wall with a light above it and at standing eye level is 'our' part of the country. To the right is our bit:

At first glance the layout of railway lines looks familiar. There on the left is what we now call the West Coast Main Line, then the Lancaster and Carlisle, with its characteristic kink in the Kendal area. To the east is another north-south line, roughly where the S&C would be. It runs near to Settle, Kirkby Stephen and Appleby and goes to Carlisle. But it is not the S&C. This is 1850 and the S&C was not completed until 1876. 'Ingleboro' appears as almost a four way railway cross-roads. If it is not the S&C what is, or was, this impressive looking line which no longer exists, if it ever did. It is labelled 'Manchester & Carlisle Ry'. It was a new one on me so I e-mailed round some of our history and heritage types. It was a new one on them too. So I tried the National Railway Museum's Search Engine. They knew nothing of it

either. Not so much as an article in an old railway magazine. How very strange that a clearly major main line should appear on a contemporary railway map.

Other lines, some still in existence, appear to be shown reasonably accurately. In particular the 'Little North Western' is there as part of this Manchester and Carlisle Railway, running right through Ingleboro - later to be the touchstone for bitter rivalries between the NWR and the MR.

The NRM were good enough to save me a job though. If there had been a Manchester & Carlisle Railway Company the National Archive at Kew would know about it. The NRM checked - and there it was at Kew. Having parted with a search fee of £8.50 for the National Archive they eventually arrived in my Inbox copies of a 'Provisional Registration' under the Joint Stock Companies Act of a 'Manchester and Carlisle Junction Railway Company'.



It is dated 5th August 1845, That Victorian copper-plate script is nowadays hard to read but the applicants are two City of London solicitors, William Richard ? Drake of Russell Square and ?Edwin Smith of Grays Inn Place. Men of substance by the sounds of it but who were they? There is no other detail. Were they acting on behalf of others or were they just joining in the railway fun?

What may be significant is the date - 1845. A time of railway mania indeed when railways were seen as sure fire investments, lucky for some but ruinous for many. In fact there are said to have been three periods of railway mania, the late 1830s, the mid

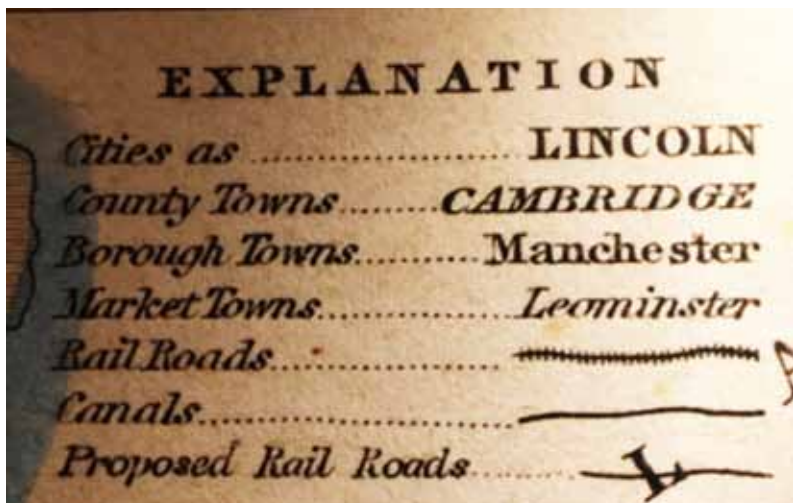
1840s and the early 1860s. August 1845 puts us right in the middle of it all.

There, for now, the trail goes cold. All we have is a company being provisionally registered and a very definite but seemingly untrue depiction of what should have been an important railway on a map by Joshua Archer. Born in Devon in 1792 Archer moved to London to ply his trade but things did not always go well for him. He was declared bankrupt in 1835 and by 1845 he was in prison for debt. But he remained a prolific map maker and died in 1863.

Was the Midland's determination to extend northwards to Carlisle from Leeds a factor in the scheme's demise? Unlikely - The Midland Railway Co as such dates only from 1844. Or perhaps the possibility of a Manchester-Carlisle railway was the catalyst for the idea to build the Settle-Carlisle? It seems plain that there could not be a place for both. But hey - look at this map. Not a bad idea eh?

A passing thought. Russell Square and Grays Inn Place, solicitor addresses both, are nearby each other. Walking distance away was Southampton Terrace - and map-maker on hard times Joshua Archer. Coincidence?

There is another, and I suppose final, twist to this mystery. The key maybe lies in the key or 'Explanation' of the map:



'RailRoads' are shown as cross hatched lines, including the M&C Jct Ry. Unhatched lines are either Canals (by then largely in railway ownership) or 'Proposed Rail Roads'.

Canals are indeed shown but there is not a single plain line on the map to indicate ANY Proposed Rail Roads. This, despite the height of railway mania. Yet we know the never-to-exist M&C Jct Ry was at best only ever a Proposed Rail Road but it is cross hatched as if it existed.

The promoters of this line (and the many others) may have had need of a map to illustrate how things would look if and when their railway was built if they were to convince investors. Archer the engraver was just round the corner and well placed to deliver such a map fairly easily by cross hatching the proposed line. Not updating the key or Explanation could have been intentional or just overlooked.

**Mark Rand**

## The Naming of Ribbleshead Station 1876/7 Rev. Edward Harrison Woodall M.A. (Oxon) Part 3 by Martin Pearson

**W**hy the Change of Name?: As the line neared completion the Midland Railway set about naming stations. Some were obvious; others less so. The first name on the list was Ingleton Road. Whether this was in line, as in Dent, with naming stations some way away from the line is not clear; perhaps it was to have a dig at LNWR.

Anyway Midland eventually settled on the name Batty Green until the intervention of Rev E. H Woodall on 19th June 1876. He wrote to Midland Railway asking that it be changed to Ribbleshead.

He may have felt that naming a station after such a family was wrong. He might have heard the story from Father Hill of the suicide of Mrs Batty. He would have argued that the teaching of Holy Scripture and of the Church showed that suicide was unlawful, and was condemned by the Church as a most atrocious crime. A Christian burial was denied. The naming of a station after someone who had committed suicide was therefore wrong and that all Christian traditions recognised that.

The Midland Board agreed with him and from 1877 the name Ribbleshead was used.

The second request for a gratuity for Rev Father Joseph Hill who had worked with the navvies opens up some interesting questions. Joseph Hill who also assisted Edward Woodhall in his duties in Settle would have been in a position to brief him on all the issues at Ribbleshead. The Board did not agree to providing some compensation for Father Joseph Hill for his ministrations during the construction of the line.

**Midland Railway pragmatism:** The response from Midland Railway was typically pragmatic. It did not matter that the reference came from a Catholic Priest. For example 6 years earlier in Lazonby they had agreed to a request from the newly built Anglican Church and the MacLean family to construct a 99 yard tunnel instead of a cutting at the end of

the Vicarage Garden. Similar request had accommodated other landlords.

**Conclusion on Edward Woodall:** Edward Woodall must have been a man of significant character and substance. He came from a remarkable family. Described by the Catholic Church as the son of devout Anglican Parents, they were in fact the most influential family in Scarborough and ran it as an oligarchy. Almost certainly they had significant religious connections.

He was aged 46 when he converted to Roman Catholicism and over 50 when he paid for the building of a church in Settle. We know that he must have had money, almost certainly family, to do this.

He had clearly travelled. We know of times in Paris, Rome and Malta and doubtless elsewhere. His friendship with Edward Elgar and Dr Buck was that of an experienced priest with two young musical friends.

However he knew how to compose a letter and to advocate a cause. The quick response from Midland Railway bears this out.

### Martin Pearson

#### In Search of Mr. Woodiwiss.....

**T**here was a surprise outcome following a railway-related talk in Hawes last summer about the successful project to restore The Book of Bridges.\* Several descendants of the Midland Railway's contractor who built the six mile line in Upper Wensleydale between Garsdale and Hawes made themselves known at the meeting (including Peter Davies, former Membership Secretary of FoSCL).

*The Book of Bridges* is the book of original working drawings for the railway structures on the branch line, which opened in 1878, two years after the Settle-Carlisle line. Contractors for the branch were Benton and Woodiwiss, who had previously built sections of the Settle-Carlisle, the Methodist chapel near Garsdale station and railways elsewhere. Since the Hawes talk last summer, contacts between Woodiwiss descendants (often not previously known to each other) have multiplied and it is now planned to hold a Woodiwiss Reunion in Hawes in Summer

2019. A week-end programme of public events and an exhibition is being planned; officially confirmed dates and details will be included in the May issue of the FoSCL magazine. As details are confirmed they will also be published each month onwards from the **March** issue of the *Upper Wensleydale Newsletter* (distributed locally and by post in the first week of the month and on:

[www.upperwensleydalenewsletter.co.uk](http://www.upperwensleydalenewsletter.co.uk)).

### Ruth Annison

*\* Stephen Allen's talk on the specialist conservation and restoration of The Book of Bridges will be repeated on Friday evening April 12 at the Dales Countryside Museum, Hawes; all welcome (7.30pm; free; donations to the Friends of the DCM). Why not book accommodation and make a week-end of it to celebrate the 30th Anniversary of the Reprise. of the Settle-Carlisle line on 11th April, 1989.*

*Below: Ingleborough will have been a familiar sight to Rev. Woodall/Woodhall, Father Hill and Sir Abraham Woodiwiss. In its shadow the stone train crosses the viaduct that brought them together.*

*Photo: Michael Cardus*



*Above: Gas lamp once used at Appleby station (see over).*

*Photo: Michael Summers*



## Historic S&C Items

Every once in a while the Journal will contain an article relating to items of historic interest once used on the Settle and Carlisle railway. It is therefore very pleasing, with permission of the owner, to be able to write a brief piece about two more items of interest which can now be added to the list.

A gentleman who often comes to the station when steam services operate once told me of a couple of historic items relating to Appleby station in his large collection of local memorabilia. One day in August I was very kindly invited to his home to have a look at them.

The first item which stands proudly in his back garden is a former gas powered lamp from one of the Appleby station platforms. Although the lamp is now electrically powered, the remains of the old gas pipes are evident at the top. The base of the lamp is stamped in bold letters 'Midland Railway Co'. It is thought that the lamp was removed from the station in 1968 by British Rail, to be replaced by nondescript concrete lamp posts.



*The base of the lamp showing the 'Midland Railway Co.' stamp.*

Following its removal enquiries were made at the Appleby maintenance

depot, which is still in operation today, to purchase one of the lamps. After some negotiation the curious price of £16 was agreed, however the top part of the lamp which would hold the gas mantle was missing. When our gentleman went to collect his lamp, he was approached by another person and asked if he would like to buy the top fitting for £2, which of course he did. The light was eventually, and with some difficulty installed in his back garden where it was wired for electricity and has stood for the best part of 50 years. Coincidentally this was around the same time that British Rail ran its final steam working over the Settle and Carlisle.



The second item of interest is an 'Appleby West' station Totem which is wall mounted within the safety of the owner's house. The gentleman told me that many years ago he and his wife owned a Bed and Breakfast business in Appleby very near to the station. One of their regular guests was a British Rail manager who was based in Glasgow. As often is the case the two men became distant friends. To show his appreciation on one of his visits the manager brought with him a gift for the proprietors of the B & B, a station Totem 'Appleby West'. The Totem looks to be in pristine condition and perhaps may never have been exposed to the extremes of the Cumbrian weather, or as it was in those days, 'Westmorland' weather. Regardless of whether the Totem was used on the station platform or not, it represents a beautiful piece of Appleby, and Settle Carlisle history.

**Text and Photos: Michael Summers**

## Memories from Ruth Evans as a Volunteer on the Settle-Carlisle Line from 1976

**R**ibblehead Viaduct Walks 2007 & 2009: In July 2007 the railway was being closed for two weeks as part of a five-year, £60 million upgrade of the line, and Network Rail agreed to open the viaduct to the public on Sunday 22 July, the final day of the closure.

Dales resident and radio presenter Mike Harding officially launched the event and as well as the chance to walk across the viaduct which was the highlight of the day for most visitors, lots of other activities had been organised. There were free guided tours of the archaeological remains of the Ribbleshead site and free guided walks of the nature reserve at the back of Ribbleshead Station. For children there was a treasure trail, tombola, and interactive activities. The event helped to raise money to pay for developing the Ribbleshead Station site, recently acquired by the Settle & Carlisle Railway Trust with support from the Friends of the Settle-Carlisle Line.

All this took an army of 200 volunteers. Months before the event we had many training sessions with the volunteers, Network Rail provided all the safety netting and made sure safety plans were put in place. Tony Freschini who was the BR Resident Engineer for the repairs to the viaduct, worked tirelessly with Network Rail and with the planning of the layout of the site. Ian Taylor was a big help through the contacts he had with his business and

the running about with his firm's vehicles. As parking was limited, we arranged for shuttle buses mainly from Horton and Ingletton to bring people to Ribbleshead. The total number of people who crossed the viaduct that day was 3,100 and we had a waiting list. Lots of other people came just for the day out. It was like a Festival Carnival.

This was all again repeated in July 2009, the only difference being that on this day the weather was absolutely atrocious. People commented that this gave the true atmosphere of Ribbleshead. The Yorkshire Air Ambulance brought their helicopter into a field nearby, but had to take off early as the mist was dropping in.

**Other Events:** These are a few of the bigger events that I have been honored to plan and organize. Many other events have taken place for the Friends of the Settle-Carlisle Line, anniversaries, FoSCL Christmas lunches, dedications, surveys etc. which I have played a big part in. I look back and say to myself - how did I do it? The answer is simple. Without the support of so many volunteers and other people these events would not have taken place. Well done to FOSCL volunteers over the last 30 years.

Apart from being FoSCL Walks Co-Ordinator and later FoSCL Volunteers Co-Ordinator, I was a volunteer for the Yorkshire Dales National Park for 30 years. Life is for living to the full and I can very well recommend it.

**Ruth Evans August 2018**



## The Mystery Structure By David Kippax

Nick Hazlewood was on the regular rail commute from his home in Carlisle to the Settle & Carlisle Trust archive at Settle. He travels to The Folly, in Settle, on the first Saturday every month to spend the day as a volunteer cataloguing S&C related items that have been donated to the archive.

On this particular day, from the speeding train he glimpsed something unusual set in the boundary wall. The train had just called at Dent station and was still to plunge into Blea Moor tunnel. That was all he could recount to the two volunteers, myself and David Stephens, already at the archive when he arrived that morning. We were unable to identify what Nick had seen but that evening I received an e-mail from him with a blurred photograph taken on his phone on the return journey:



A search on the current OS map proved fruitless. I have however a VHS tape of a cab ride from Skipton to Carlisle. Winding forward to Blea Moor tunnel, I selected play. There was the driver's view as the train emerged from the tunnel and approached Dent Head viaduct. As the train crossed the viaduct we changed to an aerial view from a helicopter. Nothing so far. Onward to Arten Gill viaduct. Still nothing. Then just after Arten Gill, barely visible on the grainy image, a possible match to Nick's photograph. Continuing on to Dent station there was nothing else of note.

Time to consult the maps on The National Library of Scotland website. Confirmation was found on an OS map published in 1894. There was a bridge crossing the railway at that point. No bridge exists today. So why had the Midland Railway constructed one here? A map published in 1852, prior to the arrival of the railway, provided the answer.

A footpath connected the hamlet of Stone House, situated at the bottom of Arten Gill, across the fields to a farm called Low Cross Hill. The footpath then ascended the side of the valley directly to a second farm, High Cross Hill. Construction of the railway had cut through the footpath between the two farms. The Midland Railway would have been obliged to reconnect the two and so a bridge was constructed even though High Cross Hill was probably unoccupied and abandoned by this time.

So who lived at these farms?

The 1851 census shows that the Harper family occupied High Cross Hill. The head of the household, Robert age 48, was a coal miner. (Possibly at one of the coal pits by the Coal Road which connects Dentdale to Garsdale?) Another coal miner, James Allison, with his family lived at Low Cross Hill.

The 1861 census reveals that the Harper family have moved to Low Cross Hill. Robert describes himself as a farmer of 37 acres. It appears that High Cross Hill is now unoccupied. Presumably Robert is farming the land associated with both High and Low Cross Hill farms.

At the time of the next census, 1871, the Settle to Carlisle railway is under construction. The Harpers now occupy Thistle Holme which is situated close by the River Dee a short distance from *The Sportsman's Inn*. Robert, now in his sixties, is recorded as a miner and farmer of 40 acres. Low Cross Hill in 1871 is home to the Limb family, head of the household being William, a stonemason from Derbyshire - (Working on Arten Gill viaduct?).

Ten years on and the 1881 census records that Robert Harper, at 78 years of age, is still farming at Thistle Holme but now just 13 acres. This census illustrates the change brought to this household and doubtless



many more in Dentdale by the arrival of the railway. Two of Robert's sons are still living with him, both working for the Midland Railway – one as a platelayer and the other as a signaller.

An amusing post script to the search for the location of the mystery structure is that all along the GPS co-ordinates were stored with the image on Nick's phone so we could have identified the spot straight away. Oh well!!

Here follow photographs of the remains of High Cross Hill farm with Dent station visible in the distance and of the bridge today. The pillars on the far side of the railway are partially obscured by vegetation.



## David Kippax



*The archive is located at The Folly in Settle and depends entirely on the efforts of volunteers. It is open on the first Saturday every month from 10.00 to 16.00. Visitors are welcome but please contact*

*Bryan Gray at:  
bryangray@bryangray.co.uk  
or Nick Hazelwood at:  
nick.hazelwood@hotmail.com  
or myself*

*David Kippax at:  
d.kippax@btinternet.com  
before travelling to confirm  
opening and for directions.*





*A wide variety of trains were photographed by FoSCL members towards the end of 2018.  
Above: 37558 with the railhead treatment train at Garsdale on 22nd October.  
Photo: Roger Templeman  
Below: 48151 with the Pendle Dalesman at Long Marton on 27th October.  
Photo: Ian Pilkington*





*Above: Let us never forget the daily services which are the life-blood of the line! 158850 prepares to depart from Kirkby Stephen on 9th September.*

*Below: But for some, steam is still supreme! 45690 Leander on the northbound Waverley . 9th September.*

*Photos: Keith Stapylton*



## FEATURES OF THE SETTLE-CARLISLE LINE WORD SEARCH

Your membership team have designed a word search for you to enjoy during the winter evenings. See if you can find 18 hidden words in the grid below. The answer will be in the next journal.

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

- DALES
- LAMPS
- TUNNEL
- POSTERS
- RUSWARP
- VIADUCT
- BLEA MOOR
- PENNINES
- PLATFORM
- WHARFEDALE
- MALLERSTANG
- CITADEL STATION
- TIMETABLE
- AIRE VALLEY
- EDEN VALLEY
- FOOTBRIDGE
- THREE PEAKS
- WATER TOWER

**Dates for your diary: May 6th and August 26th** (Bank Holiday Mondays) Settle Bookfairs 10.00-16.00 hrs at the Victoria Hall.

**The S&C Lineguide for January - May 2019, a FoSCL Guided Walks leaflet, a FoSCL Membership Form or a ride2stride 2019 leaflet** can be obtained by contacting the Secretary/Editor (Contact details inside front cover - email preferred).

## 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.

### FoSCL Chairman's Role

Since we are to have a contested selection this year for the post of FoSCL Chairman, I thought it might be helpful for members if I outlined what the job involves. I was Chairman for five years from 2011 to 2016 and have plenty of experience of the role!

The FoSCL Chairman's role is a full-time job, unpaid. A large part of the job involves communication with the outside world and with members: he may have to deal with up to 100 emails per day, plus phone calls.

He is the public face of FoSCL for the outside world and should be the Sole Point of Contact for any external organisation. This involves:

- Liaison with Northern Rail on timetabling, station adoption, state of trains, passenger concerns, any issues that involve the TOC
- Liaison with Network Rail on station

maintenance, infrastructure problems, future planning

- Liaison with other rail user groups adjacent to the S&C and with ACoRP
- For two years or so before a franchise renewal, producing business cases for service improvements and lobbying government and bidders.

He is responsible for liaison with other members of the Settle-Carlisle 'family':

- The SCRDC (DevCo): any joint issues such as service improvements, better rolling stock, joint projects and funding, commercial operations and promotion of the Line. He should attend DevCo board meetings.
- The S & C Railway Trust and its subsidiary S & C Railway Properties Ltd. Joint interests are station improvements and woodwork for these, care and maintenance of the stations owned by the Trust, financial contributions. He should attend Trustees' meetings.

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- The Midland Railway Company: a wholly-owned subsidiary of FoSCL which leases Unit 8a for woodwork production by volunteers. It has its own board but the FoSCL Chairman oversees its operations.

He chairs meetings of the FoSCL Committee. This is not a simple task given the wide range of activities that FoSCL undertakes and each monthly meeting takes at least a day of preparation. Chairing meetings is stressful and often involves reconciling opposing viewpoints in order to reach a consensus.

He has to be knowledgeable of and have the ultimate responsibility for FoSCL's many different activities:

- FoSCL magazine: advice to the Editor on content, writing a quarterly Chairman's letter
- Guided Walks and Ribbleshead Heritage Walks
- Station Adoption and gardens
- Web sites and social media
- Shops (Settle, Appleby and online)
- Signal boxes
- On Train Guides
- Campaigning

- Projects, eg Settle and Appleby waiting shelters
- Financial matters
- Volunteers
- Secretarial matters, eg meeting agendas and minutes, AGM arrangements, communication with members
- Insurance
- Health and Safety
- Data Protection
- Leaflet dissemination
- Media relations
- Membership: communications, recruitment, magazine distribution

I hope the above list will give members some useful background information for a decision.

**Richard Morris – by email**

### The RMT Strikes

In the November issue (No 154) Richard Morris contributed an interesting article, titled 'The RMT Strikes'. It appears that, eventually, the S & C trains could run without guards (conductors).

The article relates an incident, in mid

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winter, at Dent station, when the guard demonstrates that, on long distance routes, through remote locations, a guard (conductor) or a non-conductor, is essential.

In support of this, I can supply details of an incident , earlier in 2018.

I had an Advance Single for 18 March, from Shipley – Carlisle, planning to travel on the 09.00 ex Leeds. In mid March, northern England, including of course the S & C, experienced a short spell of extreme winter conditions, with snow at higher levels.

In years gone by, a steam hauled train, perhaps headed by a Stanier Black Five, would have coped with such conditions, but, not having the same confidence in modern DMU trains, I fully expected the 09.00 ex Leeds to be cancelled. Until midnight on 17 March I monitored both the Northern and National Rail websites, and was surprised to find that the train continued to be shown as running normally.

The train departed Leeds on time, but north of Skipton there seemed to be extended stops at some stations, when the driver was probably speaking to Control about the adverse conditions ahead. On arriving at Garsdale, the passengers on the lightly loaded train were informed by the guard that the train had to be terminated at Garsdale. Control had informed the driver of the Class 156 DMU that a 156 was considered too lightweight to cope with the conditions ahead, and they did not want a derailed 156 to deal with. One has to ask, why are some of the Scottish based Class 156 DMUs fitted with snow ploughs?

The guard (conductor) was extremely helpful, and gave the passengers two options: A) Return to Skipton on the same DMU. B) Arrange their own transport further north. To facilitate this, the guard used his local knowledge to supply the contact details of a Garsdale based minibus, which might be available. Eight passengers did wish to continue to Carlisle. Some, including the writer, had



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booked Advance rail tickets from Carlisle to destinations including Scotland and the Lake District, not to mention any accommodation booked and paid for.

One of the eight passengers contacted the Garsdale minibus, and negotiated a price of £150 to Carlisle (£18.75 each). The minibus arrived at Garsdale station remarkably soon, and sped to Carlisle, where we (just) managed to make our various connections.

At Garsdale, the very efficient guard had issued Delay/Repay claim forms. When making my claim, I claimed the £9.90 Advance rail fare, also £18.75 being a proportion of the minibus fare. Northern repaid the £9.90 but not the £18.75, informing me, and presumably other minibus passengers, that 'Under the National Rail Conditions of Carriage we cannot be held liable for consequential loss caused by disruption to our services, by adverse weather conditions'.

In these circumstances, what would have happened on a DOO (Driver Only Operation) train. A driver is confined to the cab, and unable to walk through the train, using their local knowledge to assist stranded passengers in an emergency situation.

## George Sidebottom - Bradford

### Train Services

The market research analysis in the last Journal supplied by John Disney shows that even with the present infrequent and slow service there are major flows of long distance end to end business but footfall at the small stations is very small.

Why therefore does the FoSCL Committee not lobby to reduce the number of stops at these small stations and thus make journeys more attractive and faster for the higher paying long distance passenger? The most recent timetable has even more stops in the one northbound so-called express train than hitherto which is totally contrary to what the research shows is required and thus worsens the financial positive of the train service.

It appears local agendas are influencing

the train service at the expense of what is best for the overall future of the line and its potential most lucrative users.

## David Ward - Cambridge

I have long since used rail service between Glasgow and Yorkshire, in fact as long ago as the final years of Glasgow St. Enoch's station which has now become a shopping centre. We now have a glaring need to develop through train services between these two great cities.

I see the point of running such trains via Lockerbie to give faster end to end timings but class 158s are not a great choice. They have the same 0-75 mph acceleration profile as a Class 156 super sprinter and only reach 90 mph top speed which is at least 10 mph too slow.

Scotrail has started using short HSTs in 2+5 formation. I wish these had been available for Thames-Clyde services. We now have class 185s coming off lease but these are seen as too heavy by Scotrail. During rebuilding of Lamington Viaduct, Voyager trains were used between Glasgow, Dumfries and Carlisle. They easily kept good time over this hilly route for which they were seriously overpowered.

I believe Scotrail are to use bi-modes on Glasgow-Dumfries-Carlisle, also Stranraer-Ayr (and hopefully beyond) trains. We still need Glasgow Crossrail. Northern are to receive Class 195 sets, hopefully for the S.&C. Are they able to join up Leeds-Lancaster trains with Lancaster-Barrow/Windermere. Would Foscl members care to Google Railfuture.org.uk and seek out their branches? We have much to do over the whole of Britain.

## Graham Lund - Girvan

### FoSCL Christmas Lunch

I was delighted to be able to attend the FoSCL Christmas Lunch this year, both the date and venue being convenient so far as I was concerned. I hope that you will pass on my compliments to the chairman and members of the FoSCL Committee who were responsible for all the excellent arrangements made.



Bookings were promptly acknowledged and there was a friendly Meet and Greet routine as everyone arrived. It was a warm and welcoming venue - and someone had taken a great deal of care with Settle-Carlisle themed decorations, seating diagrams (tables were named after stations!) and individual place cards with names and menu choices (a great help to the waiters as well as to the guests!).

There was an attractive menu, with a genuine menu choice for vegetarians. Looking around during the meal, everyone seemed to be enjoying both the food and the company - also the speeches and presentations after the meal were appreciated. It was particularly good to see former chairman Mark Rand recovered from his accident and back in action at the top table. I would like to say a special thank you to Martin and Rachel Pearson of Settle for using their knowledge of local geography, to put me in touch with another FoSCL Member, Allison Cosgrove, who was able to offer me a lift to the Lunch as it was a train strike day.

## Ruth Annison - Askrigg

### Who Is Who?

In the old days, when correspondence came by post rather than e-mail, it was customary for the author's address (or at least town) to appear with his or her name. When contributions began arriving by e-mail it was a novelty, and with no address to hand, editors adopted the convention of using 'by e-mail' instead.

Now that pretty well everything is submitted by email that suffix carries no useful information, and in the process we have lost a useful nugget of knowledge. Place is significant, especially for an organisation like FOSCL where some of us live along the line, some live nearby, and some live far away, so it is of interest to know whether a letter comes from Settle or Southampton, Lazonby or London, Appleby or Aberdeen.

For those like me who have a namesake within FOSCL 'by email' has another impact - periodically seeing views in print above your name that you can't remember writing, and might not even agree with.

Since the first time that happened I have signed myself 'John Harrison, Wokingham', but I would like to suggest that we all make 'by email' obsolete by supplying the Editor with our location when offering letters for publication.

## John Harrison - Wokingham

### Settle-Carlisle Railway - 145th anniversary opening to passengers 1 May 1876

I wish to flag up the approaching 145th anniversary in May 2021 of the opening of the Settle-Carlisle line to passenger traffic.

A look at the calendar for 2021 indicates that 1 May falls on a Saturday. This is most fortuitous, as the centenary on 1 May 1976 also fell on a Saturday, and what a day it was! Despite appalling weather, the day allowed a fitting occasion for the celebration of the centenary of the opening of the line to passenger traffic.

As Secretary to the Centenary Committee 1973-1976, under the auspices of the then Settle and District Civic Society, I was at the heart of coordinating many of the events, working with British Railways, local authorities and numerous voluntary bodies for three years to ensure that the occasion was kept firmly in the public view. The story of the Centenary has not been fully told and as I am one of the few remaining active members of that Centenary Committee, my mind is currently thinking about the possibility of celebrating the 145th anniversary in 2021.

Saturday 1 May 2021 would be an ideal day on which to celebrate the 145th anniversary, and I would urge a competent body to consider now how the occasion might be celebrated, possibly as a precursor to a more extensive celebration of the 150th anniversary in 2026 when even fewer of us from 1976 are likely to be around?

Saturdays are good days for steam excursions and with the prospect of the LMS Patriot new-build locomotive 'The Unknown Warrior' being completed well in advance of this date, I would suggest that this would be the perfect locomotive to haul a steam-hauled 'Special' over the S&C

as a central part of the celebrations.

In 1976 we involved BR, the NRM, the Yorkshire Dales National Park and several other public bodies and included notable individuals such as Bishop Eric Treacy (main speaker at the Centenary Banquet), O.S. Nock, David Jenkinson and, of course, the President of the Settle Civic Society Alan Bennett. David Ward of BR was a key person involved in the special excursions too. Could a committee be formed of interested parties to coordinate the celebrations and publicise the event well in advance of the anniversary date itself?

The seeds of the FoSCLA were sown towards the end of the centenary celebrations and we all know how that grew into the Action Group and Campaign to save the line from closure a decade later. Today we have a thriving Settle-Carlisle community with many key players around who could surely take up the challenge of the forthcoming notable anniversaries?

**Nigel Mussett - by email**

### In Search of Aaron Smith

I was very interested in the article *In Search of Aaron Smith* by Carol Wright in the November issue of the journal. Perhaps you could find room in the next issue for the following notes.

I would like to add a few observations to the article:- It was quite possible that Aaron answered an advertisement from the contractor in his local press. I know that Firbank paid the rail fares for workers from Norfolk, so may be Eckersley Bayliss the contractor for the Lazonby section did the same. If this was the case then Aaron would have arrived at Penrith Station and

either walked or got the carriers cart to Lazonby.

There were hut encampments all along this section. I have records of them at Langwathby and Armathwaite so why not Lazonby? If Aaron was a miner he was probably put to work on the Baron Wood tunnels; they were started in 1870 and finished in 1873. While working at Lazonby he would have been in contact with those responsible for the contractor's locomotives that were supplied by Hunslet and Manning Wardle of Leeds.

When the tunnel was finished he could have walked and ridden on contractor's trains down the new line to Settle and then by train to Leeds to find work in Hunslet. My new book *A New Railway to Scotland* due to be published this year by Hayloft Publishers will cast more light on this period about the building of the line.

**David Ocomore - by email**



### **Rear Cover Images**

**Above: *The Flying Scotsman seen here at Ribbleshead on 22nd December 2018.***

**Photo: Tim Hancock**

**Below: *66727 at Appleby on Friday 14th December 2018 with the Mossend to Clitheroe Cement Train.***

**Photo: Mike Summers**

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